
National Park Service
Cultural Landscapes Inventory
September 2006



West Kabetogama Ranger Station
Voyageurs National Park

Table of Contents

Inventory Unit Summary & Site Plan	1
Concurrence Status	7
Geographic Information and Location Map	7
Management Information	12
National Register Information	13
Chronology & Physical History	16
Analysis & Evaluation of Integrity	19
Condition	33
Treatment	34
Bibliography & Supplemental Information	35

Inventory Unit Summary & Site Plan

Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Cultural Landscapes Inventory – General Information

The Cultural Landscapes Inventory (CLI) is a database containing information on the historically significant landscapes within the National Park System. This evaluated inventory identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved inventory records when all required data fields are entered, the park superintendent concurs with the information, and the landscape is determined eligible for the National Register of Historic Places through a consultation process or is otherwise managed as a cultural resource through a public planning process.

The CLI, like the List of Classified Structures (LCS), assists the National Park Service (NPS) in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2001), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two goals are associated with the CLI: 1) increasing the number of certified cultural landscapes (1b2B); and 2) bringing certified cultural landscapes into good condition (1a7). The CLI maintained by Park Historic Structures and Cultural Landscapes Program, WASO, is the official source of cultural landscape information.

Implementation of the CLI is coordinated and approved at the regional level. Each region annually updates a strategic plan that prioritizes work based on a variety of park and regional needs that include planning and construction projects or associated compliance requirements that lack cultural landscape documentation. When the inventory unit record is complete and concurrence with the findings is obtained from the superintendent and the State Historic Preservation Office, the regional CLI coordinator certifies the record and transmits it to the national CLI Coordinator for approval. Only records approved by the national CLI coordinator are included on the CLI for official reporting purposes.

Relationship between the CLI and a Cultural Landscape Report (CLR)

The CLI and the CLR are related efforts in the sense that both document the history, significance, and integrity of park cultural landscapes. However, the scope of the CLI is limited by the need to achieve concurrence with the park superintendent resolve eligibility questions when a National Register nomination does not exist or the nomination inadequately addresses the eligibility of the landscape characteristics. Ideally, a park's CLI work (which many include multiple inventory units) precedes a CLR because the baseline information in the CLI not only assists with priority setting when more than one CLR is needed it also assists with determining more accurate scopes of work.

In contrast, the CLR is the primary treatment document for significant park landscapes. It, therefore, requires an additional level of research and documentation both to evaluate the historic and the existing condition of the landscape in order to recommend preservation treatment that meets the Secretary of Interior's Standards for the treatment of historic properties.

The scope of work for a CLR, when the CLI has not been done, should include production of the CLI record. Depending on its age and scope, existing CLR's are considered the primary source for the history, statement of significance, and descriptions of contributing resources that are necessary to complete a CLI record.

Inventory Unit Description:

Brief Physical Description:

The Kabetogama Ranger Station Historic District was listed on the National Register of Historic Places on June 18, 1993. The registration form provided extensive information regarding the description of contributing historic resources and rationale for their historic significance. The 1993 documentation exceeded the typical focus on buildings and structures; the narratives provided information on cultural landscape features as well. Most of the information in that form is directly applicable to the requirements of this current Cultural Landscapes Inventory (CLI); subsequently, the bulk of information provided in this CLI has been transcribed from that form. Additional information required for the CLI was obtained from observations made during a site survey conducted in July 2006. Information from additional sources will be referenced as appropriate.

The Kabetogama Ranger Station Historic District is a historic cultural landscape that is defined in the 1993 registration form as encompassing approximately 16.7 acres of gently rolling land (more or less) along the western edge of Kabetogama Lake, adjacent to Route 123. As described, the Historic District is located in Government Lot 1, Township 69 North, Range 21 West, St. Louis County, Minnesota. As shown on the tract map that was included in the registration package, the boundaries of the Historic District follow the boundaries of tract #62-111, specifically that portion which lies north of the highway. Within this larger boundary delineation, this CLI focuses on the grouping of historic features that lie as a cluster north of and including the historic moorage basin. (These features will be described in the "Analysis and Evaluation of Landscape Characteristics" section in this report.)

Historically, this landscape comprised the administrative headquarters for District 16 of Kabetogama State Forest. Originally consisting of a lone ranger patrol station and lakefront mooring facilities, workers from the Civilian Conservation Corps (CCC) performed extensive work at this site between 1933 and 1941.

West Kabetogama Ranger Station Voyageurs National Park

CCC enrollees either built, re-sited, or remodeled six of the eight buildings listed as contributing to the Historic District. The overall layout of the site and associated road system was also a result of CCC labor. The essential design and layout of this landscape has not been significantly altered since the 1933-1941 period of significance.

The area immediately south of the Kabetogama Ranger Station Historic District is currently a very popular destination for park visitors, tourists and fishermen. This is primarily due to the presence of the Kabetogama Lake (or “West Kab”) Visitor Center (VC), built in 1988. The VC provides space for administrative offices, exhibits, a gift shop, interpretive information, and a room for movies and presentations. A marina is available for mooring both publicly owned and NPS watercraft, and an adjacent boat launch ramp provides access to Kabetogama Lake. There is a large parking lot to accommodate vehicles and trailers, a small picnic area, and personal services such as a concession-operated boat tour and costumed interpretation and replica canoe. The cluster of historic buildings is spatially separate from the VC and related area, and they are not interpreted or used for interpretive programs. Other than the ranger station which is used as residential housing, the historic area is primarily used for park maintenance, operations, and storage.

The 1993 National Register Registration Form for the Kabetogama Ranger Station Historic District lists a total of ten contributing resources: 6 buildings, 3 structures, and 1 site. The six buildings include: the original patrol cabin, adjacent privy, current ranger station, oil house, boat house, and warehouse. The three structures include the retaining wall along the lake, the tramway and tracks, and the breakwater and moorage basin. The site consists of the road system within the district. The 2002 Historic Structures Management Plan and Environmental Assessment lists the six preceding buildings as historic in addition to the privy that lies in the woods near the ranger station. Finally, the current List of Classified Structures (LCS) database lists all these buildings and structures plus a stone foundation that likely marks the location of an ice house.

These features will be discussed at greater length in the “Analysis and Evaluation of Landscape Characteristics” section on page 15 of this report. Additional contributing landscape features will be discussed in that section as well.

