

Craig Knutson
interviewing
Tom Faggins

M. Honkala

Me - When and where were you born?

Mr. F. - I was born in Michigan, uh, in the Detroit suburbs, I was raised in Royal Oak, Michigan, and spent my, uh, my youth there before going to college at Felbian College and then doing my graduate work at Wayne State University in Detroit, so I'm a Michigan product, (smiles) born and raised.

Me - Huh, um, what, how many students were in your class when you graduated?

Mr. F. - From High school?

Me - Yea.

Mr. F. - Oh, that was a long time ago, Craig, I think about 500 or so.

Me - What high school was that?

Mr. F. - It was Royal Oak Condero High School. Royal Oak is a suburb of Detroit, it's on the north side of Detroit, My parents, my mother was born also ~~and~~ raised in Royal Oak, and I went to the same grade school and same high school as she did.

Me - Um. What kind of job did your father have?

Mr. F. - My Father? He was an engineer a uh estimating engineer for a copper tubing company called

Undee Tubing which had a uh it was an international company, but his office was in Warren, Michigan.

Me - Did your mother work?

Mr. F. - Not during her married years, uh she had, she had training before she was married as a stenographer, and worked as a secretary.

Me - O.k. What, what kind of childhood did you have?

Mr. F. - I had a wonderful childhood (laughs) I, uh, I come from a small family and I, uh, I have only one brother, who's four years older than I, and he now lives in Morgantown, West Virginia with his family, but I, I recall as, as a youth developing my interests in History from my father's interests in History. We would travel a good deal as I was growing up and my brother was growing up. We would go to Florida, uh, once a year every spring for two weeks and of course on the way to my dad's interest in History, we we would stop along the way and visit the greatest museums and historic sites.

I think that turned me on to History. When I came back from those vacations, I had to go to the school library and take out books and read about the places where I've been. I think that really brought History to life, um, actually seeing, Oh, Valley Forge, or Gettysburg, or something like that, then coming back and reading about it. As you read about, you can visualize it much more clearly and seeing it yourself, but I enjoy that I was very active in fast-pitch softball as I grew up, I played softball for 15 years, uh, ^{I was} active in my church, in youth groups, singing in choir in high school, uh I guess I had a pretty typical youth.

Me - um ~~was~~ Was History your major in College?

Mr. F. - Yes, it was. I think, uh, I think it's really fortunate to be able to have a job that you enjoy, that you can enjoy. Ever since I was your age and younger, I wanted to do what I've ended up doing and so it's a pretty trite cliché, but it's really been a dream come true for me it's the one thing I ^{ever} wanted to do and that is to work at historic sites and museums, and I, I ended up doing that, I majored in History in College, I, uh, during my college years during the summer, I was able to secure employment as a seasonal interpreter at Fort Michilimackinac, Mackinac City, for three summers, so that

experience gave me the opportunity to work at a historic site and see what goes on behind the scenes and also to work with the public and, and so forth and also I think it was, was a very good experience in preparing me to eventually work in the field that, that I wanted to go into, to my major in college was History and I went down to a graduate school following that to get a master's degree also in History with a minor ~~degree~~ in in British history, but uh, this was in the early 1970's and employment in the field of history was, was a very difficult to find and so while I was finishing up my masters and writing my thesis, I was sending out letters and resumes all over the country looking for, for work in my field and after a year or um, (laughs) I'd sent a letter to a, individual in Tennessee who was the director of the Tennessee uh, Historical Commission, he wrote back to me saying that indeed there was an employment opportunity in Tennessee, however he was moving to Michigan, to become in charge of the Historic sites in Michigan for at that time was the Michigan History Division and is now the Bureau of History and the the subject of my master's thesis was the Fayette Town site which was an iron smelting town on the Garden Peninsula here in the Upper Peninsula near Escanaba and Manistique which happens to be a state park and one of Michigan's Historic sites and he, he responded to my letter saying that he's moving to Michigan.

and he'll be responsible for historic sites and properties in Michigan, one of which is Fayette and that uh, if I was interested he'd like to sit down and talk to me and interview me possibly for a job with at that time the Michigan History Division and that's really how I uh, after writing all over the country, seeking employment in my field, I wrote to this man in Tennessee, who happened to be moving to Michigan, where I wanted to, to stay and work in the first place and uh, that's how I got involved in an interview within the state of Michigan and as things turned out I was hired.

Me - So how many, how many years did you go to college?

