MICHIGAN RESOURCES and ADVANTAGES

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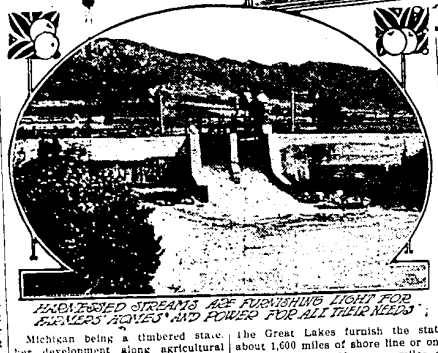
FISH ARE ABUNDANT IN THE STREAMS AND LAKES

A NEW SETTLER'S SECOND SEASON ON THE GROUND



HADI FSSED STREAMS ARE FURNISHING LIGHT FOR FARMERS' HOMES AND POWER FOR ALL THEIR NEEDS

The history of the state of Michigan during recent years is the history of her great industries. The great pine forests have been gradually cleared away and the woodsman and the ax have slowly but surely been replaced by the husbandman and the plow. The prosperity of Michigan, however, is not dependent upon her pine lumber, for in the passing of the lumberman her agricultural resources, the wealth of her mines and the extent of her manufacturing industries are daily giving assurance to even the most pessimistic observer that Michigan is destined to hold for many generations the high place which she has made for herself among the states of the Union.

Location, Area and Population.

Michigan's place at the head of the St. Lawrence basin and in line with the Mohawk valley of New York, and practically surrounded by the Great Lakes, is a most advantageous location. The state has water communication with seven other states and with Ontario, the most populous part of Canada, or altogether with an area having a population of about 30,000,000 people, thus affording an unexcelled market for Michigan products. On the whole, Michigan, by her position and the use her resources, has played a great part in the development of the "Old Northwest" and in turn has shared largely in the $13,000,000,000 spent by the federal government on its harbors and channels on the lakes and in the cheaper freight rates due to these improvements.

Michigan is not merely a state. She is an empire containing 58,915,779.62 acres of land, exclusive of water, or about 92,000 square miles. This great area, if it were forming the two peninsulas it is, would be equal to a strip of land more than two and one-third miles wide that would reach around the earth at the equator. Michigan is the largest state in the "Old Northwest" and the largest, except Georgia, east of the Mississippi. It is about one-fourth the size of France, of the same area as England and Wales. The lower peninsula is nearly equal in size to one of the five states, Ohio, Indiana, Virginia, Kentucky or Tennessee. The upper peninsula is larger than New England, except Maine, and larger than Delaware and Maryland together.

The population of Michigan (U. S. government census of 1910) is 2,810,173.

The population of the state in 1900 was 2,420,982, which represents an increase during the last decade of 389,191, or 16 1-10 per cent. In one century, or from 1810 to 1910, Michigan's population has grown from 4,762 to 2,810,173 and now ranks third in the "Old Northwest" group of states, and eighth in the Union. Michigan's population in the last fifty years has been four times that of the first half of the century.

In the division of the state's population of 2,810,173, 52 8-10 per cent live in the rural communities, while 47 2-10 per cent, or nearly half, live in the cities, while in 1900, or ten years previous, 60 7-10 per cent of the total population lived in the rural territory and 39 3-10 per cent lived in the cities. That the manufacturing industries of the state have made wonderful strides in the last decade and that the rural communities have been the losers in a greater or less degree is evident, and one needs only to point to the fact that in the last ten years the cities have increased 37 3-10 per cent while the rural population, comprising the remainder, has increased only 2 per cent, and in many of the best agricultural counties of the state the rural population has greatly fallen off, in some cases as high as 10 per cent.

In Competition With the World.

The resources and products of Michigan are so varied in character that it has been said that a fence or wall could be built around the state of Michigan and her people could go on living for centuries without outside assistance. We could hoist and warm ourselves from our forests and subterranean fuel—clothe and feed ourselves from the products of our flocks, fields and orchards; could build our railroads, telegraph and telephone lines from our own iron and copper mines. Food and recreation could be furnished by our lakes, streams and woods, while our manufacturing industries could supply us with every necessity and luxury, from a clothespin to an automobile. While Michigan could exist as an isolated empire, with her people enjoying all the reasonable comforts and luxuries of life, with the exception of cotton, which is not produced in this state, she extends a welcoming hand to those from without who would assist in developing and tilling the thousands of acres of available agricultural lands within the state, and a detaining hand to Michigan's sons who would be lured by the strong advertising of the western states and northwestern Canada.

