



EXCEPTIONAL PLACES

Amana: Preserving America's Agricultural Heritage One Barn At a Time

Sarah Sanders

Although there are many aspects that set the United States apart from other nations of the world, one of its most defining features is its diversity of composition, from nature's wonders of the west to the manmade giants of the east. Sandwiched between these two regions is the heart of the nation: the Midwest. A land full of opportunity and fertile soil, it is no wonder that the region became the country's agricultural hub. Over the years, the region has witnessed the evolution of farming technologies with historic techniques taking the backseat. As a result, many historic agricultural buildings are now falling into disuse. A major challenge that has arisen over recent decades throughout both the Midwest, as well as other regions of the country, is how best to preserve and adapt these iconic vernacular structures for reuse. The historic rural Iowa farm community, and National Historic Landmark, the Amana Colonies, has taken great initiative to tackle this quandary within their society.

Living the American Dream

Located just twenty miles west of Iowa City, Iowa, the Amana Colonies were established in 1855 when a group of immigrant German Pietists moved west from New York in pursuit of richer soils.¹ The layout of the present day Amana Colonies developed over the next ten years, resulting in six different villages, Amana, East Amana, High Amana, Middle Amana, South Amana, and West Amana. While each village was indeed part of the larger society of Amana, each had its own community operating somewhat within itself, having its own church, school, shops, cemetery, etc.

Residents of the Amana Colonies identified as Inspirationists, and practiced a communal way of living. Due to this factor, the population at large owned the almost 26,000 acres comprising the colonies, each member of the community having their own special job within the society



Photos by Sarah Sanders and Rachel Franklin-Weekley

Clockwise from top left: modern glass doors installed inside of historic sliding barn doors to serve as modern entrance; interior of adapted quilt store, observe the open rafters and exposed members which have been left intact; exterior view of new signage designating the repurposed "Festhalle Barn;" interior of repurposed "Festhalle Barn" as it is being decorated for an upcoming wedding, note a stage has been constructed at the far end of the building for bands.

as delegated by the community elders.² Women were responsible for working in the communal kitchens, washhouses, and gardens that kept the society fed and nourished. Men learned trades or farmed, which was a major source of sustenance for the community. During the late 1860s the society purchased the small neighboring town of Homestead, and in turn the depot attached to it. This allowed railroad access for easier import and export of goods.

Changes in Amana

In the 1930s, as result of the pressures and hardships presented by the Great Depression, the community chose to abandon its communal

practices, entitling this event in history as the "Great Change."³ It was at this point in time that the present day joint-stock company Amana Society, Inc. was created in order to provide governance over business within the community. Today the colonies' economy thrives on agriculture, tourism, and jobs provided by the Whirlpool Corporation's Amana Division Plant. Although agriculture still remains an important component of the Amana Society, like many farm communities throughout the country, the evolution in farm implements and development of large scale farm operations has left many smaller, historic agricultural structures without use.

Continued on page 9

Exceptional Places

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The History and National Register Programs in the Midwest Regional Office of the National Park Service offer this newsletter as a forum of information for NHL owners and the public we serve. We hope you find our articles helpful and informative, and we welcome your suggestions for future issues.

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We would like to submit the following correction to the Fall 2012 lead article of *Exceptional Places* "People Helping People." Page 1, paragraph 2, the associate architects of the Woodbury County Courthouse should read as follows: George Grant Elmslie and William Gray Purcell. Our sincere apologies for this error.

Update from the Chief

Donald L. Stevens Jr.

Like all federal agencies and programs, the Midwest Region National Historic Landmarks program took a budget hit but enough said. Our dedicated team of cultural resource professionals is at your service and working with you to identify and preserve our nation's exceptional places.

We are pleased to present another edition of *Exceptional Places* and wish to recognize the fine work of intern NCPE Sarah Sanders, who designed and edited the newsletter, wrote the cover article, and helped with GIS maps of our NHLs. Within, you will also find the first part of an article by Geoff Burt tracing the legislative

roots of the NHL program. A piece we hope timely demonstrates the rich history and significance of the National Historic Landmarks Program given recent national debates on federal priorities.

