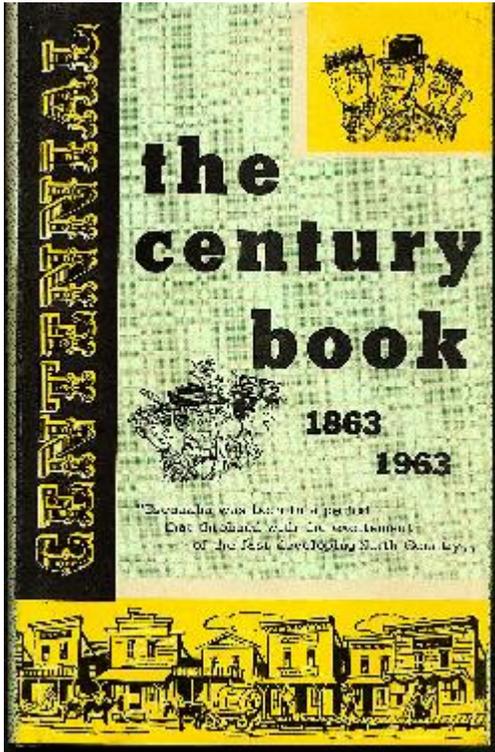


THE CENTURY BOOK

1863 ESCANABA 1963

as years pass by..... Escanaba, its first 100 years!



When Escanaba was young our pioneers lived with visions of a brighter future. Now we take for granted miracles of which they did not dream.

How did our people work and live? What were their achievements? These and other questions are answered in The Century Book, which is not a "history" in the usual meaning but rather a commentary to the fact and an interpretation of the statistic.

You'll read about the adventuresome era of the big trees, the plight of a little girl lost, Eli P. Royce wrote of city aldermen in his diary, and how the "fever girl" fooled the doctors.

You may for the first time learn that there would have been no Escanaba at Sand Point if there had not been a dispute over land at Old Masonville; and you'll read about an airplane flight that took four days to hop from the ground to the top of a pine tree.

Most of all you'll be impressed anew by the many good deeds of the people from many lands who, in the exercise of freedom, created in Escanaba their contribution to the American heritage.



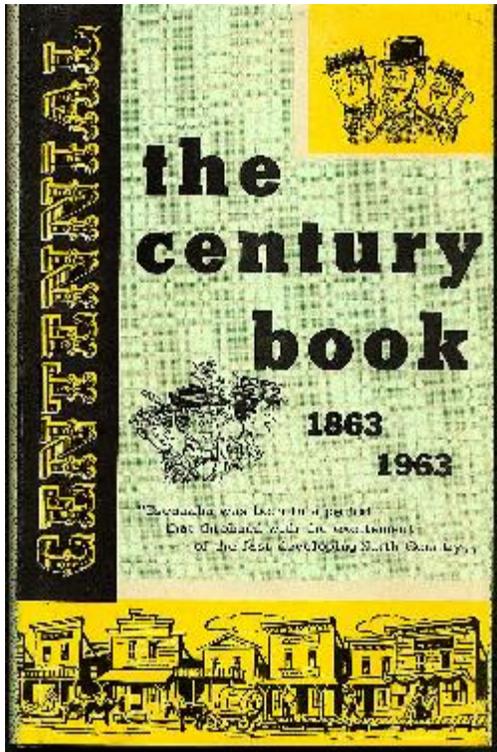
ESCANABA

yesterday and today

Blowing nostalgic dust off "the good old days" the authors discover the unusual, the amusing, the harsh and the heroic. The elements of change and the promise of continued growth are combined with anecdote and incident to bring into print the story of Escanaba's first 100 years.

Foreword

Escanaba was born in a period that throbbled with the excitement of the fast developing North Country. Nearby there could still be heard the occasional beat of an Indian drum. From the South came the disturbing echo of the Civil War.



One hundred years ago, in January of 1863, President Lincoln issued a proclamation freeing the slaves. But it would be more than two years later, after Appomatox, that the war would end.

Iron ore was needed to convert into steel for the armies of the North, for cannon, for ships.

At Sand Point, selected as the Escanaba town site, streets surveyed by Eli P. Royce were dotted with pine stumps. The trees had been cut beginning about 1852 and a log house was built on the bay shore opposite the present House of Ludington. Construction of docks and railroads brought people and the need for housing and in 1863 three "boarding houses" for workmen were built - the first permanent settlement.

Within the century there would be the sorrow of other wars, the hardship of depressions -- and the bright achievements and advances in social, scientific, industrial and agricultural fields. Escanaba and its people were to share in all of the these trials and troubles, in hopes and aspirations of the nation.

The century was to see the development of libraries, hospitals, and schools both public and private. The telephone, the movies, the automobile, radio, television -- each era ended but to set the stage for a new and different one ahead.

This Centennial Book seeks to capture in some small measure the vigor of a people from many lands who, through the opportunity of individual freedom, became masters of their fate, builders of their future, and creators of an American heritage.

Many persons of the Escanaba community volunteered time and knowledge in assembling material for this chronicle and commentary. The volume was inspired by the leaders of the Delta County Historical Society, was sponsored by the Escanaba Centennial Corporation, and received the generous support of business and industry.

No expression of appreciation would be complete without acknowledging the gift of paper for the book from the Mead Corporation's Escanaba Division through the courtesy of Mr. George Douglas, and the indefatigable researching aid given by Mr. Dave S. Coon, curator of the Delta County Historical Museum.

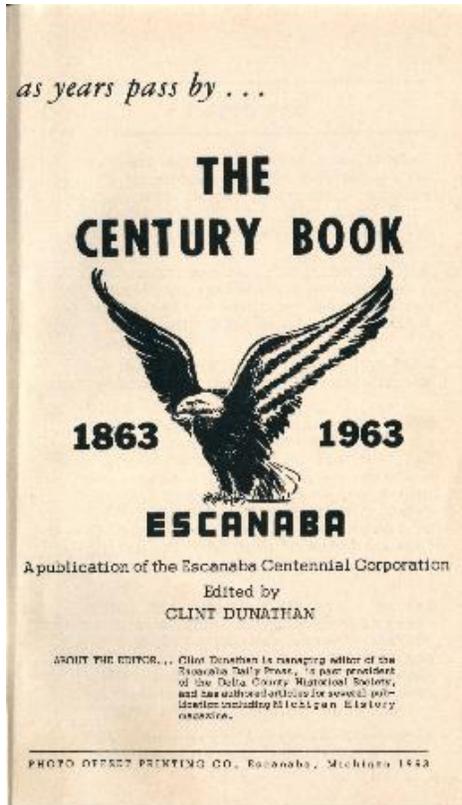
Perhaps special thanks should be accorded the Centennial executive committee -- Mr. Dean Shipman, Mr. George Harvey and Mr. Walter Lewke -- for their understanding and loyalty toward a project which at times seemed bewilderingly complex.

That the Centennial Book will have a lasting benefit is the hope of the book committee. Its success will be due to the work of its many authors; its shortcomings must be ascribed to me.

March 1, 1963
Clint Dunathan

Acknowledgment

The preparation of this volume was made possible through the assistance of many persons who researched, wrote and advised. Particular acknowledgment is due the following individuals and organizations.



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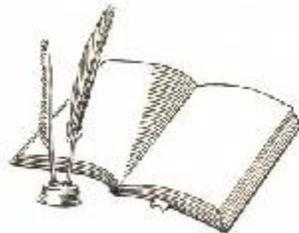
Arthur J. Harvey

With understandable personal warmth the editor acknowledges assistance in research,

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With special acknowledgment the Escanaba Centennial Corporation recognizes the generous contributions in support of the Centennial program by the following industrial firms and business institutions:

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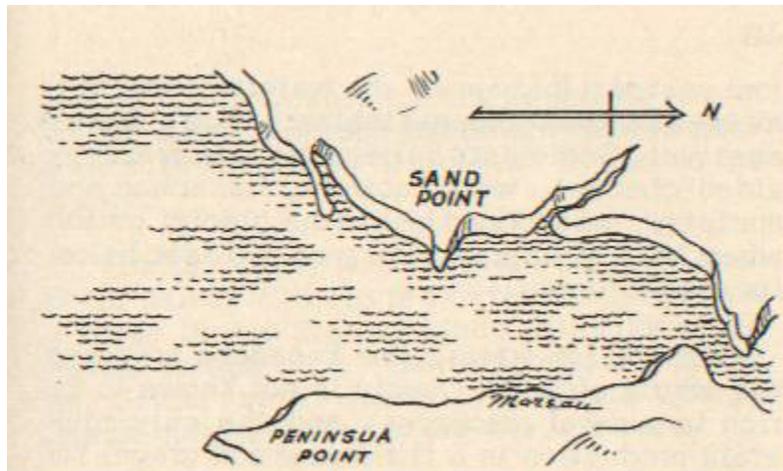
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ESCANABA NATIONAL BANK



This Pleasant Land

Perhaps as few as 2,500 years ago, about the time of Confucius, Chinese philosopher, the land on which Escanaba is built was awash beneath the waves of an ancient lake. This lake was larger than the present Lake Michigan and was fed by meltwater of retreating glaciers.

Beach ridges and sand dunes, nearly all destroyed or removed by street and home construction, crossed the lands on which the city has been built. They marked phases of advance or retreat of the shoreline of higher lake levels.

The gentle slopes and generally flat nature of the townsite, broken by ridges and dunes still evident along Lake Shore Drive and the Escanaba Country Club golf course, provided a stable foundation for building, good drainage, and facilitated the layout of broad streets.

Sand Point, only a few feet higher than the level of Little Bay de Noc, is a striking feature of the Escanaba shoreline. Built up by sands deposited by currents of water, Sand Point has just east of it (hidden by the waters of the bay) and 85-foot-deep channel that was once a drainage river. Geologists believe the narrow steep sided channel, well known to fishermen and mariners, was formed late in the glacial period when Lake Michigan water was 350 feet below its present level.

Except for water, the Escanaba area and the whole of Delta County is not known to be rich in mineral resources, and the only minerals production is a little sand and gravel for construction purposes and road aggregates. The total value of this production is less than one-half million dollars annually.

In years past explorations have been made for iron, coal and oil. Some limestones have been burned to make cement, and Stonington Peninsula shales have been used for brick manufacture and fertilizer.

Douglas Houghton, first state geologist, visited the "Little Bay de Noquet" area in an

exploration for minerals in 1837, the same year that Michigan was admitted to the Union. With George H. Bules, botanist, and three carsmen in a small boat with a sail (probably a Mackinaw boat) Houghton coasted the Little Bay de Noc shore and camped overnight at Breezy Point, three miles south of Sand Point, on August 20, 1837.

Michael Gunter and Chris Skaug in a search for coal drilled two holes, one 640 feet and the second 848 feet deep on the H. Wagner farm at Stonington in 1900. No coal was found but Gunter's interest in other minerals was stimulated. In 1918 he appealed "to the patriotic men of Delta County to join in making use of the big beds of potash and other valuable minerals that have been discovered by him in the county."

"Delta County will break the strangle hold which Kaiser Wilhelm is exerting on the people of these United States, since withholding the German potash . . ." Gunter promised. It was the Gunter spirit rather than Delta County potash that helped with the war, however.

Interest in oil and gas possibilities date back to 1900. A Milwaukee company drilled a well seven miles north and east of Rapid River in that year and in 1927 a local firm put down a well near Highway U.S. 2-41 at the north city limits of Escanaba. Both ventures were monetary failures but the 1927 project was "an investment in education," as one Escanaban described it.

Only lean iron formation was found in the Pine Ridge area just west of Escanaba by the Escanaba Iron Range Exploration Co. formed in 1919. Four holes, the deepest 1,165 feet, were drilled. Officers of the company were H. W. Reade, president; J. J. Mallman, vice president; M. N. Smith, treasurer; and L. N. Schemel, secretary.

Several diamond drill holes were made in central and northern Delta County by the Cleveland Cliffs Iron Co. in 1956 in the latest exploration of iron ore. No development followed and it is inferred that no important ore bodies were found.

Water is the greatest resources of this pleasant land. Whether used to quench thirst, power generators that turn the wheels of industry, supply fish for food and for sport, for boating and swimming, water is the most precious commodity in Escanaba's future.



Call Them Bays de Noc

The Bays de Noc are likely to be looked upon by the majority of Escanaba residents as an obstacle in this day of automobile transportation. For from Escanaba on west to Fayette on the east side of Delta County it is some 60 miles by roadway, half that distance by boat, and about 22 miles as the planes fly.

Man in past centuries, however, used the bays as part of the great inland seas high road to exploration, trade, and settlement.

Indians of the early Copper Culture are known to have occupied the Bays de Noc area 5,000 or more years ago. Their descendants or people very much like them were living here when the first white man, Etienne Brule, French adventurer, visited the Upper Great Lakes about the year 1600.

Thirty-four years later (and only 14 years after the Pilgrims landed at Plymouth Rock) Jean Nicolet skirted the Big Bay de Noc peninsula and traced the Summer, St. Martin, Washington Islands route to Green Bay. Father Jacques Marquette and other Jesuit priests, intrepid in their zeal, followed to establish missions at Indian centers of population.

Indians traded the skins of beaver, otter and other fur-bearing animals to the French for beads and metal axes, guns and brandy. Among these Indians were the Nokes or Noquets, one of the Algonquin tribes, whose territory extended from northern Green Bay and the Bays de Noc northward to the south shore of Lake Superior.

They were neighbors of the Menominees to the south and the Chippewas to the east and appeared to be friendly to both. Perhaps because they were amiable and not numerous people who occupied an unstrategic area (so far as the French were concerned) there is little of record about the Nokes in early history.

Their name appears spelled variously, Nokes, Nokens, Noquets, Nocquets, and Noquettes, in the Jesuit Relations, translations of the papers of Sieur de LaMothe Cadillac, and other sources.

The fierce Iroquois drove other tribes westward, among them the Potawatomies of Lower Michigan. Cadillac notes that in 1671 the Potawatomies were located on "Noquet Island" in Lake Michigan. This was Washington Island, 25 miles south of Escanaba, where in the fall

of 1679 Rene Robert Sieur de LaSalle's sailing ship Griffon, first vessel of its kind on the Great Lakes, took on a cargo of furs. She set sail for the return to Lake Erie, was never heard from again, and apparently was lost in a storm.



This girl, one of a band of Noke Indians at White Fish River, was photographed about 1880.

The Marquis de Vaudreuil at Quebec on October 12, 1717, wrote of efforts to induce the Indians to come to Detroit where Cadillac had established a fort and trading post in 1701. The Indians must receive brandy if the northwest fur trade is to be kept from the English, he said. He reported giving "two or three pots of brandy" to "six other boats of savages from the Bays - Sakis, Folles Avoines, and Nokes." The Sakis were the Sac tribe of Wisconsin and the Folles Avoines or wild rice people were the Menominees.

Fishing, hunting and trapping occupied the Nokes and kept them largely at home and out of whiteman's mischief. Unlike the Menominees, who rallied several hundred warriors to assist the French at Detroit against the British, the Nokes let others fight the wars that eventually brought the Old Northwest and the Bays de Noc into American control about 1814.

Henry Rowe Schoolcraft, Indian agent at Sault Ste. Marie, mentions the Bay de Noc Indians in a statistical report of November 21, 1832.

Schoolcraft names three "villages of periodical encampment" on the northern curve of Green Bay. They were Nocquet, Weequaidons and White Fish Creek. Total population was 210. Of this total, 138 were reported as at Bay de Nocquet and Weequaidons (a location not otherwise identified) and 72 were at White Fish Creek. There appeared to be little admixture with the whites, for Schoolcraft noted that of the 210 only 15 were persons of mixed blood.

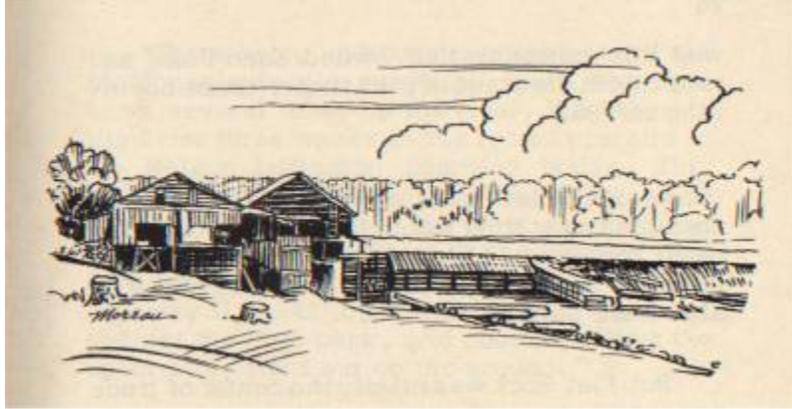
Dwindled in number, reduced in health and property, losing their lands to the encroaching whites, the Noquets had now come to the end of the trail. They had not only lost a primitive culture and dignity - their identity was also gone. Now they were lumped with the Chippewas, their name perpetuated only in the Bays of the Nokes - the Bays de Noc.

The mouth of the Escanaba River was the starting point for boundaries under which all Indian claims were extinguished. Two treaties signed in 1836 surrendered Indian claims to the eastern section of the Upper Peninsula and that portion now occupied by Menominee, Dickinson and the southern part of Delta County. In 1824 the remainder of the Upper Peninsula, including the great mineral riches of the Copper Country, in an area that extended like a needle point to the mouth of the Escanaba River, passed into the hands of the United States.

Archaeologists and Indian "relic" seekers point to many shore and river sites where the Nokes once had villages. Here there may yet be found an occasional arrow point of flint, a bit of pottery, a copper knife. A grave said to be that of Chief Tacoosh was uncovered on Sand Point when construction was underway in 1901. Arrow points, beads, a cross, a

calumet, a small bottle and a broken mirror were recovered from the grave and are now displayed at the Delta County Historical Museum.

Symbolic of two hundred tumultuous years, the grave items told a mute story of people who had lost their culture but had found a soul, discovered a world and lost their homeland.



The Days Before Escanaba

Wild berries were plentiful around the cluster of buildings along the Escanaba River at Flat Rock in the 1840's and 50's. Raspberries could be had in the slashing near a logging road at the mouth of the river below what is now Pioneer Trail Park. Blackberries grew on the high ground that is now called the Gladstone bluff, and at Sand Point, later to become the Escanaba town site, blueberries grew in profusion.

Berries were preserved with sugar, pound for pound, in wide-mouthed bottles and sealed with corks and resin.

Flat Rock, first permanent settlement in Delta County, dates back to the early 1830's with the arrival of a fur trader, Louis A. Roberts, and his wife. A man by the name of Chandler built a water-powered mill there about 1836; a steam powered mill was built in 1844 by the Smith brothers, John and Joseph, which was sold to the N. Ludington Co. in 1851. It was this company that owned Sand Point and was to cut the stand of pine timber there beginning in 1852.

Besides Flat Rock, other settlements were springing up at river mouth locations around the bay: Ford River, Masonville, Nahma, Garden, Sac and Kates Bays of the Garden Peninsula also were settled.

But Flat Rock was briefly the center of trade and commerce, of transportation and culture before the founding of Escanaba. From there travelers went northward to Marquette by boat or afoot; lake boats connected the region with other ports and in winter a "stage line" bumped and slid along shore ice to Menominee and Fort Howard.

A word picture of early Flat Rock days, as recalled by three of its residents, has been drawn by Mrs. Cornelia M. Jensen, Escanaba, a director of the Delta County Historical Society. She received the information in interviews with Mrs. Mary Lehman Bemus and Mrs. Caroline Lehman Quimby when they resided at Menominee. The "Lehman sisters" died within a few months of each other in 1940.

William Lehman, fleeing from oppression in Prussia, arrived in the United States in 1852. His family followed in 1855. Lehman left Chicago for Flat Rock and employment by the Nelson Ludington Co. as a blacksmith for wages of \$40 a month. In the spring of 1859 Mrs. Lehman and the girls made the trip to Flat Rock on the two masted schooner The Tempest.

“There being no house available until the McMonagle family moved to their new farm home several miles up the river, the Lehmans lived for three weeks in rooms upstairs in the Nelson Ludington boarding house. This large shingled, unpainted, two-story frame building stood on the low east bank of and facing the Escanaba River on the Pioneer Trail Park side at about the place where the new Highway U.S. 41 joins the bridge. Set back against the high bank, one could step from the upper story right out on the ground.”

Adjacent to the boarding house, with its south wing in which resided mill superintendent David Langley and his family, was the Ludington Co. store and barns, an enclosure with a large number of hogs, and beyond was the cluster of homes of company employees and their families.

“In the spring after the winter in the logging camps, the woodsmen came home with long hair and beards. In the open on the green, back of the company barn, the barbering took place. With Joseph Rupprecht in charge the men were soon sheared and little piles of hair dotted the ground.”

There was no school at Flat Rock and the mothers made plans for one. Mrs. Lehman succeeded in securing an acquaintance, Mrs. Naomi Fleming of Muskegon, as teacher.

“She came in the summer of 1859 and taught only that one summer, nine children being enrolled and parents paying tuition for their children. The school was held in a room in the old boarding house in a parlor and bedroom occupied by Mr. Ashton. The men were away at their work all day, leaving the rooms vacant for use as a school.”

Pauline Lehman Cordes, third of the Lehman sisters, in later years at Menominee recalled that there were nine “scholars enrolled”: John McCreash, Alma and Minerva Moulton, Isabel Cheyne, Pauline and her sisters Caroline and Mary, and the Langley brothers, Frank and David.

A few bands of Indians inhabited the Bays de Noc area and they would frequently visit the Flat Rock settlement. One day three boatloads came up-river to the vicinity of the boarding house. Thomas Ashton, the mill clerk, amused himself by placing potatoes and other vegetables from the Langley garden on the points of the picket fence and inviting the Indian boys to shoot at them with their arrows. Those they hit they could keep.

“Their elders had also gathered up some food including some salt pork and several kinds of wild meat. Toward the river mouth they set up an encampment of tent-like shelters made of balsam boughs, and there in a great iron kettle over an open fire they prepared enough stew for the entire party.”

There was no doctor in the frontier settlement of Flat Rock. Mrs. Langley, wife of the mill superintendent, became seriously ill the summer of 1859. An inscription on one of the headstones in the old cemetery at Pioneer Trail Park fixes the date: "Carrie C., wife of David Langley, died August 12, 1859, aged 29 years, 10 months and 15 days." Surviving besides here husband were three sons, Frank and David, who were old enough to attend school, and George, the baby.

"Her coffin was hand-made of pine boards and covered with black cambric cloth, the inside being lined with white muslin. At the funeral the bearers, four men, carried the casket on a handbarrow or litter, letting it down to rest occasionally. The mourners, possibly fifty to seventy-five people, walking two and two, followed in the procession. At the grave Stillman Moulton read the Episcopal Burial Service for the Dead."

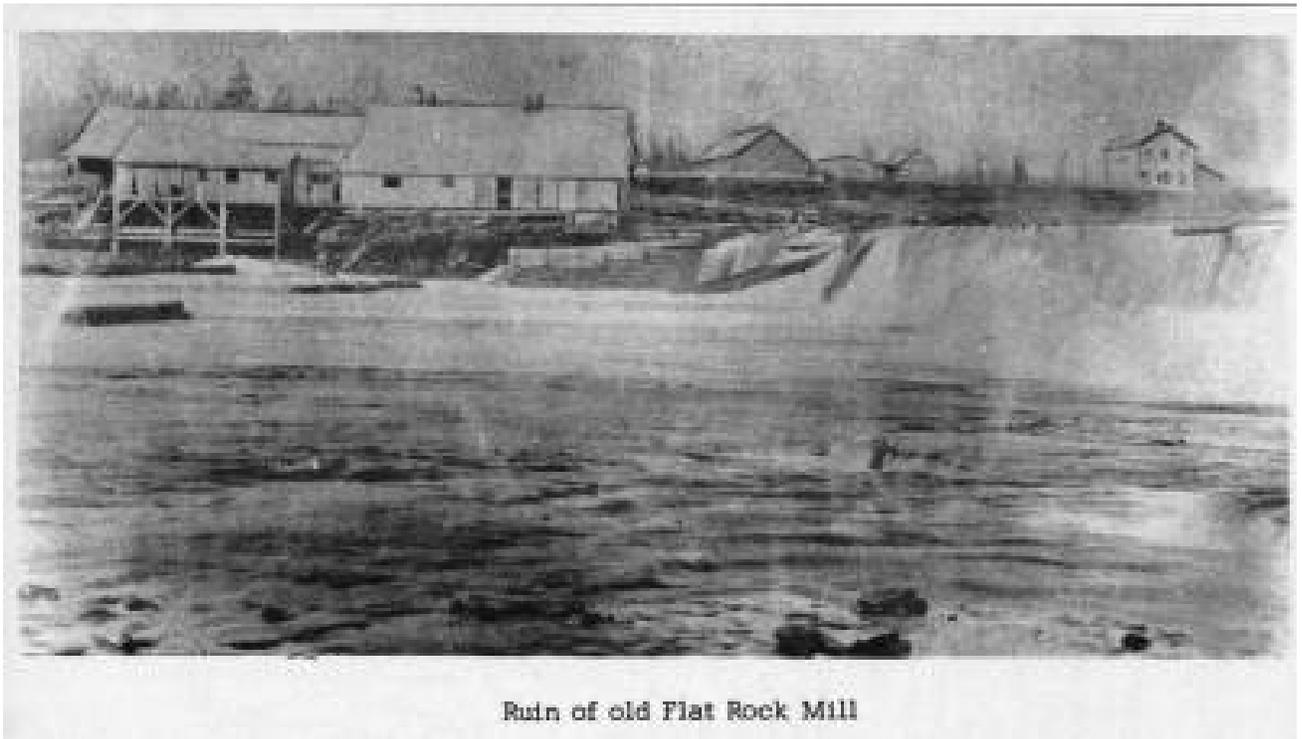
Deaths were but an interruption in the busy lives of the people of the settlement.

The Lehmans and several other families erected new homes in 1860 on the flat above the river about opposite the present Mead Corp. paper mill. William Lehman had cut the logs for his house in advance and with the help of his friends at a Sunday building bee the logs were "rolled up" in one day. A noon meal of venison, baked beans, bread and cakes were served by the women. In her new home Mrs. Lehman had the luxury of both a stove and a fireplace for cooking and heating.

"Knives and forks of steel were used and teakettles, frying pans and kettles were of iron. The homes were lighted with candles made of a mixture of deer and beef tallow. Mrs. Lehman had a twelve-candle mold and a ball of candlewick and made her own candles. Kerosene lamps soon were to come in, however, and were said to be cheaper. The first lamps held but a teacupful of oil which was known as petroleum. It cost 75 cents per gallon and one gallon lasted a family all winter."

The Nelson Ludington Co. purchased the Chandler Mill property in 1860. A new boarding house was erected on the high ground on the west bank of the river and the dining room there became the school room. Abraham Lincoln was elected president of the United States that same year but "the news did not reach this frontier outpost for six months." The Civil War and years of scarcity were to follow and Flat Rock village children would sing:

In eighteen hundred and sixty-one
This cruel war had first begun.
In eighteen hundred and sixty-two
Old Abe, he dressed the niggers in blue.
In eighteen hundred and sixty-three
Old Abe, he set the niggers free.
In eighteen hundred and sixty-four
This cruel war will soon be o'er.



Ruin of old Flat Rock Mill



Eli P. Royce

For many years before his death May 26, 1912, at the age of 91, Eli Parsons Royce was recognized as the “founder and pioneer citizen” of Escanaba. That he died childless and that the Royce name is perpetuated here only in Royce Park is not significant. So long as there is an Escanaba he will be remembered as the man who surveyed the town site and platted its wide streets and pleasant avenues.

Historical sources do not agree in what year Royce first saw Sand Point that was to become Escanaba. But there is agreement that he was born in Clinton, Onieda County, N.Y., November 29, 1820; that with his parents he moved to Ohio when he was about 15 years old; and that when he was about 30 years old he was in Chicago “engaged in the buying and selling of lots.” In Chicago he married Miss Sarah J. Barras in June of 1849.

Removing to Green Bay Royce was employed by the N. Ludington Co., whose interests included the mill at Flat Rock. Royce had first had experience in survey work as a young man in Ohio. In Green Bay he had the opportunity to study law and entered the practice of that profession in Oconto. According to accounts published at the time of his death, he traveled from Green Bay to Flat Rock for the Ludington Co. in the winter of 1859 to supervise construction of a saw mill. Completing his mission to Flat Rock Royce returned to Green Bay and then in 1862 was sent to Sand Point to “lay out” a town for the Ludington Co.

In later years, when some questions concerning the derivation of the name Escanaba was raised in print, Royce wrote to the editor of the Escanaba Daily Mirror:

“Nelson Ludington gave the name of the City of Escanaba. The surveys of the city; the portion between the light house and Jennie Street was made in the year 1862; along the lake shore on the north side and south side in 1863, under the orders of Harrison Ludington, the ex-Governor of Wisconsin.

“His orders to the surveyor (Royce) were: ‘Lay it out as best judgment leads you, and be liberal to the railroad and to the people.’”

“In the year 1864, a party from Chicago visited this place on the way back on the steam boat to Green Bay, Nelson Ludington and the surveyor (Royce) went into the cabin and laid the survey on the table. The plat was examined and approved. He gave the names to the streets, and surveyor wrote them down on the streets.”

“He had a list of names for the city and among them was Flat Rock, and looking them over, he said the Indian name for the river had been suggested to him, but neither he nor the

surveyor (Royce) knew what it was.”

(Editor's Note: The Escanaba River most often called Flat Rock River at that time.)



“The surveyor prepared to go out and get Mr. Ogden (William B. Ogden, one of the first owners of the Sand Point area) and Mr. Jacobs (John Jacobs, half-breed Indian trader and son of Queen Marinette, for whom the city of Marinette is named) to settle it, and also have Mr. Ogden settle a difference about the triangles on Ogden Avenue. One wanted them given to the public and one wanted them sold as lots. When they (Ogden and Jacobs) were called to the cabin it was decided to give the lots to the public, and to give the Indian name to our city.”

“Mr. Jacobs gave the Indian name, and pronounced it several times, while Mr. Ogden arranged the spelling, and as so arranged the surveyor wrote the name on the map.”

Other sources report that:

“Mr. Royce had the Indian pronounce it many times until he finally succeeded in catching the name and spelling it ‘Escanawba’, being spelled that way in the Laws of Michigan, 1863, Page 462, when the town of Escanaba was organized.”

The town that was named for a river that the Indians called Escanaba, meaning flat rock, grew and prospered. Royce became one of the busiest men in the community.

He was Escanaba's first postmaster, was a judge of probate, served as an alderman, was village president, city engineer, was prosecuting attorney of Delta County and continued in the practice of law until 1894.