Period of Significance:

The period of significance for the Kabetogama Ranger Station Historic District as defined in National Register documentation is 1933 - 1941. This reflects the time period of CCC involvement and work projects in Minnesota State Forests and more specifically, permanent improvements and conservation work completed at the Kabetogama Ranger Station Historic District. This period is documented in the 1993 NR Nomination as well as the 1991 Multiple Property National Register Nomination entitled “Federal Relief Construction in Minnesota, 1933-1941,” by Rolf Anderson.

Summary of Analysis and Evaluation of Landscape Characteristics and Landscape Integrity:

The cultural landscape retains the essential features associated with the period of significance:

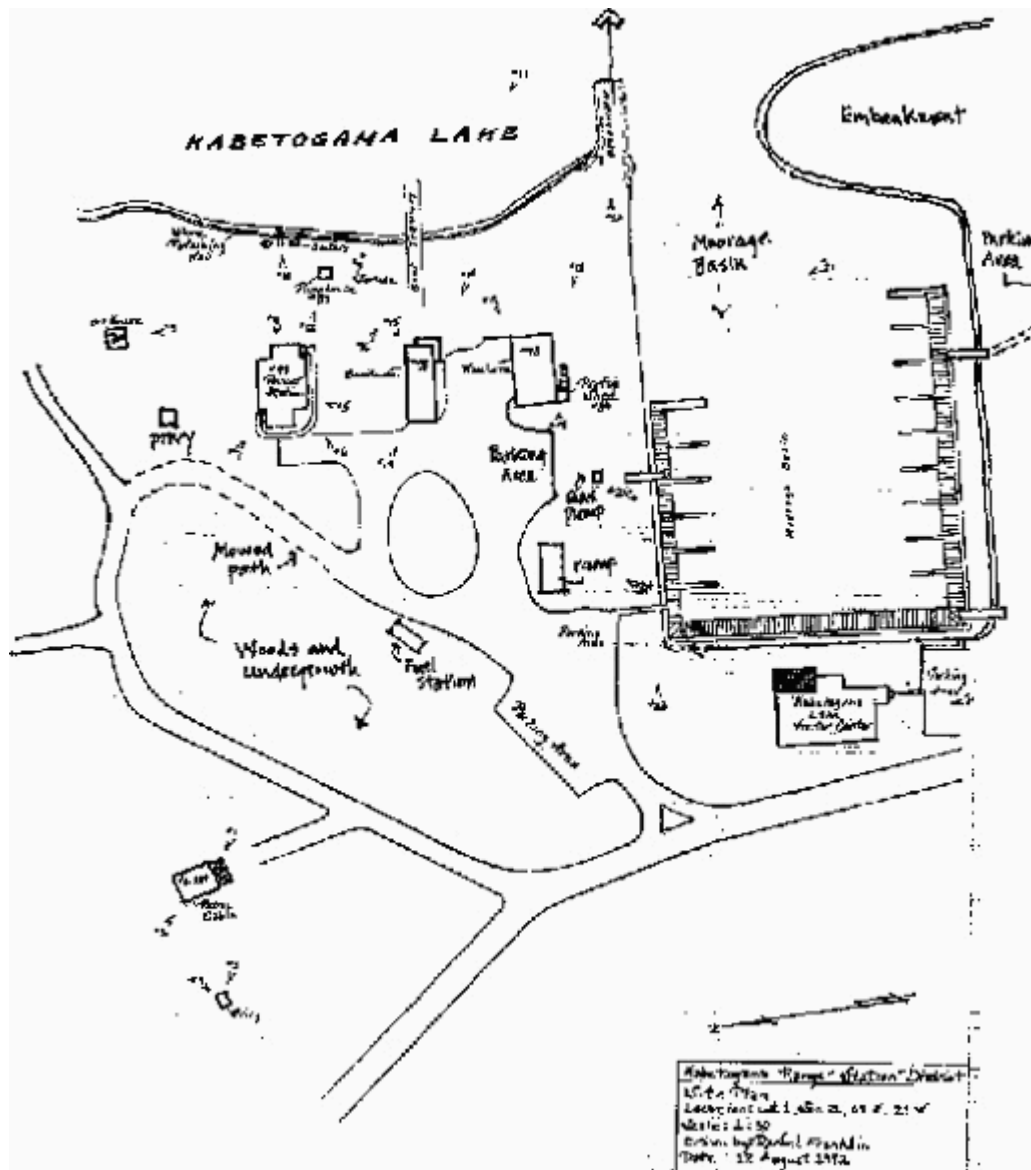
- the 1921 patrol cabin and associated 1937 privy
- the 1935 ranger station and associated ca. 1930s privy
- the 1936 oil house
- the 1936 boathouse
- the 1935 warehouse
- the 1933 retaining wall
- the 1936 tramway
- the 1936-1941 breakwater and moorage basin
- the ca. 1935 road system

These contributing resources are listed in the 1993 National Register registration form, NPS List of Classified Structures (LCS), and 2003 Memorandum of Agreement (MOA) between the NPS and Minnesota SHPO. In addition to these resources, the Cultural Landscapes Inventory also identifies contributing landscape characteristics, including: the overall spatial organization located within the associated forested setting, a strong continuation of land uses, topography indicative of CCC-era work on the site, and retention of the original design intent for this district. The historic core of the ranger station complex has changed little since the period of significance, evoking a strong sense of the landscape's historic character.

A key difference between the historic period and the current setting lies in the gradual increase in the amount of vehicular parking in the complex. At times when the number of vehicles is excessive, this may have a negative impact on the historic scene. This issue has been addressed in the 2002 Environmental Assessment (EA) for West Kabetogama Ranger Station Historic District and Ash River Developed Area. The large paved area south of the moorage basin provides parking for a range of vehicles and boat trailers, but it is spatially separated from the historic core and this is considered a non-contributing portion of the overall district.

The cultural landscape characteristics of the Kabetogama Ranger Station Historic District, identified in this inventory, reinforce the historic character and assist with the conveyance of the Historic District's significance. The Kabetogama Ranger Station Historic District cultural landscape retains integrity of location, design, setting, materials, workmanship, feeling and association. The current condition of the landscape is good: it appears to be generally well maintained and exhibits no clear evidence of major negative disturbances or deterioration by natural and/or human forces.

Site Plan



Site map of Kabetogama Ranger Station Historic District, drawn by Rachel Franklin for the 1993 National Register Registration Form. Slight revision to map based on site visit July 2006.