I also want to take a moment to gloat by way of thanking our cousin agency (the U. S. Forest Service) and the Chippewa National Forest for recognizing Architectural Historian Dena Sanford and Historical Architect Mark Chavez with 2013 Eastern Regional Honor Awards. Dena and Mark helped the National Forest in their excellent preservation work at the Rabideau CCC camp NHL in Minnesota.

Interpreting an Absent History

Rachel Franklin-Weekley

George Takei, actor and social activist, often remarks that when he was five years old, his father told him they were going on a long vacation to a place called "Arkansas." The year was 1942, the circumstance was the forced relocation of Japanese Americans from the west coast of the United States to confinement sites established by the federal government. Takei and his family were taken from Los Angeles to the Rohwer Relocation Center, located in the Delta Region of southeast Arkansas.

Takei returned to Arkansas this past April 16, to dedicate new interpretive exhibits at the site of the Rohwer camp. The exhibits illustrate conditions there during the period of forced internment, interpreting a history no longer represented by the physical resource. In operation from 1942 to 1945, the confinement site was divided into 51 blocks with more than 620 buildings enclosed by barbed wire fencing. Eight guard towers stood on the perimeter. Today, the land is open, bare except for vast cotton fields that now dominate the landscape.

The Rohwer Relocation Center Cemetery, a National Historic Landmark designated in 1992, is one of two resources remaining from the 10,161-acre camp. Set back from the highway and railroad line that transported Japanese American families to this military prison, the cemetery is an outlier in the rural countryside. The small parcel sits amidst a small grove of trees. Its monuments and grave markers provide poignant evidence of the camp's existence and now serve as a backdrop for the new exhibits. The second of the two resources, a smokestack from the camp hospital, stands at the far northern extent of the Rohwer site, beyond acres of now-vacant land in between. Spearheaded by Dr. Ruth Hawkins, of Arkansas State University, and Elizabeth Wiedower, former director of the Arkansas Delta Rural Heritage



Photo courtesy of Rachel Franklin-Weekley

Spectators look on as George Takei participates in a butterfly release, part of the dedication ceremony for the new interpretive exhibits at the Rohwer site.



Photo courtesy of Rachel Franklin-Weekley

View of a new interpretive exhibit overlooking the Rohwer Relocation Center Cemetery NHL.

Development Initiative, now with the National Trust for Historic Preservation, the project was funded by two competitive grants awarded through the National Park Service's Japanese American Confinement Sites Program. The Section 106 Group, based in Minneapolis, was selected via competitive bid to develop an interpretive plan and exhibits for the Rohwer site. George Takei provided narration for the exhibits, discussing his own experiences and those of others held in the camp.

Continued on page 10



Should I Replace My Slate Roof with a Synthetic?

Although out-of-vogue with most contemporary architecture, slate remains one of the most aesthetically pleasing and durable of all roofing materials. Installed properly, slate roofs require relatively little maintenance and will last 60 to 125 years, or longer depending on the type of slate employed, roof configuration, and the geographical location of the property. Some slates have been known to last over 200 years. Found on virtually every class of building, slate roofs are perhaps most often associated with institutional, ecclesiastical, and government buildings, where longevity is an especially important consideration in material choices. In the slate quarrying regions of the country, where supply is abundant, slate was often used on farm and agricultural buildings as well.

What is Slate?