With advancing years and lessened responsibilities although still engaged in surveying, working as city engineer, overseeing his properties and operating a mill at Bagley, Royce began keeping a diary. That he began it late in life and made somewhat infrequent entries that ended in the spring of 1906 makes the diary no less revealing. He was concerned with his health and that of his wife and other relatives. His financial condition worried him, the Bagley shingle mill operation wasn't going well. But Royce still found time to take on new chores.

“Friday, February 22, 1901. Commenced to work in my leisure time on an atlas of Delta County and of another of the Cities of Delta County.”

“Monday, April 15, 1901. I commence a map of the survey of Wells for printing.”

“April 2, 1902. Have got all my buildings rented that were idle or nearly so since Cleveland became President. Peace and Plenty now seem to be the universal condition of the United

States.”

“January 15, 1904. I have had a cold since the middle of December but I am still at work in North Escanaba on the laying of pipe for Water Works Co. February – Am better but hand has sores coming out on it. Confined to the house.”

“March, 1904. My right hand has blood poison in it, is discharging in eight places.”

“April: My hand is getting better but I have lost the use of my forefinger. May: A cold backward spring. I am not a candidate for city engineer again. Every alderman is a boss.”

“Sept. 1905. My store corner of Ludington and Tilden Avenue was burned, destroyed the roof and N.W. Corner where the fire started. It was an incendiary fire and there is no doubt who set it. Circumstantial evidence shows it was set to drive out the Salvation Army. I am pleased to know their object failed as (of) now.”

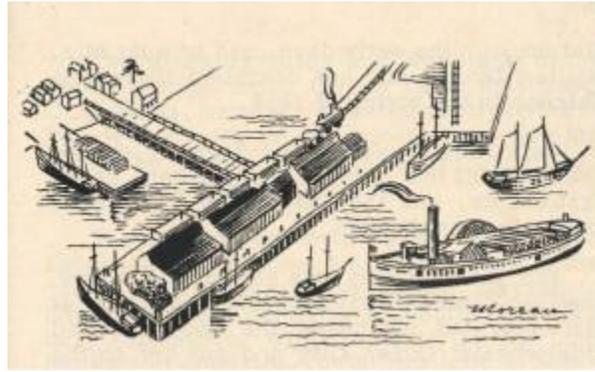
“April 6, 1906. I have done little this month except chores about the house. I am closing out my business in Bagley and confining my business to Delta County. All my buildings have stood idle and I am now waiting for the strike of the train laborers to start before I commence to repair any buildings.”

Royce continued active in business affairs, his diary indicates. But it was a limited activity. A eulogy, printed shortly after his death, described him as “Escanaba’s founder the pioneer citizen.” and reported that Royce continued as an agent for the Ludington Co. until about 1902. “He was also one of the organizers of the first lodge of the Odd Fellows in this city,” it was reported.

His wife was affectionately known as “Aunt Sarah” and the couple, with a foster daughter they raised and a nephew of Mrs. Royce’s, resided in what was then one of Escanaba’s more pretentious houses at Lake Shore Drive and Fifth Street. Mrs. Royce before her death turned the house over to her nephew and his wife. About five months later Mr. Royce became ill of pneumonia and was dead within eight days.

The tall, gaunt and gray-bearded man who in later years had become a familiar figure riding about the city in a topped surrey drawn by a small bay horse, was laid to rest in Lakeview Cemetery. The Delta County Board of Supervisors adjourned and the members attended the funeral.

Closing entries penned by Royce in his diary had to do with the repair of surveying instruments followed by: “One sits at the West Window of Life and his prospects is the Sun Set. God knows I have paid the penalty for my transgressions.”



Of Men And Ships

Escanaba was a lake port before it was a railroad terminal. Tall spars of the lake schooner fleet were a prominent aspect of every early day scene – exclamation points rising above the road-beamed hulls of boats that were the fastest, safest and cheapest transportation on the Upper Lakes.

Built for hauling freight, the schooners were equipped (after a fashion) to take on a few passengers. The hardy folk of the period shrank little if at all from the dank and cheerless quarters that were below the decks in the after part of the vessels in the early days. Here men and women occupied separate “cabins” built along the sides of the cabins. Some vessels had a few tiny staterooms for wealthy or prominent passengers.

It was such a vessel, the two-masted schooner *The Tempest*, that carried lumber, passengers, supplies and other needed goods to Flat Rock in the early days, and brought Mrs. William Lehman and her daughters there from Chicago in the spring of 1859.

Capt. Leslie sailed *The Tempest* to the shallows off the mouth of the Escanaba River, cast anchor, and the passengers were taken ashore in a small boat.

The era of steam was already under way, however, and as early as 1858 John Jacobs of Marinette had purchased the wooden-hulled side-wheeler *Queen City* and put her on the run to ports on Green Bay. She was not very large, was a former river boat. The *Queen City* came to her end in the late fall of 1875 when she burned and sank three-fourths of a mile off shore at Misery Bay, near Ford River. There was no loss of life. The fire was discovered in the late afternoon and the crew of seven or eight men came ashore in the small boat.

Two other boats owned by Jacobs, freight and passenger schooners the *Scott* and the *Polly*, operated through the 1850's and 60's in regular service between Green Bay and Menominee. In the 60's Jacobs replaced them with two steamers, the *Sarah van Epps* and the *George L. Dunlap*.

“By 1890 fourteen steamship lines made Escanaba a regular port of call” reports John J. Mitchell, marine historian and a past commodore of the Escanaba Yacht Club. “The Stephenson dock, on the site of the present Municipal Dock, saw eight to 10 freight and passenger steamers per day, with sometimes five large vessels lying at the dock at the same time.”

The steamers *Lotus* and *North Star* of the Burns Transportation Co. of Escanaba, Capt. C.

E. Burns, manager, operated mostly on Little Bay de Noc with an occasional jaunt into Big Bay. The line later became the Escanaba-Gladstone Transportation Co.

There was only a winding sand road between Escanaba, Gladstone and Rapid River, the “street cars” had yet to extend service to Gladstone, and the Lotus and North Star were busy “connecting with trains of the Soo Line Railway at Gladstone. Calling daily at Maywood, Hunters Point, Rapid River and all points on Little Bay de Noquet, for the accommodation of tourists and sportsmen.”

The Hart Steamboat Line, with Capt. H. W. Hart in command of the steamer C. W. Moore, left Green Bay each Tuesday and Friday evening, touching at every port of consequence: Red River, Menominee, Ephraim, Washington (Island) Harbor, Fayette, Fairport, Sturgeon Bay, Fish Creek, Egg Harbor, Sister Bay, Ford River, Garden, Little Sturgeon, Escanaba, Nahma, Thompson, Manistique and presumably anywhere else a passenger wanted to disembark.

Escanaba's waterfront was a bustling scene in the early days. There was once a lumber dock just west of the lighthouse (now the Coast Guard dwelling) on Sand Point. Some of the pilings may still be seen along the sandy shore where the I. Stephenson Co. had a retail lumber yard.

There was the Merchants Dock which held both the tracks of the Chicago & North Western freight yard and a retail coal dock. The remains of this dock are just west of the present Municipal Dock. The seaward side of the old dock is caved in and the landward side shelters a fish dock. Originally the east end was connected to the shore by a wooden bridge that spanned the lagoon called Frog Hollow which extended westward to the rear of the present Delta County Court House building.

The old Stephenson Dock, now covered by the westside of the Municipal Dock, was the one that had the heaviest steamship traffic. On this dock was a long warehouse and the office of the dock agent.

By 1890 Escanaba was crowing that it was “the iron port of the world” because of the tonnage of iron ore shipped from the North Western docks. Total vessel tonnage at Escanaba, including all commodities, in 1890 was slightly over eight million and place the town on Bay de Noc ahead of Liverpool, England. Tugs bustled about the Escanaba harbor, shunting the big schooners into berths or towing them out to find a wind – and then pulling them off the hidden shoals when they found too much.

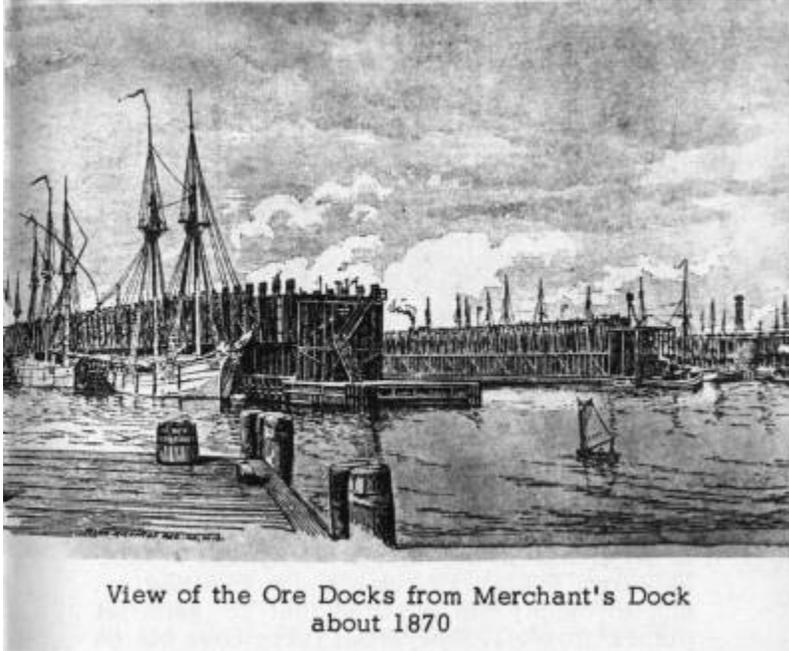
The “Devil's Ten Acres” off the end of Peninsula Point near the entrance to Little Bay de Noc and the Escanaba harbor was a trap with the teeth of rocks set in a series of treacherous shoals that brought many a good ship to her death. A lighthouse, built in 1865, warned mariners of this dangerous point. It was abandoned in 1925 but the old tower still stands at Peninsula Point – a center of interest in a public picnic area.

The first Escanaba light tower and dwelling were built at Sand Point at a cost of \$11,000 in 1867. The building, with tower removed, now houses Coast Guardsmen who are responsible for operation of the lights at Escanaba and Squaw Point.

Capt. John Terry, the first lightkeeper, and his wife Mary, found only tragedy and death in the building. Capt. Terry died soon after his appointment as lightkeeper and Mrs. Terry, believed to be the first woman to hold such a position in the United States, was appointed

to succeed him. The structure burned in 1886 and Mrs. Terry perished in the flames. Rebuilt, the light continued in operation until 1939 when an automatic crib light was constructed off Sand Point.

Because of its protected situation, few vessels were wrecked in Little Bay de Noc on Sand Point. In a violent storm of 1879, however, a three-masted schooner grounded on the shoal where the present bathing beach is located. Carried over the bar by the intensity of the storm she came to rest in front of the old Tilden House, which stood in the 200 block, Lake Shore Drive.



View of the Ore Docks from Merchant's Dock
about 1870

“She was dug out and refloated, leaving a deep hole in the otherwise shallow water,” Mitchell reports. “This was called ‘Greenhoot’s Hole’ because it was directly in front of the Solomon Greenhoot residence, which still stands at Lake Shore Drive and 4th St. At least 15 children drowned in this hole before it was finally filled in. Motorist on the drive through Ludington Park now pass directly over this tragic spot.”

Best-remembered wreck on Sand Point is the Str. Nahant,

whose hull rests on the bottom about 200 feet north of the Coast Guard dwelling and is marked by a can buoy. In November of 1897 she caught fire while alongside the ore dock (legend has it the blaze started when two drunken sailors overturned a kerosene lamp in her cabin) and was towed to Sand Point and beached. Sparks from the burning Nahant ignited the dock, which was also destroyed. Today skin divers find underwater adventure in exploring the Nahant.

Although a busy marine center, few boats have been built in the Escanaba area until recent years. In 1873 Samuel Elliott built a schooner at Sac Bay on Big Bay which he named E. P. Royce in honor of his Escanaba friend. The three-masted schooner was 24 feet long.

Nearly a century later in Escanaba the T. D. Vinette Co., with Dale Vinette and Emerson Kidd, are turning out steel-hulled boats for man uses. One is a passenger cruiser on the run to Isle Royale, another is a tug on the Detroit River, another a Milwaukee harbor boat, and there have been several commercial fishing craft. Construction is soon to start at the Vinette works on a 50-foot craft for the University of Michigan at a cost of \$75,000. The boat will be a floating laboratory carrying scientists about the Great Lakes in a water research project financed by the federal government.

Comparing the progress of shipping from the sailing schooners of the early days to the big ore carriers and oil tankers of today, Mitchell questions "what next?"

"Today's air travelers, looking down from a North Central Convair to the bays below, might picture in his imagination the weary settlers of a century ago, bracing themselves in the cabins against the plunging of the heeled down schooner. With favorable winds the trip by schooner to Detroit or Chicago would have taken a few days; the plane traveler will be there in a few hours."



"In that earlier day a few hundred barrels of kerosene rolled down the gangplank of a schooner was enough to keep all the lamps and lanterns in Escanaba lighted in the winter ahead. Now swift tankers move in increasing number to terminals on the bay, bringing fuel to keep us warm, to keep our autos and trucks moving, and to supply via pipeline fuel to send jet planes from K.I. Sawyer Air force Base off on missions to Alaska, to South American - or to the other side of the world."



The Big Trees

Cruisers or landlookers received higher pay than most men employed in the woods in the early days, and there was a reason, says Carl J. Sawyer, veteran woodsman and president of the Sawyer-Stoll Timber Co. in Escanaba.

“They lived out in the woods in a tent, cooked their meals over an outdoor fire, slapped mosquitoes in the summertime and fought cold and snow in the winter. They carried their supplies and equipment with them and sometimes they went on short rations before a job was finished,” he reports.

These men, technicians with compass and map, were able and hardy, courageous and adventuresome. Their task was to locate a stand of white pine of satisfactory quality for cutting. Some of these men first visited the Escanaba area as members of the original government survey parties of the 1840's. Their survey notes and records, incredibly neat and accurate considering the difficulties under which they worked, are a tribute to their skill.

Among such men was Charles E. Brotherton, who in the early 1850's had begun surveying and exploring in the region between Escanaba and Marquette. With the settlement of Escanaba he made his home here and became land examiner for the Chicago & North Western Railway starting in 1865. Frank Brotherton, Howard Bridges and Albert Kidder were among other surveyors whose names are remembered from the days when only trails among the big trees linked the few settlements along the lake shores.

The first logging and the first settlements were along the rivers, whose banks were heavily forested. According to Sawyer the first saw mill in Delta County was built on the Escanaba river at Flat Rock about 1838. The power of the falling water operated the “muley saw” whose blade went up and down, cutting only on the downward stroke.

Louis A. Roberts, who was among the first settlers at Flat Rock, with Darius Clark, took up a claim in 1844 on the Whitefish River at the head of the Bay and began operating a water mill. First mill at Ford River was established by Billings, Richards and Bliss in 1845. Steam power for the mills was used beginning in the 1850's. National expansion spurred the demand for lumber, railroad ties, and poles. Nelson and Harrison Ludington, Daniel Wells and Jefferson Sinclair, later joined by Isaac Stephenson, expanded the lumbering into a vast operation that ushered in the era of the so-called “lumber-baron.”

For many men there would be a living wage and a chance to have a home and raise a family; for the few there would be fortunes and influence and political honor.

Carl Sawyer, who has spent nearly 64 years “in the woods and on the rivers and lakes of

Minnesota, Wisconsin, Michigan and Ontario, Canada,” knows from experience of that which he writes about life in the camps.

“After the cruisers found a satisfactory stand of timber the lumber company superintendent or walking boss would look to the cutting of a tote or supply road to the site. In September or October a crew of men would be sent in to build a camp. These were made of logs from the site and consisted of a bunkhouse for the men, a cook camp, a barn for the horses or oxen, a blacksmith shop and an office. There might be a puncheon floor, made of small poles laid down and smoothed off a little with an adz. Roofs were of split pine or cedar shingles.’

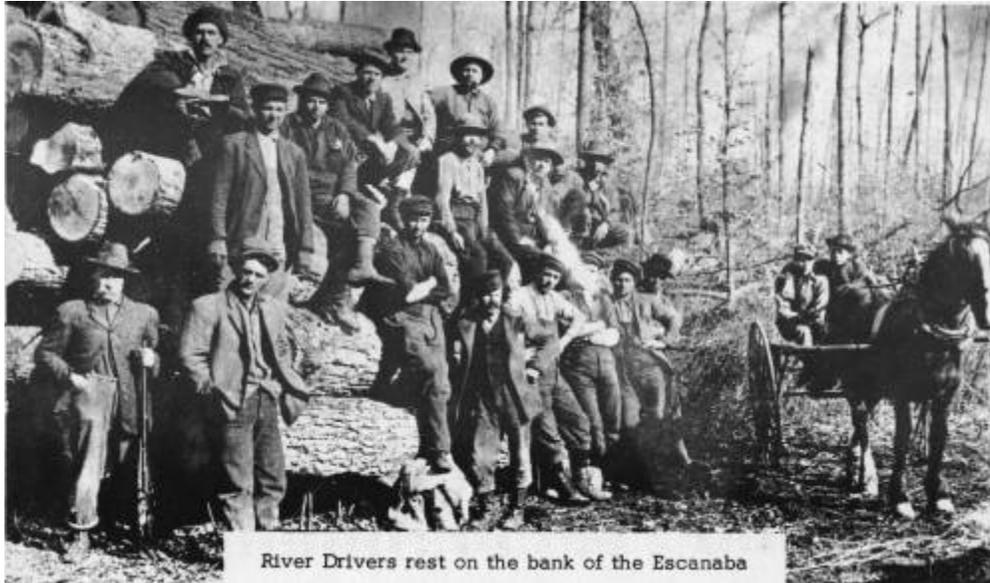
“Every camp had several large iron kettles in which the men could boil their underwear to get rid of the lice or “traveling dandruff” that accumulated in changing crews. Besides the problem of keeping clean, there was likely to be some personality conflicts before the winter was over. That’s why the rule of no conversation was enforced at mealtime. It saved wear and tear on the cook camp furnishings.”

The log cutters, swampers and teamsters, the road monkeys and canthook men were kept busy throughout the winter, while the river men were mostly occupied at the breakup in the spring.

“There was no eight-hour day then. We were out at the works by daybreak and left for the camp when it got too dark to see safely, even though it might be a three mile walk back to camp,” Sawyer recalls. “Woods wages were about \$1 a day plus board for ordinary work; teamsters and canthook men received somewhat more while the river men were paid as much as \$2.25 a day but put in very long hours at dangerous work. River drivers, also called river pigs and other names, were a hardy crew and had to be because sometimes they had to work in icy water up to the waist for many days, digging stranded logs out of debris or working them into the current.”

With the break-up in the spring the logs were sent downstream in the torrent of water. Some of the river drivers were very good on the logs and could ride them through the rough water.

Close of the drives, after the thousands and thousands of logs, stamped at each end with the mark of its owner, were delivered to the ponds above the mills, was the signal for celebration. The lumberjacks and river men hit the town like a roaring flood. They had their winter wages, the urge and the opportunity to spend it. Escanaba’s many saloonkeepers and the Thomas Street madams reaped most of the harvest.



River Drivers rest on the bank of the Escanaba

In the 1860's almost every other building on Ludington St. housed a saloon. Here the lumberjacks squandered their money in drink which might be more or less strong, depending on the lumberjack's degree of intoxication. According to an 1890 account of the earlier days: "Montana 'red-eye', and various other brands of corn juice, regulated as the quality of their snap, by judicious admixture of crude condiments, imparted to the burly bushwacker, a vigor, foreign to the health-giving essence shed by the balsam woods. His orgies, and his wassails, are things to be remembered. Whisky and money circulated freely. The balance of trade, was not however always strictly regarded, by the enterprising vendor; for whereas, the 'devil of a bird overnight,' circulated by his good species more liberally with each round up of mountain beer, or fiery Bourbon, the archdispenser regulated the sliding scale of the quality of his stuff, to suite the degree of obfuscation, apparent in his guest" The saloonkeeper, says the writer, Walter R. Nursey, "invariably came out of the unequal contest, top dog."

Not all of the men squandered their winter's wages, however, for many had families, responsibilities, and the desire to improve their situation.

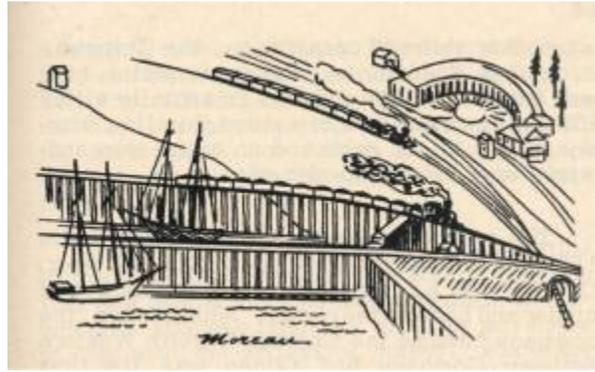
There were the homesteaders, who are cited by Carl Sawyer as examples of hard work and thrift. These men could file a claim for up to 160 acres of government land, clear some each year, live on it for five years, and then get a patent to it. "They worked in the camps to obtain some cash," said Sawyer. "With what they could grow on their cleared land, plus plenty of meat in the woods and fish in the streams, they managed to get by. If their homestead was good land they could end up with a fine farm, as some of them did.

As the pine and floatable types of timber neared exhaustion there was a growing demand for hardwood, followed by the need for pulpwood in the paper industry. Today "most any kind of wood" has a market, Sawyer reports.

The woods industry has been and continues to be of enormous economic importance to the

Escanaba area. The transition has been one of emphasis, ranging from square pine timbers shipped to distant Liverpool, England, in the early days, to the manufacture of high quality papers for national magazines circulated through the world.

The trained forester and the scientist in the woods laboratory have replaced the cruisers of landlookers who sought out stands of virgin timber in the early days. Control of forest fires and tree planting have long been accepted as good business. The big trees have become a renewable resource, a perennial harvest, thanks to public concern and private initiative in forest management.



The Chicago & North Western Railway

Had there not been the need for iron ore to provide the weapons of war, a misunderstanding, railroad fever and a man named William B. Ogden perhaps there would not have been a town named Escanaba, writes O.W. Brookes, the author of this chapter. Brookes, trainmaster for the Chicago & North Western Railway Co. at Escanaba, notes that “these elements, all mixed together, and stirred with the excitement of a pioneering era, gave Escanaba its place in the sun.”

Escanaba's destiny began in 1848 when a little railroad known as the Galena & Chicago Union started operation westward out of Chicago, far to the south of the Upper Peninsula.

William B. Ogden, who only a few years earlier had served as the first mayor of Chicago, headed the first railroad out of that frontier city. Ogden was to give purpose to place on Little Bay de Noc, a place called Escanaba, a few years later. Ogden was keeping his eye on another railroad corporation, the Chicago, St. Paul & Fond du Lac Railroad, which had been founded in 1855 and was financially sick. Official objective was to extend this line from Janesville, Wis., north and on to the iron and copper regions of Lake Superior.

The railroad folded up as a business in 1859, and was sold at a public auction that year. Ogden, with a few friends, was the successful bidder and became the owner. Reorganized, the company became the Chicago & North Western Railway Company and Ogden was its first president. Under his guidance the North Western was extended northward, reaching Appleton in 1861.

Civil War gripped the nation and there was an immediate need for iron ore. There was plenty of it in the Upper Peninsula of Michigan but the question was how it could be gotten to the mills far to the southeast, efficiently and economically. There was neither the time nor the money for Ogden to extend his railroad to northern Michigan.

Ogden decided to leap-frog the wilderness, to build a completely separate railroad in the Upper Peninsula from the mines to a harbor on the lake. On April 22, 1862 a new railroad corporation was organized – The Peninsula Rail Road Company of Michigan; its objective: to build a line from Little Bay de Noquet to the Jackson Mines at Negaunee and then on to Marquette.

The lake terminal of the railroad was to have been located at the head of the bay, at a spot then called Gena, later renamed Masonville, according to original plans. Misunderstandings between Gena property owners and Peninsula Rail Road officers developed and in disgust the officials changed the terminal location, selecting Sand Point,

now known as Escanaba. A misunderstanding had contributed to Escanaba's future.

Work started immediately on construction of the new railroad and by the end of 1863 the line had been completed from Escanaba to Negaunee, and was ready for the first movement of ore with the arrival of spring. Since the Peninsula line was a subsidiary of the North Western the operation was actually conducted by the parent company, which was meanwhile extending its line north to Fort Howard (Green Bay), reaching that point in 1862.

It was a long way between Fort Howard and Escanaba and Ogden and his fellow railroad officers were impatient men. They decided they would connect the railroads by water. A steamship line was formed to transport passengers, freight and mail from the south by water to Escanaba and thence by rail to Negaunee. Final leg of the trip to Marquette was made by stage coach. The boats operated only in the summer months and overland stages were used in the winter.

Originally the Lake Forwarding Company, the name of the steamship line was later changed to Green Bay Transit Company. Three steamers were operated, the Sarah Van Epps, George L. Dunlap and Saginaw. To have better control over the vital boat link, the North Western purchased the steamship line in 1867 and continued the operation until 1872, when the railroad line finally reached Escanaba from the south and connected in to the line to Negaunee.

The steamship connection was for those years the only comfortable, convenient and reasonably safe means of passenger travel to and from Escanaba. More importantly, it was the means for transport of the first locomotives, cars, iron rail, and tons of other essential supplies.

The Peninsula line's first locomotive was a woodburner steam engine called the "Appleton" which also was delivered by boat to Escanaba.

Escanaba boomed as railroad workmen poured in from the south and other men followed looking for work in mining and lumbering. At the close of the first shipping season in 1864, a total of 31,072 tons of iron ore had moved over the new railroad and passed through the harbor at Escanaba. This was indeed a fabulous amount compared to the few thousand tons which in previous winters had been hauled on sleds from the mines to Marquette for shipment.

The North Western kept right on growing and in 1864 was consolidated with Ogden's former railroad, the Galena and Chicago Union. Branch lines were extended by the Peninsula Rail Road as a division of the North Western beyond Negaunee to Lake Angeline, through a subsidiary from Powers to Quinnesec, and in the 1880's a whole rash of extensions to Crystal Falls, Stambaugh and Felch. And so it went, through the turn of the century with branch lines being constructed as mining companies opened up the earth.

All of this had a tremendous effect on Escanaba, an effect that is inescapable, even to the casual visitor whose curiosity is aroused by the huge ore docks reaching far out into the bay. Someone has called these docks, "iron ore Gothic" in style and they are giant landmarks throughout the city's entire history. The present dock is known as No. 6, but Escanaba has had far more than six ore docks, each with its mighty timbers resting on piles driven deep into the bottom of the bay.

Not too much is known about the first dock, built in 1863. Some records refer to it as the

Merchants Dock. Whatever its name, it was used for loading of ore, and unloading of supplies and materials brought in by ships for the building of the railroad. It was a substantial structure but within a few years a new and larger dock had to be built by the railroad. Up until the 1900's there was hardly a moment when dock construction was not going on, with each new dock generally higher, longer, with greater storage capacity and more ore pockets. The larger docks were required not so much by mine production or railroad operation but to met the increasing size of the ore boats.

Through the century docks were built and rebuilt, rased to make way for new ones or were destroyed by fire. Two Escanaba docks burned in 1924, the same year the fire destroyed a huge North Western dock at Ashland on Lake Superior, one of the most costly catastrophes in the railroad's history.

The present dock No. 6 which dominates the Escanaba harbor scene was built in 1903 and was completely reconstructed above the water level in 1924. It is 1,920 feet along, is 70 feet high, has 320 pockets, and a capacity for 80,000 tons of ore.

Official records or iron ore shipped from Escanaba have been kept since 1884 and the tonnage total is nothing short of fantastic – 325,084,000. Prior to 1884 there was an estimated 12,000 tons moved through Escanaba, bringing 336,000,000 tons justification of Escanaba's claim as the ore port of the world.

There were other docks on the north bay shore besides those of the North Western in the early days. The "St. Paul Docks" at Wells, constructed by the Chicago, Milwaukee & St. Paul Railroad interests, received their ore via the Escanaba & Lake Superior Railroad, one of the most active "short line" railways in the nation.

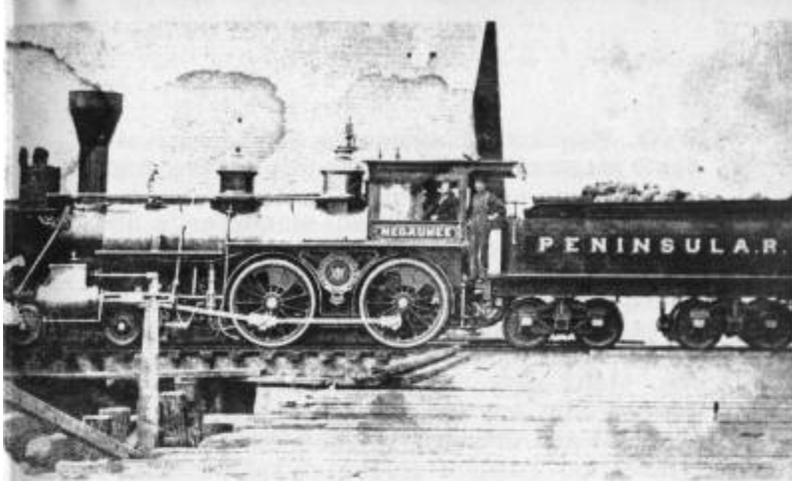
Founded in 1899 by Isaac Stephenson, Daniel Wells Jr. and J. W. Wells as a logging road up the Escanaba River, the E. & L. S. in later years was extended to connect at Channing with the Milwaukee & St. Paul and thus provided the latter with a link to Little Bay de Noc. The Escanaba & Lake Superior, which was originally built to haul hardwood logs because hardwood will not float and therefore could not be brought to the mills in river drives, interconnects also with the Soo Line and the North Western.

The Soo Line (Minneapolis, St. Paul & Sault Ste. Marie) touched the Little Bay de Noc shore when it went through in 1887 and the town of Gladstone was established on what had been called Saunders Point. U. S. Senator W. D. Washburn of Minnesota, Soo Line president, personally selected the site for the city.

Indicating the strategic significance attached to the Escanaba ore traffic by the federal government was the emergency construction of a huge iron ore loading dock in World War II. It was an "insurance" project, to be used only in the event the ship canal and locks at Sault Ste. Marie were damaged or destroyed by the enemy. Not one ton of ore ever went through the dock and the structure was rased after the war.