"The Query" and "The Answer."

It is barely possible that in the reading of this article by some who have not had an opportunity of knowing the true condition of Michigan's development, the question might arise, Why is there such a large area in Michigan still undeveloped, and why, if the undeveloped lands in the state are desirable, have they not been converted into farms that would be producing crops long ago.

Michigan being a timbered state, her development along agricultural lines was necessarily slower than some of her sister states farther west that were of the prairie variety and, consequently, could be developed into farms at less expense than the forest areas of the Wolverine state. This, added to the fact that in the early days there was no market for the forest products of southern Michigan, and the timber was only cut as fast as the lands could be converted into wheat fields, made the progress of development somewhat slow.

The lumber industry, which has held the center of the stage in Michigan for so many years, has gradually moved northward and its operations have been so complete that there is now comparatively little timber left for further operations. The result of this is that the lumberman is seeking new fields and the men whose fathers and grandfathers spent their lives in the woods and saw mills are now turning their attention to a vocation comparatively new to them, agriculture and the development of the thousands of acres of land left in the passing of the lumberman.

While other states have been advertising their opportunities and possibilities, Michigan has stood still in this respect and permitted the western states and northwestern Canada, not only to take the prospective settler from New York, Ohio and elsewhere, who would make good and become a real asset to the state, but has permitted the taking away of her own men whom she needs for the development of her own lands. The railroads too, being interested in the long haul of the settler from the East to the Pacific coast, have done their part in the development of the West, the result of this being the passing by and through Michigan from the East to the West and the going out of Michigan to the West of thousands of good men who would gladly have come, or remained, in Michigan, and assisted in the development of her lands, had Michigan's opportunities and possibilities only been brought to their attention.

Lakes and River Systems.

The lakes of Michigan are as essential to its individuality as the ocean and the North sea to the British isles. They are its highway, its fishing ground and its source of supply of pure water for city use. They equalize the temperature; furnish a large number of improved harbors and sites for more than a hundred summer resorts.

The total area of the Great Lakes is 94,650 square miles, with Lake Superior, the largest, having an area of 31,200 square miles; Lake Michigan 22,450 square miles; Lake Huron 23,800 square miles; Lake Erie 9,960 square miles, and Lake Ontario 7,240 square miles. Lake Superior is 967 square miles larger than Lake Victoria Nyanza, of Central Africa, the next largest fresh water lake on the globe. The watershed of the Great Lakes is nearly twice as large as the Great Lakes, or 174,800 square miles. The Great Lakes furnish the state about 1,600 miles of shore line or one mile of coast to 33 square miles of land surface, and so wrap around the peninsula that no point in the state is more than 85 miles distant from the shore. On these lakes there are 31 government improved natural harbors, six more than have been improved at local expense and more than 100 miles of deep, narrow bays and 150 miles of rivers and straits, most of which are accessible for wharf and dock facilities. The harbors are well distributed in the state as is shown by the fact that there are ninety-one places where the different railroads touch the shore line.

The Great Lakes furnish Michigan with the greatest inland waterway in the world, and in addition to the numerous fleets of passenger boats and car ferries that ply these lakes, their surfaces during most months of the year are literally dotted with freighters and packet vessels carrying Michigan's products not alone to our home markets but to the great markets outside of Michigan which are brought within easy reach by our splendid rail and water transportation facilities.

Great Lakes Fisheries.

Mention should also be made of the extent of the great fisheries afforded by the Great Lakes. As has been stated, the shore line of the state on the Great Lakes is about 1,600 miles and affords the state a wonderful fishing ground. It is estimated that there are set, all through the fishing season, over 2,500 pound nets with a total length of 500 miles; over 8,000 miles of gill nets, besides a large number of seines and other nets, and that it requires between six and seven thousand men to attend to these nets. The annual catch is about 50,000,000 pounds. A large part of the catch is from Lakes Huron and Michigan. The total value of the fish taken from Michigan waters is about one-twentieth that of the national fisheries. In addition to the Great Lakes, there are more than 5,000 inland lakes, most of which are filled with fish, and many of these lakes are highly desirable for summer resorts.

Rivers.