Slate is a fine-grained, foliated, homogeneous metamorphic rock derived from an original shale-type sedimentary rock composed of clay or volcanic ash through low-grade regional metamorphism (profound physical and/or chemical changes in the original rock structure). It is the finest grained foliated metamorphic rock. Foliation in geology refers to repetitive layering in metamorphic rocks. Each layer may be as thin as a sheet of paper, or over a meter in thickness. The word comes from the Latin folium, meaning "leaf," and refers to the sheet-like planar structure. It is caused by shearing forces (pressures pushing different sections of the rock in different directions), or differential pressure (higher pressure from one direction than in others). The layers form parallel to the direction of the shear, or perpendicular to the direction of higher pressure. Because of the foliation or layering effect of these stones, very thin sections may be produced, giving way to a variety of uses, roofing "shingles" being only one such use. When broken, slate retains a

SPLINTERS FROM THE DUSTY NEWEL POST

Slate Roofs

Mark Chavez

natural appearance while remaining relatively flat and easy to stack. Also, when considering the material for use on a roof, one should note that slate has an extremely low water absorption index, less than 0.4%, which makes it resistant to frost damage.

Slate is available in a variety of colors. The most common are grey, blue-grey, black, various shades of green, deep purple, brick red, and mottled varieties. The presence of carbonaceous matter, derived from the decay of marine organisms on ancient sea floors, gives rise to the black colored slates. Compounds of iron generate the red, purple, and green colored slates.

History of Slate Use in the United States

Although slate quarrying was not common in the United States until the latter half of the nineteenth century, slate roofing is known to have been used prior to the Revolution. Archeological excavations at Jamestown, Virginia, have unearthed roofing slate in strata dating from 1625-1650 and 1640-1670. Slate roofs were introduced in Boston as early as 1654 and Philadelphia in 1699. Seventeenth century building ordinances of New York and Boston recommended the use of slate or tile roofs to ensure fireproof construction.

In the early colonial period, nearly all roofing slate was imported from North Wales. It was not until 1785 that the first commercial slate quarry was opened in the United States, by William Docher in Peach Bottom Township,

Pennsylvania. Production was limited to that which could be consumed in local markets until the middle of the nineteenth century.

Two additional factors helped push the slate industry to maturity; the immigration of Welsh slate workers to the United States and the introduction of architectural pattern and style books. Slate production increased dramatically in the years following the Civil War as quarries were opened in Vermont, New York, Virginia, and Lehigh and Northampton Counties, Pennsylvania. By 1876, roofing slate imports had all but dried up and the United States became a net exporter of the commodity.

The U.S. roofing slate industry reached its highest point in both quantity and value of output in the period from 1897 to 1914. In 1899, there were over 200 slate quarries operating in 13 states, Pennsylvania historically being the largest producer of all. The decline of the U.S. roofing slate industry began ca.1915 and resulted from several factors, including a decline in skilled labor for both the fabrication and installation of slate and competition from substitute materials, such as asphalt shingles, which could be mass produced, transported and could be installed at a lower cost than slate. Only recently, with the increasing popularity of historic preservation and the recognition of the superiority of slate over other roofing materials, has slate usage begun to increase. Slate, laid in multicolored decorative patterns, was particularly well suited to the Mansard roofs of the Second Empire style, the steeply pitched roofs of the Gothic Revival and High Victorian Gothic styles, and the many

Continued on page 11



Photo courtesy of slateriver.wordpress.com

A historic photo of slate quarry workers in Buckingham County, Virginia. The State of Virginia was a prominent producer of slate during the 19th century.



Photo courtesy of upenn.edu

Featured above is a piece of quarried slate. Notice the dark color and the foliation, giving the rock its signature multi-layered trait.

15 Dos and Don'ts for for NHL Facebook Pages

Social media can build an online presence and create a community for your National Historic Landmark (NHL). Here are several social media dos and don'ts to consider for your NHL Facebook page.

1. Do set up your page correctly

Be sure to include contact information such as your website and physical address. Additionally, make sure your bio contains strong keywords, and make your page appealing with the use of visual elements. This set up will ensure your page is found and that fans continue to return.

2. Do use Facebook Insights

This tool, available through the Admin Panel, lets you dig deep into the activity on your page where you can find your most popular posts, track likes, see when your posts get the most activity, and much more. When you find the topics your fans like and the days and times they frequently participate then post consistently on those topics, days, and times.