George M. Pullman designed and built dining and sleeping cars, and fabulous Pullman

Palace cars of the 1880's and 90's were on the regular runs through Escanaba to the mining country to the north. "The lumberman who walked into such a diner after months in the tall timber looked with awe at tables covered with snowy white cloth, gleaming with silverware and with a shiny cuspidor in the aisle along-side each table! And the bill of fare? How about venison steak, broiled whitefish, prairie chicken, snipe on toast, lobster or golden plover for a starter? Or if you liked oysters, you could have them raw, stewed, broiled fired, roasted, spiced or pickled!"

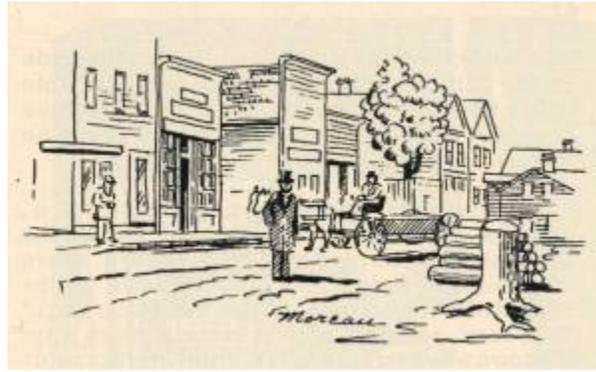


From wood burner (1865) to modern diesel. The Negaunee (top) was brought to Escanaba by boat.

Passenger train service prospered right up through the turn of the century and into the 1920's, when the private automobile began to come into general use. Passengers came back to the trains in World War II but only because gasoline and tires were rationed. Despite these losses, the North Western Railway maintains operation of the Peninsula "400", the first bi-level train of its kind in America, and it looks to a continuing force in the ore traffic. Increasing quantities of low-grade ore is being refined into iron pellets; the North Western has plans to construct a new conveyor type dock in Escanaba which will become a reality when the quantity of ore

justifies the expense; and in 1961 an electric infrared ore thawing facility was built at Escanaba, so that ore might be loaded out no matter how cold the weather. Concerned with the growing quantity of imported ore, the North Western that same year reduced its ore rates to Escanaba from the mines of the Gogebic range to help keep the Upper Peninsula mining industry competitive with foreign and Canadian mines. In September, 1962, the railroad came to a halt for the first time in 114 years as a result of a strike – but in the month that followed more than 1,000,000 tons of ore were loaded from the C & NW dock to set a new October record at Escanaba.

“What of the future?” asks Brookes. “Private cars traveling over more and more government constructed highways threaten the existence of passenger trains everywhere. As for iron ore, as long as this rich earth moves the inland sea at Escanaba, North Western trains will continue to roll across Delta County countryside, as they have done these past 100 years.”

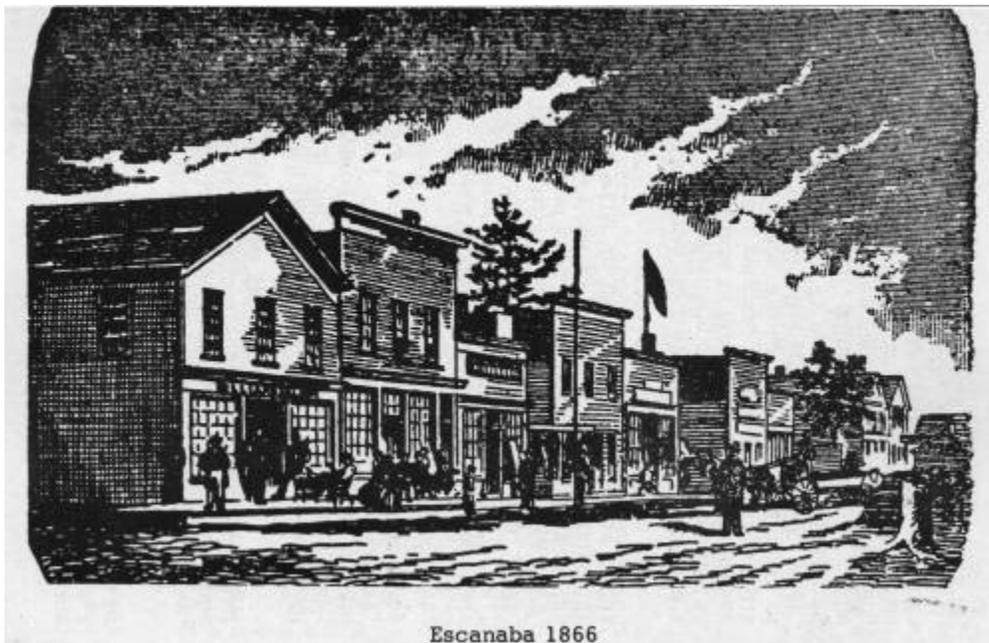


A Town is Born

To report that Martin L. Dunn was the “first white child” born in Escanaba fulfills one of the obligations of the local historian.

Dunn was distinguished by an accident of birth, but there were to be scores of other persons, both men and women who were to serve their community well in the city’s first 100 years. Among them would be those who “stood for” and were elected to public office or were appointed to positions of public trust.

Arthur V. Aronson, former Escanaba city manager who retired in 1962 after serving 17 years as manager, and 22 years as city engineer and in other capacities, is one of these. Member of a pioneer Escanaba family, he contributed material relating to Escanaba’s municipal history, the result of many weeks of research.



Escanaba was apparently organized as a town in 1863, incorporated as a village in 1866, and as a city in 1883, Aronson reports. For the purpose of adding more territory, the city was reincorporated in 1891 and 1895. “Records of the City Council proceedings were available only as far back as April 4, 1889, the previous accounts having been destroyed by fire,” he writes.

Newspapers as publications of record, however, have their story to tell, and in the Escanaba Tribune, issue of April 9, 1870, there is published ordinances and by-laws of the "Board of Trustees of the Village of Escanaba." This date, you will note is about six years after the town was settled and the "first white child" made his appearance. C. J. Bellows was village president, and trustees were David Langley Jr., H. B. Smith, J. N. Hiller and E. P. Lott, with F. O. Clark, clerk. The men were of the town's business and professional class. Lott was editor and publisher of the Tribune.

Back in 1870 the trustees were concerned about clearing streets, constructing board sidewalks, and the regulation of everything from "huxters and traders" to the keeping of dogs and livestock. To "ride or drive a team upon any of the sidewalks" could bring a penalty of \$10, keeping a gambling house or brothel \$25, hogs or other livestock (except cows) must be kept off the streets, dogs must be licensed or they would be destroyed, and "discharging fire-arms within the boundaries of the village" was prohibited on Sunday. Another ordinance required the closing of all business establishments on the Sabbath.

There seemed to be no popular uprising against the discharge of guns on any day but Sunday, however, for Editor Lott in the same issue reports: "Sportsmen are bagging great numbers of pigeons, besides disturbing the sweet morning nap of the residents of our village." Passenger pigeons were shot and trapped by the millions and became extinct in 1914.

Perhaps because he was a village trustee, Editor Lott tersely advised the townspeople: "License or shoot your dogs, and build your sidewalks, as the council orders."

But there was one public necessity about which the pioneer community was as yet unprepared to do anything – a supply of safe water. Escanaba was built on a sand flat, wells were easily dug, and the water from the shallow holes soon became contaminated. "Dead frogs, snakes, worms and stale foul water are not found in the Filter Wells," according to the advertisement of H. B. Smith. The enterprising Mr. Smith also warned: "Poisoned – It is impossible to estimate the damage done to person's lives by using the stale water in the open curbed wells of this town."

Dr. James H. Tracy served as Escanaba's first mayor when the city was incorporated in 1883. Aronson in his research lists the names of Escanaba mayors, a listing that rings bells of recollection among the older residents of the community: After Dr. Tracey, John K. Stack, John Semer, Eli P. Royce, Peter M. Peterson, Daniel Campbell, Solomon Greenhoot, Ole Erickson, George Gallup, John M. Hartnett, Murray K. Bissell, John J. Sourwine, Abraham J. Valentine, Menasipe Perron, John S. Lindsay, William A. LeMire, Oliver P. Chatfield. Ben J. McKillican, Thomas J. Riley, Clark M. Cuthbert, and Joseph F. Pryal, who closed out the era of wards and aldermanic form of city government as mayor from 1920 to 1922.

There was general dissatisfaction among the people with their city government and as early as 1917 a commission form was investigated but no action was taken. After concerted encouragement of civic leaders the people adopted the present council-manger form by a vote of 1,859 Yes to 341 No in August, 1921. Gone were the wards and feelings of sectionalism engendered by aldermanic politics.

Under the new council-manager plan T. M. Judson was the first mayor, 1922-24. The mayor was a presiding officer, he was elected by his fellow councilmen, and they each received \$120 per year. Other mayors to the present were: W. J. Hanrahan, George G.

Geniesse, William H. Needham. Elmer St. Martin, Carl J. Sawyer, John Luecke, Carl B. Johnson, Peter N. Logan, S. R. Wickman (who served continuously from 1940 to 1946 through the courtesy of Councilman Henry Wylie), Marvin L. Coon, Robert E. LeMire, Guy W. Knutson, Harlan J. Yelland, Wesley Hansen, Edward J. Cox and incumbent Mayor Harold Vanlerberghe.

Taking a backward look again for a moment we find, reports "Art" Aronson, that Escanaba has never fully realized the prophetic vision of Eli P. Royce in laying out wide and handsome streets. Ludington St., for example is 100 feet wide and other streets are 80 feet.

"What people don't realize," said Aronson, "is that 1st Avenue South was supposed to have been the main street and was made 120 feet wide. Growth of business developed on Ludington Street, however, and so eventually 1st Avenue South was reduced to an 80-foot width, with the 20 feet on each side, for the most part, given to the property owners, thus making their lots 160 feet rather than the 140-foot depth in of other lots of in the original plat."

By 1890 the outside toilets, discretely referred to in public print as "nuisances", were being replaced with sanitary sewers; and the shallow wells from which drinking water was taken also were fast disappearing. A private company provided water to the fire department as early as 1873; the service was expanded to the citizens, a filtration plant was added to the pump station in 1909 (through the years water was pumped directly from the bay without filtering); and by a vote of the people the plant was purchased by the city in 1918.

The present water plant, built on Sand Point at a cost of \$900,000 has a capacity of 4.5 million gallons a day. It includes (by approving vote of the people) equipment for the fluoridation of the water supply as a means of reducing tooth decay.

Growth of municipal facilities is indicated in the 1890-1963 comparison: Sanitary sewers extended from 6,300 feet to 40 miles; and 12 miles of graded streets to 62.3 miles of streets of which all but 11.5 miles are hard-surfaced The city in addition now has 31 miles of storm sewers, 65 blocks of paved alleys, 52 miles of power lines, and 1,025 street lights. Back in 1886 Escanaba had six miles of water mains. Today the total is 52 miles.

Statistics have a way of effectively obscuring the human interest side of the story. For instance, facts and figures cannot describe the passionate overtones accompanying the development of the Escanaba municipal electric system, and neither can they indicate the controversy aroused by city administration's decision to build and operate a central steam heating plant.

J. Semer & Associates was granted the first electric franchise (1889) and the first electric generating station in Escanaba was furnished by the Escanaba Electric Co. There were 700 incandescent lights and 14 miles of wire. The city purchased the privately-owned electric and gas plants in 1902. Purchase of electric power from the Electric Pulp & Paper Co. was begun in 1907 and continued until the early 1950's when the city was informed that the Paper Co. had no power to spare for sale to Escanaba.

An offer was made by the Upper Peninsula Power Co. to purchase the municipal electric generating plant, which was rejected by the citizens. Wheaton L. Strom, Escanaba attorney, headed a group of citizens forming an advisory committee that recommended construction of a municipal generating station and its operation under contract by the U. P. Power Co. to end the public versus private power controversy. Area as well as city power needs are served by the 30,000 kilowatt capacity plant built on the north bay shore and put into operation in 1958.

The city's steam utility serves to heat commercial and other buildings in the central downtown section. At first greeted with antagonism after construction of the plant in 1942, the general public reaction is now one of approval. Steam is carried to about 120 establishments through 21 blocks of mains. The commercial district is cleaner with the elimination of more than 100 individual heating plants and smoke stacks.

Escanaba also operates a municipal propane gas utility, built a new plant in 1951, as is working hopefully toward obtaining a supply of natural gas for the area and the region.

Until 1921 all sanitary sewers had their outlet under the Stephenson dock and raw sewage flowed into the bay, from which the city also received its water supply. The first sewage treatment plant was built in 1921 and was abandoned in 1932 when a larger and more efficient plant was opened. This plant continued to operate satisfactorily.

Through the years city councils and citizens made decisions that have favorably affected the social and economic life of the community. Ownership of utilities, particularly the electric distribution system, gave the municipality low power rates plus revenues that helped finance public services without high taxes.

Recreational and cultural needs of the people were not forgotten. First piece of land in Ludington Park was purchased in 1893. Other parcels were bought in 1914 and in the 1930's and 40's. The yacht basin centering the park was developed, sand dredged from the bottom extended the park area outward, and in 1950 the bathhouse was built on the outer beach. For a number of years a group of citizens sponsored benefits and received contributions to the Karas Memorial Bandshell Fund, and with the cooperation of the city the bandshell was built in Ludington Park in 1956. The music shell is a memorial to the late Frank Karas, teacher, musician, and for many years director of the Escanaba City Band.

Carnegie Public Library, built 60 years ago, continues to serve the people well, although it is crowded to the seams. Benefactor Andrew Carnegie gave Escanaba \$20,000 for the library building. Escanaba became the Michigan State Library center for the Upper Peninsula when a branch was opened here in 1955, bringing library services to people in scores of small communities for the first time.

There has been a long history of cooperation between the city and industry in Escanaba. In 1892 the aldermen authorized the mayor and attorney to visit Chicago in an attempt to interest new industries in settling here. In the 1940's at the close of world War II the

Escanaba Foundation was formed to assist existing industries and lure new ones, and the city gave its full cooperation to the effort. The successes are recounted in another chapter. The failures have been charitably forgotten.

Forward-looking city officers throughout the 1930 depression years and into the 1940's bought up some parcels of land within the city at state tax sales. Included was the so-called "blight area" of the 300 block, Ludington Street, where the first commercial buildings were constructed in the 1860's, and where the first decline was noted as the business district moved westward nearer the center of the growing community. As the city acquired ownership the old buildings were razed. The area was more sightly, but barren, and there were occasional rumbles about the "city being in the real estate business."

The death of Catherine Bonifas, widow of millionaire lumberman William Bonifas, revealed among many benefactions a bequest of \$300,000 to the City of Escanaba. Her wish was that it be used to aid in financing a state office building, recreation building, and city-county building. With consent of the court, the city invested most of the funds in a State Office Building, which houses state and federal agencies whose rentals are restoring the fund. The building occupies a part of what was once Escanaba's "blight area".

Across Ludington Street in the 300 block is the new Delta County building, which received a gift of \$50,000 in Bonifas trust funds plus three city-owned lots. The rejuvenated area became attractive too with the investment of private funds in other building projects.

Escanaba's 41 years under the council-manger form of city government have been noteworthy for several reasons: 1 – city-wide non-partisan representation on the Council; and 2 – The conscientious service of its city manager. The excellent working relationship of the Councils and managers through the years is indicated by the fact that Escanaba has had but five managers since 1922.

First manager was Fred R. Harris of Lansing, who was chief engineer of the Michigan Public Service Utilities Commission and a graduate engineer. He stayed four years, got the reorganized city government off to a good start.

Theodore "Ted" F. Kessler, of Escanaba, also a graduate engineer followed. He was here through the critical early years of the 1930's depression, when more than 500 men were unemployed in the community. Public works projects to provide employment begun, notably the development of an airport, improvement of Ludington Park, and building of a city garage.

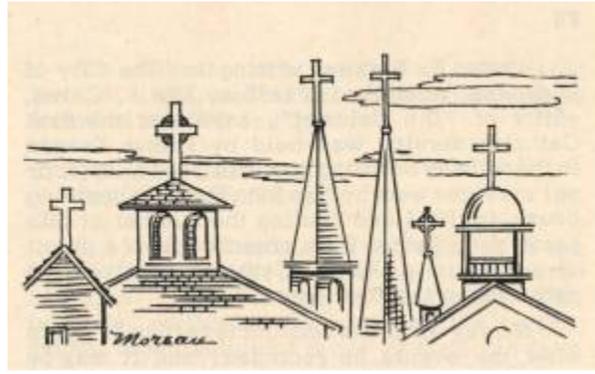
George E. Bean came to Escanaba as city manager in 1936 from Milwaukee, where he had been employed as an engineer for that city. A dynamic and forceful personality, Bean was in Escanaba nine years, left to follow a management career that included positions in a number of larger cities, and is now at Grand Rapids as manager. In his tenure here the central steam heating utility was started, deep wells were drilled and an elevated water storage tank was built, electric revenues increased by arranging a new power contract favorable to the city, street paving was continued, the municipal dock was built, and

Ludington Park development plans were finished.

“Art” Aronson, who had been city engineer, succeeded Bean in January, 1945. An engineering graduate of Michigan State University, he had been employed by the city starting in 1923. He retired July 1, 1962, and in the 17 plus years of his tenure as manager the city moved to new heights in building and rebuilding, including a new water plant, electric generating station, gas plant, bandshell, bathhouse, plus improvement of the sewage disposal plant and expansion of the steam utility.

George Harvey Jr., appointed by the Council as Aronson’s successor, member of a pioneer Escanaba family, served the city as clerk beginning in 1949. Construction of a city garage building has been completed and planning for a recreation building, airport terminal, and extension of sewers is moving forward. One of the city’s major cooperative projects for this year is, of course, the Centennial observance and Harvey is a member of the Centennial Corp. executive committee.

Escanaba’s civic progress is basically the result of good citizenship practices on the part of the majority of its people. Scores of persons today serve as volunteers on city boards and commissions; hundreds have served before them. Recognizing their contributions, Aronson in his Centennial report quotes Abraham Lincoln; “You should be proud of the City in which you live, and you should live in that the City can be proud of you.”



Look To Heaven

Escanaba often is described as a rip-roaring settlement in its early days, with saloons and bawdy houses in abundance. But the records show that it was a deeply religious community – a heritage brought to a new country by its first settlers which has grown in stature each year.

Before small parishes were formed and the beginning of church construction undertaken, family groups gathered in homes or other available meeting places to worship God, each in the manner to which it was accustomed.

Ministers and priests traveled many miles – and travel was a real hardship in those days – to reach their little flocks.

Services might be held regularly for a week or a month at a time. Or they might be held only once a month. But they were held, and from them evolved the healthy picture of worship that is so much of Escanaba's life today.

Walter R. Nursey, writing in "The City of Escanaba" published in 1890 by Lew A. Cates, editor of "The Calumet", says that the first Catholic services was held by Father Keenan in the railway boarding house in 1863. Episcopal services were held in John Foster's boarding house in 1864 and "during the summer of this same year Father Dale preached from a pulpit of sand, to a Roman Catholic congregation gathered on the lake shore."

Nursey wrote his account less than 30 years after the events he recorded, and it may be taken for granted that he also accurately described a situation "that as regarding its nationalities and its creeds, Sand Point was a miniature Babel."

Present pastors and leaders of churches of the Escanaba community have cooperated with Mrs. John Moberg, woman's page editor of the Escanaba Daily Press, in supplying information which is the basis for the church histories in this book. They are presented in the order in which they were received.

FIRST UNITED PRESBYTERIAN
Rev. D. Douglas Seleen

Beginning of the Presbyterian Church here as a Sunday School established in 1864 by Samuel Hart Selden, chief engineer of the Chicago & North Western Railway and superintendent of the building of its first three ore docks. The first church building was at

4th Street and 1st Avenue South; first minister was Rev. George W. Lloyd, and there were 12 charter members in formal organization that took place April 27, 1866. Six years later a larger building was erected on the same site.

The present church building was dedicated Dec. 3, 1899, and additions and improvements followed in 1926 and 1957.

ST. JOSEPH CHURCH

Father Jordan Telles

St. Joseph Church, gift to the parish of the late William Bonifas, lumber baron, dedicated in August, 1939, is one of Escanaba's most beautiful edifices. Beginning of the parish, mother organization of those Catholic faith of the community, goes back to the 1860's.

Father Joseph Keenan of the Redemptorist Fathers was the first Catholic missionary to serve the territory. Father Dale of Fond du Lac attempted to organize a parish and in the summer of 1864, Bishop Baraga appointed Father Duroc as its pastor. The congregation moved into a little building at the present church site in 1869; a new rectory and church were built in 1873; and ten years later the parish was ceded to the Franciscan Order. A few years later members of Irish descent and of French extraction left to establish their churches, St. Patrick's and St. Anne's.

CENTRAL METHODIST

Rev. Karl J. Hammar

The late Rev. A. R. Gustafson, a circuit riding preacher, came to Escanaba from Fond du Lac, Wis., at the invitation of the late Mr. and Mrs. John Gunderson to supervise organization of the Swedish Methodist Episcopal Church in 1887. The Swedish language was used in the church for many years, with a gradual transition to English, and the name of the church was changed to Central Methodist in 1935.

Rev. Hammar has served the church since August 1930. The present plan of enlargement is being conducted under his administration and congregations of Central and First Methodist Churches are exploring the possibility of merging. A radio broadcast service that began Pearl Harbor Day, Dec. 7, 1941, has been a special project of Central Methodist.

ST. STEPHEN'S EPISCOPAL

Rev. Ben F. Helmer

First services conducted by an Episcopal clergyman in Escanaba were held in John Foster's boarding house in 1864. Records of St. Stephen's Episcopal Church show the Rev. J. Gorton Miller of Negaunee and the Rev. Edward Seymour of Marquette held services here in 1877, organized the parish, and began holding regular services in Oliver's Hall the following year. The present church building was constructed in 1884 and extensively remodeled in 1927.

The Rev. Canon James G. Ward, rector emeritus, served the parish for many years and continues an active interest in its affairs. The Rev. Lester Maitland, former rector, now of Red Bluff, California, is distinguished for his achievement in aviation as a young man. In 1927 he flew from San Francisco to Hawaii, first man to pilot a plane across the Pacific.

IMMANUEL LUTHERAN

Rev. Gordon D. Thorpe

The Immanuel Lutheran Church of Escanaba marks its 75th Anniversary this year. Thirty men assembled on March 9, 1888, in what at that time was known as Cleary Hall for the purpose of organizing church work among the Norwegians and Danes of Escanaba. The first church and parsonage were later erected on the same site now occupied by the Church.

Immanuel congregation calls this their "Diamond Decade, A Decade of Destiny," for during this anniversary year Immanuel intends to erect a new church and parish education building on its site adjacent to the new Escanaba Area Public High School.

CALVARY BAPTIST

Rev. Donald Wolf

The Calvary Baptist Church in Escanaba was originally known as the First Swedish Baptist Church and was organized on Sunday, Sept. 7, 1902, with Rev. Carl Antonson accepting the call as the first pastor. The church was built at 301 North 15th Street and was dedicated on March 27, 1903. It had a charter membership of 22.

Officially recognizing the change from Swedish to English, the name was changed to Calvary Baptist in 1931. In the spring of 1957 a site was purchased for future building across from the Upper Peninsula fairgrounds. Ground was broken for the new edifice in May, 1961, and the building was dedicated Thanksgiving Week, 1962.

ST. PATRICK'S, CATHOLIC

Father Martin B. Melican

Irish members of St. Joseph's Catholic Church petitioned Bishop Frederick Eis for permission to organize a separate parish and formal division was confirmed July 26, 1901. The Rev. Joseph M. Langan was the first pastor.

Cornerstone of St. Patrick's Church was laid March 25, 1902, and the new church was dedicated the following year. Father Langan died in 1911 and was succeeded by the Rev. Francis X. Barth. As a religious and civic leader Father Barth won wide attention and the University of Notre Dame conferred upon him the degree of LL. D. in 1917. He died May 30, 1922.

EVANGELICAL COVENANT CHURCH

Rev. Everett L. Wilson

Just 25 years younger than the city, the Evangelical Covenant Church was organized in Escanaba in 1888. First church was a frame building on South 13th Street, now being used by the Christian Science Church. A brick structure was built at 14th Street and 1st Avenue South which was gutted by fire in 1933. The present structure was raised on the old foundation in 1934.

Originally a Swedish Church, the services have been conducted in English for about 30 years. For a brief period in the 1890's the church was served by C. V. Bowman, who later became president of the Evangelical Covenant Church of America.

SALEM EVANGELICAL LUTHERAN

Rev. J. J. Wendland

Salem Evangelical Lutheran Church, Wisconsin Synod, has two live members who have been associated with the parish since its early days. They are Fred Rudiger, whose baptism as an infant in April of 1884 is in the church records, and Max Rudiger, who came to this area as an immigrant, and has now passed his 99th year.

Pastor G. Thiele was sent into the Upper Peninsula from Wisconsin to investigate the spiritual needs of German immigrants in 1882; Pastor Herman Monehart came to Escanaba shortly thereafter and served the area; in 1889 a small church was set up at 4th Avenue South and 12th Street and the church was enlarged and remodeled in 1925.

FIRST METHODIST CHURCH

Rev. J. Bruce Brown

A series of prayer meetings in the summer of 1869 marked the first Methodist services in Escanaba. The Rev. William Mahon conducted the worship services which soon followed, held in Royce's Hall at what is now Ludington and 3rd Streets. Formally incorporated on June 6, 1871, First Methodist Church has had several "homes", including a structure that had housed a blacksmith and wagon shop.

Since 1874 the church has been located at 302 South 6th Street. The original building burned in 1878; the second was moved to South 9th Street and is now known as Carpenters Hall; and the present edifice was erected in 1907.

SEVENTH-DAY ADVENTIST

Elder Paul E. Penno

There were 15 charter members when the Escanaba Seventh-day Adventist Church was organized by Elder A. L. Beazley, assisted by Elder R. J. Bellows, on July 26, 1924. The late William Hatton of 211 Ogden Avenue was the first Adventist in Escanaba and the first Evangelistic meetings were held here by Elder Beazley in 1923.

The church was first located at 1st Avenue South and 16th Street, was moved to 19th and Ludington in 1925, and the building was sold because it was too small and since 1962 services have been held in the Adventist Auditorium, South 23rd Street.

ESCANABA CHURCH OF CHRIST

Wesley S. Hawley

A more recent parish in Escanaba is the Church of Christ, organized by Mr. And Mrs. Wesley S. Hawley in March of 1955 in their own home. The congregation grew and the Veterans of Foreign Wars Hall was rented and is the present meeting place. Plans have been completed for a new building at 1907 South 23rd Street and construction is scheduled to start May 1 of this Centennial Year.

CHRISTIAN SCIENCE SOCIETY

The Christian Science Society in Escanaba dates back to a meeting held December 1, 1910, when a group of persons interested in Christian Science met in a private home. Two years later the Swedish Mission Church building was purchased at 325 South 13th Street and freedom from indebtedness was reached after a grant was received from the trustees under the will of Mark Baker Eddy in April, 1943. The edifice was publicly dedicated January 9, 1944.

An authorized Branch of the Mother Church, The First Church of Christ, Scientist, Boston, Mass., the Society maintains a Reading Room at the church which is open to the public.

CHRIST THE KING EVANGELICAL LUTHERAN CHURCH

Rev. Erland E. Carlson

First congregational business meeting of Christ The King Evangelical Lutheran Church was held October 19, 1958. Prior to this date the Board of American Missions (Augustana) conducted a religious survey of the area and by consent of Bethany Lutheran Church Board of Administration the "Bethany Chapel" building at 13th Avenue North and 18th Street was presented to the members of the new congregation. Under Bethany's direction a parsonage was built.

A new church will be planned for construction on two lots adjoining the present building when the parsonage payments are completed within the next year. The pastor and congregation have been instrumental in organizing socially-oriented community activities for the area in addition to the program of religious services.

UNITED PENTECOSTAL CHURCH

Rev. Albert F. Miller

The United Pentecostal Church had its beginning in 1932 when a few members gathered for a cottage meeting. An affiliate of the United Pentecostal Church which has its headquarters in St. Louis, Mo., the church is located at 1500 North 19th Street, Escanaba, and remodeling is in progress.

BETHANY LUTHERAN CHURCH

Rev. Walfred E. Nelson

Thirty-five members gathered at the home of Carl Olson with Pastor Carl O. Olander present to organize Bethany Lutheran Church on April 15, 1879. The first church was built

in the fall of that year on the present site and the first resident minister was the Rev. Philip Thelander.

The second church edifice, seating 300, was built in 1891 under the ministry of Rev. P. O. Hanson. There was rapid growth in membership and a Chapel was built in North Escanaba a few years later. This Chapel in 1958 became the church for the congregation of Christ the King Lutheran Church.

Over half of Bethany's history and growth was connected with the ministry of the late Dr. C. Albert Lund, pastor emeritus, who served for 38 years, 1906-1944. The present church was built in 1912.

ST. ANNE'S CATHOLIC CHURCH

Father Stephen L. Mayrand

Separating from St. Joseph's parish as their numbers increased, French Canadian families in Escanaba broke ground for their own church in 1887 and completed the edifice the following year. Father Joseph Martel was the first pastor and remained with the congregation until his death in 1893.

Fire destroyed the church July 16, 1947, and a new one was constructed on South 23rd Street at 8th Avenue South, where there was sufficient area for a complete parish establishment, including a school, convent and rectory, being built this year.

SALVATION ARMY

Capt. Orville Butts

William Booth founded the Salvation Army in England in 1865, and spread its influence and organization to America in 1880. Its work was opened in Escanaba in a rented store building on Ludington Street February 19, 1914, with Capt. Alpha Lefgren, who now resides in Minneapolis, the first officer.

(Editor's note: Attention is directed to the Eli P. Royce chapter in which Royce in his diary records occupancy of one of his buildings by the Salvation Army in 1905.)

Major Arvid Hamilton was instrumental in building the present Citadel at 112 North 15th Street, in 1937. A full schedule of activities is maintained, plus community service such as the Christmas Cheer project.

ST. THOMAS THE APOSTLE

Father Arnold E. Thompson

In the summer of 1948 a petition was sent to His Excellency Thomas L. Noa, Bishop of the Catholic Diocese of Marquette, requesting that a parish be established on the north side of Escanaba. The petition was granted and a chapel was erected and made ready for use by October, 1948.

By 1951 a portion of a school building had been erected and was being used as a temporary church. Construction of a rectory was started in September of the same year. The new rectory was completed in the spring of 1952.

BETHEL, JEWISH

The congregation was organized in 1925 and is known as Beth El. There was at one time as many as 35 Jewish families in the community but that number has now declined. At various periods the Jews of the area were served by a Rabbi, but they have never had a synagogue and high holiday services and various festivities were observed in Carpenters Hall.