Mr. F. - Well, four years at Albion and then uh, two years at Wayne State for graduate.

Me - O.k. um, when, when did you get married?

Mr. F. - I was married in 1972, my wife was uh, school teacher and we now have two children, two boys ages uh, 11 and 8.

Me - When did, when and how did you get, did you start working for the state?

Mr. F. - Well, I began, I was hired in 1974 following my interview and I began working in Lansing for 3 months training period in Lansing and uh, following that period I was uh, assigned to the Fort Wilkins Historic complex in Copper Harbor and so my wife and I moved to the Upper

Peninsula in 1974, and I became the Historian at Fort Wilkins for 11 years before moving here to uh, to the Marquette Area in 1985 so uh, although we are fairly new to Marquette County we have lived in the Upper Peninsula since 1974.

Me - um, How did you like working at Fort Wilkins?

Mr. F. - Loved it, loved it. As a matter of fact I, I still consider myself a military historian. Uh, And I, I think one of the reasons I enjoyed working at the fort as much as I did was (pauses) it stems from my experience as a, as a young person travelling with my family visiting historic sites. Uh, Fort Wilkins was built in the 1840's, it's one of the (pauses) the most complete uh, (pauses) military posts still existing east of the Mississippi River. There is 16 historic buildings, 12 of which are original dating to the 1840's. I just found that fascinating and every year that I worked there I became more and more impressed with the state of preservation of that historic site. These buildings are over a hundred and forty years old and yet they are so well preserved. Uh, I think one of my favorite periods of time at Fort Wilkins is in the spring or in the fall, come a, come an evening, when no one else is around and just sit on the porch of one of those buildings and let your imagination roll. Uh (pauses) I guess I was the first professional historian to work at

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the fort, and that in its own right, was, made the work very interesting, because very little historical research had ever been done and very little had been written about the fort and so it was an opportunity to uh, (pauses) to begin work on that project to basically step along and to build primary in my research and interpretive planning and developing, the interpretive potents and I guess after 11 years, after having done so much research on it, it became, it seemed as though the people I was researching, I actually knew them, I, I was so familiar with them. Just in the last couple of weeks, I received uh, correspondence from a woman (phone rings)... Excuse me, can I answer that? (I put it on pause), I received correspondence from a woman uh, in Virginia, who was a descendent of one of the officers at Fort Wilkins in the 1840's and she enclosed several uh, zero ex, copies of tygerial type, early photographs, not of this officer, but of his wife, who, who also lived in Fort Wilkins and uh, I was and I'm still on something of a high. These tygerial types were taken just oh, within five or ten years after she left Fort Wilkins, and it was after researching her, for example, this was the first time I ever laid eyes on her image, to see what she actually looked like, and so I think as a historian, as you do research, you become involved in research of a subject. You also become not only professionally involved

in it, but, to some degree, emotionally involved in it and I think that's a real treat that's, that's very nice to be able to go to into the office every morning and look forward to, to a day of work because you enjoy it so much and I just uh, I just count my blessings every day to be able to have a job I can enjoy.

Me - That's good. Where um, Where did you go then after Fort Wilkins?

Mr. F. - At that time in 1985, uh, the Michigan Iron Industry Museum, this museum, was just (pauses) being constructed. Ground was broke on, in August of 1985 on this museum building and I was notified of my transfer to, to take charge of this project earlier that summer and so we moved from the Copper Country to Marquette County uh, in late October in 1985 and it's been a real enjoyable process watching the construction of this building. Uh, I was involved in the, not so much in planning the building itself, but uh, I was able to watch the building develop in blue prints and to actual, an actual structure and then finally uh, following a good deal of work on the exhibits and research defined into it, to see the exhibits be put in. A year ago this time as you may notice, the Museum has only been opened oh, less than a year will be last, uh, last May, but a year ago we were frantically scurrying around, with working on the exhibits and planning the exhibits and uh, putting everything together for this museum, but

it, it was a real experience and very enjoyable one to see, to come out here during the winter of 1985 and early 1986, to check on the progress of the construction of this building and to see it go up, I moved my office here um, oh, this building was completed in July of 1986 and I moved into the building, the office into the building that August, but it was still just an empty building and uh, as I say, it wasn't until this past spring that we opened, and that we actually hired other staff here. So a year ago this time I was out here, really an enjoyable situation, alone, in the winter with a lot of work, but able to look out the window and uh, just enjoy it with very beautiful surroundings here too, just a very special time.

Me - um, Where did the money come from for building this?