3. Do use correct spelling, grammar and punctuation

Most job postings require strong written and verbal communication skills. These skills aren't optional anymore so check your spelling and grammar.

4. Do ask for action on every post

According to web marketer Tiffani Frey, a call to action (CTA) can improve your response rate by over fifty percent. Successful CTAs that encourage engagement include asking fans questions, having fans fill in the blank, and asking fans to create photo captions.

5. Do stay positive

Written text can often be misconstrued. It's hard to tell when someone is joking or being sarcastic so never criticize, condemn, or complain on Facebook.

6. Do practice online safety

It's important to report any threats of violence or other inappropriate posts directly to Facebook and, if necessary, to the appropriate authorities.

7. Do allow others to post to your business page

Good things happen when people can engage with you and your community.

8. Do understand EdgeRank

This algorithm is what Facebook uses to sort posts in newsfeeds by what's "most important." The formula calculates a combination of affinity, weight, and time decay to assign points to your posts. The points determine if your posts appear in your fans' newsfeeds and how long they stay there.

9. Don't post constantly

Unlike Twitter, where the news feed moves with lightning speed, things move slower on Facebook and people may get overwhelmed if you post every few minutes. Posting three to four times a day is sufficient.

10. Don't type in ALL CAPS

This is considered yelling online.

11. Don't 'Face-novel'

Facebook offers a quick way to stay connected with your online community. It is not the place for posts that are several paragraphs in length. Popular short posts include photos, tips, and quotes.

12. Don't get involved in drama

Heated conversations online can escalate quickly and become out of control. Don't argue online what you wouldn't argue in polite company.

13. Don't respond to slander

Responding directly will probably only make things worse. Even though it may be difficult, the best thing to do is ignore this kind of behavior.

14. Don't talk politics

These discussions often lead to online fights that take the fun away from the site.

15. Don't ignore or delete complaints (spam and slander excluded)

Take the time to construct a thoughtful and professional response, as removing or ignoring negative comments sends the message that you don't care.

This list was adapted from MSN Living's *50 Facebook Dos and Don'ts* and Tiffani Frey's *Facebook for Business: 10 Do's and Don'ts* posted to her on-line newspaper available through paper.li.

Alesha Cerny

Many of our region's NHL owners and stewards rely on the tourism industry to secure the financial support and public interest necessary to ensure the long-term survival of their irreplaceable resources. While this may be challenge enough for any organization, for the members of S.S. Milwaukee Clipper Preservation, Inc., there is an even more pressing and immediate need: to secure a permanent home for their historic Great Lakes auto/passenger ferry. This year the non-profit, all-volunteer organization is negotiating with Muskegon County, Michigan, commissioners to locate the *Clipper* at Heritage Landing in downtown Muskegon. The location may be the last option for the *Milwaukee Clipper*, which has occupied a number of locations, under various ownerships, since she ceased operations as a cross-lake steamer ferry in 1970.

Built in 1904 and substantially rebuilt in 1940, the S.S. Milwaukee Clipper is the oldest U.S. passenger steamship on the Great Lakes. *Milwaukee Clipper* was built as *Juanita* by the American Shipbuilding Company for the Anchor Line of the Erie and Western Transportation Company. Before the days of unopenable airline packaged peanuts, constricted leg room, armrest elbow battles, and fears of overburdened overhead compartments, railroad and steamboat service provided comfortable transportation options for cross-country travel in the upper Midwest. For savvy and well-heeled travelers, the steamer *Juanita* offered the epitome of first-class Great Lakes coastal maritime travel between Buffalo, New York, and Duluth, Minnesota. The *Juanita* boasted a grand oak staircase, mahogany-trimmed parlors, a music room and a writing room; and a main dining room. Below decks, state-of-the-art quadruple-expansion engines powered the 361-foot riveted steel hull, propelling the vessel at a top speed of 18 knots. Although passage of the anti-monopoly 1915 Panama Canal Act forced railroads to divest of their company fleets, travel aboard the *Juanita* continued through the 1930s under the ownership of the Great Lakes Transit Corporation.