Let There Be Schools

“A community is judged to a great extent by the quality of its educational program and Escanaba citizens can be, and are, proud and happy to boast of the opportunities and advantages Escanaba children have because of our outstanding public and parochial schools,” writes John A. Lemmer who researched this Centennial history of the schools.

Lemmer served as Escanaba school superintendent for nearly a quarter of a century, retired in 1959, and recognition of his role as an educator including the naming of an elementary school for him. His tenure was distinguished by the development of special education programs and the encouragement of private gifts to expand school programs and improve facilities.

He became a member of the Escanaba High School faculty in 1921, principal in 1925 and superintendent in 1935.

On Sept. 4, 1866, J. B. Clark, Escanaba Township clerk, gave notice as follows:

“You are hereby notified that the school inspectors have fixed upon the 10th day of this month at 7 o’clock P.M. for the citizens to meet and elect one school Director, one Moderator and one treasurer for the ensuing year, to meet at the office of J. N. Hiller.”

The citizens met as scheduled in the office of businessman Hiller, with Ira D. Buck chairman of the meeting and E. P. Lott clerk. The first volume of the minutes of the board of education of what is now the Escanaba Area Public Schools shows further that David Langley was elected moderator, James Morgan director and Samuel Kaufman assessor School District No.1 of Escanaba Township.

After the election the first business was to instruct the trustees to negotiate for purchase of two lots (now marked by a plaque at Carnegie Public Library corner) for a school building site. Arrangements were made to rent a building for school classes and it was not until July 5, 1867, that action was taken to secure the lots and \$2,000 was fixed as the cost of the building, one-half to be assessed the first year, the other one-half to be borrowed at 10 percent interest. Later this was reduced to 7 percent.

On October 1, 1866 Lott, who was later to become “editor and proprietor” of the Escanaba Tribune, was hired to teach the winter term at \$45 per month in the rented schoolhouse. First school tax in Escanaba that year was \$160 for teacher’s salary, \$80 for rent and repairs, and \$60 for wood and coal.

Miss Emily Dunbar was hired on April 4, 1867, to teach three months from March 1 at \$35 a month and Miss F. M. Goodall was named assistant at \$25. A statement on file in the Delta County Historical Museum certifies that Miss Dunbar had "passed a satisfactory examination in Orthography, Reading, Writing, Grammar, Geography and Arithmetic, and was of good moral character and of competent ability to teach a school" and so was licensed to teach in the Township of Escanaba.

Text books selected by the school board in 1867 included McGuffey's Eclectic Readers and Spellers, Stoddard's intellectual Arithmetic and Parker's Philosophy. First meeting of the board in Escanaba's first school building was held in the spring of 1868, indicating the building was completed the previous year. Teachers taught for one year or less, individuals elected to the school board frequently declined to serve, and the first nine-month school year was in 1868-69 and the budget was \$1,700.

Emma J. Tyler, writing in Escanaba High School annual of 1903, recalls "the first school I ever attended in Escanaba was a building of two rooms set down on a sand heap, amidst bushes and stumps, standing about where our new library (Carnegie) is at the present time." The first school building "was quite on the outskirts of the town." There were no sidewalks and children came to school "on pathways worn by the feet of cows and pigs. The town was full of pigs."

The new public school was not the only school in the town of nearly 1,600 "souls" back in 1870. In the Fall of that year Miss M. E. Hart of Muscatine, Iowa, came to Escanaba and opened a "select private school" in a building constructed for that purpose by David Langley, agent for the N. Ludington Co., alongside the Langley home. Miss Hart's school appears to have had a select but short life.

Nelson Leach in 1871 was the first teacher to be designated a principal and A. R. Northup became the first school superintendent in 1877. First graduates from grade 10 (the high school course was two years) were Nora Keating, Mary Garner and Minnie Lott in 1881.

The Franklin School was built in 1882 and served also as the high school; the University of Michigan accredited the Escanaba High School in 1894; a "new" high school building was constructed in 1907 and was accredited by the North Central Association in 1909. Constructed in this school building period were the Barr School in 1898, named for Hiram Barr, C & NW Railway official here; Washington School in 1899, Jefferson in 1901; Webster in 1911 and the Junior High in 1931. R. E. Cheney was superintendent for 10 years (1925-35) and his successor was John A. Lemmer.

The Lemmer elementary school, opened in 1954, houses special education classes, has an outstanding program of benefit to crippled and handicapped youngsters.

"Escanaba is unusually fortunate in having received bequests from friends of children and believers in a strong education program, bequests that make this community unique in the nation," said Lemmer.

"The first bequest, given by Mrs. Reade in memory of her husband, Mr. H. W. Reade was for \$10,000, and since the first recipient received the income from that sum in 1930, \$10,712 has been distributed. The A. J. Young scholarship fund amounts to \$10,700, was the first awarded in 1953, and \$1,900 has been given in memory of Mr. Young since then. In all cases the principal sum remains invested and only the income is used."



“Mrs. William W. Oliver’s gift in memory of her husband was for \$25,000 and her generosity made possible the William W. Oliver Memorial Auditorium in the Junior High School, an auditorium that serves the community well,” Lemmer continued.

“The Escanaba School District was a major legatee in the estate of Mrs. Catherine Bonifas. During her lifetime she gave to the schools more than \$80,000 and it was because of this that the Catherine Bonifas Technical School became a reality. The will of Mrs. Bonifas who died in 1948, provided \$820,000 for various purposes. The Board of Education received \$831,788.97 from her estate. This money was invested immediately and as a result almost unbelievable results occurred.”

“Fifty thousand dollars is invested for scholarships for graduates of Escanaba High School and Holy Name High School; \$100,000 is available for the Bay de Noc Community College which is soon to be in operation; \$153,671 was used for special education purposes in the John Lemmer School. The addition to the Junior High School was made possible by the use of \$139,483, earnings from the investment; and property costing about \$70,000, including the new Escanaba Area High School site, was purchased as well as lots on the Franklin and Junior High School sites.”

“Excluding the \$50,000 for scholarships, the Board of Education had available from the Catherine Bonifas estate about \$782,000,” said the former school superintendent, who was a friend of Mrs. Bonifas and served as administrator of her estate. “Approximately \$400,000 has been used for school purposes and, as of Dec. 3, 1962, there is \$713,000 still on hand for the new high school and for such other purposes as the Board may wish to consider. The will of Mrs. Bonifas provided for \$500,000 for a new high school.

“Not only did Mrs. Bonifas remember Escanaba school children in her munificence but so also did Mr. John P. Norton, publisher of the Escanaba Daily Press. His will stipulated that the residue of his estate, after individual bequests were made, be given to the Escanaba

Board of Education in memory of his wife, Mrs. Anna C. Norton, and that the income from this residue be used to provide scholarships for needy and worthy graduates of Escanaba High School. The residue of the estate amounted to \$466,000. Since 1953, when the first Anna C. Norton Scholarships were awarded, \$152,000 has been distributed in scholarships and the scholarship fund in late 1962 held investments valued at approximately \$669,000. Possibly nowhere else in the United States can evidence of such generosity be found.

Edward E. "Ed" Edick, principal of the Escanaba Senior High School for 23 years, retired from that position in 1958 – to teach. He is an educator who believes that it's just as challenging to be a school teacher as an administrator. Senior High principal and faculty member for a total of 33 years, Edick since his "retirement" in 1958 has taught mathematics in Junior High School. He is inventor of a scheduling system which is used widely in the high schools across the nation. Stephen C. Baltic, member of the Senior High faculty since 1942, succeeded Edick as principal.

The present superintendent of the Escanaba Area Public Schools is Walter Bright, who succeeded Lemmer in 1959. The past three years have been momentous in the development of an expanding and strengthened public education system. By invitation of Escanaba district, school districts of Wells, Ford River and Corner Township were annexed; the voters of the new Area District also approved a bond issue of \$2,800,000 to finance construction of a new Area Public High School which was opened in April this year. But on Feb. 18 voters rejected a millage proposal to finance replacement of the old Franklin, Jefferson and Washington school buildings and improve facilities in the other elementary schools. The Area Public School district has an enrollment of 4,131 and employs 150 teachers.

The Escanaba Area Public Schools board of education is composed of E. G. Bennett, Arol Beck, J. P. Williams, Mrs. John O'Brien, Jack Manning, Dr. William Hemes, and Frank Bender Jr. Former members of the board who through the years worked indefatigably for the advancement of the system are Dr. Roy B. Johnson, Mrs. N. L. Lindquist and Charles Follo.

"Escanaba is proud of its public school system but it is also proud of its parochial schools which have a long history of educational accomplishments," Lemmer's report continues.

"The first Catholic school was St. Joseph's, built in 1884, when the Rev. Fr. Eugene Buttermann was pastor. The original school was of frame construction, two stories high, and adjoining it was a smaller building used for kindergarten. Five School Sisters of Notre Dame were engaged as instructors and they used part of the building for their home. The cost of the school was less than \$4,000."

"The old 'green' school burned in 1916 and was replaced by the present building when the Rev. Fr. Julius Henge, O.F.M., was pastor. The first high school class was graduated from St. Joseph's in 1888 and the graduates were Maggie Bacon, Mary Cleary, Lucy Denton, Mary Fleming, Maggie Killian, Monica Lyons, Kathie O'Neil, Kittie Power, Lizzie Powers, Mary Tormey and Sarah Tyrrell."

“St. Joseph’s High School continued to function until 1954. Mrs. Catherine Bonifas had bequeathed \$600,000 for Catholic Central High School and in that year the modern Holy Name High School, serving a wide area, was opened. At the present time there are only 28 teachers with an enrollment of 639. The School Sisters of Notre Dame, the Sisters of St. Dominic of Adrian, Mich., the Franciscan Sisters of Manitowoc, the Christian Brothers, several priests and lay persons are the teachers.”

St. Anne’s School, erected in 1891 under the leadership of Rev. Fr. Martel, will soon be replaced by a new building which will be ready in September 1963. The Rev. Fr. Stephen Mayrand is the pastor. The staff numbers six Franciscan Sisters and two lay teachers and the membership is 280.”

“Right Rev. Msgr. Martin B. Melican is pastor of St. Patrick’s Church which built its school in 1951, then constructed an addition in 1954, and completed a gymnasium in 1961. Seven Dominican Sisters and one lay person teach the 360 children enrolled.”

“St. Thomas Church held classes in a temporary structure for several years and in 1955 completed its new building. Six sisters of St. Dominic and two lay persons are the teachers of 345 children. Rev. Fr. Arnold Thompson is the pastor.” Lemmer concludes.

Cloverland Commercial College, founded in 1905 by E. D. Gordon, closed in 1961 after training thousands of persons in accounting, bookkeeping and business methods. George Rusch was the last proprietor of the school whose training function has largely been taken over by high school commercial departments and business machines schools.

Most recent and important expansion of the community’s educational facilities is the creation of a Delta County Bay de Noc Community College district and the levying of the necessary tax for its support by vote of the people in November, 1962. It will be located in the old Senior High School building temporarily, is expected to open in September, 1963, with an enrollment of about 200, and the president of the new school is Richard L. Rinehart, who comes to Escanaba from the Lansing Community College where he was assistant dean.

The Community College trustees are J. L. Heirman, Dr. Albert Jenke, Robert Groos, James Dotsch, Charles Follo, Arthur Slaughter, Clayton Ford and Hagle Quarnstrom.



The Belle Harvey Story

Bernard H. Harvey, who operated a portable tie-sawing machine, was one of many Irishmen who came to Escanaba with the building of the railroad. Harvey, his wife Catherine, and their ten children, lived at 307 South Charlotte Street, now South 10th Street.

Among the children was Belle. She was ten years old that summer of 1896 when the misfortune that befell her won the compassion of the Escanaba community. This was a less complicated era, before kindness and neighborliness had become the function of a social agency.

Men left their jobs, mills closed, and the whole town responded to little Belle's plight. The story is told in extracts from a letter written by her mother to Belle's uncle, Hector Donnelly of Stone Bank, Wis.; in Belle's own words as set down by a reporter of the Escanaba Mirror; and from accounts of the event in the Mirror.

Belle's mother: Sunday, July 19, 1896.

"Dear Brother and All. I can hardly write to let you know what I have endured this past week.

"Of course you saw in the papers about Belle and her being lost in the woods, or in the wild forest is more like it. I cannot explain everything in a letter just as it was, but will give you a little idea of it."

"In the first place, Charles took our team and with Aggie, Jennie, Tessie, Tillie, Loretta O'Brien, Mamie, George, Belle, Lizzie Dunn, Kate, Sadie O'Brien and Mrs. O'Connor all went to pick raspberries about nine miles from the city. They left at seven in the morning and when they were getting ready to come home they missed Belle.

"It was after four o'clock and they commenced to call and look for her, but the woods was immense and so they concluded to have Willie O'Brien drive home to give the alarm —"

Belle:

"I went to go to the wagon and went the wrong way and I never found the road. I knew right away that I was lost and I called to Charles, and then I called Tillie O'Brien, and I called to Mamie. I didn't hear them answer."

Mother:

“The alarm went around and several loads of men went to the woods and searched all night. In the morning I could stand it no longer. So with a whole wagon load of women I went to the woods and called. Then we had to come home without her. I did not know what to do.”

Belle:

“I kept walking and I couldn’t find the road. I went this way instead of that. I don’t know how long I walked, but it was until night came. It began to thunder and lightning and I came to a pole that was leaning over and I went under this pole to get out of the wet and I layed down there and went to sleep. I didn’t feel afraid.”

The Escanaba Mirror:

“Up to this writing the little daughter of Mr. and Mrs. Bernard Harvey, who was lost in the woods at Danforth Settlement last Tuesday afternoon, has not been found and no clue that would lead to her disappearance has been discovered.”

“As a last resort two bloodhounds will be brought and turned loose in the vicinity where the little girl was lost. It is possible the dogs may be able to find their way to where the child is.”

Belle:

“I kept walking all day, until the afternoon when I went to sleep; and then I got up and went farther and slept again. And then I went into a place where there was some weeds and I slept there.

“I didn’t call or haloo any more.”

Belle’s mother:

“Not half a mile from where she was (lost) there was a great big bear seen by the men. And lynx tracks.”

Belle:

“I started walking again and after a while I got on that road and saw the top of that shanty and I kept going along that road and went to that shanty. I went to that shanty to get a drink of water. Then I saw there were no windows in it and there was nobody there and I stood near the shanty. I turned around to look about and then I saw the men coming toward me and they came and asked me if I was lost and I told them my name and said I thought I had been lost over a week.”

Escanaba Mirror: July 18, 1896

“Belle Harvey is found!” Like wildfire the glad news fled through the city this afternoon and it was heard everywhere with rejoicing.”

“Aside from being bitten by mosquitoes and suffering somewhat from hunger, which she appeased as best she could with berries, Belle appears to be little the worse for an experience which could have turned the brain of many an older person.”

“Whistles were blown, the fire and church bells rang and thus was proclaimed the glad tidings to all who heard their cheerful tones.”

“In the searching party that found Belle this afternoon were Neil McMonagle, James Corcoran, John J. Dunn and P. F. Cleary.”



Belle's mother:

"The next morning, in bed after she was found, I asked her if she did not see anyone all the time while she was gone. 'Yes, one night I saw a lady dressed in blue and white and (she had) her hands together'. And I said she did she have her hair done up like mine and she said 'No, her's hung in curls over her shoulders.' So she saw the Blessed Virgin. She was not one bit afraid all the time she was away from Tuesday until Friday afternoon when she was found.

Escanaba Mirror, July 24, 1896:

"Our reporter called at the home the other evening to see little Belle Harvey, and was introduced to a rather slender, pale, auburn haired, brown eyed and very shy little girl of ten, with an intelligent face, but with a physique not at all suggestive of the incredible endurance she so recently exhibited.

Belle's mother:

"There was thousands of people on the street in front of our house. The front door was

left open for them to pass through and out of the back just as close as they could walk. There never was such a sight in Escanaba—"

Mirror, July 18, 1896:

To the Public. How grateful we are to each and every one we have not words to tell; our gratitude can only be measured by the joy we experienced when our little one was restored, safe, to our arms as the result of their exertions. Bernard Harvey and Wife.

The play "Ten Nights in a Bar Room" was presented by a stock company at the Opera

House and a couple nights after her safe return Belle appeared on the stage as a feature attraction. Handbills were distributed around the town urging the people "Turn Out To-Night and See Her."

Belle grew up to be a smiling, pleasant woman with clear eyes that revealed no shadowing memory of her lonely trial in the forest. She never married, was employed for years in the office of the city treasurer, was appointed by the City Council to that office on Aug. 1, 1946, and retired on Sept. 21, 1955.

She died July 14, 1956, exactly 61 years to the day on which she had become lost as a girl of 10; and her funeral three days later was exactly 61 years to the day that little Belle Harvey was found.



A Letter To Mail

There was an Esconawba postoffice for a decade before Escanaba was settled and for years afterwards folks received letters variously addressed to Esconawba or Escanaba.

The first postoffice in this area was Flat Rock. It was established in Feb. 19, 1852, and discontinued Sept. 24 of that same year. The postmaster was Jefferson S. Bagley.

“Then there was no postal service for this small settlement for more than a year, until the Esconawba postoffice was established on Dec. 7, 1853, with Alden Chandler postmaster,” writes Dave S. Coon, director of the Delta County Historical Museum. “This postoffice was also at Flat Rock. Chandler was postmaster for about four years until he was accidentally drowned in the river. The scene of the tragedy was named Chandler Falls, a location now covered by the paper mill dam. Chandler’s widow, Dorcas B. Chandler, was appointed to succeed her husband and served as postmaster for about one year.”

Before we trace the development of mail service in Escanaba, let’s consider how mail was handled prior to the era of scheduled boat, stage line and railroad travel.

“Even earlier than 1852 the people who lived in the scattered settlements kept in contact with messages delivered by various means – boats, runners, and travelers on journeys up and down the lakes,” Coon writes in his paper on the subject. “Hired runners traveled on snow shoes, by dog train, or afoot. Regular routes for mail runners from Green Bay to the Iron and Copper districts, established before 1850, sometimes stopped at Flat Rock.”

One of these early-day mail carriers was Joseph Dupuis, pioneer Escanaba resident, who came to the area in 1852. In 1863-64 he carried mail on foot from Marquette to Ontonagon and from Marquette to Menominee via Flat Rock, following what was known as the Snowshoe Trail. He received \$50 a month salary and “was well fed wherever he stopped by the settlers grateful to get their mail.” Mr. Dupuis died Sept. 15, 1928, at the age of 98.

Until 1847 the recipient of letters paid the postage and it was figured on the basis of so much per single sheet. Postage stamps came into use in 1847 and thereafter the sender of a letter paid the postage.

Eli P. Royce was appointed Escanaba’s first postmaster on June 28, 1864. He provide his own office and for this purpose erected a small building that projected out over the waters of the bay at the foot of Tilden Avenue, a location that was filled in through the years and is now part of the parking lot at the rear of the Delta County Court House. Except for a period

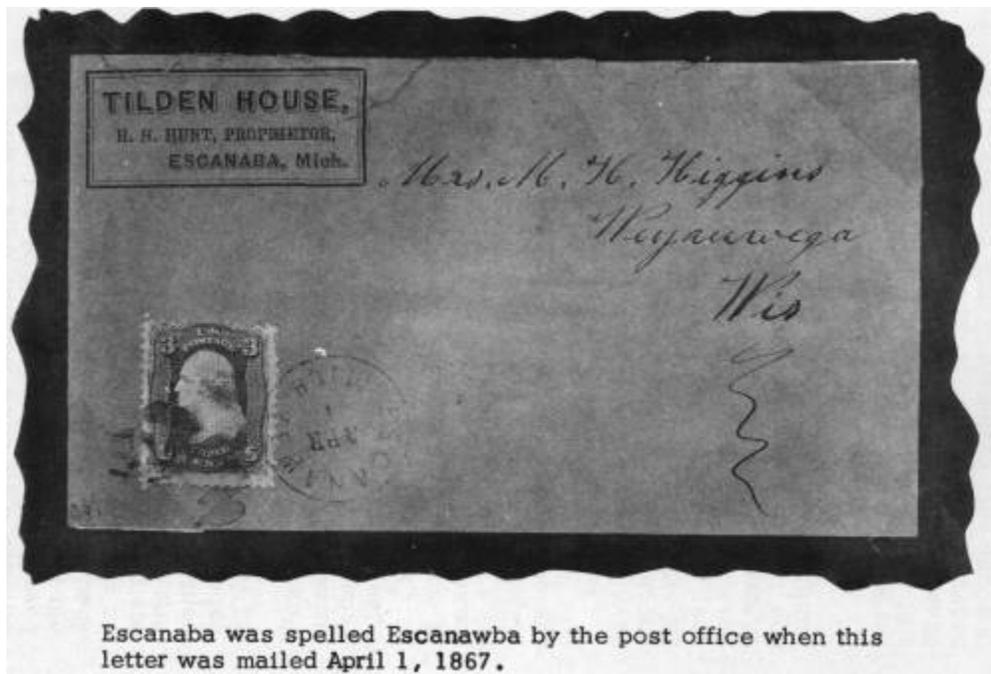
of five months in 1878 when the office was held by Eldon C. Dixon, Royce was postmaster until 1881.

The postoffice moved hither and yon with the changes in postmasters in those early years. Edwin P. Barras succeeded Royce and the office was moved to the Preston Drug Store and then to the Killian Building, Ludington and 4th Street. Timothy Killian, owner of the building, became the next postmaster, followed by C. C. Stephenson, John M. Hartnett, Charles M. Thatcher, M. J. Ryan, Henry W. Colburn, Michael J. Doherty, John O'Meara, John A. Semer, George Geniesse, Mrs. Gerald (Regina) Cleary, who retired and was succeeded by James E. Pryal, incumbent, who was appointed April 1, 1961.

The present postoffice building was completed in 1910 and was remodeled with the addition of a third floor to house federal agencies in 1932.

Within this century that, beginning in 1863 saw Joseph Dupuis in wintertime carrying the mail on his back between major cities of the Peninsula, the volume of mail has grown to a staggering 19,054,000 pieces at Escanaba's postoffice in 1962. Of this total 663,000 pieces were air mail, a service which began June 1, 1950.

The future of mail service? Just about anybody's guess. More and faster service appears necessary to meet public demand and what the public wants it usually gets.



Escanaba's postoffice was established in 1864 and mail was relayed to the outlying settlements by whatever means available. In wintertime, of course, people in these remote settlements expected to be cut off from mail communication for days and even weeks. President Lincoln was shot and fatally wounded April 14, 1865. He died the following morning. It was several days before the news reached Escanaba; several weeks (until the first boat of the season sailed after the break-up of ice on the bay) that people in Sac Bay, home of Samuel Elliot, who was one of three members of the Delta County Board of Supervisors, learned of the tragedy. Elliott walked slowly up the roadway from the dock to his house. His wife met him at the door.

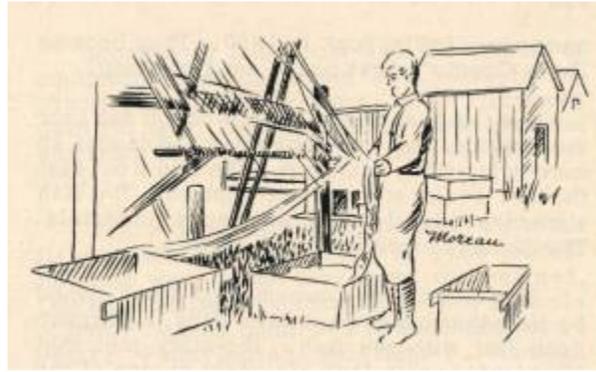
“Mother, they have shot our President,” he said sadly.

In February of 1877 citizens of Fayette had not yet learned who had been elected the president the previous fall. That was the year of the famous Tilden-Hayes race in which a final count was delayed because of the closeness of the vote. Rutherford B. Hayes was elected – 185 electoral votes to 184.

1877 was an unusually mild winter with just enough ice to make the use of a sailboat impossible and not enough ice to use the route across the two bays. The people of Fayette finally offered \$100 to anyone who would bring the mail from Escanaba. John P. McColl, who later became one of Escanaba’s prominent citizens, said that he would make the trip if no one else would.

With a pony hitched to a light sled he started out one mild February morning, followed the shoreline north, and finally crossed at the mouth of Ogontz Bay. From here he went back south again along the shore for there was no place to cross the Stonington Peninsula except the old Portage road. Again he had to go north on the shore of Little Bay de Noc and then across the ice to Gladstone. His journey ended at Escanaba about 24 hours after it began.

Although this early-day account doesn’t so state we must assume that he took the same route back to Fayette. For the account ends, “Fayette folks learned who was elected president and Mr. McColl collected the \$100.”



The Hard Life

Commercial fishermen are a special breed of men. They have to be. For you see, they are among the very few who, in earning a livelihood today, confront and conquer the angry elements as did the pioneers of more than a century ago.

Refinements in boats and equipment, developments that include ship-to-shore telephone for some and electronic depth recorders for others, leave unchanged the basic challenges: The hazard of sudden gales and lashing seas, peril of fog-wrapped shoals, and the danger of winter fishing when bay ice parts and fingers of dark water reach for fishermen stranded on the floes.

Fishermen were working the bays and making settlements, more or less temporary, several decades before Escanaba was settled. These were gill net fishermen. Catches were heavy but nothing to compare to those taken in pound nets by Nate and Jack Sanders. The Sanders brothers came from the coast of Maine and arrived in Flat Rock in 1860. They became Delta County's first pound net fishermen.



Trout and whitefish were plentiful when this picture was taken. Capt. Hans. P. Hansen stands at the rail of the P.W. Arthur, named for his sons Peter, William and Arthur.

They made a set of 12-foot pound net near the mouth of the Escanaba River and caught so many whitefish, sturgeon, pike and trout that the net could not be kept emptied. The fish were cleaned and salted, and packed in barrels. The Sanders made their own barrels.

The Union was a two-masted sloop owned by Nate that made two or three trips to Chicago each fall with the fish.

The story goes that Nate lost his ship (and his cook) on one of the trips when in a daredevil

race with a larger sailing vessel he pushed The Union so hard he "sailed her under" and capsized. The crew of the other boat saved the men of The Union – all but the cook who

did not escape from the bunk where he slept.

Nate became one of Delta County's well-to-do fishermen, built a good solid house at Fishery Point (now Breezy Point) south of Escanaba and operated a large steam tug out of there. The big house still stands, owned by the Weissert family. In later years Sanders sold out and moved from his headquarters at Fairport to Florida.

A thriving commercial fishery developed at Escanaba. The Escanaba Iron Port reported (June 21, 1879) the lifting of a pound net that produced 9,000 pounds of whitefish in a single haul. The haul was made near St. Martins Island by Capt. C. E. Burns of the tug Brooks. The firm of Winegar & Millar were the leading fish commission merchants and packers at Escanaba in those days.



Taking smelt in nets set through the ice is cold work. The little fish are important commercially now that lake trout are gone and whitefish are scarce.

Because of their cost and the amount of equipment needed, pound nets were in the minority in the early years. Most fishermen used gill nets. These were hand-made of cotton and linen thread. Today the nets are made of nylon.

Fish were plentiful in the early days but fishing was hard work and if some modest fortunes were made they were well-earned. One such business, founded in 1893 by a couple of hardy Danes, continued in Escanaba for 64 years. Peter Jensen and Hans P. Hansen, among the pioneers of the area, established the Hansen & Jensen fish business and with its success later expanded their interests to include an oil distribution company. The fish market, located at 116 North 3rd Street, was sold in 1958 by Roy Jensen, one of Peter's four sons.

Peter Jensen in his lifetime was active in civic affairs. He served the city as an alderman in the early days and later was elected Delta County representative in the state legislature. His son, Roy, continues the Jensen marine and fishing tradition. He is secretary of the Michigan Fish Producers Association and proprietor of a commercial fishing equipment supply business. Roy also represented the county in the legislature for one term.

Commercial fishing has changed, like everything else through the years. Gone are the bumper crops of whitefish, and the lake trout has been virtually exterminated by the sea lamprey, a parasite from the ocean that invaded Great Lakes waters. Sturgeon, once considered worthless and eaten only by the Indians, is now rated a delicacy. Efforts are being made by the U.S. Fish & Wildlife Service to control the lamprey scourge.

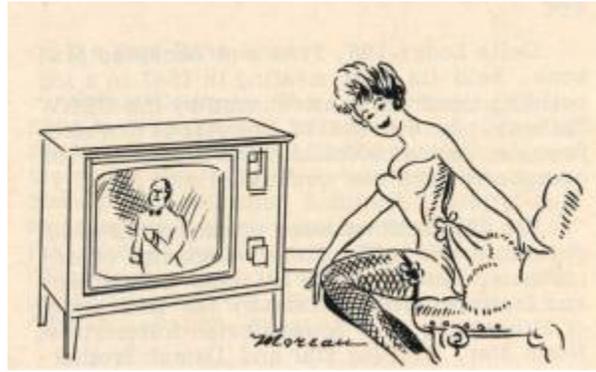
Perch, chubs, herring and smelt are the mainstay of the industry today. Fishing craft operate out of Escanaba, Gladstone, Garden and Fairport. Some of the men, most of them "second generation" fishermen, in the Escanaba area are: Edward and Curtis Dahm, sons of Henry who is now retired; Ralph Christensen, veteran fisherman, whose father, Chris, fished with Hansen and Jensen in the early days; and the Olson brothers, Jim and Harold.

Emil Perrow of Escanaba, Tom Ruleau of Bark River and Elmer Larson of Ford River are others who harbor at Escanaba.

Newcomers from the ocean to Great Lakes waters are the smelt (in the early 1930's) and the ale wife more recently. The smelt has become a resource of considerable importance; the ale wife is rated a trash fish. Smelt are taken by the hundreds of thousands of pounds for sale to mink ranchers, who freeze and store them to feed the mink, and additional tons of smelt are processed into cat food. Comparatively few are sold for human consumption although fried smelt are tops among fish dishes. The ready supply of smelt here was a factor in the establishment of the Whitey Cat Food Co., whose product is processed by the Hansen Canning Co. of Gladstone.

The quantities of Walleyed and Northern pike, of perch and bass that inhabit the nearby bays offer sport to anglers. The annual spring "smelt runs" attract many dip net fishermen to the streams. Tons of the little fish are dipped in hand nets for sport and for profit.

There's a challenge to harvesting nature's fish crop. Commercial fishermen are hardy men. They have been beating nature at her own rough game for more than a century in this Bay de Noc area, contributing the raw material that means jobs for hundreds more who never feel the lash of a November gal or share the danger of travel on the ice in the wintertime.



For The Fun Of It

Dramatic art and the livery stable seemed to have an affinity in early Escanaba. The town's first showhouse, Opera Hall, was on the second floor of the George Harris livery barn, later Main & Haring's, at Ludington and 3rd Street., where the Chamber of Commerce building stands. At least one other livery barn had an entertainment hall upstairs, and later another stable was converted into a nickelodeon.