Mr. F. - The Museum was, a, built by the state of Michigan with money was the state appropriation. uh, the entire project cost about 1 1/2 million dollars. I think the neat thing about it, and we've had, during this first year, visitors would come in, expecting to have to pay an admission fee and it's, it's very pleasant for our staff to (pause) say no, there is no admission fee it's, it's free, but also to, to remind everyone that we've all paid for this building and it belongs to all of us in the state of Michigan. We've all paid for it through our taxes and so it's very nice to be able to open the doors to the public and not charge them to go

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through. This project began (paused) as a grass root project back in the 1970's so it's been a long time developing, a group of local individuals from the Marquette County Area. This had been their dream, their vision for many years to see a museum located on the site of the Cary River Forge which was the first iron manufactory in the Lake Superior region and is considered by many to be the birthplace of the Michigan Iron Industry. (pauses), but over the years this group which became the Cary River Forge Bicentennial Park Association, envisioned constructing a museum and opening it during the American Revolution Bicentennial in 1976. Uh, for many reasons that time table wasn't met, but the state involved oh, about 19, and the state sponsored archeological research on this site in 1973 and 74 and became actively involved in the planning of the museum in the mid 1970's. By 1978, the legislature had appropriated the fundings to build the museum, however in 1978, Michigan was just going into its severe economic downturn and so the uh, the administration at that time, uh, Governor Milliken's Administration, probably very wisely, vetoed the funding for this museum because the times were too hard throughout Michigan (pauses), but

that, of course, was uh, certainly a very severe blow to this grassroots organization, who had worked so long and so hard to see a museum built, (pauses) but over the course of the, the late 1970's, the plans had been drawn up by an architectural firm uh, from Iron Mountain here in the Upper Peninsula and uh, when Michigan came out of its economic uh, doldrums in the early 1980's, actually in 1981, uh, the legislature again provided uh, the appropriations to actually begin construction of the, of the museum, and so the plans, which had been drawn up a few years earlier, were pulled off the shelf and uh, as I mentioned before, the ground was broken and August of 1985 the construction began uh, in September of 1985, the building was completed the following summer and open to the public in May of 1987.

Me - O.k. um, where did, where did all of the artifacts and everything come from?

Mr. F. - Well the museum tells, tells the story of the Michigan Iron Industry, three Michigan iron ranges - the Marquette, which was the earliest iron range, the Menominee and the Gogebic iron ranges and although we're telling the story of the industry and the industrial development and the importance of iron ore, not only to this region, but also to Michigan and to the United States, It also tells the story of the

impact of the industry on the people in the communities of the Upper Peninsula and so we look on the museum as being really a regional museum with a regional plead and so the art... the collections, the artifacts in the museum have, have come from all over the Upper Peninsula from all three iron ranges. The nucleus of the collection though, is from the Marquette Range. There (pauses) a collection, which uh, we the the Bureau of History, the department of state, of which administers the museum, were able to acquire from the Frank Matthews estate, as you may be aware, Craig, Frank was a local Negaunee resident, who had been a miner, uh, who for years and years collected artifacts, dealing with the Negaunee area and the iron industry, he was one of the members of that grassroots organization, the Carp River Forge Bicentennial Park Association, whose dream was to see this museum constructed. He also became a member of the Carp River Forge Advisory Board, which serves in an advisory past the to the Bureau of History, to the Department of State. Uh, Frank attended the ground-breaking ceremony in August of 1985, but he past away shortly after the following October just a couple months later and it's, I think it's ^{very} ironic that he had worked so hard and this, probably as much

or practically more than any one else, involved in his vision. He able to, to take part the ground breaking, he was one of the dignitaries, who actually broke ground with a shovel, and uh, Frank did not just break ground, he began actual excavations for the building. He was so pleased and so proud of the, of the uh, planned organism, but uh, Frank was, was up until that time, vice-president of this advisory board (pause) uh, but I think ~~it's~~ very fitting that the nucleus of the collection was came from his efforts to collect than anyone from altogether from his estate. Uh, thank goodness for a person like Frank Matthews, who had the foresight to, to obtain 30 years ago, to begin collecting historical artifacts. Uh, It would've made our job much more difficult, uh, interpreting the iron industry without that nucleus of his collections. The artifacts though, come from, from donations, from private individuals throughout the U.P. and uh, in this case the state acquired uh, a large collection from Frank, Frank Matthews' estate.