The vessel went out of service following new regulations for shipboard fire safety in the wake of the 1934 *Morrow Castle* disaster, until it was sold in 1940 and rebuilt into a safer and more modern-appearing vessel. The engines were converted to operate on fuel oil rather than coal, and the superstructure lowered one deck.

Included in the extensive conversion was the sweeping Streamline Art Moderne styling, an all new steel upper works, and a new name,



Photo courtesy of the S.S. Milwaukee Clipper Preservation, Inc.

Passengers and automobiles line up to board the S.S. Milwaukee Clipper in this historic photograph.

Milwaukee Clipper. Interior modifications included installation of a heavy-duty cargo lift to facilitate the loading and stowage of up to 120 automobiles. For passengers, the Simmons Mattress Company built Pullman-like dayberths in the midships section. New amenities included a dance hall, bar, movie theater, casino, soda fountain, children's nursery, and cafeteria. Tile flooring decorated with the ship's silhouette welcomed passengers in a new main lounge. Tubular aluminum furniture built by the highly influential Warren McArthur furniture company followed the same pattern as used for the flagship of the American merchant marine, the *S.S. America*. Above the grand stairway was painted a two-deck-high wall mural of the routes served by the vessel. Glass panels, chrome and mirrors reflected the bright light produced by "lumaline" incandescent lamps and indirect wall fixtures.

The *Milwaukee Clipper* began service between Milwaukee, Wisconsin, and Muskegon on June 3, 1941. According to Dr. Ray Hilt, S.S. Milwaukee Clipper Preservation, Inc. Vice President and Curator, cross-lake time took seven hours one way using three of four boilers. On all four, it took six hours round trip. Cost per person in the 1950s was \$3.33 and \$8.00 extra for an automobile. The *Milwaukee Clipper* continued in service until 1970. From 1970-1977 she remained at Muskegon, then was purchased by the Illinois Steamship Company and towed to Wisconsin for repair work. Because the new owner was unable to secure certification to carry passengers on cruises, the *Milwaukee Clipper* was subsequently moved to Navy Pier in Chicago, to serve as a restaurant, night club,



Photo courtesy of the S.S. Milwaukee Clipper Preservation, Inc.