Property Level and CLI Numbers

Inventory Unit Name:	West Kabetogama Ranger Station
Property Level:	Landscape
CLI Identification Number:	500073

Parent Landscape: 500073

Park Information

Park Name and Alpha Code: Voyageurs National Park -VOYA

Park Organization Code: 6820

Park Administrative Unit: Voyageurs National Park

Concurrence Status

Inventory Status: Complete

Concurrence Status:

Park Superintendent Concurrence: Yes
Park Superintendent Date of Concurrence: 09/07/2006
National Register Concurrence: Eligible -- SHPO Consensus Determination
Date of Concurrence Determination: 09/21/2006

National Register Concurrence Narrative:

Kabetogama Ranger Station is currently listed on the National Register as district; however, MWRO is seeking concurrence on eligibility of landscape characteristics as documented in the CLI. MN SHPO concurred with findings of the CLI and eligibility of the landscape on 9/21/2006.

Geographic Information & Location Map

Inventory Unit Boundary Description:

The boundary description provided in the 1993 Kabetogama Ranger Station Historic District National Register Registration Form provides overall boundaries for the cultural landscape: "A tract of land situated in Government lot 1, Section 21, Township 69 North, Range 21 West, St. Louis County, Minnesota, more particularly described as: That part of said Government Lot 1 lying northerly of the centerline of C.S.A.H. 123" (Franklin 1993, section 10, page 2). The boundaries of the historic district follow those of tract number 62-111; this map is provided in the above "Location Map" section. The justification for this boundary is provided as follows: "Buildings included are those built by the CCC and associated with the historic Kabetogama Ranger Patrol Station, located in Forestry District #16. Noncontributing buildings constructed by the National Park Service are also included. The site incorporates both contributing and noncontributing resources in a functional and architectural unit which currently provides residential, maintenance, and interpretive facilities for the Kabetogama Lake Visitor Center of Voyageurs National Park" (ibid.). As in the registration form, the CLI focuses on that portion of the tract north of Highway 123 (shaded portion on tract map)—specifically the historic "core" of the district.

State and County:

State: MN

County: St. Louis County

Size (Acres): 16.70

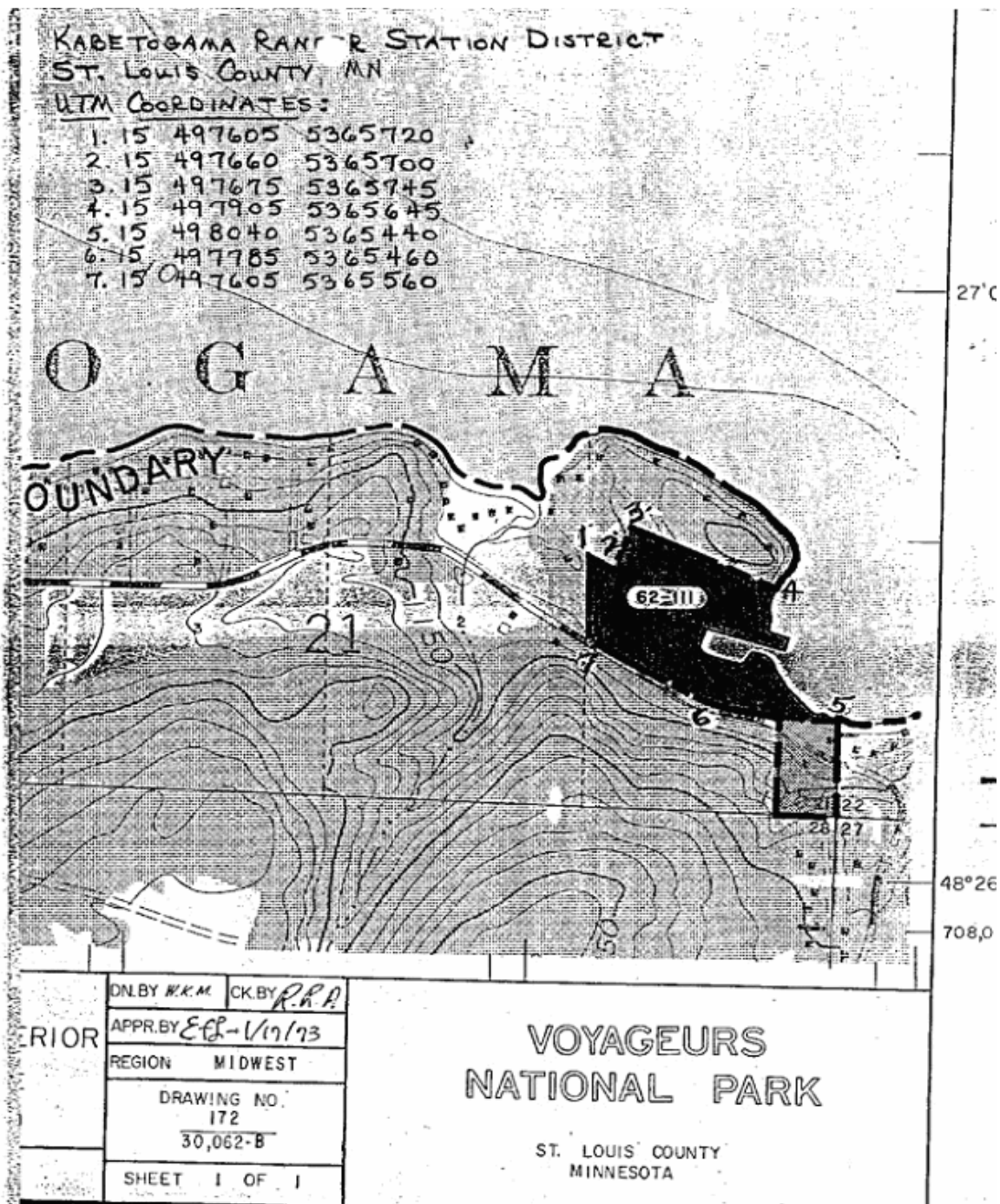
Boundary UTMS:

<u>Source</u>	<u>Type of Point</u>	<u>Datum</u>	<u>UTM Zone</u>	<u>UTM Easting</u>	<u>UTM Northing</u>
USGS Map 1:24,000	Area	NAD 27	15	497,605	5,365,720
USGS Map 1:24,000	Area	NAD 27	15	497,660	5,365,700
USGS Map 1:24,000	Area	NAD 27	15	497,675	5,365,745
USGS Map 1:24,000	Area	NAD 27	15	497,905	5,365,645
USGS Map 1:24,000	Area	NAD 27	15	498,040	5,365,440
USGS Map 1:24,000	Area	NAD 27	15	497,785	5,365,460
USGS Map 1:24,000	Area	NAD 27	15	497,605	5,365,560

Location Map:



Map indicating location of historic district (identified on map as Kabetogama Lake Visitor Center) in relation to entire park.