Me - Um, How, are, is there, are there ^{like} any artifacts on the Carr River Forge in here?

Mr. F. - Very few. The archeological research which was done in 1973 to '74, uh, located the actual site of the forge building itself and that is probably one of the key

accomplishments of that archeological research because
um, until that time, although we, even though I was not
involved in the project at that time, it was known the
general vicinity of the forge but they were actually able to
pinpoint the location of the forge. Uh, They spent most of
their efforts simply on that industrial site and not getting
into the sites of dwellings or other buildings which were
part of the settlement here and consequently the, the number
of artifacts was fairly limited uh, and also fairly uh, among
the vain. We have on exhibit here only a thousand or so,
artifacts which were representative and not, not terribly
exciting to, to the casual disappearing of the site. I think
the exciting potential of, of this museum and of this
site is that the potential for future archeological work
on the site of the forge can even be. There were originally
uh, approximately 20 buildings in that forge community which
dated from the 1800s, mid 1840s, 1846 through 1855 and were, were
looking forward and are in the process of developing a long
term master plan for this property and one of the key
elements of that long range plan will be eventual
archeological research taking place on this site of the forge
and the potential for that is, is great for the knowledge
it will provide us. At this time, we know comparatively little
about the Carp River Forge. It was a very unsuccessful and
it was a business failure. Although it's significant because
it was uh, the first iron manufacture in Lake Superior
Region, it also proved to be a high quality of Lake Superior

iron ore and so it attracted the attention of others who came up here and continued to build what became a very important and very massive industry and so it's kind of the cradle of the Michigan Iron Industry. I think the potential of future archeological work here will provide us with, with increased knowledge of the actual site and of an early industrial site (pauses) that will also provide a good artifactual collection of artifacts for reference and also for future exhibits. The interpretive value would be tremendous uh, to allow our visitors to perhaps go on out, out door walking tour of the actual Carp River Forge site and settlement site which they can see the actual foundations of the original buildings and uh, we can, we can interpret the site for the visitors to actually walk upon and to look at. That, that plays a very important part in ^{the} future, developing plans for the site.

Me - Who, who or what company started the forge?

Mr. F. - It was begun by the Jackson Mining Company which was very soon after in 1849, changed its name to the Jackson Iron Company, which is a parent organization of practically ~~every~~ every company today. Uh, In 1843 (pauses) '44, Iron was discovered by William Austin Burt and with his party of surveyors near Teal Lake about 3 miles from here and the following year a party of explorers lead by.... (the tape stops) In 1845, a party of explorers lead by Philo Everett left lower Michigan actually uh, they were on their way up to uh, Copper Harbor to look for copper but they stopped

at the mouth of the Carp River near present day Marquette and were lead by an Indian guide named Margetgesik to what was described as, "a mountain of iron" and what indeed became the famed Jackson Mine was discovered by this party of explorers lead by Fival Everett in 1845 and so Everett and his party, having discovered this mountain of iron returned to lower Michigan and uh, the following year in 1846, returned to commence mining at the Jackson Mine, also to begin construction of a forge and they and a community here on this site. Carp River Forge, where the museum is located is uh, approximately 3 miles, distant it would be 3 miles east of the Jackson Mine site and the companies intent was to, first of all, mine their iron at the site of the Jackson Mine in Negaunee and then to forge the iron nearby, in this case, at, at this site of the Carp River Forge into bar iron and gloom iron and then to ship, transport that forged iron to the lower Great Lakes where it can be sold for commercial needs, for manufacture of nails and uh, wire and bolts and uh, uh, sheet iron, ordanants for military cannons and that sort of thing. Iron was used in^{the} ship building industry and so forth and so they began construction of the Carp River Forge in 1846, uh, first of all, building a dam to, to uh, harness the water power of the river, of the Carp River which would be used to provide the power for a water wheel which was necessary to uh, keep the forge fires going, to operate the belt and also to operate the forging hammer, the trip hammer involved the whole, the whole project