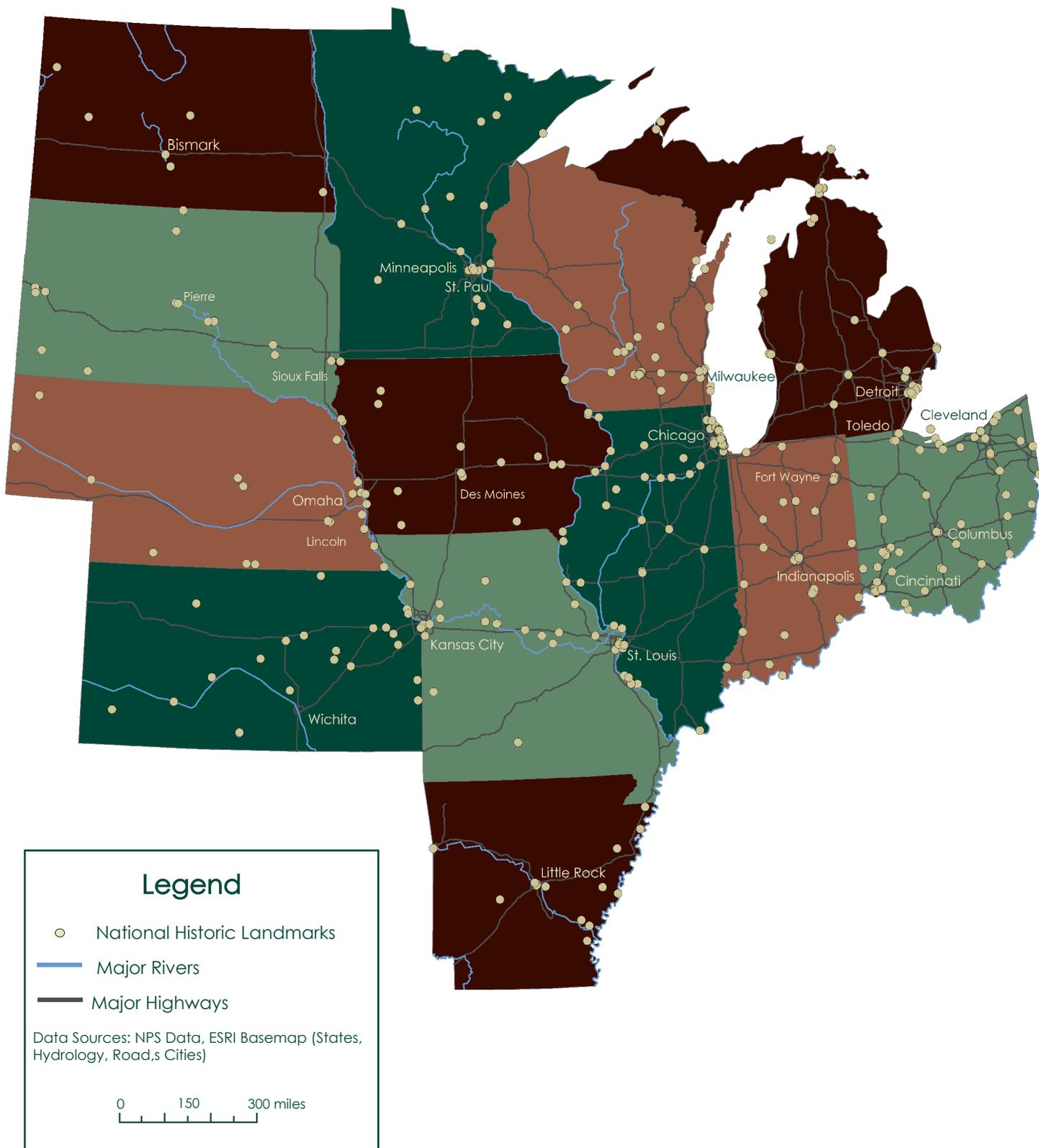
A view of the S.S. Milwaukee Clipper in port as it appears today.

and floating museum, and renamed *S.S. Clipper*. During this period the *Clipper* received National Register of Historic Places and National Historic Landmark designations (1983 and 1989 respectively), then moved in 1990 to Hammond, Indiana, renamed back to *Milwaukee Clipper*, and served as the centerpiece of a large marina. Six years later the *Clipper* was offered for sale to make room for a new casino boat. In 1997 the current organization purchased the vessel and returned it to Muskegon.

Since its return to Muksegon, S.S. Milwaukee Clipper Preservation, Inc., has undertaken an enormous effort to return the vessel to its historic appearance, while addressing current building safety codes. Dr. Hilt notes that the restoration steadily progresses, and "the interior looks very much like it did when it was running. The valuable and expensive Warren McArthur furniture, built for the ship, is to be seen everywhere." Now a floating museum, the ship was opened for tours in 2000, and has received national attention. On the anniversary of her 100th birthday, the Steamship Historical Society of America honored *Milwaukee Clipper* as "Ship of the Year" in 2004. She was honored again in 2013 at SSHSA's "Shposium II" in Longbeach, California. Although owned by an organization specifically dedicated to preserving this NHL, and to educating the public about its importance to Great Lakes maritime history, the *Milwaukee Clipper* faced an uncertain future. It has been temporarily docked at the Grand Trunk Railroad dock on Muskegon Lake, in the community's Lakeside Business district. This lack of a permanent location has impacted the organization's ability to obtain grant funding.