The peninsular form of the state gives it an unusually large number of streams with relatively short courses. These rivers gather up the brilliantly clear, cold waters of tens of thousands of springs and thousands of lakes and hundreds of square miles of swamp lands, and flow over gravel or sand, through relatively shallow, long and narrow valleys for the most part in winding courses to land-locked bays of the Great Lakes. Apart from the 125 miles of straitlike rivers, Detroit, St. Clair and St. Mary's, the state has only a few miles of streams that are navigable for lake boats. The Saginaw has been deepened at federal expense to furnish a channel 16 feet deep to Saginaw. The Grand has been improved to furnish a five-foot channel to Grand Rapids; the St. Joseph to furnish a four-foot channel to Berrien Springs; and the Kalamazoo, Indian river and some others furnish passage for small steamers between certain points, but in a general way, Michigan rivers are naturally adapted for serving as power streams rather than for navigation.

Great Water Power.

The water power developed from the streams of the state is about 250,000 horsepower, only a small part of the power that might be developed. The large power streams are as follows: St. Joseph, 20,000 to 20,000 H. P.; Kalamazoo, 7,000 to 10,000 H. P.; Grand River, 10,000 to 12,000 H. P.; Muskegon, 20,000 H. P.; Au Sable, 30,000 to 40,000 H. P.; Huron, 5,000 H. P.; Thunder Bay, 1,600 to 2,000 H. P.; Menominee, 20,000 to 30,000 H. P.; St. Mary's, 30,000 to 40,000 H. P., and the Manistee upon which only about 2,000 horsepower has yet been developed.

The power in our streams is unlike most other natural resources in that it is not diminished by use, nor is it conserved by nonuse. Coal which is not used today remains to be used hereafter, but the energy of water which is allowed to flow on unused neither increases nor conserves the future supply, but is lost forever.

Michigan Idea of Conservation.

The Michigan idea of conservation is that things are placed here for the use of man and when these things are used for the purpose for which they are best fitted, without waste or unnecessary destruction, all has been done that possibly can be done in the interest of conservation; that in order to conserve some things we must protect and regulate their use, and in order to conserve other things we must develop them; that there must be a seed time and that there must be a harvest time, but that no man should be allowed to destroy the seed which is to produce the harvest for the generations that are to follow.

If the Michigan idea of conservation is adhered to, it is not alone possible but altogether probable that the present generation will see the day when many thousand more horsepower will have been developed from the streams of Michigan; when the use of electricity for farm purposes will be as common as the use of the telephone today; when every four corners or crossroads will be illuminated at night; when the incandescent light will take the place of the kerosene lamp in the house of the farmer; when the cares of the housewife will be lightened by electrically driven washing machines, churns, milk separators, etc., and when electrically driven machines will grind the grains of the farm, cut the ensilage for the silo, pump water for the horses and cattle, and in other ways lighten the heavy toil of the farmer by replacing in part farm labor which has grown so difficult to procure.

Electricity produced by water power not only is the cheapest power, but the fact that it can be carried over wires from point to point to an almost unlimited distance, is a very great factor in the building up of cities and towns lying within a reasonable distance, and is one of the strongest arguments in favor of its use. The development of Michigan has to a great extent been brought about through the building up of its industrial enterprises. The harnessing of its water power and the promotion of its legitimate enterprises, as well as in the settlement of its agricultural lands, the securing of settlers and the development of its farming industries, are all important factors in the progress of the commonwealth. All are absolutely necessary and must go hand in hand to secure results which the people of the state most desire. The proper development of our water power means cheaper power, and that means more factories. This in turn means larger cities, towns and villages, which furnish and enlarge the home markets for the farmer.

Vom Schauplatze des europäischen Völker-Krieges

Riga in Gefahr.

In einem Aufsehen erregenden Artikel über die brenzliche Lage der Russen im Osten und die möglichen Folgen, die ihre Niederlage auf den ganzen Krieg ausüben wird, sagt die „Times" u. a. folgendes:

„Noch nie in der Geschichte der Menschheit hat eine Umgehungsbewegung von dem Umfange stattgefunden, wie die Deutschen sie in Polen gegen die Russen ins Werk gesetzt haben. Die augenblicklich dort von den Deutschen ausgeführten militärischen Operationen sind eine wirkliche Gefahr nicht nur für Warschau, sondern für das ganze militärische Eisenbahnsystem der Russen, dessen Zentrum Warschau ist. Der Fall von Warschau wird große Folgen für die Lage auf dem westlichen Kriegsschauplatz haben, da er nichts anders als die endgültige Aufschiebung der russischen Offensive bedeutet, weil die Hauptangriffslinien sich in den Händen der Deutschen befinden werden. Das Ziel der Deutschen ist heute nicht nur Warschau, sondern die Vernichtung der ganzen russischen Armee. Die riesigen Umgehungsbewegungen zeigen dies nur zu deutlich."