Opera Hall was used for political rallies, dances, church bazaars and other home talent programs. Some road shows played there. The theatre was lighted by huge chandeliers of kerosene lamps until electric lights were installed in 1886.

Fraternal societies were the Newcomer's Club when Escanaba was young, reports William J. Duchaine, journalist, news editor and freelance writer, who authored much of this chapter. Lodges were popular entertainment centers.

Delta Lodge 195, Free and Accepted Masons, held its first meeting in 1867 in a log building used as a storehouse by the C & NW Railway. By the end of the year it moved to Royce's Hall at 300 Ludington Street, the block occupied by the new county building.

The Odd Fellows were organized in 1868, to be followed by the French-Canadian organizations, Union Societe Francais Canadiens and Institute Jacques Cartier; the Irish Order of Hibernians; the Scandinavian fraternities, North Star, Morning Star and Danish Brotherhood, and others.

Hibernians and others "wore the green" and paraded on Ludington Street on St. Patrick's Day, and the Honorable John Power (the Irish said he was the equal of William Jennings Bryan) gave forth with oratory after dinner. Come St. Baptist's Day in June the French-Canadians staged a colorful parade and then took the Charlotte Street trolley to South Park for their annual picnic. South Park, now one of the city's finest residential districts, was on the south bay shore and offered a dance pavilion, concession stands and other attractions.

Home talent entertainment is persistent. Back in 1893 Mrs. Hugh Brotherton was directing the production of Snow White and playing the role of the queen. Miss Mayme Kitchen sang the part of Snow White. Later, the opera, Jupiter, was produced at Peterson's Opera House, and a member of the cast was a survivor of the tragic Peshtigo fire of 1871, Mrs. Henry Wilke, now in her late nineties, who resides with her daughter, Mrs. Gerald Snyder on the Ford River Road.

Arthur Courtney White, returning to Escanaba in the spring of 1908 from his studies at the New York College of Dramatic Arts, directed the young men of St. Anne's Church in a farce comedy, "The Brixton Burglary." White was to later play many years on Broadway and in the movies, notably with Ethel Barrymore in "Nightingale" and "Clothes." He also toured the country with Otis Skinner in the successful "The Honor of the Family."

Bicycling became a recreation as well as a method of transportation and bicycle shop owner Edward F. Bolger pedaled his way to Ford River and back in 47 minutes. E. P. Johnson wagered that shoe dealer Peter August Aronson couldn't beat Bolger's time. Aronson accepted the challenge, made it in 42 flat.

Long distance bike travel became the vogue. Aronson made a round trip to Menominee. Then Bolger took his bride, Katie Fogarty, on a bicycle built for two on a trip to his home town in Wisconsin. The 280-mile trip was accomplished in three and one-half days.

Circuses, Chautauquas, medicine shows and other tenet shows furnished entertainment and culture in Escanaba's earlier days. Rated a "good circus town", the Barnum & Bailey, Ringling, Lemon, Cole, Hagenbeck-Wallace and other "big tops" played here. Incidentally, the Skerbeck Show, which winters at the U. P. State Fairgrounds here, first played here with a circus in 1902. Now a carnival owned by Eugene and Pauline Skerbeck of Rochester, Wis., whose ancestors got their start in circus business in Europe a century ago, they travel Northern Michigan and Wisconsin every summer.

An Escanaba man, Richard "Dutch" Flath played a prominent role in the entertainment of Escanaba citizens young and old. As a youngster back in 1904 Dutch began selling candy and peanuts during intermissions at Peterson's Opera House.

When the town outgrew its old showhouses civic boosters D. A. Oliver, C. C. Royce, Dennis Glavin, Tom Daly and others organized the Enterprise Amusement Association and built a large frame building, 80 x 160 feet, at 1st Avenue South and 4th Street in 1891. It was used for a roller rink. P. M. Peterson purchased it in 1897 and converted it into a theater with 1,650 seats, including 475 in the balcony.

Here was presented once or twice a week some of the finest shows on the road. Texas Guinan played there in "The Kissing Girl" in 1910; later she was the prohibition toast of New York with her "Hello Sucker" greeting to customers at her swank night club.

Walker Whiteside appeared at Peterson's Opera House in "The Power Behind the Throne" and Nat Goodwin in "Never Say Die." Bower's Minstrels and Stetson's Uncle Tom's Cabin show were perennial favorites and Escanaba boys vied for the chance to lead the bloodhounds in the parade to earn free tickets for the show. Little Eva in white stockings, black patent slippers and an impossible number of golden curls, rode a Shetland pony.

Dutch Flath quickly learned the ins and outs of the amusement business. Peterson named him manager of the roller rink part of the business in 1912 and four years later made it possible for the young man to acquire the whole enterprise. He ripped out the theatre section and converted the entire floor to a roller rink and dance hall. Boxing shows were held at intervals. Jack Johnson, one-time heavyweight champ, refereed one of the fistic events.

The Coliseum was Escanaba's amusement center (except for brief intervals) until the late 1950's when it was sold to the Home Supply Co. for a warehouse. Now furniture,

mattresses and other items crowd the big floor where skaters swirled to the tunes of the huge Wurlitzer Band Organ, a thumping and brassy marvel of mechanical music – which was eagerly picked up to play tunes in California's famed Disneyland.



Frank Karas shared a gift of music with the people of Escanaba

Another theatrical entrepreneur was Ben Salinsky, half-brother of Herman Gessner, pioneer Escanaba merchant and civic leader. When Gessner decided to build the present Fair Store, Salinsky converted the old store building in the 1000 block Ludington Street into a vaudeville theatre. Large crowds attended the opening of Ben's Theatre in 1904 and the editor of one of the local papers reported primly that the program "contained no objectionable features whatever." The theatre was on the third floor, a penny arcade was on the second and Snyder's Saloon and Mrs. Browne's cafe occupied the first floor.

Comedian Joe E. Brown trod Ben's stage as a young trouper and remembering it well. A former Escanaba resident, Victor Lemmer of Ironwood, who chanced to meet Brown several years ago in Chicago, said Brown told him: "I can still smell that good food in the restaurant downstairs."

Heavyweight champion John L. Sullivan appeared at Ben's on a tour of the country.

Ben's Theatre was for a while the home of Escanaba's first and last resident stock company. The White Stock Company, Laura Winston leading lady, performed there continuously eight months, offering a new play each week. In February of 1908 the company left for Green Bay, returned shortly for an engagement of five weeks at

Peterson's Opera House.

It was spring, there was romance in the air – and one of the actors, Walter H. Long, married Luray Roblee, an Escanaba girl. The Rev. P. B. Harris performed the ceremony in the home of Mr. and Mrs. Harry McFall. Their attendants were Laura Winston's leading man, Harry Royale, and another member of the troupe, Pearl Stearns, who were also married that spring by the same minister.

Long eventually landed in Hollywood, played important roles in early-day movies. Laura Winston and her husband, Cecil Lionel, also made Hollywood their goal. Frank Wininger, who also played Ben's Theatre, later played Captain Henry in "Showboat" on Broadway and married a noted actress, Blanch Ring.

A clerk at Rahtfon's Department Store was an Escanaba contribution to the cinema. Lottie Mineau broke into the movies at the old Essanay Studio in Chicago in the early 1900's. Later she played in Mack Sennett comedies in Hollywood, had important roles with Mary Pickford, and is best remembered for her performance in "Mrs. Wiggs of the Cabbage Patch."

The nickelodeons, pioneers of the movie theaters, were almost as numerous as saloons for a time in Escanaba. The Bijou was at 8th and Ludington, the Daisy in a building formerly occupied by the Rocher livery stable in the 1100 block, the Royal was opened by the Ed Spechts in the building now housing Gust Asp's, Brown's Theatre was in the 1300 block, and for a while North Escanaba had a nickelodeon.

James Tolan, one-time fire chief, had the Grand at 1013 Ludington. Here the musical Tolans – Carl, Frank and Gerald – entertained in the orchestra pit. Special added attractions such as illustrated songs gave Jim Connahan, George Powers and Frank Newitt a chance to make some pocket money by singing popular songs of the day, Gene Sullivan played the violin at the Grand; later directed the orchestra at the Delft, which was opened in 1914.

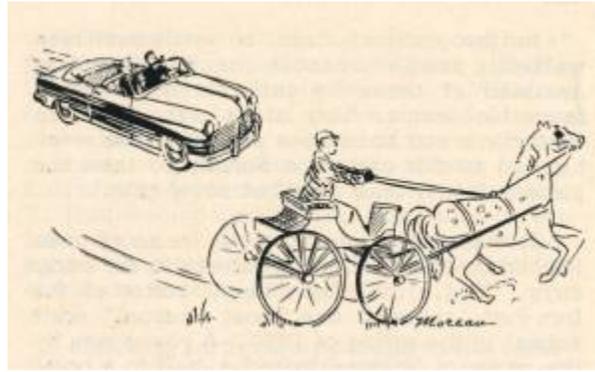
When "sound" movies came in with their canned music, the musicians, lost their jobs. One of these was Frank Karas, whose devotion to music and to Escanaba won him the love and respect of the community and a memorial in Ludington Park. Born in Bohemia, Karas come to America as a youth, met and married Helena Topinko (also from Bohemia) in Chicago.

With their son, Bill, they moved to Menominee in 1914 where Frank played the cornet in the band and organized a string orchestra besides working all day long in a factory. The family (now including two more children, Clara and Frank) came to Escanaba when Karas was offered the job of orchestra leader in a theatre. Orchestras went out when "talkies" came in and Karas began teaching violin and cornet full time. Mrs. Karas, known as "Ma" to a generation of youngsters, fed and counseled high school boys and girls at the "Igloo", her small store and lunch counter near the old Senior High. "Pa" Karas was employed to teach instrumental music in the public schools. He also directed the City Band.

Frank Karas died July 4, 1948. Inspired by Roy Pearson, member of the City Band, a fund drive was started to build a bandshell as a memorial to the man who had so generously shared his gift of music with so many. The bandshell was dedicated on July 4, 1956. Eight thousand people gathered for the dedication program in which most of the city's music groups participated.

Mrs. M. H. Garrand directed the Orpheus Choral Club, Cecil Collins the City Band, Sam Ham the Barber Shop Chorus, Robert S. Meyer and Clara Karas Somers the Escanaba High School band. Clara continues the Karas musical tradition and is string music instructor in the public schools.

Television, making a shaky beginning a few years ago, was firmed up through cable service in Escanaba and fulfills the prophetic filler that appeared in the Escanaba Iron Port of June 2, 1892: "Jules Verne predicts the invention of the telephoto which will enable one at thousands of miles to see another."



Come, Josephine

Romantic young men who whisk their girls into automobiles and go driving off to Ford River or up to Pioneer Trail Park are following routes hallowed by a century of such goings on.

Young love needs no special conveyance to get where its's going, of course, for poets have sung of romance in a country lane, in boats, canoes, buggies, merry Oldsmobiles and on bicycles built for two. And the air age was ushered in with a popular song about a daring girl named Josephine, who went for a ride in a flying machine.

Arne Arntzen of Escanaba, who researched this chapter on the development of private transportation, is an architect, a former freelance writer, and the brother of Walter "Wally" Arntzen, who is one of Escanaba's pioneers in aviation. You'll hear more about Wally later in the story.

In the earliest days of settlement, men walked, paddled canoes or rowed boats, assisted at times by sails raised to catch favorable winds. Dog sleds were used in wintertime and sometimes plodding oxen were hitched to the cart of a Sunday to take the pioneer family on a slow but novel ride.

It was not unusual to see teams of oxen lumbering along Escanaba streets in the early days. Col. J. C. Van Duzer, editor of the Iron Port, reported one "most unusual" draft animal in the spring of 1880. A young man by the name of Volger hitched a bull to a home made sled and drove into town.

"His bull behaved well enough until he reached Wallace's corner and had been hitched, horse fashion, to the post," Van Duzer reported. "Just then a cow came down Tilden Avenue, and taking Leap Year privileges commenced a flirtation with him. This complicated the situation and the owner was compelled to unyoke and untie his bull. Eventually, he had to lead him to a stable, the cow mooing and keeping up a flirtatious conversation as long as he was in sight."

There were mules as well as oxen, mostly used in hauling freight, in the early days but as rapidly as they could be brought in big draft horses arrived on barges for work in the woods, in lumberyards, and wherever horsepower was needed.

Stabling for horses was as important in those days as parking is today for the automobile. Henry Meier, opening the Escanaba House at Dousman and Ludington Street back in 1869 announced that he had "good beds" for the traveling public and "good stabling for horses at

reasonable charges.” Within a few months M. S. Hunt and Son opened a livery stable and offered “a double team or single, a ladies or gents riding horse, or both or any kind of turnout in our line.” A short time later H. Robinson opened a “blacksmith shop on the Lake Shore, in front of the Ludington House, and he is ready to do all kinds of black smithing and horse shoeing in good style.”

Sleighting parties were popular winter diversions. Outings to Ford River and Flat Rock attracted many on a Sunday or holiday. Some folks used the horse and rig from the livery, others kept their own horses in their own stables built on grounds of the family dwelling.

Fashionable women had their own fringed top surreys which they used when shopping or in making calls. There were also the Thomas Street ladies whose livery rigs were equally fashionable and whose business was equally welcome by merchants because they were, as the saying went, “lavish spenders.”

If it moved, it could be raced, as men have discovered since time began. An ordinance limiting speeds to five miles an hour did not prevent horse-racing enthusiasts from using Ludington Street as a speedway in 1882. Although he was actively sponsoring a “Driving Club”, Col. Van Duzer became aroused in the best editorial tradition and wrote: “Some day some child or woman will be run over and killed bye-and-bye and then the question will be ‘Why was it permitted?’”

Race horse owners joined with property owners on Charlotte Street (now 10th Street) and paved that street with gravel to its intersection with Ford River Road (now Lake Shore Drive) without expense to the city. So Charlotte Street became, by common consent, the city’s 1880’s drag strip until the Driving Club built the first race track southwest of the present public high school athletic field.

But all of the horses of those days were not fleet of foot. Some were pullers of freight and haulers of beer. The heavy teams of Charles Groth, George Brinkley, Nick Fleming, Fabian Defenet and others were a familiar sight from Merchants Dock throughout the business district. Everywhere smelled like horses. The town was filled with them. Livery stables were a sign of prosperity. The Thomas Richie stable was a big one and occupied a building that now houses one of Escanaba’s so-called dime stores.

The bicycle arrived in Escanaba in the 1880’s and the first ones had a front wheel about five feet high and a back wheel of about ten inches. J. D. MacWilliams, C&NW Railway master mechanic here, had one of them. It was obtained from MacWilliams by Andy Moore and passed on to his son, James Moore of Gladstone, who rode it in the Fourth of July parade in Escanaba in 1941.

Cycling really began to take hold here after the “safety bicycle” came in in 1895. Top bar of the frame was dropped so girls in modestly long skirts could go riding; later divided skirts and bloomers became an accepted attire. Cyclists found that “scorching” could be fun; older pedestrians frowned; and on Aug. 1, 1890, the city adopted the “New Bicycle Ordinance” requiring cyclists to carry lighted lanterns by night, bells by day, and to stay off the sidewalks.

Cycling clubs took trips into the country and a narrow plank driveway was built on both sides of the Ford River to accommodate racing cyclists. Races were on an elapsed time basis because the plank drive was only wide enough for one bike.

For some the bicycle became a tradition. J. K. Stack each day of the week except Sunday cycled in a most dignified manner between his banking establishment and his home on Lake Shore Drive; Probate Judge Judd Yelland bought the same make of bike year after year to drive a judicious pace about the city

The motorcycle popped its way into town and promptly ran into trouble with the law. Sheriff Tim Curran put on two extra deputies in Wells and Escanaba townships and ordered arrests of "joy riders" exceeding the 25-mile speed limit. In Escanaba city the police arrested a cyclist who was carrying a girl on a tandem seat fixed to his motorcycle.

Thirty owners of machines – Indians, Excelsiors or Harley-Davidsons – gathered at James Ashland's barbershop the evening of July 22, 1912. The motorcycle club appealed to the city attorney against the action of the officer for arresting the cyclist with the girl on the tandem seat, and the attorney agreed that no ordinance had been violated. Encouraged, the boys mixed girls, tandem seats, and gasoline in shocking amounts.

The shock was temporary, however, for the cyclists moved to newer and noisier levels: The first annual motorcycle speed and durability race on August 11, 1912. The race started in the center of town, extended to Hyde and back, and just about everyone turned out to shout and stare. Dr. W. Firkus was the official starter; D. Villemur of the West End Cycle Works took first place. One of Villemur's proteges, Johnny Seymour, achieved national fame in motorcycle racing. Among other participants in local races were Eric Sandmore, Fred "Fritz" Carlson and Earl Bourdlais. When D. Villemur moved to Iron Mountain his brother, Albert "Lou" Villemur, took over and still maintains the business.

The first auto made its appearance in Escanaba with Hi-Henry's Minstrel Show in 1901. It sputtered up Ludington Street on one cylinder followed by a brass band and half the town's population.

"Dr. F. A. Banks is credited as being the first person in Escanaba to own one of the 'horseless carriages'," writes Arne Arntzen. "It was delivered to him on June 2, 1902, and was a one-cylinder Knoxmobile, considered then as the finest machine on the market."

The auto created unusual traffic problems. Escanaba had only two paved streets, Ludington and Charlotte. Owners of skittish horses cursed the noisy contraptions. But the auto was here to stay and other early owners were Atty. J. F. Carey and George Preston, a druggist.

Motor agencies and garages increased, Escanaba Cycle Works handled the Rambler as early as March 7 of 1906; L. A. Hanson at 303 Ludington had the Michigan 40; E. O. Anderson, 608 Ludington, the Buick; George MacKillican of the Delta Garage was agent for Dodge and Nash at 611 Ludington; and Bloom Brothers had the Hudson and Studebaker. L. K. Edwards left the Escanaba Cycle Works and took the Ford Agency. Only electric car in town was owned by the Silverman family. Mrs. Silverman drove it, for electrics were for ladies only.

Highways improved, cars came and went – some never to return. Autos like the Saxon, Kissel Kar, Mercer, Overland, Cleveland and others.

About the time the automobile was beginning to prove that it was a practical method of transportation, along came something new for Escanaba. It was the first aeroplane, as it was called, arriving here July 1, 1911. This was only eight years after the Wright Brothers made their first flight at Kitty Hawk. The first plane here was sponsored by the Escanaba Business Men's Association, was a Curtis bi-plane, and arrived in parts from Chicago by boat. The parts were taken to the Peterson Opera House (later the Coliseum) and assembled by mechanics accompanying the aviator, Harry P. Cowling.

The doors of the Opera House were thrown open and people saw an aeroplane for the first time. It looked to be made mostly of fragile fabric and wire. Total weight, including Cowling, was about 500 pounds. On July 3, of 1911 the plane was hauled on a dray up Ludington Street, behind a brass band and to the Fairgrounds, where a runway had been prepared. Weather conditions were bad and the plane didn't fly that day. On the Fourth, after a day of delays and much coming and going of the crowds, Cowling believed the conditions were right and took off about sunset.

The crowd watched breathlessly as the open-air bundle of wires with Cowling seated in the center, his coat tails flapping, struggled into the air at the end of the runway. There was scarcely time for the spectators to take a breath before the flight was over. The plane barely cleared a board fence at the end of the field, continued a short distance and landed in the top of a pine tree. Cowling climbed down, unhurt, the plane was a mess.

A new plane and motor were sent for, the runway was improved, and the determined but jinxed Mr. Cowling tried for three successive days to prove to the local folks that the air age had arrived. But the weather was against him. He gave up.

Three years later the people of the Escanaba area viewed an airplane doing something more than hopping birdlike into a pine tree. Baxter Adams came to town with an open pusher type bi-plane. He did stunts, took up the more courageous passengers, and for the first time some folks saw their hometown from the air.

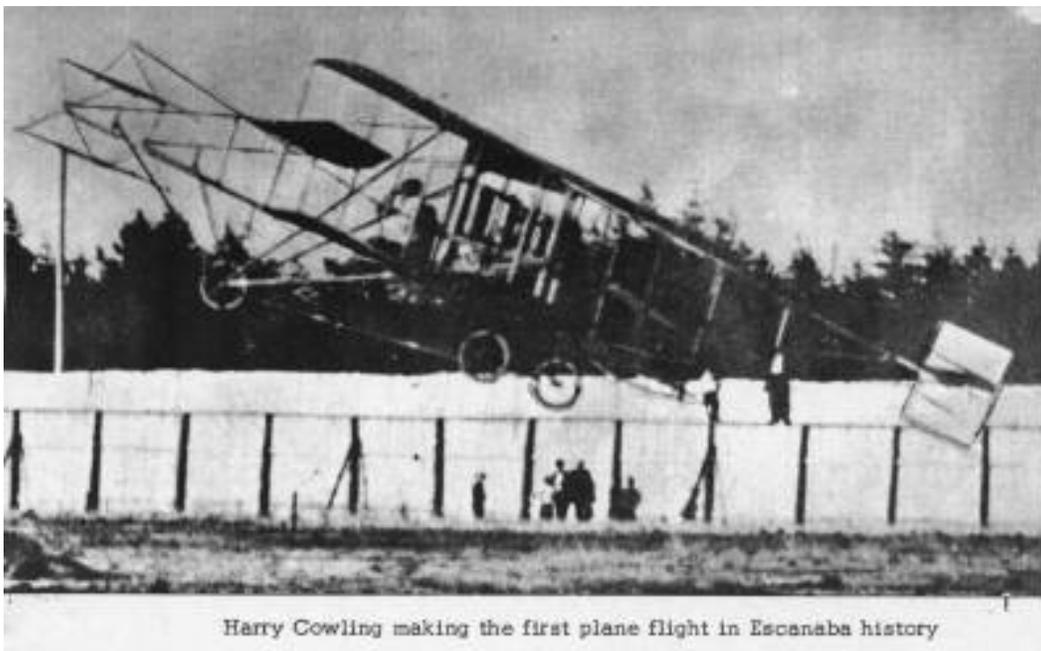
Wally "Shorty" Rowell dropped in at Escanaba in his Curtis Jenny for a few days in 1919 and took up passengers. He then returned to Manistique where he operated the Schoolcraft County Aircraft Association, an enterprise in which Warren Morrison, then of Manistique and now of Escanaba, was stockholder. Other aviators, including Ernie Berg of Minneapolis, made Escanaba a port of call in those early days of aviation.

Wally Arntzen of Escanaba, in 1925 began looking about for a plane of his own after returning from Brooks Field, U. S. Army Air Cadet and Flying School in Texas. He picked up an OX5 Jenny at Menominee and at Escanaba hopped passengers on weekends, holidays and at fair time. Wally's father, the late Gothard Arntzen, was the first architect in the state to utilize an airplane on field supervision trips to building jobs, flying there with Wally at the controls.

Flying over Oconto with Roland Hale of Escanaba as a passenger, Wally wrecked his plane on a flight to Minneapolis. The plane crashed between a house and garage. Wally and Hale were unhurt. Buying a World War I Thomas Morse in 1926, Wally began giving flying instructions. Two years later C. Harold Wescott of Escanaba organized the Upper Peninsula Airways and established a field at Wells. Wally was pilot, Fred Sensiba and Myron Good mechanics. Good later crashed near the ore docks and was drowned. His passenger, Jimmy Hansen, was rescued.

U. P. Airways operated a good school. Some of its graduates are still flying. Some lost their lives in military service. Pilots trained by Wally included Joe Bonen, Harold Skelly, Mario Fontana, Mags Ranguette, Harold Anderson, Dr. C. B. Kitchen, Harold Gessner, Arthur Jacobsen, Julian Schuster, William Karas, Erling Arntzen, Edgar Arntzen, Ralph Olsen, Pete Wydra, Fred Marenger. There were others, of course. The depression of the 1930's curtailed flying considerable. With federal aid the Escanaba Municipal Airport was begun on its present site and Wally was hired as manager.

Wally Arntzen came home after World War II with his memories of thousands of hours and countless miles in the air. He and Freddie Sensiba organized Pioneer Aviation Associates. They taught flying to G.I.s through their U. S. sponsored school. Sensiba took over the operation and Wally joined G. Arntzen Architect & Co. Later the school was disbanded, Sensiba became airport manager, and a few years ago he was succeeded by Jon Thorin.



Millions of dollars have been spent in the expansion of the Escanaba Municipal Airport. The number of private planes is increasing. "As runways are lengthened and jets for private transportation prove feasible, Escanaba will again experience a further evolution in the field of transportation and we will have in reality progressed from dog sled to jet planes," Arne Arntzen concludes.



All The News

There was nothing quite like a newspaper editor in the pioneer days of journalism. Cross between a local patriot and an ill-tempered porcupine, he was quite likely to assail without restraint the publisher of the newspaper in the next town, and with his printed quills and shafts make all of his hometown folks uncomfortable.

The sensibilities of a publisher are deeply wounded when advertisers waste their money on handbills. E. P. Lott, editor and publisher of Escanaba's first paper, the weekly Tribune, founded in 1869, in the issue of April 9, 1870, warned:

"C. B. Strass is out with big handbills proposing to sell goods cheap. The proof of the pudding is in chewing the string."

Mr. Lott's motives may have been mercenary, but let's face this fact: Without the newspaper we would have no record of how people lived, worked, played or prayed in Escanaba back in 1869-70. Handbills disappear but copies of Mr. Lott's newspaper are carefully preserved in Carnegie Public Library.

Lott was 24 years old when his first edition of the Tribune hit the sand streets of Escanaba on December 9, 1869. The community's first publisher was born in Waukesha County, Wis., moved to the Copper Country with his parents, and as a youth of 20 came to Escanaba in 1865. He was studying law and after five months of publishing the Tribune he sold it to J. A. Croser of Ontonagon.

The paper changed hands rapidly in its early years. Charles D. Jewell bought it from Croser and sold it to James F. Atkinson, reports Victor Powers of the Escanaba Daily Press editorial staff, who assisted in the preparation of the material for this chapter.

E. P. Lott was admitted to the bar in 1879 and went on to a career in public service: Undersheriff, justice of the peace, county clerk, register of deeds, prosecuting attorney, circuit court commissioner, and township and village offices.

Col. J. C. Van Duzer and A. H. Longley bought the paper (now the Iron Port) in 1879. The Colonel was regarded as one of the community's most brilliant writers. Lew Cates was editor and became publisher when Van Duzer died. George F. McEwen acquired the paper and continued its publication until 1910. McEwen served the county as treasurer and register of deeds and was a dealer in real estate.

After enumerating all of the advantages, material and esthetic, of the Upper Peninsula, Col. Van Duzer in one issue assailed downstate newspapers for failing to present the region in its true light. "The stupendous ignorance of the inhabitants of the lower peninsula about matters relating to this part of the state is something wonderful in its way, and seems to be without remedy as it is encouraged by our brethren of the press down there who ought to know better."

The Colonel also conducted a crusade for cow control. Cows wandered about in defiance of law, you had to watch your step when you strolled along the wood sidewalks at night and "in Escanaba the cow is the only quadruped amenable to the law, and the only one which the law process won't reach."

Replying to an editorial insult from a paper in another county, the Iron Port editor retorted: "Why, you old crank, should Escanaba people circulate 'lying reports' about your one-horse (and that a jackass) town? Why, nobody in Escanaba knows your town except the liquor wholesalers who supply you with 'tonic' because you are too hypocritical to take your whisky under its own name -" and so on for a long, long paragraph.

The editor, from the tenor of his writings, appears to have been a moral and temperate man, but averse to poetry. "A lady at Garden has seen a toper asleep upon the steps of a gin mill, and celebrated the fact in five stanzas of lame verse for which she asks a place in the Port." He noted that the lady could have had recourse to the law as well as the pen, and "having said which we respectfully decline the verses."

Charles D. Mason established the Calumet, a weekly, in 1885. Its name was changed to the Delta when Harry Bushnell joined the firm in 1886 and the newspaper moved to Gladstone in 1887.

Another early-day Escanaba newspaper was the Mirror, established as a weekly in 1885 by Philip J. McKenna. It was later changed to a daily by Ivan G. English and Samuel Collins and was taken over by the Daily Press in 1923. Shortly after the Mirror became a daily, the Escanaba Journal was launched by Elmer F. Van Valkenburg and A. B. Chambers. The Journal was taken over by Frank L. Baldwin in 1906 and went out of business after his death in 1924.

Only two foreign language newspapers have been published in Escanaba. They were the Medborgaren, a Swedish weekly, 1892 to 1915; and Escanaba Posten, begun in 1892 and abandoned within a few months.

A young man whose career as a newspaperman was to materially affect the community and whose generosity would influence the lives of perhaps thousands of young people came to Escanaba in March of 1902.

He was 21 years old, had twinkling brown eyes and a round, pleasant face, and his name was John Pleasant Norton. Born on a farm at Cassopolis, Mich., May 26, 1879, John was encouraged by his farm parents to study for the ministry. Adventure called, however, and he quit Kalamazoo College Theological Seminary. He worked as a reporter for the Milwaukee Journal before coming to Escanaba - where he found friends, a career, and the modest fortune that he gave away.

John worked first as a reporter for the Escanaba Daily Mirror. Herbert H. Little was employed by the Journal, the other Escanaba newspaper. They got together and noted

that business interests of the community were neither interested in the political crusading of the Mirror nor the “down with the demon rum” policy of the Journal. The town needed a sharp new daily and they decided to found one, The Morning Press. The partnership lasted only a few months. Little got out and Norton took over sole management.



John P. Norton gave the people a good newspaper;
a fortune to youth.

The venture drew support from men of substance in the community, men like J. C. Kirkpatrick, the “cedar king”; William Bonifas who was amassing a fortune as a lumberman; M. K. Bissell, Judd Yelland, M. Perron and others. Norton was 28 when the Escanaba Morning Press first published on March 19, 1909, at 1119 Ludington Street. Within two years, the newspaper moved to its present building and has been there since; and in the years that followed Norton bought out other stockholders as the business prospered.

What Norton represented in the community is something that has never been quite equaled since: A vigorous devotion to Escanaba and its people, a willingness to personally serve in many civic capacities both large and small and the use of his newspaper to further worthy objectives. A Republican, a Mason and charter member of Rotary, Norton was one of the founders of the U. P. Development Bureau, of the

Escanaba Chamber of Commerce, the U. P. State Fair, and of Council-manager city government for Escanaba.

The Morning Press name was changed to Daily Press in 1922. The newspaper plant and building were improved and expanded over the years. Branch offices were opened in Gladstone and Manistique. The Press became an afternoon paper on Sept. 29, 1947.