Tract map from 1993 National Register registration form, indicating location of historic complex (shaded area) north of county route 123.

Tract Information

Track Number: 62-111

Management Information

General Management Information

Management Category: Should be Preserved and Maintained
Management Category Date: 08/01/2006
Maintenance Location Code: 00002833

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement:

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Unrestricted

Explanatory Narrative:

There are no restrictions to public access of the property; however, access in and around the ranger's station is discouraged.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Surrounding forest, lakefront, and resort community retains similar setting and atmosphere indicative of historic period, and contributes to the historic character of the landscape.

National Register Information

Existing National Register Status

National Register Landscape Documentation:

Entered Inadequately Documented

National Register Explanatory Narrative:

In 1993, Rachel Franklin, Historian, National Park Service, prepared a National Register Registration Form for the Kabetogama Ranger Station Historic District. The nomination met with SHPO approval and the Kabetogama Ranger Station Historic District was officially listed on the National Register of Historic Places on June 18, 1993. The nomination focused on a number of contributing and non-contributing elements within the district; however, additional significant cultural landscape resources not documented in that form are included in this Cultural Landscapes Inventory.

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Individual
National Register Classification:	District
Significance Level:	State
Significance Criteria:	A - Associated with events significant to broad patterns of our history C - Embodies distinctive construction, work of master, or high artistic values

Area of Significance:

Area of Significance Category	Area of Significance Subcategory
Conservation	None
Social History	None
Architecture	None
Landscape Architecture	None

Statement of Significance:

The Kabetogama Ranger Station Historic District is significant under Criterion A because it represents both the conservation and construction activities carried out by the Civilian Conservation Corps (CCC)

West Kabetogama Ranger Station Voyageurs National Park

during the Great Depression of the 1930s. Work relief projects were completed for the Minnesota Division of Forestry by men stationed at Camp S-81 at Gappa's Landing on Kabetogama Lake. Their work is significant in the history of conservation because they oversaw 459,300 acres of forest land in Minnesota. Enrollees also built ranger support facilities, fire trails, public campgrounds, docks, a moorage basin, fire towers, and installed communications networks between fire towers and ranger stations. A patrol station, complete with ranger housing and boat moorage facilities, was constructed at this site prior to the CCC work; this was a product of the Minnesota Forest Service, which had been created in 1911.

The CCC carried out work related to the evolving state program of forestry management. In 1933, the overall area known as the Minnesota State Forests was subdivided into Kabetogama, Grand Portage, and Minnesota State Forests. Three camps were established in the Kabetogama State Forest: Camp S-52 at Cusson, S-94 at the Vermillion River, and Camp S-81 at Gappa's Landing on Kabetogama Lake (adjacent to the site of the current Kab Ranger Station Historic District). The number of enrollees at each camp fluctuated with each six-month term, but it usually averaged 180-200 men per camp. Local Enlisted Men (LEMs) supervised and instructed enrollees in carpentry, forestry, survey, and masonry techniques. At Camp S-81, John "Dad" Dyhrman, a local mason and LEM for the CCC, taught enrollees the art of rock splitting and construction at evening classes. He ultimately supervised the construction of the stone retaining wall along the lake, the oil house, and the stone foundations for the 1921 patrol cabin and 1935 ranger cabin.

The Kabetogama Ranger Station Historic District is also considered significant under Criterion C because the buildings in this district represent fine examples of rustic architecture characteristic of federal relief program park structures built throughout the nation in the 1930s. The use of native materials was of utmost importance in the overall design scheme. Its success relied on the ability to integrate materials, design, and setting in a unified whole.

At Kabetogama Lake, the rustic architecture of the buildings reflected both the function and the setting of the ranger complex. The pine board and batten and stone buildings at the Kabetogama Ranger Station, for example, blended into the cleared forest environment. Enrollees relocated the first (1921) patrol cabin in 1933, rebuilt its foundation, and built new facilities at the original site in 1935. Workers completed a warehouse in 1935, boathouse and oil house in 1936, and created a boat moorage basin between 1936-1941. In addition to John Dyhrman, Fred P. Wolff, an unemployed architect from St. Paul, served as superintendent of Camp S-81 and supervised the projects completed by its enrollees. Wolff may also have had a hand in the design of the buildings at Kabetogama Lake. The buildings and structures exemplify vernacular expressions of rustic architecture. They blend into the restored wilderness and primitive landscape that still characterize the Kabetogama Ranger Station complex.

The role of landscape architecture also became a priority as CCC workers became more attuned to the environmental cope of their work, be it reforestation or the design of a campground or ranger patrol station like at Kabetogama Lake. The CCC engaged in landscape naturalization, which involved intelligent grading and contouring of roads, planting in harmony with buildings and structures, clearing roadsides, opening vistas, and screening intrusions to enhance the scenic qualities of the area. These

design elements complemented the rustic architecture of CCC-constructed buildings and structures. At the Kabetogama site, enrollees planted spruce, pine and cedar trees to balance the pillars of the stone retaining wall at the western edge of the lake and to partially shield the tramway. This fit into the general CCC practice of using native species in designs that complemented the rustic structures and buildings.

Enrollees at Kabetogama also carried out landscape plans developed by the Minnesota Department of Conservation for the Kab Ranger Station. They completed a retaining wall, breakwater, moorage basin, and the road system. The design of these landscape features and structures facilitated the integration of human activity within the natural environment. The CCC arranged buildings and resources on Kabetogama Lake in order to create a cohesive operating unit for local officials and tourists within the surrounding forest and lake environment.

The CCC provided the means for past and future generations to maintain forestry and human resources so valued in Minnesota. The lasting significance of its accomplishments is now represented in the buildings, sites, and structures of the Kabetogama Ranger Station Historic District built during the period 1933 to 1941. Their historic functions continue under the operation of the National Park Service as personnel at Voyageurs National Park continue to use these resources for maintenance, administrative, and residential purposes. The district's resources represent the rustic architectural and landscape design elements of CCC work. Moreover, they attest to an ecological attitude that prevailed in the work of the CCC, an attitude exemplified by its conservation activities, landscape design, and architectural expression. (Franklin 1993, section 8, pages 2-9).