It was uh, a very difficult one, but the first year they built their dam, the following spring it was washed out by a flash-flood, so they had to start over from day one, and finally, it was not until uh, in February of 1848, two years later, that the first iron was actually forged here at this site. Uh, (pauses) I guess the, the forge was really plagued by a number of different problems, first of all, if you can imagine a group of pioneers, settlers, coming here from lower Michigan, settling in this very, what was not a very desolate (Me-uh-huh) even as you walk out the door you'll see that it's still a very rugged environment and they actually carved a pioneer industry out of this environment, but some of the problems they faced were those of a uh, uh, a hostile wilderness environment, a hostile climate, uh, problems of transportation, not only of getting their supplies into this site, but also transporting the crude iron from the mine to the forge, and transporting the forged iron the 15 miles to Marquette Harbor uh, the uh, real initially was simply an Indian trail and what enlarged to just a wagon road by the Jackson Mining Company but this, this road was a very rugged one, if you ever notice as you drive from Marquette, for west toward Negaunee, it's all uphill. It's very steep grades and ravines and this wagon road was mudding during the spring and summer and it became frozen during the winter and so they actually during the winter months, experimented with transporting the forged iron by sleigh, by sled, over what they called the winter road uh, from the forge to Marquette Harbor, where it could be stock piled and then the lake's navigation began again in the

spring, it could be transported to the other Great Lakes to the
the steel towns, the iron-smelting towns of Detroit and the Cleveland,
and Pittsburgh and so forth. There was also a third problem
they faced was one of the man-power. The mining company had
difficulty enticing laborers to come up to this desolate wilderness
to work and to ~~the~~ and to keep their labor force here once
they did and to pay them. At one point in its history, the mine, the
agent who was in charge of the the Carp River Forge had to flee
for his life because he was unable to make his payroll, he
was unable to pay his workmen and they threatened to hang
him and this was in mid-winter and so the account is that he
hired a young explorer by the name of Peter White, who was
only about 19 at that time, to take him across country
in midwinter by snowshoe to the Lake Michigan down toward
what is now Escanaba. This person, Zar Jones, Ezra Jones the
came here from Jackson, Michigan, he was an attorney and he
headed up the mining company's operations here at this site.
If you can imagine that, that human experience of these
people. This man coming up here, leaving the law practice in
Jackson, Michigan to help to carve this pioneer industry
out of a very desolate wilderness, he came up here with very
high hopes, he ended up fleeing the area for his life, in fear
of his life because of the the economic failure of that
date of the forge. I think that's the story of history in
general that history isn't just a matter of names and dates
and events on the pages of the text book. It's better
people, like, like ourselves, who are living and working and
struggling every day just to make (me uh-huh) it through the day.

Uh, It's a matter of people like Zar Jones, who came up here with, they had aspirations and goals and in some cases uh, that ended in failure. It's people like uh, a young teenage girl who was uh, who lived in the forge settlement by the name of Nancy Hemminger who with her young, younger brother were chased by wolves right out here somewhere on this property, terrified by wolves, part of the human experiences, it's a matter of people like uh, Aerial Garney, who's the forgemaster, the first iron worker who, who forged the first piece of Lake Superior iron and actually marked the beginning of this great industry. (Laughs) On a day like today on February 10, in 1848, his was probably the most popular job around, simply because of the forge fire to keep him warm. I recall coming out here that first year that the museum was being built during February month and the snow was knee deep and higher and just imagining the, it was in this month in 1848 that there was a small group of people right here on this site, working and living, they were virtually cut off from the outside world because there was no, there were no roads, ~~and~~ the lakes were frozen and they were here through the uh, for a good six months and they were completely isolated from the outside world and yet from their efforts (pauses) grew this, this iron industry which has meant so much to all of us today.

Me - Um. Are there any other forges and that around?

Mr. F. - Well the locations uh, that were originally for forges in Marquette County, all of them uh, were pioneer efforts

begun this was the first one, ~~and~~ the others were begun in the early 1850s. None of them were successful, one of them burned. Peter White said that uh, he mentioned this one ~~that~~ burned, he really said, he said that another one, he was referring to the Carp River Forge, would be better off if it had burned because it was such an economic failure. One observer, one man, commented that the, the uh, Carp River Forge produced little iron and less money and so it was uh, economically a failure, but it uh, you need to somewhere and it drew attention to the high quality of ore to be found in this Lake Superior Region and so... I, I think the actual success of the Carp River Forge was in its failure because the seeds of that, in this failure were the seeds of the Michigan Iron Industry which eventually flourished, but all of the forges and all of the pioneer mining companies faced the same problems and the chief problem they faced was lack of capital or funding and also transportation problems. How to get the product from the mines which are all located at Negaunee and beyond to the harbor. There was no railroad, there was no road other than the wagon road which was virtually impassable at times. It was not until 1855 when a plank road was constructed linking the mines to Marquette Harbor. In 1855 the plank road was begun, it was actually obsolete by the time it's finished because in 1857, it was converted to a steam railroad, railway, and so with,