Norton and Anna C. Carroll, a school teacher, were married rather late in life. They had no children. She continued teaching in elementary schools in Escanaba and Wells and her devotion to the youngsters impressed John deeply. Mrs. Norton died December 29, 1949. A little more than six months later John passed away on July 12, 1950.

His death revealed the generosity of his nature and his concern for the young people of the community. For he had willed almost his entire estate to the Escanaba Public Schools board of education to establish the Anna C. Norton Scholarship Fund as a memorial to his wife. Now the value of the fund is nearly \$700,000 and its earnings are distributed in the amount of about \$21,000 annually to needy and worthy graduates of the Escanaba Area Public High School.

Employees of the newspaper sought unsuccessfully to purchase the business and it was sold in 1954 to Frank J. Russell of Marquette and George A. Osborn of Sault Ste. Marie. Russell is publisher of the Marquette Mining Journal and Iron Mountain News and Osborn publishes the Sault Evening News. James G. Ward Jr. is associate publisher of the Daily Press.

Scion of a family prominent in the publication field in Marquette and Iron Mountain, Russell has vigorously expanded his newspapers and allied enterprises, radio and television. The Upper Peninsula's only television station, WDMJ-TV, was opened in April, 1956, and the following year Russell was honored by industrial, religious and educational leaders for his service to the people of the region.

Escanaba now has two radio broadcasting stations, WDBC and WLST, both with studios in the 600 block Ludington Street, and the latter affiliated with the Escanaba Daily Press and occupying the second floor of the Press building.

First radio signal to be broadcast from Escanaba is credited to the late George King, who built and operated a spark transmitter from the attic of the family garage about 1916. King was one of several radio "hams" whose amateur efforts in broadcasting in Morse code seem extremely crude in these days. Sam Hall was another amateur whose dots and dashes were sent out from his home on Escanaba's south side in the early 1920's.

About this time folks began sitting up late at night, twisting dials and adjusting head sets, to bring in KDKA, Pittsburgh, and other pioneer stations. Local radio dealers included Herbert and Julius Flath's Economy Light Co., Harry Needham's Electric Co., the Radio Electric Co. owned by Edward Lucas, and Abe Herro's Electric Co. which is still in business.

Escanaba's first commercial broadcasting station was WRAK, established by Julius Flath, present owner of the Dells Supper Club, in 1926. The studio was in the basement of the Economy Light Co. at 1105 Ludington, the announcers were the late Kenneth Voght and Pat Newitt, and the transmitter in a spare room on the second floor was constructed by Ervin Hilts, a store employee. Broadcasting was from 7 p.m. to midnight with a power of 50 watts. The station became an early victim of the depression and the equipment was sold in

1932.

Three Marquette men, Gordon Brozek, William Russell and Leo Brott, were the owners of Escanaba's initial WDBC station which began broadcasts at Sand Point back in September 1941. Their studios were in a building on land leased from the city and now occupied by the Delta County Historical Museum. Broadcasts on a limited basis were continued by WDBC through the war years and in 1946 the station was bought by Norton, publisher of the Daily Press, Frank J. Lindenthal and William J. Duchaine. The Norton interest was later acquired by Lindenthal, who continued management of WDBC until July 15, 1962, when it was purchased by Hart Cardozo, Jr. of St. Paul, Minn., the present owner-manager.

The fourth commercial station here was placed in operation in November of 1958 by Frank J. Russell, publisher of the Daily Press. Station WLST studios are in the Daily Press building and the transmitter is south of Escanaba near Ford River.

News and more news — entertainment, features, sports — is being brought to the public in increasing volume by the printed and spoken word, by photographs and that newest communications media, television. The turn of a page, the flick of a switch and the world of man is revealed in all its ugliness and splendor. The century has been historically unique in bringing to every man an increasing burden of enlightenment.



Carriage Society

High society, as it is known in many cities, has had little place in the history of Escanaba. Newcomers remark that there is more friendliness, less “class” consciousness than in most towns. People of all professions and classes work on civic committees, play golf or bridge at the Country Club, or plan church and school programs.

“In Escanaba’s early pioneering days people had ‘fun times’ and enjoyed themselves in very simple ways,” reports Mrs. Fred Leighton, 505 6th Street, who assisted in research for this chapter.

Church socials were favorite entertainments, there were dances with music supplied by a piano and violin, sometimes dancing parties were held in the dining room of the boarding house at Ford River for young folks who wanted to get out of town, and in summertime picnics were held on “the island” in the Escanaba River above the present Mead Corp. paper mill.

Today’s hostesses and committee women who complain of the work required to organize a social affair might be grateful they didn’t live in the “good old days.”

“Churches were small frame buildings that could not accommodate large crowds,” Mrs. Leighton writes. “Consequently, an empty store building would be rented for suppers, which would necessitate carrying to the store every needful furnishing for the event. Mr. Cass would drive his one-horse dray, accompanied by some of the church ladies, going from home to home, picking up such articles as dishes, oil stoves, wash boilers, kerosene lamps and other articles.”

“The lamps were decorated with paper shades in colors carrying out the party decor. Sometimes these affairs lasted for two evenings, the first day featuring oysters – oysters scalloped and oysters stewed, plus pickles, jellies, potatoes and good home-made pies. The second day might be a ‘butterfly’ dinner, including dishes to make the butter fly – baked potatoes, biscuits, and so forth. Tables were decorated with colored paper butterflies. All this for 50 cents!”

One of the earliest and most popular dance halls was above the Main Livery Stable where the Chamber of Commerce building now stands. The old Tilden House was, of course, Escanaba’s first social center, a big frame building located in the 300 block, Ogden Avenue. It was named for Samuel J. Tilden, New York Financier, who was among its early guests. The hostelry was opened to the public on Christmas day 1864.

Each generation has its women who picture themselves as the social arbiter of the community and part of Escanaba's charm is that it lets them believe this. Mrs. W. J. Wallace, an early-day citizen, was such a woman.

The W. J. Wallace home (remodeled, it still stands at the foot of Ogden Avenue) was a show place. Wallace was a successful ship chandler. Mrs. Wallace's dinners and other social functions included the town's most prominent and wealthy.



"Dressed in silks, satins and furs, she created an envious sensation among the women as she drove regally about in buggy or cutter, the horses shining like satin also and the driver sitting smartly beside her."

The lot on which stood the Wallace home extended from Ogden Avenue to the bay shore. In summertime the Wallaces occupied a summer house they had built on the Lake Shore Drive side of their lot. There was a large stable in which was kept the horse and a cow; and above them the hired man had his quarters. Mr. Wallace, despite his business success and the respect that went with it, was referred to by townfolks as "Mrs. Wallace's husband."

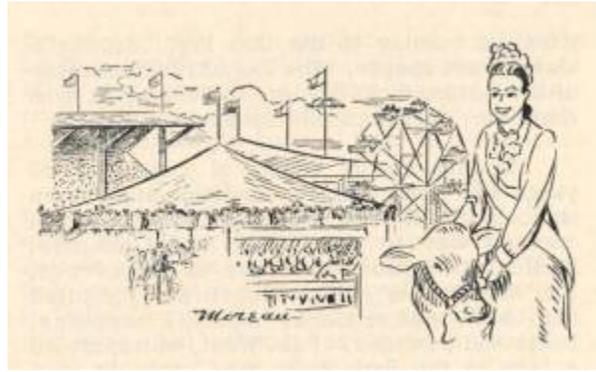


A fast team and plenty of buffalo robes made a smart turn out in 1870, but by 1910 the auto's shake, rattle and roll were in high style.

The Tilden house closed its doors to guests. From time to time – as the building grew more shabby through the years – families would live in some of its rooms. But it was cold there and water had to be carried from an artesian well on the Third Street side.

When Fred Leighton was a boy a Miss Libby Gorbett, who lived at the Tilden House, paid him 25 cents a week to haul water and wood to her room. She eked out her income by making "Racine Feet" – sewing new feet into old stocking legs.

Gone these many years are the horses and carriages and the Tilden House. Today it's cars and country clubs, golf and bridge. And home entertaining includes the sometimes frightful gastronomic experience called a barbecue. Perhaps that – and the smorgasbord – killed all pretension to high society.



The Farmer

Farming begins with settlement, since food is a necessity, and some fields were in production in Delta County before settlers occupied Sand Point. There were pioneer farms at Flat Rock, Masonville and on the Garden Peninsula before Escanaba was settled. The Peter Groos farm on the banks of the Escanaba River at Flat Rock was one of the earliest and largest of these.

J. L. Heirman, Delta County extension director for Michigan State University, and son of an agricultural “pioneer” of the Belgian settlement at St. Nicholas, notes that the value of a prosperous farming industry was quickly recognized by the people of the community.

An Agricultural Society was organized in 1877 and a fair was held on the grounds of the Tilden House the following year. This was the first community-wide effort in the Upper Peninsula to promote the agricultural possibilities, according to the Iron Port, Escanaba weekly newspaper. The executive committee of the Agricultural Society included men from Brampton, Flat Rock and Escanaba.

“The newspaper report of more than 80 years ago describes the usual sight when wagonloads of farm produce rolled into town on their way to the Tilden House grounds. Particular mention was made of Frank Provo, Flat Rock farmer, who brought in a wagon piled high with watermelons, squash, pumpkins, beets and potatoes. P. B. West, who operated a farm in the Bark River area, brought in a pumpkin that measured ‘54 inches around the chest’ and turnips that were ‘27 inches around the shoulder.’ Potatoes were brought in from the eastern part of the county weighing up to two pounds 11 ounces,’ Heirman writes. “We are quite certain no one dreamed at that time that Delta County farmers might produce state championship yields of more than 1,000 bushels of potatoes to the acre.”

That first Agricultural Society fair in Escanaba included exhibits not unlike those displayed at the U. P. State Fair in this year of 1963: Livestock, vegetables, hay, and grain, quilts, paintings, house plants, and commercial displays ranging from coats and pants to “best parlor stove.” Not unusual for 1878 were a pair of game fowls, a live deer, and exhibits of products from the woods and marshes – venison and wild cranberries. For supplies of game and fish and wild fruits were important to the family larder.

Most farming in the early days was a part-time vocation. Men worked in the woods in the wintertime. Farm produce not consumed by the family was sold at local stores – but often there was little money changed hands, for the farmer would bring in a side of beef and take

home a few bags of flour in exchange.

James H. Anthony brought a gift of grapes to the editor of the Iron Port in 1881. The vines had been planted seven years before. Enjoying his grapes, the editor wrote: “the truth is, a garden or farm properly attended to in Delta County, is as good a property as an iron mine, and we must have more of them.”



The U. P. State Fair: Show window for agriculture.

Farms grew in size with the passing years and produce in increasing amounts was shipped to outside markets. Farmers of the area got together in the early 1920's and organized a cooperative cheese plant in Escanaba, located on North 15th Street. B. P. Patterson was the first “Delta Made” manager.

Patterson was Delta County's first agricultural agent, hired in 1918 to assist farmers with production and marketing.

Relationship of the farmer and the Escanaba businessman is traditionally one of understanding and cooperation. Herman Gessner, merchant and civic leader, encouraged farmers to bring their produce to town once a week in the summertime and display it for sale. Today the Farmers Market is an institution that is popular with both the producer and the consumer. The Market area is maintained by the city.

The U. P. State Fair, established by the Michigan legislature to serve the agricultural, educational and commercial interests of the region, was first held in 1927. The list of premiums is reminiscent of the exhibits at the first fair in Escanaba back in 1878 – but the premium offerings of about \$25,000 a year would have brought gasps of astonishment from pioneer farmers.

Farmers and businessmen of Escanaba got together in the early 1940's to push toward higher income from potato growing in the county. They organized the Delta County Potato Growers Association and offered prizes and trophies to encourage improvement in potato yield and quality. The results astonished even the most optimistic. A yield of more than

1,000 bushels an acre was reached in 1951 and a record 1,081 bushels an acre was raised by Frank Falkeis of Cornell still stands as the state record.

There have been many advancements in agriculture within the past decade, says Heirman. Two-thirds of the dairy cows in the area are now bred artificially to some of the best sires obtainable in the nation and milk production per cow has increased in some cases as much as 50 per cent. There are fewer but larger farms today and the income of the farm family is higher.

The Hansen Canning Co. plant in Gladstone has brought farmers new cash crop possibilities. About 1,000 acres of peas and beans are now grown for canning.

The beef industry has grown tremendously and in some cases has replaced dairying because fluid milk markets were not available. Some beef farmers have more than 100 brood cows. The marketing problem was solved when the farmers got together in selling their feeder calves in October each year. In 1962 more than 1,200 calves were sold in one sale for a total in excess of \$150,000.

An enterprise allied to agriculture which has advanced rapidly is the raising of mink. There is a greater concentration of mink ranchers within a 15-mile radius of Escanaba than will be found in any other part of Michigan.

The Michigan Department of Agriculture maintains a laboratory in the State Office Building in Escanaba and two veterinarians are stationed here to carry out public responsibilities in the promotion of agriculture and the protection of health.

“The people of Escanaba have never lost sight of the importance of agriculture to their total economy,” Heirman concludes. “This was evident in the sponsorship of the first agricultural fair back in 1878. The trading area of Escanaba can look at a five million dollar agricultural economy at present, with the prospect of an even brighter future.”



Healing Becomes Science

One hundred or so years ago the nearest physician or surgeon was at Green Bay. Doctors of medicine had yet to come to the pioneer settlements around the shores of the Bays de Noc.

Persons with slight knowledge of healing or of medicine were looked upon with respect. Most were women. Beginning about 1859 Mrs. William Lehman, a graduate of the Frankfurt Medical School in Germany, was called upon to use her training among the sick and injured at Flat Rock.

In later years the experience of a Flat Rock young man, John Otto Groos, injured in a mill accident, would influence his life and that of his two sons. We'll meet them later in this story.

"The centennial history of Escanaba's medicine is one of pioneer application of great discoveries, of great personal devotion to healing when it was changing from an art to science; a graduation from horses and buggy to automobile rounds; from home to hospital treatment; from palliatives to specifics," reports Jean Worth, who assembled the information for this chapter. Worth, editor of the Escanaba Daily Press, was cited by the Michigan Medical Society in 1955 for making "a distinguished contribution to public understanding of medicine and health by the objective reporting and editorial interpreting of medical problems and progress."

A great man of Escanaba's early medical practice was Dr. James H. Tracy, who came to Escanaba in 1872. He was superintendent of the first hospital in Delta County and was Escanaba's first mayor. When he died businesses closed and 2,000 mourners joined in marching with his body to Lakeview Cemetery.

Many of the pioneer physicians settled in small communities in the early days of Delta County, some serving as mill company doctors. It would be a half century of more before industrial safety was stressed and there were many on-the-job violent accidents as well as the usual sicknesses. There was often many miles between the doctor and his patient in emergencies. The Escanaba Iron Port recorded a case of a woodsman kicked by a horse "on Monday evening last" near Maple Ridge. "The blow tore open his abdomen, letting out his intestines, and the case was beyond the aid of surgery from the first, even if such help could be had."

It was an age of nostrums, pills, poultices and cure-alls good for man or beast; of fearful

ignorance among many and medical enlightenment among the few. Quacks counseled their victims to avoid physicians. "Doctors said I had incurable consumption, but I got well fast with Dr. John's Elixir take as directed."

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PROFESSIONAL CARDS.

F. A. BANKS,
—
Surgeon Dentist.
Corner Ludington street and Tilden avenue. Office hours, 9 to 12 a. m.; 1 to 5 and 6 to 7 p. m.
GAS ADMINISTERED.

J. H. TRACY, M. D.,
—
Physician and Surgeon.
Office at Residence. Office hours, 8 a. m., 1 and 7 p. m.

W. W. MULLIKEN,
—
Physician and Surgeon.
Office on Ludington street, over Frank Atkins' grocery store. Office hours, 8 to 10 a. m., 1 to 2 p. m., and after 7 o'clock in the evening.

MAGNUS LANDSTAD,
—
Homeopathic Physician.
(Skandinavian). Residence and office in Mrs. Bushnell's house, north side Ludington street, one door east of Campbell.
CHRONIC DISEASES A SPECIALTY.

DR. T. L. GELZER,
—
U. S. Marine Surgeon.
Practices in all the branches of his profession. Residence on Elmore street. Office on Ludington street, over Dixon & Cook's hardware store.
OFFICE HOURS:—From 9 to 11 a. m., 12 to 1 p. m., and 7 to 9 p. m.

Physicians advertised in the Iron Port in 1884

Advertising in the Iron Port in 1884, one Mrs. Mary Brunette presented testimonials to show that not only was she a whiz as a midwife but she could "cure" a woman who had "for seven years a pain in her side and different doctors did her no good." She advised the public modestly that she could "be consulted at her rooms next door to Hart's Wagon Shop, on all matters of future knowledge, as she is a seer as well as a doctor."

Joseph J. Groos and Harold Vanlerberghe, in their account of the Peter Groos Sr. family and the founding of the village of Groos near Pioneer Trail Park, tell of the incident that brought three members of the Groos family into the medical profession:

"The Old Water Mill finally was abandoned in the march of progress, and the I. Stephenson Company built the Pine Mill at Wells. Peter and his two sons walked to and from work each day, a distance of four miles besides working from 6 a.m. to 6 p.m. One day the eldest son (John Otto) was involved in a serious accident at the mill and was carried home by two men and remained at death's door in a coma for several days. He was treated by Doctor Tracy of Escanaba and while

recuperating he decided that he too wanted to be a doctor."

Completing his studies, Dr. John started medical practice in Escanaba in 1902 and continued until his death in 1935. Dr. Tracy's inspiration was to carry further, however, for Dr. John's sons, Louis and Harold, both chose careers in medicine. Dr. Louis Groos began

practice here in 1922, Dr. Harold Q. Groos in Chicago in 1924 and moved to Escanaba in 1928.

The LeMire family is now in the third generation of medical practice. Dr. William Auvergne LeMire, a native of Nicollet, Canada, located at Garden in 1899 and moved to Escanaba in 1903. He was a member of the State Board of Medical Registration and represented Delta County in the State Legislature and also served in the Michigan Senate.

Dr. LeMire had moved into new offices, which he planned to share with a son, William Jr., then in medical school, when he was accidentally electrocuted and died while testing an x-ray machine in 1931. The community mourned his death. Flags were lowered to half-staff and the City Hall was closed for his funeral.

The doctor's sons, William and Donald F. continued the family name in medicine into the second generation. William Jr. began practice here in 1933 and Dr. Donald in 1947. Both are veterans of World War II.

Third generation of the Doctors LeMire are now serving internships in Chicago. They are Dr. William A. LeMire III and Dr. John Raymond LeMire, sons of Dr. William Jr.

Dr. William B. Boyce, who practiced at Bark River and later at Escanaba, where he was an eye, ear, nose and throat specialist, was succeeded by his son, Dr. Donald H. Boyce, who practices the same specialty here.

Dr. Albert L. Laing, after practicing for several years in Rapid River, moved to Escanaba and built and operated the Laing Hospital, now the Forrest Apartments. Dr. Laing's daughter, Mrs. Harold P. Lindsay, lives in Escanaba.

Dr. Samuel Kitchen served a large practice as physician-surgeon for the I. Stephenson Co. at Wells and for the Milwaukee Road. He constructed a residence-office which is now part of the Teamsters Union Hall. Dr. Curt Kitchen, his brother, practiced dentistry in the building now housing offices of Dr. Norman L. Lindquist, the otolaryngologist.

Dr. John J. Walch, a native of Escanaba, returned to his hometown to become a physician for the Chicago & North Western Railway and the Mead Corp. He was a graduate of the University of Michigan where as a student he played varsity baseball. He conducted a large private practice in Escanaba until a couple of years before his death in 1956.

Dr. Arthur J. Carlton, who moved from Marquette County to Rapid River before 1910 and came to Escanaba in 1937, had a long practice in Delta County before his death in 1959. The community had many worthy men of medicine through the years. Regretfully they cannot all be listed because of space limitations.

The county has been served by at least four women physicians. Dr. Nancy Rodger Chenoweth, who came from Canada, served longest. Dr. Edna McInerney practiced in Escanaba while her husband, Major Thomas McInerney was in World War II medical

service and still is a member of the Delta-Schoolcraft Medical Society. Dr. Marie A. Hagele now practices in Sault Ste. Marie. Dr. Helen Lanting, whose husband was a public health officer here, was the fourth.

There can be little doubt as to the identity of Escanaba's most "famous" patient. She was Evelyn Lyons, the "Fever Girl" whose extraordinarily high temperatures (as high as 114 degrees) briefly puzzled the attending physicians.

The nation's press for days reported that Evelyn was surviving temperatures previously regarded as deadly.

The case attracted the attention of millions, including one Dr. Morris Fishbein of Chicago, the grand panjandrum of the American Medical Association, who said (in 1921) that he had collected more than 10,000 newspaper clippings about the "Fever Girl."

Dr. Fishbein figured in the denouement of the story. He came to Escanaba from Chicago to see Evelyn and learn how she managed to stay healthy despite presumably lethal fevers.

He discovered the answer not by diagnosis or laboratory examinations, but by keeping a sharp eye on Evelyn. Unobserved, he peeped through the crack in the bedroom door. The young woman held under her arm a small hot water bottle, which she refilled from time to time. When there was the opportunity she held the thermometer briefly against the hot water bottle and then popped it into her mouth. Dr. Fishbein went back to Chicago and the "Fever Girl" and her mother also departed shortly thereafter.

Delta County has had four hospitals in a century. The first was created by the Delta County Board of Supervisors at a cost of \$8,903 in 1884. It was named the James H. Tracy Hospital in honor of its first superintendent. Delta County sold the hospital in 1913 to the Third Order of the Sisters of St. Francis of Peoria, Ill., who had provided its nursing staff for many years and who operate it today. The hospital has many times been enlarged and modernized.

The North Western (or Booth-Youngquist) Hospital was operated by Dr. Charles E. Booth and Dr. Otis E. Youngquist in 1897. It was located on St. Clair St. (3rd Avenue North), was not successful, was converted into a hotel and now with two stories removed houses Skinny's Bar.

Dr. Albert L. Laing opened a hospital in 1912 and operated it until his death in 1912. The Cottage Hospital on Lake Shore Drive was operated by Dr. Charles Long and his brother, Dr. Harry Long, early in the century. Dr. Samuel A. Kitchen operated surgery and hospital at his home and office building on Stephenson Ave., when he was the I. Stephenson Co. physician. The building was later occupied by the Teamsters Union for a time and now houses the Escanaba Branch of the U. P. Child Guidance Clinic.

Delta and Menominee Counties are combined and cooperating in a district health department, whose services in prevention of communicable diseases have opened a new

era in public health. Sponsorship of immunization clinics, mass testing for tuberculosis and chest abnormalities, are but two of its many services. Dr. Mary Cretens, native of Gladstone, is the present district health director.



Century of Sports

Escanaba's 100-year history is dotted with famous athletes whose names have provided miles of headlines for sports page writers, reports Ray Crandall, sports editor of the Escanaba Daily Press.

In the early period, however, there were no gymnasiums, spectator sports included game cock fighting and (at least once on record) a man wrestling a bear. The Escanaba Iron Port of 1883 reports that one Thomas Pool was fined \$8 for staging the wrestling event "for the Sunday amusement of the boys."

The town's popular gymnasium was in the fire hall located in the area on the bay shore back of the present Delta County building. Strong men among the volunteer firemen were Martin Finucan and Duncan MacRae, who represented the fire laddies in athletic events at celebrations here and in other cities.

Escanaba has produced outstanding athletes in every sport from bicycle racing to birling, and including all the in-between activities such as football, baseball, basketball, golf, tennis, track and boxing.

Back in the old days, Escanaba was known for its great baseball teams. Present citizens can recall the days of the Old South Park diamond where such standouts as Nick Walch, Cully Lance, Stine Arntzen, Jack McDonald, Clarence Lehr, Dr. John Walch, Henry Olmstead, Billy Matt, Julius (Ching) Flath and Big Mike Walch performed around the turn of the century. R. B. Stack and Murray Boyle are remembered among the diamond greats of that by-gone era.

Bowling has been one of the city's most popular participant sports through the years. Carl Sawyer has been associated with the sport in one way or another for many years and is past president of the Wisconsin State Association and director of the American Bowling Congress. Escanaba keglers who have rolled perfect 300 games include Jack Pellar, Leonard (Gump) Olson, John Boyle and Robert (Red) Holmes. Phoenix Benard has a 299 to his credit.

The first alleys here were built in the early 1900's at the Escanaba brewing plant near South Park. Some of the early proprietors included Harry Paul, Bernard Brophy, Fred Olmstead, Dreamy Scanlon.

Escanaba and St. Joseph high schools turned out a steady stream of star athletes in all

sports. Who will ever forget the feats of the great Marmaduke Christie on the Eskymo gridiron, setting scoring records that were not matched in Upper Peninsula high school annals until a few years ago when Ron Rubick of Manistique rewrote the record books.

Among the greatest of the Esky track figures were Eddie Olderman who starred at Purdue after graduating from high school, Leon (Dick) Schram who vaulted at Marquette University and in the Olympic trials and who was one of the Upper Peninsula's leading football and basketball referees until a few years ago, Herman Meithe the fabulous sprinter who also starred in football and basketball. Babe Smith is remembered as a football giant in his prep days.

Generally regarded as the greatest athlete ever to represent St. Joe was Phil Brazeau, a "natural" who could play football, baseball and basketball in a class by himself. Twenty years after Brazeau graduated from St. Joe in 1933, Pete Kutches strode into the sports limelight. When he finished his prep career and headed for college athletics, St. Joe permanently retired his football jersey No. 33 and enshrined it in the school's trophy case.

One of St. Joe's finest football teams in 1912 defeated Escanaba 3-0. Some of the members of that club were John Lemmer, George Nolden, John Schills, Pete Derouin and Glen Garland. Derouin's field goal was the margin of victory.

In more modern times, Al Ness dominated the coaching ranks in baseball, making his Esky Cubs nationally famous in American Legion ranks. Wally Flath's Escanaba Bear teams were ranked among the best in the country.

Dennis McGinn became known as the father of softball in Escanaba, introducing the sport as a young man fresh from a college athletic career. The sport was to grow into one of the most popular programs in the city.

Leo Brunelle had an illustrious career as an athlete and coach at St. Joe, beginning his competition in 1922 and coaching from 1925 to 1933. His teams once went 18 straight games without a defeat in the 1932-33 era with such standouts as Lionel Beaumier, Fred Boddy and John Harvey.

Many of Escanaba High School's greatest athletes have been honored with the Herman Gessner Trophy. The first in a long line of starts to receive the honor was Oliva Savard in 1924 after a three-sport prep career in football, basketball and track.

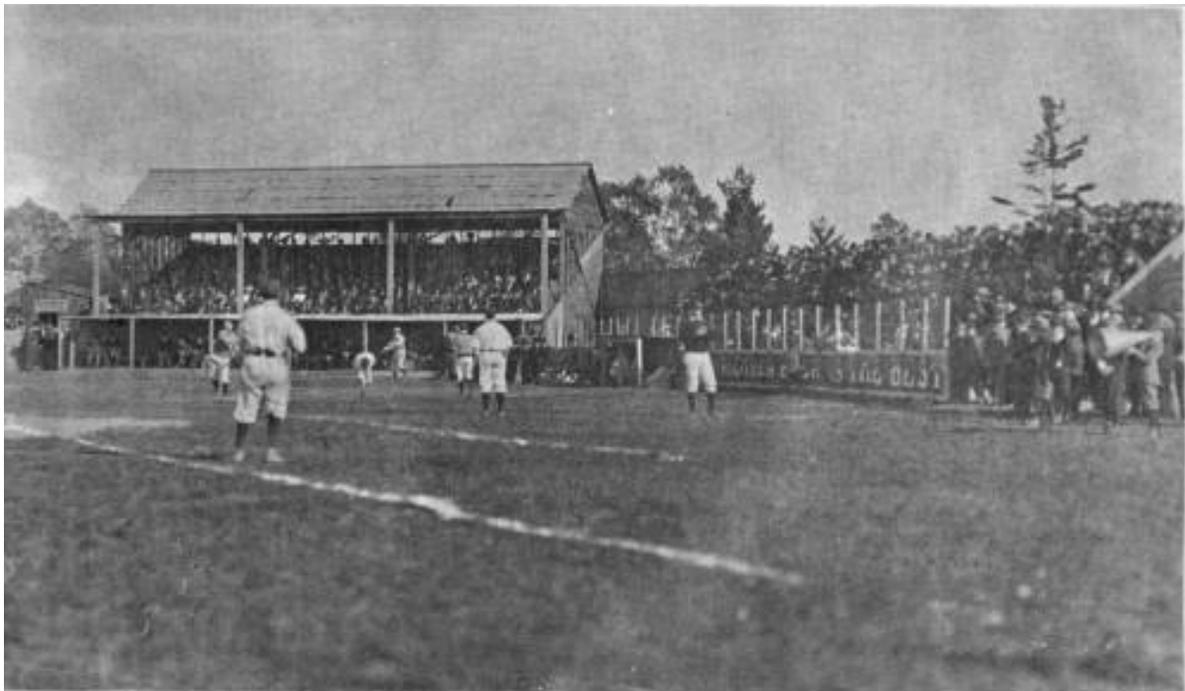
One of the most successful of Escanaba's coaches was George Ruwitch whose 1939 team was undefeated, untied and unscored upon. He had two successive undefeated seasons and his Eskymo gridders, rated the best in the Peninsula, lost only once in three years. He also guided an Eskymo basketball team to an Upper Peninsula crown before retiring from coaching in 1949.

Tom St. Germain's St. Joe and early Holy Name basketball teams were the toast of the Peninsula and he was honored as Upper Peninsula Coach of the year by the U.P. Sportswriters Association for his outstanding record.

Jim Rouman made Ripley's Believe It or Not when his Escanaba prep baseball team ran up 43 straight victories over a five year stretch.

A second-generation athlete wrote headlines at St. Joe and Escanaba high schools in the

person of Fred Boddy Jr., currently one of the most successful prep coaches in the Upper Peninsula. His Champion Indians strung together two straight undefeated seasons in his coaching debut after graduating from Northern Michigan College in Marquette.



This old ball field was near South Park on Lake Shore Drive

Merle Pfothenauer was bright star in Escanaba High School athletics. He earned All-State recognition as well as All-Upper Peninsula honors as a halfback after the 1940 team went undefeated and unscored upon. No opponent was able to penetrate inside its 40 yard line.

Bud Werley and Clarence Moreau were regarded as the cream of the crop among St. Joe athletes in 1924 and 1925. Pat Degnan and Al Schwalbach were great linemen and John Steinmetz an outstanding back a few years earlier. Leo Roemer snapped center for the Trojans in those days.

Slim and Shorty DeGrand were a brother combination that teamed up with Bert Sharkey, Phil Brazeau, Francis McGovern and Joe Clairmont in the early 1930's.