National Historic Landmark Information

National Historic Landmark Status: No

World Heritage Site Information

World Heritage Site Status: No

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Designed

Current and Historic Use/Function:

Primary Historic Function: Fire Station-Other

Primary Current Use: Government-Other

Other Use/Function

Other Type of Use or Function

Patrol Cabin

Historic

Ranger Station

Both Current And Historic

Visitor Contact (Visitor Center)

Current

Maintenance Facility

Current

Marina

Both Current And Historic

Boat Launching Area

Both Current And Historic

Equipment/Vehicle Storage

Current

Warehouse (General Supply Storage)

Current

Fuel Storage Site

Current

Current and Historic Names:

Name

Type of Name

Kabetogama Ranger Station Hist

Current

Forestry District 16 Patrol St

Historic

Minnesota Forest Service Range

Historic

Kabetogama Patrol Station

Historic

Kabetogama Forestry Station Co

Historic

Chronology:

Year	Event	Annotation
AD 1921	Built	Minnesota Forest Service built the Patrol Cabin
AD 1933	Moved	Patrol Cabin relocated by CCC to present site
	Built	John "Dad" Dyhrman and CCC labor built the retaining wall
	Built	Ranger Station privy built (date from LCS data)
AD 1935	Built	CCC built the Ranger Station
	Built	CCC built the warehouse
	Established	CCC designed and laid out the road system
AD 1935 - 1936	Reconstructed	CCC rebuilt the original boat-house
AD 1936	Built	John "Dad" Dyhrman and CCC labor built the Oil House
	Built	CCC built the tramway and tracks
AD 1936 - 1941	Built	CCC built the breakwater and moorage basin
AD 1937	Built	CCC built the privy near the patrol cabin
	Reconstructed	CCC rebuilt the Patrol cabin foundation
AD 1950 - 1951	Excavated	MN Forest Service drained and re-excavated the basin

West Kabetogama Ranger Station
Voyageurs National Park

AD 1975	Established	Voyageurs National Park established in this year.
AD 1987	Land Transfer	State of Minnesota donated the complex to the NPS
AD 1988	Built	NPS built the West Kab Visitor Center
AD 1993	Established	Kabetogama Ranger Station Historic District listed on the National Register of Historic Places.
AD 2002	Planned	Environmental Assessment prepared for Kabetogama Ranger Station Historic District

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

As discussed previously, the cultural landscape associated with the Kabetogama Ranger Station Historic District retains integrity of location, design, setting, materials, workmanship, feeling and association. Landscape characteristics that most significantly reinforce the overall integrity of the district include: the spatial organization, land use, circulation system, and buildings and structures. The current condition of the landscape is good: it appears to be generally well maintained and exhibits no clear evidence of major negative disturbances or deterioration by natural and/or human forces.

Aspects of Integrity that are applicable to this landscape:

Location
Design
Setting
Materials
Workmanship
Feeling
Association

Landscape Characteristic:

Spatial Organization

The spatial organization of Kabetogama Ranger Station Historic District, as it was initially defined by the CCC-influenced design initiated in the 1930s, has remained essentially intact over time. Federal relief program design principles focused on several objectives such as: buildings situated in harmony with each other and with the natural surroundings; frequent use of stone and logs in construction; avoidance of straight lines. As Franklin points out in the 1993 registration form, the layout of the Kabetogama site and the design of associated rustic architecture generally employed these guidelines. The design was exemplified by the use of native materials, the blending of facilities into the natural setting, and landscape architecture design elements that complemented the rustic architecture. Kabetogama's design featured a successful integration of elements with the surrounding landscape.

Currently, the historic district exists spatially as a small clearing defined by woodland massing that provides distinct edges along its northern, western, and to some degree, southern edges, although the southern edge is primarily defined by County Highway 123. Kabetogama Lake defines its eastern edge, with the breakwater extending dramatically into the lake. The unique configuration of the breakwater, strip of land that defines the entrance to the mooring basin, and basin itself not only provides the most distinct pattern of the landscape, but also a major focus

of land use. The large, open paved area that serves as a parking/holding lot for vehicles and boat trailers is not considered contributing to the significance of the district.

The components of the spatial organization at Kabetogama, such as the circulation system, nodes of land use, and clusters of buildings has remained essentially intact since the time the complex was laid out. The CCC created a circular road system for the complex which remains as it was originally designed. Trees planted by the CCC in an effort to “improve” the site have matured over the years. The distinction between the cluster of the historic structures and the surrounding modern features reinforces the overall integrity. Currently the spatial emphasis on landscape use and activity is defined by park maintenance/operations/ administrative uses within the historic cluster north of the mooring basin and visitor use and activities, primarily related to boating, south of the mooring basin. The mooring basin acts as the central node of the district, spatially and visually. In terms of land use, the dominant feature appears to be the visitor center and the boat launch. These uses and the clear distinction spatially assist with the definition of the historic character that has persisted over time.

The district retains a high level of integrity with regard to its overall spatial organization. The combination of historic and non-historic features retains a strong sense of spatial interrelationship, configured around the major point of identity—the mooring basin. Buildings and structures constructed more recently—in particular the visitor center—though not contributing, do not detract from the historic scene.

Natural Systems and Features

There is extensive documentation available which provides a range of information relating to the various natural resources in the park (see: GMP 2001; Historic Structures Management Plan and Environmental Assessment 2002; Resources Management Plan 2001; Environmental Assessment: West Kabetogama Ranger Station Historic District and Ash River Developed Area 2002). Specific to the West Kabetogama Ranger Station Historic District, the landscape as it currently exists has resulted from a response to the conservation and construction activities carried out by the CCC during the 1930s. With the establishment of the state forests in 1914, the land that constitutes the Kabetogama Ranger Station Historic District fell under the care of the Minnesota Forest Service; forestry personnel constructed the original patrol cabin with adjacent boat mooring facilities. Employees also planted trees, cut and burned slash, maintained strict fire control regulations, extinguished fires, conducted deer and wildlife counts, and built permanent structures for fire control and administrative needs (Franklin 1993, 8-3). In 1933, the area known as Minnesota State Forests was subdivided into Kabetogama, Grand Portage, and Minnesota State Forests (ibid, 8-4). With the introduction of the CCC labor force into this area, men built roads, bridges, fire breaks, fire towers, ranger stations, campgrounds, and a concession facility. The subsequent construction of the buildings and structures and landscape design at Kabetogama resulted from this overall response to the larger goal of forest conservation.