Obgleich es den Deutschen noch nicht gelungen ist, den Widerstand der Russen südöstlich von Warschau, zwischen Bug und Weichsel, zu zerschmettern, so ist es ihnen nach aus Petrograd kommenden Berichten doch gelungen, nördlich von Warschau bedeutende Fortschritte zu machen, sodaß die Hauptbahn, die von Warschau in nordöstlicher Richtung über Bjelostok nach Petrograd führt, in unmittelbarer Gefahr steht, von den Deutschen unterbrochen zu werden. In Petrograd wird die am Bug tätige deutsche Kavallerie auf 30,000 Mann geschätzt, und selbst den sonst optimistischen Petrograder Korrespondenten kommt es nicht in den Sinn, diesen Vorstoß auf die Warschau-Bjelostok-Bahn auf die leichten Schultern zu nehmen.

In dem russischen Bericht wird auch offen zugegeben, daß die Deutschen Schlock, das auf der Mitte des Weges zwischen Riga und Tuckum liegt, erreicht haben. Diese Meldung rief hier allgemeines Erstaunen hervor, da Schlock nur noch 18 Kilometer nördlich von Riga liegt, und man hatte geglaubt, daß es den Russen in den letzten Tagen gelungen war, die Deutschen nach dem Süden abzudrängen. Bei Schlock brachten die Russen den deutschen Vorstoß zum Halten, indem sie die Feinde gleichzeitig vom Lande und von der See (Bucht von Riga) angriffen.

Kanalbetriebskosten durch Einnahmen gedeckt.

Washington. Der Panamakanal bezahlt sich jetzt soweit man die Betriebs- und die Administrationskosten, nicht die Herstellungskosten, in Betracht zieht. Durch die Zolleinnahmen im Mai ist nicht nur das Defizit von $39,480, welches seit Beginn des Betriebes des Kanals entstanden war, gedeckt, sondern auch eine Bilanz von $177,799 erzielt worden, was einen Profit von 4.79 Prozent über den Betriebsausgaben darstellt. Nicht mitberechnet sind dabei die Zinsen von den gewaltigen Geldsummen, die für den Bau des Kanals ausgegeben worden sind. Rechnet man diese ein, so haben die Zolleinnahmen bis jetzt nicht die verhältnismäßige Höhe der Gesamtkosten erreicht.

Austausch invalider Gefangenen bevorstehend.

Dank der Bemühungen des amerikanischen Botschafters Gerard haben die Unterhandlungen betreffs Austausches invalider Kriegsgefangener endlich einen Erfolg gezeitigt, wie halboffiziell bekannt gegeben wird.

Die gefangenen Deutschen werden auf der Eisenbahnstation Karungi und die russischen in Haparanda übergeben werden.

Auch ist man übereingekommen, daß die Inspektion deutscher und russischer Gefangenenlager durch ein Dreierkomitee des dänischen „Roten Kreuzes" stattfinden darf.

Bedeutet Erfolge in Polen russischer Separatfrieden?

Berlin. In hiesigen politischen Kreisen bricht sich die Ansicht Bahn, daß die Erfolge der Deutschen im Osten nicht nur zu einem Separatfrieden mit Rußland führen, sondern auch jede Gefahr eines Eingreifens der Balkanstaaten ausschalten mögen.

Nachrichten aus allen Teilen des Zarenreiches zufolge, die trotz strengster Censur durchsickerten, gewinnt dort das Verlangen nach Frieden die Oberhand, und auch Frankreich soll kaum im Stande sein einen zweiten Winterfeldzug durchzumachen.

Der „Orduna" - Fall eitel Hetzerei.

Washington. Aus durchaus zuverlässiger Quelle kommt die Nachricht von unwiderleglichen Beweisen, daß der Bericht des Kapitäns Taylor von der „Orduna" nur eine Lüge war, um die Tatsache zu verdecken, daß er den Kriegsgesetzen zuwiderhandelte, indem er der Aufforderung des Führers des deutschen U-Bootes, zum Zweck des Besuches und einer Untersuchung seines Schiffes beizulegen, nicht Folge leistete.