Other earlier day heroes included Norb Valind in football, Hilary Larson in golf and basketball, Mike Roth and Cliff Frasher in football and basketball.

Don McGee, Bill Moreau, James Fitzharris, Harold Fredrickson, Herb Scheriff, Grant Larson and Willis Wilson were famed athletes in most sports at St. Joe.

Of more recent vintage are such stickouts as Francis Clements, Ray Bunno, Ken Dugener, Junior Hirn, Brendon Williams, Milt McGovern, Stack Perron, Joe Young, Bob LeGault, Hank Leisner, Mike O'Donnell, William Loeffler, Bob Gray and Lawrence Viau.

The most recent of the superstars at Escanaba was Mickey Moses, slick quarterback who led Coach Al Sigman's Eskymos to Upper Peninsula and Great Lakes Conference honors and is currently an athlete at the University of Iowa.

At the present time, Allan Erickson is the city's lone representative in professional baseball circles as a catcher in the San Francisco Giants' organization.

Escanaba was known in past years as the site of the "Largest Small Town Ice Revue in the World" and some of the stars of the ice productions who went on to professional ranks were Jon Flanagan, Jeanne Groos, Bob Schwalbach, Carolyn Johnson, Mary Goodreau, Howard Sullivan, JoAnn Beck, Jean Farrel, Glenna Falmer, Martha Gruber and Kathy Nelson.



Organized Labor

One hundred years gives the perspective for a long and sympathetic look at the history of organized labor in the Escanaba community. Like the story of the working man everywhere across the nation, it must be read sometimes between the lines, for the public press in the early days often reported the effect without citing the cause.

Work in the woods and in the mines of the Upper Peninsula in the early days was marked by long hours, hazardous conditions, and starvation wages by today's standards. But for the Welsh, the Italians, the Irish, Pole, Swede, Hungarian and others it was indeed wealth and breath of freedom compared to conditions in the Old World. This was the land of opportunity, however, and that meant opportunity for the laboring man to improve his lot along with the economic advancements of the nation.

“Unions in the Escanaba area had their beginning in the late 1800's, “writes Arnold Alsten, Escanaba, business representative of the International Brotherhood of Teamsters. “There were periods of strife. Tolerance and acceptance were many years away. The crafts represented at that time were the Ore-trimmers, Woodworkers, Teamsters, Railway workers, Barbers, Retail Clerks, Cigar Makers and Dock Workers. As the years progressed so did the labor movement and the standard we have today are a tribute to the foresight and intestinal fortitude of those men who brought them to pass.”

Labor disputes were prevalent in 1901, a memorable year for organized labor in Escanaba.

Top dock workers for the North Western on May 4 went on strike in protest against doubling their work, cutting the number of men from four to two at each pocket. They were discharged and a general strike of dock employees followed, with the striking men calling on W. B. Lindsley and General Freight Agent H. A. Barr to state their grievance. They were told to go back to work under the same conditions as other seasons and the strike ended.

Earlier that year, February 7 to be exact, John Beckman, representing the local Cigar Makers Union, talked for nearly two hours at a labor meeting at the crowded North Star Hall. He urged organization among the laboring classes, and denounced child labor and sweat shop methods.

Barbers of Escanaba organized in July of 1901, becoming members of the Journeymen's International Barber Union of America. The meeting was held in Petry's Hall and William Wolf was elected president of the new local. Other officers were Fred Roberg, John Mathew and J. M. Bodea.

Newspapers were not always unsympathetic to labor's cause, of course. The editor of the Iron Port in a story relating to effort of retail clerks to achieve a reasonable work week reported:

"The members of the Retail Clerks Union of Escanaba are making a strong effort to persuade the proprietors of the various mercantile houses of the city, excepting drug stores, to close on Sundays, thus giving the clerks one day out of the week they may call their own. Every person who works for a living, whether by manual labor or in the office, can appreciate the justness of this demand."

"During the summer season the majority of the clerks are compelled to work from 8 o'clock in the morning until 9 o'clock at night and thus have no time to themselves unless it is a few hours at night which must be taken at the expense of their allotted hours of sleep. To compel these same clerks to stand behind counters for hours on Sunday is sacrilegious and the laws of the land ought not to permit. The fact that the clerks as an organized body are forced to ask for this favor is preposterous in itself."

The Ministerial Association endorsed the plan so the clerks could respect the Sabbath. The proposal of the Retail Clerks was accepted on July 15, 1901. It was not a sensational achievement, perhaps, but it was another step forward for organized labor.

Sometimes the union movement was anything but united, especially when rival groups sought to control the Tailors Union as they did in Escanaba in 1901.

The Tailors were split right down the middle with tailors in the William Mason and John Jackson shops opposing each other. The Mason men held the Union seal and the Jackson men kept the Charter. Both sides employed legal counsel but this failed to end the bickering and the dispute had to be settled by calling in an International representative from the Union's home office.

The depression years of the 1930's brought labor into strange new difficulties. Their jobs were "relief" jobs and government was paying the shot. On November 3, 1934, jobless in the area asked the City Council for more hours of relief labor and higher pay. The men wanted 50 cents per hour and 120 working hours per month so their earnings would be at least \$60 a month. The Council said it had no authority to fix hours and wages for relief workers.

A year later all WPA projects in the county were brought to a halt by a strike organized by the United Workers. The men wanted a 10 per cent increase in pay and a reduction in hours. WPA officials warned that workers who struck would not be entitled to direct relief. The United Workers ordered the men not to go back to work. All projects in the county closed. The loss for the period of the strike was \$3,000 per day to the men and the community.

There are few Teamsters indeed who drive horses anymore but that's how the Union got its name. Efforts to unionization in the early days were primarily by owners of teams and hacks rather than the hired drivers and helpers. These owners were concerned more about rates and charges to the public than wages to be paid the workers.

A Teamster was considered an unskilled worker both by the public and by labor leaders before the turn of the century. It was not until 1899 that the A. F. of L. chartered the first

Team Drivers International Union.

The first Draymen's Union was formed in Escanaba on May 14, 1901, with a charter membership of 14. F. J. Defnet, G. W. Wicklander, John Moran, C. J. Groth, Joseph Martin, William Martin, Joh Shy, Mike Wagner, John Russell, John Hirt, Isiare Chandonette, A. LeDuc, W. H. Burns and William Foster. They adopted the title Draymen and Teamsters Union. Their objectives: To establish and maintain rates and charges for moving trunks, freight and household goods within the city and to points between Escanaba, Gladstone, Wells and Flat Rock. The initiation fee was \$2 and the penalty for violation of rates by any member was \$5.



The many faces of labor: Crew of an early-day mill.

The horse went the way of the canoe, becoming an object of sport rather than utility, and Teamsters found themselves shifting gears instead of the reins. The transition period plus the depression made for precarious business and after several attempts it was not until September of 1938 that the truck drivers became organized within the county. This was through a charter issued to Marinette, Menominee and vicinity in 1936, which was construed to include Escanaba and Delta County. Teamsters Local 328 had its inception within this area in October of 1938.

Arnold Alsten, a member and officer of the Local when it was taken into trusteeship in 1943, was appointed by the International to handle its affairs. Local autonomy was restored after two years of growth and success. Officers have since been elected under the International constitution. Present headquarters of Teamsters Local 328 is at 900 1st Avenue South, a property formerly owned by the Knights of Columbus and now extensively improved.

Back in the spring of 1907 a meeting was held at Grenier's Hall and the United Brotherhood

of Carpenters Local 1832 was organized, with Ernest Johnson the first president and George Carlson financial secretary. At that time carpenters were being paid 25 cents per hour and the work day was 7 a.m. to 6 p.m.

Of the nearly 20 charter members present for that meeting only one remains. He is Lambert Peterson, who was honored for his 50-year membership with the local back in 1957.

Crafts within the building trades are completely unionized in the city and county. The Operating Engineers, under the direction of W. J. Morrow is recognized for achieving organization and contract conditions beneficial to labor. The Plumbers and Sheet Metal Workers were last of the building crafts to be organized.

Among the older unions in the community is Escanaba Local 278 of the International Typographical Union, which received its charter from the International on April 1, 1911. Majority of its members were initially and are presently employees of the Escanaba Daily Press, which has been printed with the union label for 52 years. The typographical union is affiliated with the Trades and Labor Council.

The Escanaba Trades and Labor Council was organized in 1900 and was first affiliated with the International Longshoremen's Union, with Frank Foster as president. Joseph Eis was secretary. The Council later joined the American Federation of Labor and was granted a charter in 1903. Six years ago the organization's representation was expanded to become the Delta County Trades and Labor Council, and Vernon Whitney is now the president.

With few exceptions the major industries and businesses have at one time or another been struck by their union employees in a breakdown of negotiations. Presently the relationship of labor and management is apparently harmonious.

Back in 1913, when Clarence Darrow was a comparatively young man and unionism was fighting to stay alive, he wrote a piece for the International Union of Steam & Operating Engineers. His conclusions are equally true today:

"The closed shop is not ideally right. Trade unionism is not ideally right. Combines of business or combines of labor are not ideally right. Nothing in this world is ideally right. Today is better than yesterday. Tomorrow will be better than today. Trade unionism will hasten the building up of a better system that is surely coming. And someday, willy-nilly, men will learn that the highest good is the common good of all."



Laws, Courts and Crimes

Timothy Donovan killed a man in Delta County 98 years ago, a jury found him guilty of assault without intent to murder, and Circuit Judge Daniel Goodwin sentenced Donovan to be imprisoned in the county jail for one year.

This was in May of 1865 and the only catch in the whole proceeding was that Delta County didn't have a jail in which to confine Mr. Donovan.

The Board of Supervisors took immediate steps to remedy the situation. Meeting June 26, 1865, they authorized construction of a jail, specified how it was to be built, and that it was to be in the 100 block of South 4th Street, about where the old Coliseum now stands.

The first public building in Escanaba and Delta County, therefore, was not a school, court house or village hall but a jail, reports John G. "Jack" Erickson, attorney at law and legal counsel for the City of Escanaba. Information for this chapter was assembled by Erickson with the aid of Atty. James E. Frost.

"In reviewing the early records of the Circuit Court for the County of Delta it was found that most of the trials were for crimes of violence such as murder, assault with intent to murder, larceny and the like," Erickson reports.

The Board of Supervisors spelled out exactly how they wanted the jail built, and if there was a lack of concrete and steel, the jail was made strong with plenty of wood timbers and spikes. The floor was made of planks eight inches wide and two inches thick, set edgewise and hammered together with six inch spikes. In effect this formed a timber floor eight inches thick.

Walls and ceiling were also of planks thickly spiked and the windows were "to be finished with iron bars according to those of the Marquette jail." The building was 30 by 35 feet and the second story was to be finished suitable for the jailer to live in. This jail continued in use until 1882 when a court house and jail were built.

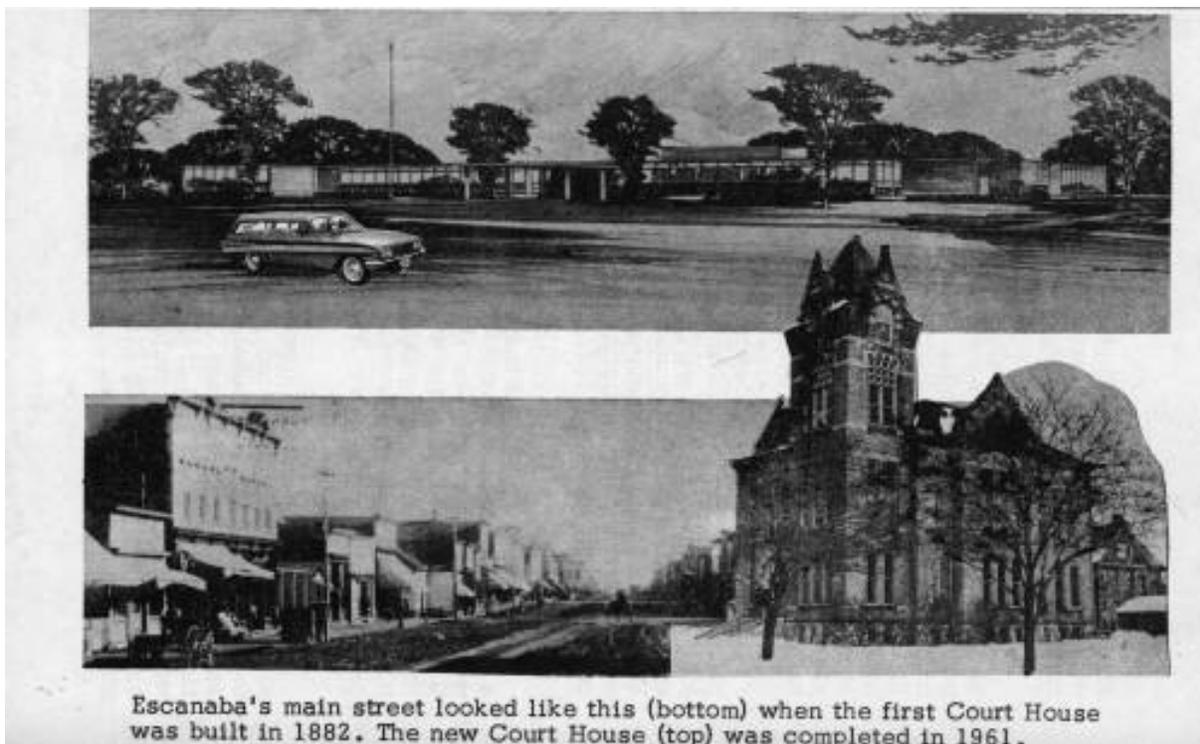
The first session of Delta County Circuit Court was held at Gena or Old Masonville at the head of Little Bay de Noc on May 14, 1865. The late John P. McColl, pioneer county resident, prominent in Escanaba business, and deeply interested in preserving the history of the community, reports in his history of Delta County published in 1923 that Judge Daniel Goodwin of Detroit arrived by boat at Escanaba and then in company with Eli P. Royce, the county's first prosecuting attorney, proceeded to Masonville to open court.

They went on horseback, following the shore of the bay for there were as yet no roads north of Escanaba. Judge Goodwin opened court and immediately adjourned it to meet in Escanaba, the new county seat. The meeting in Escanaba was “in the building of E. P. Royce, at the end of the Bridge.” The bridge was an elevated extension of North 3rd Street over a slough back of the present County Building.

Royce was the first attorney admitted to practice law in Delta County, followed by John C. Neviel in 1866, who was immediately appointed as defense counsel for one Francis Denominic, charged with manslaughter. Royce was the first prosecuting attorney and also the county’s first probate judge.

First civil matter was the petition to plat a parcel of land at Sand Point. The petitioners were Nelson and Harrison Ludington, Perry H. Smith and Daniel Wells, Jr. and legal publication of the application was in the Menominee Herald, since Delta County had no newspaper in 1865.

Circuit court derives from the days when a judge actually circulated from one county to another, often on horseback, sometimes by stage or boat, to hold court. Judge Goodwin, for example, traveled all of the eastern counties of the Upper Peninsula in following a circuit that brought him to Escanaba and other county seats on schedule.



Justice in the early days was usually swift, not because of injudicial haste but of the need to maintain the court’s schedule. It was a big country, travel was slow, and the judge was a busy man. The Iron Port of September 24, 1881, reports:

“Sheriff Oliver went south on Sunday bound for Jackson and having in charge the man Barette convicted of horse stealing and sentenced to one year in the penitentiary. Pretty quick work. The horse was taken on Monday morning and the next Monday he had been tried and convicted, a motion for a new trial heard and denied, and he was enroute to state-

prison.”

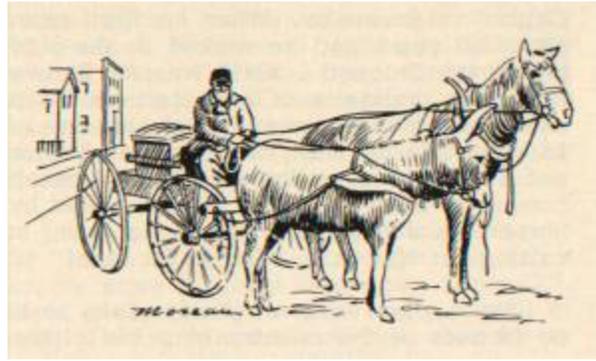
Judge Goodwin continued in office until 1882, followed by Judges Claudius B. Grant to 1889, John W. Stone to 1909, Richard C. Flannigan to 1927, Frank A. Bell to 1947, Glenn Jackson of Gladstone (first Delta County attorney to attain this honor) to 1959, Carroll C. Rushton to his death January 28, 1963. The latter's successor by appointment of the governor is Judge Bernard H. Davidson of Negaunee.

Judge Rushton's father, the late Herbert J. Rushton of Escanaba, was prominent in the law and served the public in several capacities including the office of Michigan attorney general to which he was elected on the Republican ticket in 1941. Born in Washtenaw County, Mich., he began the practice of law in Escanaba about 1909. He was prosecuting attorney of Delta County, city attorney for 21 years, and for three terms (until 1932) was 30th District State Senator. He was introduced and was successful in obtaining passage of legislation establishing the U. P. State Fair in Escanaba.

Through the years probate court has been delegated increasing jurisdiction in state and local responsibility for the welfare of children, in addition to the responsibilities of the juvenile court. Judge Marie D. Peters, first woman to head the probate and juvenile courts in the history of the county, was for many years registrar of probate before her election to the judgeship.

Delta County has had eight probate judges in the past 97 years. After Royce came Charles M. O'Malley, Emil Glaser, Thomas B. White, Judd Yelland, Frank J. Mileski, William J. Miller and Judge Peters, who has served since 1957.

An Escanaba municipal court, replacing the old justice of the peace system in the city, was established in 1961 by amendment of the city charter. Judge James Fitzharris was first appointed by the City Council and last year (1962) was elected municipal judge for a six year term. The judge must be an attorney and he is elected on a nonpartisan ballot. Mrs. John Nystrom, former justice of the peace, is clerk of the municipal court and heads the traffic violations bureau.



Old Calico

Every community has its “colorful characters” and Escanaba is no exception, suggest Charles Follo, whose appreciation for local folklore recalls from the past for these pages men like Joe LeMay and Pat Sheridan, Old Calico and Capt. Dan Seavey.

Follo, native Escanaban, educator, University of Michigan extension service supervisor in the Upper Peninsula, past president of the Michigan Historical Society, presents the “fact and the fiction” that made several of these unusual men a legend in their own time.

Leo Dondelinger was of Luxemburger descent. The story goes that he was of royal blood but had left his home after refusing to marry the woman selected by his parents to be his wife. Others said he owned a sewing machine factory in Luxemburg.

Whatever his background, he was “Old Calico” in Escanaba. When he first arrived about 50 years ago he worked in the cinder pit for the Chicago & North Western Railway, later was proprietor of a second-hand store and pawn shop on what is now 1st Avenue North. Later in life he made his home at Danforth and sold apples on the streets of Escanaba, coming to town in a light wagon pulled by a horse or a donkey and sometimes both, and calling out “App-ul! App-ul for sale!”



Remember "Old Calico"? He often teamed up his donkey with a horse.

The apples were windfalls given to him by farmers of the countryside; his clothing was tattered and was worn layer over layer; and his white beard and hair framed a face darkened by the shadow of his old felt hat. He liked dogs and they liked him. Two or three mongrels followed him about or were tied beneath the wagon when he came to town.

Once in backing the wagon a wheel ran over and killed one of the dogs. At that time Escanaba had a chapter of the Society for the Prevention of Cruelty to Animals. There was an attempt to prosecute "Old Calico," but it never came to court. Escanabans of an earlier generation will all say they remember the shabby old man with his ill-matched team and his cry of "app-ul! App-ul!" but no one recalls why they called him "Old Calico."

Now Big Joe LeMay was a different breed. Over six strapping feet tall and 200 pounds, he was a shrewd and industrious timber jobber here in the early days. Lost in the woods one night, LeMay sat down to wait for daylight to find his way out.

In the night, the story goes, Joe was aroused by the sound of an owl calling "Who-o-o! Who-o-o!" and he yelled loudly in reply "Big Joe LeMay, the cedar man! Los on the woods!" The owl called again and Joe repeated his answer – which was overheard by some of his men come to look for him, and passed along these 75 years.

Joe once wrote from his lumber camp to Col. Rolph, a Civil War veteran who ran a grocery store in early Escanaba: "Dear Col. Rolph, please send me one empty barrel of flour. I want to make a chicken coop for my dog. Your truly, Joe LeMay."

Pat Sheridan was employed as an ore trimmer in Escanaba in the early days, as were many of the Irish settlers. He was a tall, dignified man whose speech regarding the grievances of the ore trimmers in their strike for better pay has become a classic legend.

Ore trimming was hard, dirty work. Iron ore was dumped into the holds of vessels from the dock and the cargo had to be leveled or trimmed so the boats would ride on even keel. Now the ore trimmers were on strike. They gathered at their union hall in the North 9th Street area and called upon Sheridan, one of their leaders, for a speech.

After some persuasion he mounted a box and, taking a deep breath, began: "I have not the eloquence of an Honorable John Power (a local Irish attorney) or a William Jennings Bryan but I would climb to the tallest pinnacle of yonder Lutheran Church and watch the cohorts go marching by –"

Here he paused, trapped in his own oratory, while the cohorts went marching by. Then Pat resumed triumphantly:

"– and then I'd come down again! But I'll be damned if I'll go down into the hold of a boat and trim ore for four cents a ton!"

There were other colorful personalities of the town. Charlie Popcorn, a slim little man who is credited with introducing popcorn to the people about 1870 and selling it from a cart on Ludington Street, was also a fancy skater, sign painter, and a whiz with the ladies, although he was less than five feet tall. Folks used to joke about Charlie. They said he should sue the city for building the sidewalks so close to the seat of his pants.

Horse-and-Buggy Ritchie worked in the woods and came to town only occasionally. But

what he did when he came to town made folks remember him. He would don a pair of women's high top shoes, roll up his pants legs to his thighs, get a buggy at one of the livery stables and go prancing down the street like a horse, pulling the buggy behind him. If he saw a piece of paper blown by the wind he would shy like a skittish steed; if another horse passed by he would whinny.

Dan Seavey is credited with being the only "pirate" in Great Lakes History. Within his own lifetime Captain Seavey became a legend which he augmented and enjoyed. A bluff big man with arms that could lift an anchor and fists that could break a jaw, Dan made Escanaba a port of call and lived here for a time in his later years. His exploits were many, from the theft of the schooner Nellie Johnson of Grand Haven to rum running during prohibition days. A battered old sea dog when he lived in Escanaba, his bark was still loud, and when he tore down the neighbor's picket fences for his kindling wood not one complained to the authorities.

People didn't laugh at Seavey, even behind his back. But funny Johnny Hoffman! That was different. Johnny would stand by the hour in front of Ammerman's Drug Store (now the City Drug) opening and closing the door for customers. He often wore an alarm clock suspended on a string around his neck.

Folks recall that Frank Atkins, Escanaba storekeeper in the early days, was so absentminded that he threw a quarter in the cuspidor and spit in the cash register.

Poor Dr. A. S. Winn was never the same after a patient died from gas in his dentist chair. Despite his peculiarities he was almost elected mayor. He kept a pig farm near the present Escanaba High School athletic field and put up signs against the swill barrels on the team-drawn sled for all to read: "God rules the East Wind, the North Wind, the West Wind, and the South Wind – but he doesn't rule Doc Winn!" Well-known for his atheism, he was arrested in Tennessee during the Scopes evolution trial for making soapbox speeches.

Frank O'Dess was Delta County sheriff during the prohibition era – until he was removed by the governor. Although his name might sound Irish, O'Dess was as French as pork pie and he spoke with an accent as thick as pea soup. Actively sympathetic with moonshiners and bootleggers, he managed to aid them in devious ways. Moonshine whisky held as evidence for federal officers disappeared by the time court opened. "It smell so bad I had to t'row it out," O'Dess defiantly told the judge.

Another time O'Dess and a deputy caught a French moonshiner red-handed in the Flat Rock area and the sheriff had little choice but to do his duty. When he was reluctant, the deputy snapped the handcuffs on the operator of the illicit still. The prisoner began sputtering in French and broken English, attempting to gesticulate but hampered by the cuffs.

The sheriff was touched and ordered the deputy: "Take off the handcuffs so this poor man can talk!"

There were some eccentrics in Escanaba's formative years who gained reputations extending beyond the community. There was, for example, Edward Powers, construction engineer for the Chicago & North Western Railway who was known as the "Western Philosopher." He firmly believed that rain could be produced by firing cannons and wrote a book to prove it.

A young man named F. H. Van Cleve (Van Cleve Park at Gladstone is named for him), who was to become an industrial leader, was Powers' assistant on the North Western in 1871 and read proof on the book. Powers not only failed to prove that he could shoot holes in the clouds and let out the rain but he wrote a book which Van Cleve described as "most tedious and uninteresting."



The Fire Laddies

Escanaba folks didn't worry much about fire protection in the first few years after the town was settled. Then on October 8, 1871, flames virtually destroyed Chicago and at the mill town south of Marinette a forest fire burned the name Peshtigo indelibly into the pages of history. At Peshtigo one thousand two hundred lives were snuffed out.

F. H. Van Cleve, pioneer Escanaba resident and employee of the Chicago & North Western Railway in 1871, wrote of traveling from Menominee to Peshtigo after the fire: It was a horrible ride, for along the road could be seen the burned bodies of animals and human beings. In many instances in that fire-swept waste, little heaps of white ashes marked the place where men, women and children had fallen to their death."

Nels Bergeon, Escanaba fire chief, who came up through the ranks to take command of the fire department in 1954, reports that it was not until the spring of 1873, two years after the great fires of Chicago and Peshtigo that Escanaba installed its first fire fighting equipment.

Water from driven wells and a bucket brigade offered what fire protection there was in the first years of the village on Sand Point. Usually the buildings burned to the ground. The old joke that firemen "lost the building but saved the lot" was no laughing matter for early-day property owners, whose insurance rates were prohibitively high.

The destruction by fire of the Michigan Hotel on February 8, 1873, brought agitation for fire protection to a new high. The hostelry was near where the Morely Murphy Co. building now stands, a location that was the "center of town" 90 years ago.

A few weeks later (March 1) the village board met in Wallace's Hall and unanimously voted to purchase "one steam fire engine" from Clapp & Jones of Hudson, N. Y., for the sum of \$5,700. With steam up, spewing sparks and trailing three hose carts, the pumper could deliver 300 gallons per minute.

The volunteer firemen of 1873 organized within a few days and included about everyman of any consequence in the village. Named to operate the new equipment were J. N. Hiller, foreman; T. Killian and Jacob Heitzman first and second assistants; E. P. Lott, hose captain, with M. J. McMahon and John P. Dodge, assistants; Myers Ephraim, treasurer; George Ramspeck, secretary. Total force was 68 volunteers.

More water was needed than could be provided by the private wells along Ludington Street

and the village trustees ordered digging of two “reservoirs” 16 feet square, lined with pine plank with four feet of water at the bottom, and located one at what is now 2nd Avenue and 4th Street and the other at Ludington and 7th Street. Additional reservoirs were constructed as the town grew.



Firemen of 1892 (from right) were Chief James Tolan, Driver Charles Brickley, Joseph Embs, Martin Finucan, Duncan McRae, Herman Kamrath,



Threatening blaze at Ludington, and Elmore (8th) Streets in 1908.

“As the department did not own a team of horses, the first team to arrive at the station, located at Third Street and 1st Avenue North, was assigned to haul the pumper when the fire alarm sounded,” reports Fire Chief Bergeon. “The owner of the team was paid \$5, an attractive prize in those days, and competition was so keen that races to the station were more exciting than the fire itself!”

The town expanded and with the construction of the “waterworks” in 1886 and installation of fire hydrants, the amount of fire fighting equipment was increased and with it the number of volunteer firemen. Those hook and ladder brigades rated high in prestige among the organizations of the town.

“When the alarm was sounded there was a mad scramble from the various buildings along ‘Main Street’ as the volunteers rushed to the stations to secure the hook and ladder carts and hose reels. Long ropes were fastened to these vehicles and

a force of about 20 men or more would pull the equipment to the fires.” The volunteers were paid \$1 per call.

A paid fire department was established in 1892. James C. Tolan was chief, Charles Brickley drove the team that pulled the fire wagon, and other firemen were Herman Kamrath, Duncan McRae, Martin Finucan and Joseph Embs. Aiding the six good men and true was the department mascot, a large St. Bernard dog.

Escanaba had an “official” chief of its fire department even while it was manned by volunteers, the records show. First chief was John Walch until 1884. He was father of the late Dr. John J. Walch of Escanaba and founder of one of the community’s prominent families. Jake Fontanna was succeeded by Chief Tolan who continued to head the

department until 1909. Herman Kamrath was chief to 1912, William Meiers to 1918, Arvid Johnson to 1946, Jerry Jerrow to 1950.

Escanaba had an administratively combined fire and police department for a few years under Glenford Leonard, but the City Council abandoned the safety department plan in 1954 when Leonard resigned to accept a similar position in a Detroit suburb. Fire Chief Bergeon was appointed in 1954 and he has been concerned with development of fire prevention programs as well as improvement of fire fighting equipment and methods. Fire losses in the community are well below the national average and in 1962 totaled \$52,877.

The present No. 1 fire station at City Hall was built in 1902 and the No. 2 station in North Escanaba in 1912. First motorized equipment, a hook and ladder truck, was received by the departments in 1914. Fire trucks were bought for each station in 1923 and in 1925, marking the departure of Bruce and Dick, old faithful fire steeds, who ended their proud days by being demoted to hauling garbage and other lowly work.

Fire has taken its tragic toll of lives and property through the years in Escanaba. Some of those fires have been spectacular, others stealthy, but perhaps none in Escanaba's history was set on such a vast stage as the burning of the ore docks the night of October 23, 1924.

About 8 o'clock in the evening there was the sound of the fire alarm from the Chicago & North Western Railway. Fire had started in a pocket about the center of No. 3 dock. The big docks, thousands of feet long and towering 80 feet above the water are constructed of pine timbers, their criss-crossing braces and decks a giant pile of kindling waiting but the spark to touch them off.

The fire seemed insignificant at first, then it was found that the water pressure was down on the C & NW Railroad water line, and the flames leaped up. Escanaba firemen with their pumper made additional hose connections to the water system of the dock and great volumes of water were poured onto the blaze.

Fire at the shore end of the dock was being brought under control, and the firemen turned their attention to the flames that ate their way through the structure toward its outer end. Timbers burned through, falling into the flames, sending up great showers of sparks. The mirroring waters of the bay reflected the fury of the flames. Thousands of persons gathered on the shores, their faces reddened in the glow of the conflagration that lighted the countryside from Sand Point to the mouth of the Escanaba River.