With regard to the landscape characteristic of natural systems and features, the limited disturbance to the surrounding forests and natural features has resulted in a landscape setting that retains a high degree of integrity.

Land Use

Historic land uses:

(The 1993 registration form does not discuss any known land uses prior to the construction of the original patrol cabin in 1921; additional research may increase knowledge of that period.) Known historic land uses:

- Original patrol cabin was built to provide housing for the ranger stationed at Kabetogama Lake; relocated in 1933 to present site; used also as seasonal staff quarters through the 1980s. Original cabin site had boat mooring facilities at lake front where retaining wall was later built.
- New cabin built in 1935 as a ranger station; also used for administrative purposes and as office space. Currently used as a residence for the district ranger.
- Uses related to additional buildings and structures discussed in the “Buildings and Structures” section
- Uses under Minnesota Forest Service focused on forest conservation and management efforts.
- CCC work effort including conservation work, land improvements, construction work, economic and social benefits, etc. Direct uses at Kab Ranger Station area focused on construction activities.

Current land uses:

- General: maintenance, administrative, residential uses.
- Specific uses (not intended to be inclusive): visitor center and related interior uses, housing for district ranger; parking for automobiles, trucks, recreational vehicles, and vehicles with boat trailers; boat marina for public and focus of NPS park operations; maintenance, outdoor storage, NPS parking area; some parking for personal vehicles; administration; interpretation; boat tours, canoe trips, wayside and bulletin board information; boat ramp; public day-use docks; picnic area.

Although the tramway is no longer in use, and the original patrol cabin is not used as it was historically, the remaining elements of the historic district generally continue the uses as originally intended. This characteristic retains a high level of integrity.

Topography

General background information: The 2002 Environmental Assessment for the Kabetogama Ranger Station Historic District provides broad information on geography, soils, and topography (see page 35).

Specific to the Kabetogama Ranger Station Historic District, the topography of the historic core of the slopes gently from the low point along the moorage basin upwards to behind the ranger’s residence; the wooded area north of the residence slopes further upward at a slightly steeper grade. With the extensive work preformed at this site during the period of significance by CCC labor, it is probable that a fair amount of topographical manipulation occurred. In particular, the installation of the road system and the excavation and grading of the moorage basin likely impacted the ground surface. This work occurred during the 1933-1941 period and the registration form states that the site has not been significantly altered since that time, and the

original design of the area remains as it was originally intended. Due to the retention of this physical feature, the landscape characteristic of topography retains a high level of integrity.

Circulation

CCC enrollees designed a circuitous road system consisting of a large loop road that currently enters off of highway 123, runs behind (west of) the visitor center, through the historic core, and past the 1921 patrol cabin and 1937 privy. Originally, this original road completed a loop as described, but at some point a section between the fuel station and the ranger station has been allowed to convert to a pathway that is too narrow for larger vehicles to pass through. A smaller loop road remains in the center of the district, providing parking and linking the 1935 ranger station, boathouse, warehouse, and moorage basin. The road system closely appears today as it was laid out in the 1930s, except for the section as described. It continues to be used by Voyageurs National Park personnel, visitors, and those who require access to seasonal cabins north of the district.

A potential negative impact on the historic core may lie in the excessive number of vehicles parked throughout the area. At certain times it is obvious that there are more vehicles than may have been originally intended to park in designated locations. The additional parking areas adjacent to the visitor center and south of the moorage basin provide ample parking for vehicles and boat trailers. This area is not considered to be contributing to the historic district, and thus parking here does not impact the historic scene. The 2002 Environmental Assessment explores this issue and provides alternatives to excessive parked vehicles in the historic core.

Due to the alteration of the original loop road and the impact of vehicular parking, the characteristic of circulation retains moderate integrity.

Character-defining Features:

- Feature: West Kabetogama Road System
- Feature Identification Number: 111252
- Type of Feature Contribution: Contributing

Archeological Sites

Stone foundation (contributing): This foundation likely indicates the location of an ice house. The exact construction date is unknown, but the ice house existed at last until 1963, as it appeared on a site map from that year drawn by Minnesota Department of Conservation. It is now listed as a ruin in the LCS. At the time of this inventory, it is not known if additional archeological research has been performed at the district.

Character-defining Features:

- Feature: West Kabetogama Stone Foundation
- Feature Identification Number: 111250
- Type of Feature Contribution: Contributing

Vegetation

Descriptive information regarding vegetation of the entire park is abundant (refer to: Historic Structures Management Plan 2002, 41; Interim Resources Management Plan 2001, 35-37; Watson et al. 1976, 11; General Management Plan 2001, I-129-131; Lynott et al. 1986, 15). In addition, the park has a current vegetation map for the whole park, but it is unknown how much information is available that is directly applicable to Kabetogama Ranger Station Historic District. Information applicable to current vegetation existing in the district can be found in the 2002 VOYA tree stem inventory: balsam fir, aspen, basswood, maple, and ash were documented at this site. Also noted during the site visit in July 2006: a variety of shrubby growth, suckers, grasses and weedy growth along the lakefront between the retaining wall and breakwater and along the southern edge of the breakwater and northern edge of the mooring basin.

During the summer of 1992, an on-site inventory was conducted by Franklin, Mary Hughes, Sherda Williams, and Mark Weekley. The team identified existing historic vegetation that was ultimately mentioned in the NR form. Apparently no planting plans were found at that time. Historic photos of the site were reviewed for additional information. The NPS team specifically mentioned the use of cedar, spruce, and pine trees at the complex as design elements and for use as screening the tramway.

The National Register registration form provides some information specific to vegetation at Kabetogama Ranger Station Historic District during the period of significance:

“In keeping with CCC practice, the plant selections were native to the area. Two cedar trees were placed in a symmetrical arrangement on either side of the stone pillars at the retaining wall and three pine trees screened the tramway. Others were planted in a naturalistic pattern for the most part, but there is some indication of a line of pine trees planted along the inner circular roadway” (Franklin 1993, section 7 page 3). Currently this line referred to in 1993 seems to be non-extant, and the trees have all grown quite tall now and have outgrown their original purposes. CCC enrollees also planted a cedar hedge between the ranger station and the boat house—this is now gone; although there are shrubs along that side of the ranger’s residence, it is unlikely that they were planted during the period of significance.