with the advent of this steam railway connecting the mines to the harbor wh, the iron industry began to take firm footing. At this time also, in 1855, the Sea Locks, the Soo Canal was constructed and with the construction of the state locks at Sault Ste. Marie, the cost of transporting iron or iron ore through the St. Mary's River before the locks were built and so, so that in fact to the financial end of it, the construction of the locks, the construction of the steam railroad connecting the mines to the harbor with, with those two events, the whole problem of transportation was eliminated and so the mining companies determined that "Here, we can, our business will be more profitable if we ship crude ore rather than trying to forge it or smelt it here." they ship crude ore down to the wh, smelters, to the furnaces on the lower Great Lakes which they did and so, so in that development, we see the appraisal of the wh, Lake Superior shipping, the Great Lakes spreads, each of the companies eventually develop their own fleet of ore carriers beginning with a wh, very small schooner, out to a thousand foot super-liners like the freighters of today but transportation is one of the key problems which kind of held back the industry for that first decade. Once that transportation problem was licked, the industry began to take hold, better important things about the industry are that the

discovery of iron here in the Upper Peninsula happened at a very opportune time. Mid and late 19th century the American Industrial Revolution was getting under way. Iron and steel were desperately needed throughout the country and Michigan iron and Michigan lead thenation in iron production throughout the 19th Century ~~until~~ ^{until} about 1900, and during that period of economic expansion throughout the United States and much of that expansion was built upon Michigan iron and transportation industry, the Trans-continental railroad, the development of a railway network throughout the nation. It's extremely important. Uh, Iron and steel were used in ocean building, ship building industry, this was a time of tremendous growth in organization and growth of our cities, the construction of skyscrapers which require steel, bridges, which require steel cables and plus steel girders, it was time of mechanization of our factories in the northeast in the New England states and so as these factories became mechanized, iron and steel were needed for the, the machinery which was being used to mechanize these uh, these cottage not cottage industries, but these uh, factories and so throughout the 19th century Michigan iron played a vital role in the growth of our nation uh, by the turn of the century, the Minnesota iron ranges, the Great Mesabi Iron Range, northwest of Duluth, **sup**planted the Michigan iron ranges as far as development went it, it outstripped our production by far, so Michigan fell to second place in total production. Yet then, the production

in Michigan to, continued to increase until it peaked about 1916. (pauses) I think that's, that's really the story which this museum tells. It's located on the site of that, that first Carr River Forge and yet it, it tells not only the story of the Forge, but it tells the story of the industry itself in Michigan and how, and how it affected, how it impacted on the people in the communities everywhere.

Me - Do you, Do you think that the, that the process of smelting and even better and new ways of mining will ever come back to the Upper Peninsula?

Mr. F - I guess that's a question for historians in the future. It's interesting to watch the, the development and current impact of nondevelopment of the iron industry. Uh, There is talk that if the new Tele-tec process of eliminating the need for blast furnaces which is being pioneered right down the road here at Eagle Mills by Michigan Technological University. If that proves to be a viable way of smelting, or manufacturing pellets without the need to take them to blast furnaces it would eliminate that need. That's going to revolutionize the industry. In fact, I think that's years and years away. I think there are certain ways of doing with both, but I think the, the state of iron industry is, and that fate of the iron industry really rests on the fate of the steel industry and as we all know the importation of foreign steel was really delivering severe blows to our, our national industries here in the U.S. I think that'll be part of the story which will be told here at this museum in the future. I think the

Best thing about this museum is the fact that it's a museum of, and for and many ways by the people of the Upper Peninsula. It tells their story. I think the iron industry has touched us all either directly or indirectly in our lives. Uh, How did you and your mom come here today? You came here by automobile and what brought the automobile here? Steel belted radial tires I bet and what did you sleep in at night? Well, we slept in beds, but they have steel coiled springs. Uh, Iron and steel, they touch nearly every facet of our lives and I think especially for, for people in the Upper Peninsula, who have been so involved in the industry itself, first hand for them to, to be able to see and to use a museum which tells their stories is a very special thing. Indeed, I think have been (pauses) one of the most gratifying comments we ever received about this museum over this past year, is that it tells the story of the people of this area and they have all played the part in this story and uh, hence, I think it has a very special place in their lives, the industry does obviously and this homage that we pay the industry through the museum through educating the public at large about the iron industry.

Me - Um, I guess that caps it up then.