Der wahre Sachverhalt wurde dem Staatssekretär von Baron Rosenkrantz enthüllt, einem dänischen Edelmann, der ein Passagier des Dampfers „Orduna" und auf Deck war, als das Unterseeboot in Sicht kam.

Baron Rosenkrantz ist besonders zu dem Zwecke nach Washington gekommen, um der Regierung der Vereinigten Staaten eine genaue Beschreibung der Vorkommnisse auf der „Orduna" zu geben.

Baron Rosenkrantz versicherte, daß Kapitän Taylor das Unterseeboot vom Achterdeck aus sichtete und ihm von dem U-Boot signalisiert wurde, beizulegen und mit den Schiffspapieren an Bord des Unterseebootes zu kommen?

Kapitän Taylor ignorierte diese Signale und zog nicht in Betracht, daß er für das Leben von hunderten von Nichtkombattanten, von denen viele amerikanische Bürger waren, Verantwortung trug, sondern gab Befehl, mit Volldampf vorwärts zu gehen. Er begann sein Schiff so zu manövrieren, daß er dem U-Boote entrinnen konnte. Von diesem Augenblick an machte die „Orduna" alle Anstrengungen, um zu entfliehen, was ihr auch gelang, obgleich das Unterseeboot Feuer eröffnete und dem Dampfer während einer halben Stunde beschoß. Baron Rosenkrantz war, nicht gewiß, ob gegen die „Orduna" ein Torpedo lanziert wurde oder nicht.

Amerikaner als Schirm für Kriegsmunitions-Ladung.

New York. Mit einem amerikanischen Passagier als „Schutzengel" fuhr der Dampfer „Cymric" von der White Star-Linie nach Liverpool ab. Das Schiff war bis zur Grenze der Tragfähigkeit mit Fracht beladen und lag 31 Fuß tief im Wasser. Es muß sich also wohl um „schwere Munition" gehandelt haben. Die Abfahrt erfolgte eine Stunde später als ursprünglich angesetzt und zwar wegen der verspäteten Ankunft von Auto-Lastwagen und Flugzeugen für die Alliierten. Das Schiff hatte 52 Kajüten- und 120 Zwischendeckspassagiere, darunter etwa 25 Frauen und Kinder. Der Amerikaner an Bord ist Franz Roy Gibson aus Buffalo, welcher den Alliierten Auto-Lastwagen verkaufen will. Unter den übrigen Passagieren befanden sich zahlreiche ältere Herren, welche ihre in der britischen Armee stehenden Söhne besuchen wollen, bevor deren Truppenteile nach den Dardanellen geschickt werden.

Deutschlands Ernte.

Berlin, über Rotterdam. In Deutschland hat schon die Ernte begonnen. Soweit ein Urteil möglich ist, ist die Qualität des Weizens und des Roggens ausgezeichnet, ein Umstand, der auf die außerordentliche Sommerhitze zurückgeführt wird.

Was die Menge der Brodfrüchte angeht, so hat sie nicht ganz das Normal maß erreicht, wofür indessen die Qualität vollauf entschädigt.

Auch die Ernte vom Jahre 1914 war der Menge nach zurückgeblieben, und zwar an Roggen allein etwa 2,000,000 Tonnen. Trotzdem reichen die Vorräte nicht allein für die Erntezeit, sondern noch auf einige Monate darüber hinaus.

Zeitvertreib deutscher Truppen in Belgien.

Berlin, über Rotterdam. Die in Belgien stehenden Landsturm-Bataillone erhalten in ihren Mußestunden Gelegenheit, Unterricht in Sprachen, Buchführung, Stenographie, Mathematik, Geschichte und Nationalökonomie zu nehmen. Der Militär Gouverneur von Belgien hat für die Gelegenheit Sorge getragen.

Eine Kommission in Luxemburg, die sich aus einem Juristen und drei Lehrern zusammensetzt, wurde mit der Ausführung des Planes betraut. Die von der Kommission schon im März eingeführten Spezialkurse haben bei den Truppen großen Anklang gefunden.

Onkel Sam's „Corner" auf Druckfarben.

Washington. Direktor Ralph vom Bundesbureau für Drucksachen und Gravierung hat sämtliche Farben die zur Herstellung von Banknoten und Postmarken benötigt werden, zum Preise von $180,000 aufkaufen lassen. Diese Farben werden nur in Deutschland angefertigt, und sind infolge des Krieges nicht erlangbar.