**It should be noted that the NR registration form was somewhat inconsistent in the documentation of the spruce, cedar, and pine trees planted by the CCC. Following are references to the trees planted by the CCC throughout the registration form:

Section 7 page 3: “Two cedar trees were placed in a symmetrical arrangement on either side of the stone pillars at the retaining wall and three pine trees screened the tramway.”

Section 7 page 9: “Two cedar trees flank the stone piers...”

Section 7 page 11: “Three spruce trees, probably planted by the CCC to shield the tramway from the cabin’s view, remain on its northern side...”

Section 8 page 8: “...enrollees planted spruce to balance the pillars of the stone retaining wall and planted cedar trees partially to shield the tramway.”

On 1993 site map: indicates two cedars, one on either side of the pillars, and three spruce trees by the tramway.

Regardless of these inconsistencies, it is likely that the CCC planted certain types of conifers at specific locations for either aesthetic and /or functional purposes. Currently, only several scattered trees remain of those mentioned in the 1993 form, primarily around the tramway; the original trees once found near the piers were removed during stabilization work on the retaining wall. Two cedars were replanted to flank the piers, as originally intended. Views both into the district and out to Kabetogama Lake have increased to some extent; however, this loss of vegetation does not detract substantially from the overall integrity of this characteristic.

Regarding the forest community that encloses the historic district, it is likely that through the efforts of the Minnesota Forest Service, the CCC, and ultimately the NPS, the vegetation has been protected and conserved over time so as not to substantially impact its overall stand, structure, and species representative of the boreal forest setting. The 2002 EA lists the dominant trees representative of this area, and also points out the identification of a potential 6 acre conifer wetland located west of the visitor center, which may be impacted if a proposed parking area is constructed there.

In general, the landscape characteristic of vegetation retains moderate integrity due to the loss of some trees planted by the CCC, but gradual replacement in-kind, as in replacement of the cedars, at their original location will reinforce the integrity of the characteristic of vegetation.

Buildings and Structures

The 1993 National Register Registration Form lists six buildings and three structures as contributing to the significance of the historic district. These are:

Patrol cabin—building
Privy by patrol cabin—building
Ranger station—building
Oil House—building
Boathouse—building
Warehouse—building

Retaining Wall—structure
Tramway—structure
Breakwater and moorage basin—structure

Since that determination, the Memorandum of Agreement (MOA) between the National Park Service and the Minnesota State Historic Preservation Officer (SHPO), signed in 2003, listed the ranger station privy as historic in addition to the above-mentioned six buildings.

The current NPS List of Classified Structures lists all the previously mentioned buildings and structures, including the ranger station privy, plus the stone foundation behind the ranger station, that likely is the remnant foundation of an ice house. (This feature is essentially archeological in nature and is listed in the Archeological Features section.)

West Kabetogama Ranger Station Voyageurs National Park

Non-contributing buildings and structures at the district include (all listed in current FMSS database):

- Pump house—building
- Visitor Center—building
- Modern comfort station—building
- Fuel station—building
- Haz-mat building
- Boat ramp—structure

Brief description of contributing buildings and structures (more extensive descriptions can be found in the 1993 registration form):

Patrol Cabin (contributing): The Minnesota Forest Service built the cabin in 1921 to provide housing for the ranger stationed at Kabetogama Lake. CCC workers moved it to its current location in 1933, and it underwent a minor rehabilitation in 1937 with the construction of a new foundation. It continued to be used for seasonal housing into the 1980s. The building is currently used as storage space.

Privy by patrol cabin (contributing): The CCC built this privy in 1937 to accompany the patrol cabin that had been moved. The privy is currently vacant and unused.

Ranger station (contributing): The CCC constructed this building in 1935 as a replacement for the previous cabin that had been moved. In addition to housing, the Minnesota Division of Forestry also used the cabin for administrative housing and office space. Currently the cabin is used exclusively as housing for the district ranger.

Ranger station privy (contributing): This privy, located in the woods behind the ranger station, was built in 1933 (LCS records) and remained in use until ca. 1950s when the Minnesota Department of Natural Resources built an indoor bathroom in the cabin. It appears that the privy is currently unused.

Oil House (contributing): John “Dad” Dyhrman, working with the CCC, built the oil house in 1936. Originally used to store gasoline and dynamite, it is currently vacant and unused.

Boathouse (contributing): Originally, the Minnesota Forest Service built a boathouse on this site in 1929, but it was extensively rehabilitated by the CCC in 1935-1936. Historically used for boat and equipment storage, it has undergone several interior alterations over time and is now used as a maintenance facility.

Warehouse (contributing): The CCC constructed this building in 1935 to provide storage and repair facilities for the Minnesota Division of Forestry. NPS continues to use this facility for general maintenance purposes, storage and repair. The building has remained in continuous use, and as originally intended.

Retaining Wall (contributing): John “Dad” Dyhrman, working with the CCC, built the retaining wall, piers, and steps in 1933 using local stone. Originally the steps led down to a floating dock that extended along the lake’s edge. The dock no longer exists so that the steps now descend into the lake. The wall, piers and steps are all in good condition and provide protection from lake erosion along this side of the property.

Tramway (contributing): The exact construction date of the cradle, tramway, and track is unknown, although the registration form lists the date as ca. 1936. It was likely built by the CCC labor that was working at Kabetogama Lake at the time. The equipment all remains on site, but is currently not used. Also, the tramway winch is extant, but it currently sits on the east side of the boathouse rather than the west, its original location.

Breakwater and moorage basin (contributing): The CCC originally built a combination breakwater/dock in 1936 to protect the moorage area along the lakefront and to provide access to the steps built in 1933. This first breakwater proved inadequate, and the CCC built a more substantial and extensive breakwater in 1939-1940. Also, a more extensive moorage area was needed and the CCC dredged the area that became the current basin between 1938-1941. The CCC also installed retaining walls, wood pilings, and plantings around the basin at this time. The Minnesota Forest Service drained and re-excavated the basin and rip-rapped the shore line in 1950-1951. NPS extended the breakwater in the 1980s.