About 10 o'clock two men were taken by boat to the outer end of No. 3 dock. A hose was to be brought across from the end of No. 4 dock and water was to be played on the fire on No. 3, thus fighting the fire at both ends. They were George Ingram, foreman and Sherman Serre, of the Peppard & Burrell Co. A derrick was to be used also in ripping out the timbers of a section of the dock ahead of the approaching flames.

The wind freshened from the southwest and the flames with the suddenness of a giant yellow cat leaped 100 feet toward the men at the end of the dock.

A shout of horror broke from the crowd on the shore. Sherman Serre was visible at the end of the dock. The fire raged beneath him, smoke and sparks swirled about him. Serre crouched down, attempting to remove his shoes. Suddenly he stood upright and plunged over the side of the dock to the water 80 feet below.

He was hauled from the water by the men aboard a Hansen & Jensen fish tug, one of the many craft joining in volunteer efforts to fight the blaze.

Comparatively few persons saw the frightful tragedy that was occurring on the north side of No. 3 dock. Across the water men on No. 4 dock, stationed there to put out fires as they started from sparks carried by the wind, saw Ingram running – trapped on the end of No. 3 as Serre had been.

Ingram carried a rope with which he had planned to pull up a hose to fight the fire when a boat could be secured to carry the hose across the slip from the other dock. Stooping, Ingram tied one end of the rope to a timber on the top of the dock. Going over the side he began to slide down the rope, apparently heedless of the raging furnace of flame yawning below him. He had progressed but a few feet when the rope burned through and he plunged helplessly into the fire beneath.

No. 4 dock caught fire and this spread the flames to the Reiss Coal Co. dock where more than 100,000 tons of coal burned. Fire apparatus from Gladstone, Rapid River, Menominee and Green Bay was brought to the scene. The fire burned itself out. The loss totaled about \$1,500,000.

Fire and water combined to give Escanaba a relic of an early day tragedy that today is curiosity for exploring divers.

On Monday night, November 30, 1897, the Steamer Nahant, Capt. William Benham, Cleveland, son of the owner, in command, made fast alongside the C & NW ore dock. She would take on a cargo of ore the next day.

Some of the crew celebrated in their quarters in the after end of the vessel. A kerosene lantern overturned on the wooden deck. It was several minutes before the drunken crew sounded an alarm – and then it was too late to save the Nahant and the dock to which she was tied. All of the crew escaped except Peter Bernstein and Harold Mueller. The harbor tug Delta got a line on the Nahant and towed her to the north side of Sand Point and there she burned and sank. The location is now marked with a buoy just east of Municipal Dock.

Anglers sometimes tie up there to fish perch and skin divers go down to swim in and out of the hulk of the luckless Nahant.



People and Politics

Partisan politics has always been a lively affair in Escanaba and there was never a lack of people to carry torches, attend rallies and fight in the street if need be. The same strong partisanship exists today although the techniques have changed somewhat.

The community has had its share of colorful political figures through the years. There was one who but visited here and is yet recalled in every local history.

Samuel J. Tilden, New York financier and a director of the Chicago & North Western Railway, came to Escanaba in the 1860's and stayed at the Tilden House, a hostelry named in his honor. He was governor of New York when he was nominated by the Democratic party for the presidency in 1876. He was defeated by Republican Rutherford B. Hayes in an election marked by charges of fraud and cries of scandal – but there was a “compromise” promise which Hayes carried out.

Northern carpetbaggers and Federal troops were called out of the South and white rule was reestablished. Tilden lost the presidency but the Democrats won the South.

The 1870's saw advances by women in their efforts to gain the right to vote – but few local politicians of the period would have guessed that “females” would not only vote but have a League of Women Voters, dedicated to the development of politics in its highest concept of good self-government through an informed and responsible electorate.

The Escanaba League of Women Voters, which cooperated in the preparation of material for this chapter, was formed here in 1952. It is non-partisan and is affiliated with the Michigan and National organizations, also non-partisan.

“Escanaba's pattern of voting, which was strongly Republican up to 1932 and then switched to the Democratic side with the exception of the votes for Eisenhower in later years, was actually in accord with the pattern of Michigan voting as a whole,” the League reports. From 1854 and the organization of the Republican party at Jackson until about three decades ago, Michigan was almost a one-party state.

Escanaba's vote-starved Republicans, however, rejoice in 1962 when the city gave George Romney a majority of 164 votes. Jubilantly, they arranged for a second inaugural held February 23, 1963, an historic event that for the first time brought a Governor of Michigan to the Upper Peninsula to receive the oath of office, albeit the second time. Not only that but Governor Romney promised to return periodically to meet with the Peninsula people

and “hear their problems.”

Early-day newspapers in Escanaba were strongly-partisan. The Iron Port was Republican and in the editorial fashion of the day reported during the campaign of 1888 that the Democratic candidate for sheriff “if he should be so unfortunate as to be elected will wish he had stuck to the railway instead” and the candidate for treasurer has “as good a chance of winning as of getting to heaven on horseback.”

Lew Cates was editor of the Escanaba Iron Port and his daughter, Edna, fell in love with and married a young attorney, A. W. Norblad, who was for many years a law partner of the late Judd Yelland of Escanaba. The Norblads moved West and he became increasingly prominent in Republican politics and was elected Governor of Oregon. Their son, Walter, carried on the tradition and was elected congressman. Cates, fiery editor of the Iron Port, would have been pleased with his grandson.

The Republicans celebrated Benjamin Harrison’s national victory by turning out “with torches, and banners, and transparencies, last Tuesday evening, and those illuminated in honor of the signal victory achieved at the polls.” There was a torchlight procession to Opera Hall, “illumination, fireworks, and speaking; and the whole was carried out fully and acceptably.”

The office of the sheriff has been a choice political plum since the earliest days and attracted some of the most colorful candidates. For instance, back in September of 1884, D. A. “Sandy” Oliver, in an advertisement in the Iron Port announced that he was a candidate for sheriff. “I have never been caught at any crooked work, and so am entitled to be considered honest. To any one who will help me to get it (the election to sheriff) I promise that if called upon to arrest him or sell his goods, I’ll do it, or die a-trying.”

Escanaba went solidly Republican in presidential elections from 1892 to 1908. In 1912, Escanaba voted for the Bull Moose or Progressive Party candidate, Theodore Roosevelt. A total of 2,000 votes were cast with Roosevelt receiving 897, Wilson 669 and Taft 434.

Several men of the Escanaba area have attained high political office in the state, including James H. McDonald, lieutenant governor, who was killed in a railroad accident January 21, 1889. McDonald was a Republican, a local industrialist, resided in the large red brick house that still stands at 2nd Avenue South and 5th Street, and his grave is in Lakeview Cemetery.

Oramel B. Fuller of Ford River served Michigan as auditor general from 1909 to 1932. Born in New Jersey, he came to Ford River in 1884 and was employed by lumbering interests. Through the years prior to 1908 he was a Ford River supervisor, a state representative and a state senator. A republican, he was reelected term after term, with his plurality more than a half-million votes in 1928. It was a long and honorable career in public service.

The cause of labor and the fight against the demon rum became factors in partisan politics and the great Clarence S. Darrow stirred both issues when he came to Escanaba in the rather hectic election of 1916. At the invitation of the Cigar Makers Union he spoke on united labor at the Strand Theatre in October that year for the second time. He had been here in the spring and had spoken on prohibition. He didn’t repeat himself in October but everyone knew how he felt.

Interest was running high on the subject of prohibition. The Delta County Square Deal Association a month prior to the election advertised in the newspaper:



“\$5,000 to any church of charitable institution if they can show one state in the Union where a man cannot get all he wants to drink and get as drunk as he likes. There is absolutely no dry territory in the U. S.” After a few more blows at the dries, the Square Deal people asserted: “Michigan under regulation is a State of Sobriety. Maine under prohibition is a State of Intoxication.”

Escanaba voters, with typically independent spirit, voted for Republicans and rum. After plunking for Hughes in 1916, Escanaba voters favored Warren Harding in 1920 but switched to Bob LaFollette and the Progressives in 1924.

In 1928 the Democrats could view with pleasure the breaking of a Republican string of victories in Escanaba. Al Smith topped Herbert Hoover by 359 votes.

The Democrats pulled out the vote plug in 1932 and all of the local Republican officeholders with exception of the county clerk went down the drain. It was the first time in history the Democrats had offered the voters a full slate of candidates here, and with the help of Franklin Delano Roosevelt at the head of the ballot they were to begin a reign that continues in Delta County to this day.

Swept into the office of Michigan auditor general in 1932 was an Escanaba Democrat, John K. Stack, Jr., 48 years old, who would in three short years set Lansing politicians on edge with his outspoken honesty. Born in Escanaba on February 13, 1894, Stack was the son of a man who made a fortune in the lumber business. Eventually he became secretary of the Stack Lumber Co. and vice president of the Escanaba National Bank.

After serving as county supervisor and commissioner for the city, Stack threw himself into the campaign for Al Smith in 1928. In 1930 he was defeated for the auditor general nomination; and two years later he was elected in the Democratic landslide.

“His official career in Michigan was full of conflict. He refused to advertise, at an expense of \$200,000, delinquent tax descriptions for sale and might have gone to jail had not the Supreme Court changed its mind about the constitutionality of an emergency act suspending state tax sales,” reported the Associated Press. “He set rigid limits on expense accounts of state officials; he suspected collusion among bidders for various state contracts and insisted on lower contracts. In time, he quarreled with almost every prominent officer in the state government. They said he was trying to run the state’s affairs.”

When first elected in 1932 Stack was virtually an unknown. He completed a first term, was defeated for the Democratic nomination for governor by a wide margin, and was reelected auditor general. He died of pneumonia on January 18, 1935. The Associated Press reported at his death: “Stack, colorful and pugnacious, became to many Michigan people a fighter for the poor and oppressed.”

McDonald and Fuller, Stack and Herbert J. Rushton, Republican, who served as Michigan attorney general and whose political career is treated more fully under the chapter of Laws, Courts and Crimes, were among the men of political prominence from the Escanaba area.

Einar E. Erlandsen has for 15 years served as Delta County representative in the State Legislature; the late State Senator William Miron filled that office until his death January 3, 1962, and before his election to the senate was Delta County sheriff; and an Escanaba native and attorney, Harold Beaton, is an aide to U. S. Senator Patrick McNamara in Washington, D. C. All are Democrats.



Law and Order

Unlike some communities Escanaba was never notorious for crimes of violence. Nothing spectacular, that is. In the early days the assaults and murders were more likely to occur in woods camps, climaxing feuds and grudge fights. The boys came to town to carouse and celebrate, not to kill each other.

The keeping of law and order in Escanaba before 1889 was pretty much a night-time job, reports Police Chief Harold Finman, who prepared the material for this chapter.

“The city was divided into four wards and there was a constable in each of the wards, who was on the job during the night hours. They went on duty at darkness and off duty at daylight. During the day a marshal was on hand. They all worked a seven day (or night) week,” Chief Finman said.

Michael Stern was Escanaba’s first police chief, so far as city records show. He came on in 1889 – and went out in 1890. There was a reason for this. In the days of ward politics the police chief “remained in office only at the pleasure of the political faction” then in power. Council-manager government and appointment of the chief put a stop to that beginning in 1922.

Before the turn of the century the police station, a brown frame building, was located on the east side of the 100 block of South 5th Street between the alley and 1st Avenue South. In the dwelling nearby “there lived a lady by the name of Mrs. Kidd, who took care of the cooking of the meals for the prisoners lodged in the city jail. She would cook the meals in her home and carry them from her kitchen to the jail.” She was rated a first class cook, bragged that she could feed the boys better than they ate in camp, and roistering lumberjacks agreed with her. The jail was a popular place for a ‘jack to sober up and get a few good meals before he left for the woods to accumulate another stake.

At that time officers walked their beats, of course, and the work consisted largely of watching over the saloons and business places strung out along the main street. Should an arrest be necessary, the officer would keep his man under control as best he could while asking some cooperative citizen to call for a “rig” from the nearest livery stable. The horse, buggy and driver would come rolling up anywhere from 15 to 45 minutes later. Once at the station the prisoner was sure of spending the night in the “cooler” because the posting of a bond to gain immediate release was virtually unheard of in those days.

The following day the prisoner made his appearance in court before the local justice of the

peace, where justice was dispensed “according to the book of the law”, as one of the old-time Escanaba justices used to say. For the run of the mill disorderlies it was an order to pay fine and costs depending on the state of the lumberjack’s depleted pocketbook and to “go back to the woods.”

About 1909, when George Rowe was police chief, Escanaba claimed to have the finest police department “north of Milwaukee.” Perhaps that was due in part to the opening of the new police station and jail near the City Hall. City Detective George McCarthy was acclaimed as one of the finest detectives in the Northwest. Other officers of the department were Charles Larson, Andrew Iverson, Dominick McCauley, Michael Stern, Nels Nelson, Adolore Gabourie, Knute Larson and Hugh Early. But there was no Mrs. Kidd nearby and food for the prisoners was brought in from downtown restaurants. Later the jail discontinued and all prisoners were lodged in the county jail.

Prostitution and prohibition plagued police until the automobile put an end to localized vice and the people repealed the 18th Amendment.

“No history of Escanaba would be complete without the mention of the Thomas Street ‘red light district,’” said Police Chief Finman. “This was located in the 500 block of what is now 1st Avenue North and it was the police who were most often called upon, above every other city department, to come into contact with the ‘goings and comings’ of that Tenderloin district. All of the buildings were frame construction except one, a substantial brick number, which still stands like a monument to an era that is not so far distant but that can be well-remembered.”

“The sporting houses were quiet all day, but come nightfall and the places would be hopping. Lumberjacks from the camps and off the river drives in the spring came in with their winter’s stake to spend. First they hit the saloons and then headed for Thomas Street.”

Among the girls and madams was the usual number of legendary heroines who had been betrayed by some city slicker into a fate worse than death. Others were paying hospital bills for sickly mothers and some were financing private schooling “for my little girl.” It was the age-old story of the kind-hearted harlot, who in that sentimental period was “somebody’s sister” let into the pathway of sin by a heartless roue.

Escanaba merchants of that earlier day who were not in the business of casting the first stone held the girls in high respect. The girls bought the most expensive clothes and other goods and they paid cash.

Police were called to the red light district on raids periodically in the early days and to some of the officers and townsfolk there seemed to be a motive as well as a method. Taken to court, the madams and girls “paid their taxes” as one old-timer described it and were soon back in operation.

Prohibition was evaded in Escanaba by use of all of the time-honored tricks of the bootlegger, plus a few ingenious ones thought up by local talent. The 1920’s and the 18th Amendment, bath tub gin and moonshine whisky, Barney Google, the Charleston and girls called flappers compounded police problems. Old social and moral ties were being broken and nobody was going to tell anybody he couldn’t have a little hootch if he wanted to.

“The many saloons that were once a part of early Escanaba were all closed to hard liquor,”

says Chief Finman. “But they stayed open – to sell Near Beer and soda pop. In a room at the rear of many establishments there were other beverages available, and Escanaba police and Federal Agents filled court calendars in those days with arrests made in raids to enforce the liquor laws.”



Police Officer Laurence Johnson (top) drives one of the patrol cars bearing the Escanaba Centennial insignia. Back in 1923 the department (bottom) was composed of (top, left to right) Wilfred Sandborn, Eric Pierson, Gayhart Carlson, Otto Scheriff, John Finn, Ray Van Enkevort; (bottom, left to right) Fred Papineau, Michael Ettenhofer, Chief John J. Tolan, Philip Bruce and Glen Peterson.

Proprietors invented ingenious ways of disposing of the all-important “evidence” so necessary to the law in gaining a conviction. A favorite was a hole in the floor through which the bartender dropped the single bottle of hootch onto a pile of rocks in the basement. There were many raids and many convictions nonetheless, and fines and costs collected in one of those Volstead Act years often exceeded the fiscal budget of the entire police department.

Prohibition ended in the depression era. Transients looking for work roamed from one town to another. The cell blocks at the police station would be filled each night, sometimes as many as 40 men, who were a part of the vast army of unemployed in the early 1930's. Most unusual of all jail occupants were those in the late World War II years, when captured members of the German Army's Afrika Corps were housed there in being transferred to prisoner of war camps in the United States.

The Escanaba police department's first motorized vehicle was received about 1920 – a Model T Ford with an enclosed body used to haul prisoners to jail. Arranged like a paddy wagon with a bench along each side, the vehicle was kept at the station and was sent out only on call from an officer who had made an arrest.

Today much of the work of the police has to do with enforcement of the motor vehicle and traffic laws. The automobile has become the deadly weapon of the motor age, accounting for more accidental deaths within 10 years than the number of murders in a century. Traffic control and parking enforcement, the issuing of operator's licenses and the keeping of mounting volume of records, occupy much of the time of the 21 officers in the department.

Chief Finman reports that his investigation indicates there have been less than 10 murders committed in Escanaba since 1863. The traffic toll on city streets totals 19 in the past 10 years.

Escanaba police officers will tell you their work is demanding but not particularly thrilling. Seldom do they meet the challenge of the crime syndicate or fight the international narcotics ring. This has been the experience of one Escanaban, however, George Gafney, son of the late Mr. and Mrs. Joseph Gafney. After an illustrious career with the federal narcotics agency he is now assistant to the Commissioner of Narcotics, Washington, D. C. Dramatic episodes from his life as law enforcement officer in the fight against narcotics have been recreated in a successful television series.



Our Industries, Our Future

Escanaba was a boom town in those days. It had gained a population of 1,000 within seven years when, in 1870, David Langley, agent for the N. Ludington Co., owner of much land on which the new town was located, advertised in the Tribune:

“The sure, steady and rapid growth of the village of Escanaba is the best guarantee for its advancement, and we feel assured that its increase in the future will be even greater than it has been in the past –”

Langley and men like E. P. Lott, F. O. Clark, J. N. Hiller, Eli P. Royce, H. B. Smith and others firmly believed that Escanaba would grow and prosper although to that time only a “small beginning has yet been made.”

These men of industry, of business and the professions were optimistic and forward-looking then, as Escanaba civic leaders are today. They believed in themselves, in their town and in their goods and services.

“We warrant our brick to be equal to any manufactured in this country,” T. B. Banks, proprietor of the Escanaba Brick Yard, declared in an ad in 1870. J. W. Hutchinson boasted that the Tilden House was “the best kept hotel in the Upper Peninsula.” J. S. Kaufman, merchant tailor, assured the public he “employs the best workmen and insures fits.”

The Chicago & North Western Railway was the principal employer in the community and the citizens proudly agreed with Editor Lott’s tribute to the railroad in 1870: “We visited the roundhouse a few days ago, when all the iron horses were in their stalls, curried and rubbed down until they were spotless, and are ready to believe what we have frequently heard, viz; that on all their different divisions, the Company have not a Roundhouse equal to this.”

Many men were employed in “the pineries” and the mills at Flat Rock and Ford River. It was a time of hustle, bustle and speculation. Iron ore was being brought to Escanaba for shipment. Why not smelt it here? The Escanaba Furnace Co. was organized, Eastern capital and considerable local money was invested, and a charcoal iron furnace was built and began operating in 1872. The following year brought depression throughout the North. On the day after Christmas, 1874, the Escanaba Furnace Co. closed down never to reopen again. Local investors in the enterprise lost heavily.

F. H. Van Cleve, Chicago & North Western Railway general land agent in the 1870's,

described the “panic” of 1873 as “very disastrous to all kinds of business” and that “this state of affairs continued for some years.” The railroad owned some 500,000 acres of land in the Upper Peninsula. Hardwood lands, best for agricultural purposes, could be bought near Escanaba for from \$2 to \$7 an acre, one-fifth down, the remainder in five equal annual installments at six per cent. Pine, cedar and hemlock tracts were valued and sold on the basis of their stumpage.

Business development and banking go hand in hand, and in 1870 H. B. Smith & Co. of Escanaba offered its services as “bankers, brokers & collection agents.” You could also buy insurance, sewing machines, filter wells and other items from Mr. Smith. He sold “good shoes at \$1 a pair” and advertised that “the day when married ladies can do without Sewing Machines is passed away.”

Mr. Smith’s philosophy perhaps never envisaged a time when credit would be so easy that no one would have to do without anything if he could, in the words of a song popular in 1963, pay “a dollar down and a dollar a week.”

More money is being saved as well as spent, however, as assets of the three Escanaba banks attest. At the close of 1962 assets of the three banks totaled \$34,406,273, compared to \$18,798, 296 in 1950; \$7,830,482 in 1940, four and one-half million dollars in 1922 and; two and one-half million in 1912.

Escanaba’s first organized bank was opened in 1871, was named the Exchange Bank, and the operation was headed by C. C. Royce. This became the First National Bank when it received its charter in 1887 the same year it was moved to 414 Ludington Street, now the Sawyer-Stoll Timber Co. offices. The bank has been in its present building since 1910 and it now offers the convenience of a drive-in branch downtown. The bank’s assets in 1962 were \$13,749,650 and the president of the institution is Atty. James E. Frost.

The Escanaba National Bank had its beginning as the Bank of Escanaba in 1892 when it was organized under a partnership of John K. Stack and John Corcoran. It was located where the present Post Office building stands. A private bank until its national bank charter was received in 1907, the name was changed that year also. The bank was moved to its present location in 1917; a drive-in banking facility was added a few years ago; and a branch was established at Rapid River. Stack Smith is president of the bank whose assets were \$10,713,353 at the close of 1962.

The State Bank of Escanaba evolved from a banking enterprise, the Citizen’s Bank, organized in 1902 by Percy L. Catlett and Son, who came here from Indiana. John P. McColl, Escanaba pioneer and civic leader, was cashier. The bank received its state charter in 1904, was reorganized as the State Savings Bank and O. B. Fuller, for many years auditor general of Michigan, was its president. It has been the State Bank of Escanaba since 1944, its president is Charles W. Stoll, and its assets are \$9,943,273.

One of the area’s industries that almost spanned the century is the I. Stephenson Co. at Wells, reports Harold Vanlerberghe, mayor of Escanaba in this Centennial year, past president of the Chamber of Commerce and traffic manager of the Escanaba Division of Mead Corporation, who assisted in research for this chapter.

Back in the 1850’s when Isaac Stephenson acquired an interest in the lumber firm whose mills were near the mouth of the Escanaba River, only white pine was being cut. By 1900 two mills and a maple flooring plant were in operation. The factory turned out 200 million feet of hardwood annually, greatest capacity of any operation of its kind in the world. Total

employment of the company was between 2,500 and 3,000 men. Consuming more than 100 million feet of timber annually, the big company in time used up the available supply of hardwood.



Quality paper is produced in Mead Corp.'s plant on the Escanaba River, (top) an industrial site for more than a century. Truck cranes (bottom) roll to market from the big Harnischfeger Corp. plant on Danforth Road.

Today the big mills are gone. Hubert Shepeck, who became assistant manager of the I. Stephenson Co. in 1906, established the Shepeck Dimension Co. in 1943, taking over the Stephenson Co. operation. The Escanaba & Lake Superior Railroad, organized in 1899 to haul hardwood logs to the Stephenson Co. mill, also continues a busy operation centered at Wells.

Oil fields were beginning to develop rapidly in the late 1860's and a most valued product was "coal oil" or kerosene. The "coal oil" lamps rapidly replaced candles. Kerosene could also be used to kindle fires and "brought a world of comfort as a cleanser for stained hands," according to a household hint in the Escanaba Iron Port.

Coal replaced wood for fueling locomotives for powering industrial plants, and for heating an increasing number of homes. Pioneer in the fuel

supply field is the C. Reiss Coal Co., whose dock at Escanaba was acquired in 1899 when coal was lifted from sailing vessels by rope and tackle.

Many Escanabans will recall the late Sam R. Wickman, Reiss representative here. Although blinded in a gun accident, he walked about the town with head held high, his companion a seeing eye dog. He became a symbol of courage to the community and the people elected and reelected him to the City Council. He was mayor for six years (1940-46), longest continuous service of any man in that office in the city's history.

There are now seven fuel oil terminals on Little Bay de Noc, and one of the more recent, Wade Corp., serves the needs of the big K. I. Sawyer Air Force Base 50 miles to the northwest. Jet fuel flows through a pipeline from the terminal to the base to power military planes that speed through the air at more than 1,600 miles an hour.

At this same terminal site a half-century ago was produced much of the deadly explosive used by the armies and navies of the world powers, reports Vanlerberghe. The Mashek Chemical & Iron Co. was organized in 1903 and within a few years was producing 1,000 gallons of alcohol and seven tons of acetate of lime daily. The latter was used in the manufacture of acetone and acetic acid, chemicals necessary to the production of explosives. Thirty per cent of the wood alcohol and 60 per cent of the acetate was exported and huge consignments for the British military were shipped weekly. The Mashek operation was related to the I. Stephenson Co. and the E & LS Railroad to their mutual advantage and operation ceased when the hardwood forests were denuded.

Another local industry, originally organized to produce electric power, is out of that business but as a sideline operation established a paper manufacturing plant whose product is internally known today.

No thought of paper making was in the minds of J. K. Stack, J. B. Moran and James Lillie when they founded the Escanaba Street Railway Co. back in 1891. First power plant was at the east end of Ludington Street, now part of the park area. The capacity was too small to meet the need and in 1907 the No. 1 hydroelectric power dam was built to harness the Escanaba River. Two years later the Escanaba Traction Co. was founded by consolidation of the Street Railway and Power Co. and the traction line was extended to Gladstone. Electric power was also supplied to the City of Escanaba.

A new venture, the Escanaba Pulp & Paper Co., got under way in 1911 with construction of a pulpmill and the No. 2 dam. The firm became the Escanaba Paper Co. in 1919 and it was at this time that the G. H. Mead Co. became financially interested. The plant was leased to Mead in 1922. The plant manufactured newsprint until 1930 when production was shifted to wallpaper. Within a few years other grades were added.

Mead Corp. purchased controlling interest in the mill in 1942 and the expansion and quality upgrading continued. Today Mead paper from Escanaba is shipped to all parts of the nation and much of it goes into Time, Inc. publications, Readers Digest, Sears Roebuck, Merkle Press and others. (This book is printed on 70 pound Enamelith gloss paper manufactured by Mead Corp.)

The Upper Michigan Power & Light Co., descendant of the firm that originally was concerned with the street railway and electric power to run it, and the Escanaba Paper Co. were liquidated in 1958. The hydroelectric power is used in paper making operations. The electric distribution system was sold to the Upper Peninsula Power Co.

One of Escanaba's manufacturing centers is on Stephenson Ave., which began developing as early as 1890 with the building of the Cochrane Roller Mills plant just north of the C &

NW Railway crossing. W. F. Cochrane of Dundas, Ontario, was the inventor of the foundry process for the production of chilled metal rolls. The firm also made mining machinery, car axles and wheels. Cochrane and James H. McDonald of Escanaba, then lieutenant governor of Michigan, were killed in a train accident 100 miles west of Escanaba shortly before the mill opened. The firm never prospered.

While metal fabrication failed, the Escanaba Manufacturing Co., or Wooden Ware as it was called, proved that determination can overcome fires and other troubles. From about 1895 to 1930 the firm turned out wooden butter dishes, clothes pins and pie plates by the millions until innovations in the packaging industry, plus rising labor and materials costs, brought the operation to a halt.

The Birds Eye Veneer Co. of Escanaba is a wood processing firm whose history has been one of continuing ingenuity and adaptation to meet production and market challenges. Organized as a specialty plant in 1912 for the manufacture of birds eye maple veneers, it has used other hardwoods (and some pine) through the years and now produces mostly veneers of yellow birch.

Juel Lee, a native of Eau Claire, Wis., who came to Escanaba as a young man and was employed in the office of the I. Stephenson Co., returned after serving in World War I to become a bookkeeper for Birds Eye Veneer Co., in 1920. He later became president of the firm and continued in that office until his death in 1961. Russell Lee, a son is now president.

Anthony & Co. is a wood specialty manufacturing company founded in 1946 by the late Willis J. Anthony and his son, John, who had returned from service with the U. S. Navy in World War II. John is president of the firm.

Gafner Automotive & Machine Co. is another enterprise that is expanding. Now located in a new plant south of the U. P. State Fairgrounds, the outlook is bright for the increasing production of a pulpwood loader and carrier, equipped with a bulldozer blade which can clear its own roadway through the woods. Emil Gafner, president of the company, is the inventor of the machine which is being considered for other chores, such as loading sugar cane in Southern fields.

The end of World War II found economic conditions poor in Escanaba. A group of civic leaders and a cooperative City Council helped the newly organized Escanaba Foundation in its efforts to encourage existing industries and lure new ones to the community. The city acquired the old Wooden Ware buildings on Stephenson Ave. as part of this promotion.

The turning point came in the fall of 1946. The hoped-for happened. Harnischfeger Corp. of Milwaukee, manufacturer of welding machines, truck cranes and excavators, offered to enter into a lease-purchase for the one-time Wooden Ware buildings. The firm planned to manufacture welding machines there.

R. B. Mitchell, first welder plant superintendent, arrived here early in 1947. Thirteen men

were hired locally March 3 of that year. Harnischfeger Corp. announced plans for a truck crane plant to be built in Escanaba in 1948 and the plant was completed and the first truck crane ever assembled in Escanaba was shipped out on February 13, 1949. In later years both welder plant and the truck crane plant operations were expanded. Peak employment through the years has been upwards of 1,000.

Walter Harnischfeger, the firm's chairman of the board, commenting on the Escanaba operation said:

"We wanted to find a good solid progressive community. We looked over several and after careful study, we decided that Escanaba in the Upper Peninsula was the place for our new operations. So we chose Escanaba, and we've never been sorry that we did."

Escanaba has ever been a community favored by good civic leadership. Shortly after the turn of the century the Escanaba Businessmen's Association pushed for industrial development and good roads. The Chamber of Commerce, organized in 1920 has been a continuing force for betterment of the city's retail and industrial situation.

The Escanaba Foundation, originating under the wing of the Chamber of Commerce back in the early 1940's, has encouraged existing local industries and sought new ones. Although only a few years old, Project Pride has pointed the way to an unusual building accomplishment. Composed of men in the contracting business and the building trades, the committee received public help in construction of a new Chamber of Commerce office and is now working toward a school building for mentally retarded children of the area.

When David Langley nearly a century ago described the Escanaba of that day and the future, he penned a fitting ending to this Centennial book:

"And it can be claimed for it (Escanaba) also, that there are few places if any that have grown up so rapidly to which a gentleman can go with his family and have the advantages of education and social intercourse that he can find here. To all therefore who are in search of a good business point, a rapidly growing village, and one that is certain to continue so, we say come one, and we will welcome you with open hands to hospitable homes."

THE END