Character-defining Features:

- Feature: Patrol Cabin
- Feature Identification Number: 111254
- Type of Feature Contribution: Contributing

- Feature: Patrol Cabin Privy
- Feature Identification Number: 111256
- Type of Feature Contribution: Contributing

- Feature: Ranger Station
- Feature Identification Number: 111258
- Type of Feature Contribution: Contributing

- Feature: Ranger Station Privy
- Feature Identification Number: 111260
- Type of Feature Contribution: Contributing

Feature: Oil House
Feature Identification Number: 111262
Type of Feature Contribution: Contributing

Feature: Boat House
Feature Identification Number: 111264
Type of Feature Contribution: Contributing

Feature: Warehouse
Feature Identification Number: 111266
Type of Feature Contribution: Contributing

Feature: Retaining Wall
Feature Identification Number: 111268
Type of Feature Contribution: Contributing

Feature: Tramway and Cradle
Feature Identification Number: 111270
Type of Feature Contribution: Contributing

Feature: Breakwater and Moorage Basin
Feature Identification Number: 111272
Type of Feature Contribution: Contributing

Views and Vistas

Due to the dense enclosure of the district by the surrounding forest, views into and out of the district are minimal. With the removal of certain trees along the lakefront adjacent to the retaining wall, views out to the lake have been increased. Conversely, views into the district from the lake have improved substantially, and this assists with identification of this area as one approaches by boat. Also, views into both the moorage basin and the historic core are evident from the tip of the breakwater.

Small Scale Features

Non-contributing small-scale features inventoried on site:
Various modern features such as: Signs, waysides, bulletin boards, permit station, picnic tables, benches, propane tanks, gasoline pump and spool, utility structures, HVAC structures, bollards, parking area deterrents, unloading deck/ramp, storage structures, lights, material surrounding ranger's residence, etc. The docks and pedestrian bridges to the docks, although not historic per se, contribute in a functional/usage sense.

Landscape Characteristic & Features Graphics:

Characteristic: Buildings and Structures



1921 Patrol Cabin (all photos CLI survey 7/2006)



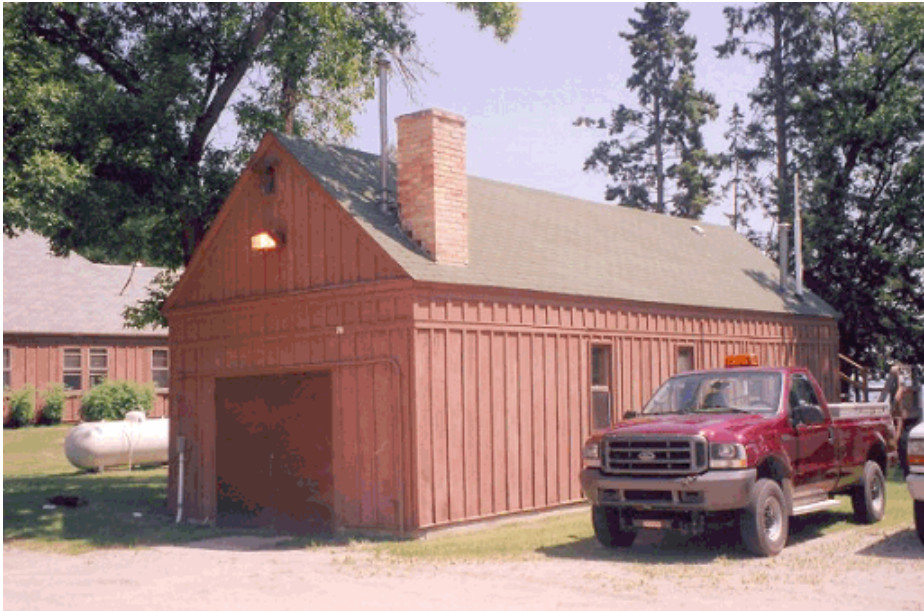
1937 privy



1935 Ranger Station



1936 Oil House



1935-1936 Boat House



1935 Warehouse



1933 Retaining Wall



Ca. 1936 Tramway



Moorage basin with breakwater in left background

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 07/31/2006

Condition Assessment Explanatory Narrative:

The landscape exhibits no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The landscape's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Impacts

- Type of Impact:** Operations On Site
- Type of Impact:** Visitation
- Type of Impact:** Exposure To Elements
- Type of Impact:** Soil Compaction
- Type of Impact:** Deferred Maintenance

Stabilization Costs

Landscape Stabilization Cost: 0.00

Cost Date: 08/22/2006

Level of Estimate: C - Similar Facilities

Cost Estimator: Park/FMSS

Landscape Stabilization Cost Explanatory Description:

All stabilization costs provided by park estimate were for structures listed in LCS only

Treatment

Treatment

Approved Treatment: Rehabilitation

Approved Treatment Document: Other Document

Document Date: 03/31/2003

Approved Treatment Document Explanatory Narrative:

The park prepared a Historic Structures Management Plan (HSMP) and Environmental Assessment Plan in 2002 that provided treatment alternatives for buildings and structures at Kabetogama Ranger Station Historic District, and others throughout the park. The treatment alternative selected was rehabilitation. The HSMP was implemented by a Memorandum of Agreement (MOA) between the NPS and Minnesota SHPO that was signed by the VOYA Superintendent on March 31, 2003. Treatment costs specific to Kabetogama were not provided in this document.

Approved Treatment Completed: No

Approved Treatment Costs

Landscape Treatment Cost: 0.00

Cost Date: 03/31/2003

Landscape Approved Treatment Cost Explanatory Description:

Treatment cost currently unknown

Bibliography and Supplemental Information

Bibliography

Citation Author: Franklin, Rachel
Citation Title: National Register of Historic Places Registration Form: Kabetogama Ranger Station District
Year of Publication: 1993
Citation Publisher: NPS
Source Name: Other

Citation Author: Voyageurs National Park Staff
Citation Title: Historic Structures Management Plan and Environmental Assessment
Year of Publication: 2002
Citation Publisher: NPS
Source Name: Other

Citation Author: Voyageurs National Park Staff
Citation Title: General Management Plan, Environmental Impact Statement, and Visitor Use and Facilities Plan
Year of Publication: 2004
Citation Publisher: NPS
Source Name: Other

Citation Author: NPS staff
Citation Title: List of Classified Structures database
Year of Publication: 2006
Citation Publisher: NPS
Source Name: Other

Citation Author: NPS staff
Citation Title: Interim Resources Management Plan
Year of Publication: 2001
Citation Publisher: NPS
Source Name: Other

Citation Author: Quinn Evans Architects
Citation Title: Environmental Assessment: West Kabetogama Ranger Station
Historic District and Ash River Developed Area (Internal Review
Draft)
Year of Publication: 2002
Citation Publisher: Quinn Evans Architects
Source Name: Other
Citation Author: NPS staff
Citation Title: Facilities Software Management System (FMSS) database
Year of Publication: 2006
Citation Publisher: NPS
Source Name: Other