Continued on page 11

MIDWEST REGION'S NATIONAL HISTORIC LANDMARKS



The Detroit Industrial Murals Detroit Institute of Arts, Detroit, Michigan

Between 1932 and 1933, Diego Rivera, a premier leader in the 1920s Mexican Mural Movement, executed the United States' finest, modern monumental artwork devoted to industry. The Detroit Industry Mural Cycle depicts the City of Detroit's manufacturing base and labor force on all four walls of the Detroit Institute of Art's garden court. Diego Rivera is credited, along with José Clemente Orozco and David Alfaro Siqueiros, with the reintroduction of fresco painting into modern art. Detroit Industry is an exemplary representation of the introduction and emergence of Mexican mural art in the United States between the Depression and World War II. This movement significantly impacted this country's conception of public art. Rivera's technique for painting frescoes, his portrayal of American life on public buildings, and the 1920s Mexican mural program itself, directly influenced President Franklin D. Roosevelt's New Deal mural programs.



Photo courtesy of cera79 via Flickr, permission through Creative Commons



Photo courtesy of Robie Lange, NPS

Adlai E. Stevenson II Farm Mettawa, Illinois

Adlai E. Stevenson II is best known as the twice-nominated Democratic candidate for president during the 1950s, and as the United Nations (UN) Ambassador during the 1962 Cuban Missile Crisis. Stevenson served in several positions that influenced the establishment, organization, and operation of the UN. As titular head of the Democratic Party, Stevenson brought supporters into the party, many of whom became its next generation of leaders. Together they kept the out-of-power political party relevant by developing position papers that challenged Republican policies, and influenced the course of future campaigns and subsequent Democratic presidential administrations. This farm was Stevenson's home for most of his adult life and is closely associated with many of his important political activities.

Second Presbyterian Church of Chicago Chicago, Illinois

The Second Presbyterian Church of Chicago is nationally significant as one of the earliest, most complete and intact expressions of the ecclesiastical Anglo-American Arts and Crafts Style. Designed by Howard Van Doren Shaw in collaboration with local artists, and built between 1900-1917, it fully expresses the movement's precepts in its high artistic values, honesty of materials, craftsmanship, natural themes and unity of design. The interior represents close ties to the English Arts and Crafts movement as it grew out of the merging of social reform and the arts. Shaw and a young group of Chicago architects who were inspired by Arts and Crafts went on to develop what was later termed as the Chicago School and the Prairie style, making nationally significant contributions to the development of architecture in America.



Photo courtesy of Susan Burian, Friends of Historic Second Church

Often we are asked about the origins of the National Historic Landmarks (NHL) Program, and a quick (and accurate) answer would be “as authorized by the Historic Sites Act of 1935.” Today’s NHL Program, administered by the National Park Service (NPS), can trace its beginnings to wording in this seminal legislation, but to more fully gain an understanding of the establishment of the Act and subsequent formation of the NHL Program, it is helpful to review the context of that period. In particular, the early years of the Great Depression coincided with an escalation in the country’s regard for its national heritage, a concern with saving its important sites and buildings, and a concurrent shift of NPS involvement into the area of historic preservation. This article (part one; the second part will appear in the next newsletter) will attempt to provide a brief synopsis of circumstances and events leading up to this consequential legislation and the inception and subsequent evolution of the NHL program.

The federal government made several tentative but important forays into the realm of historic preservation prior to the 1935 Act. The passage of two acts of Congress set the early stage for a heightened federal role in the preservation of historic sites and structures, as well as establishing early philosophical underpinnings for later programs. The first, the Antiquities Act of 1906, came about in response to an increase in instances of vandalism and theft of prehistoric and historic resources, primarily throughout the Southwest. The act gave the President the authority to unilaterally designate national monuments on public lands in order to protect and set aside “antiquities” of historic or scientific interest. The second, the 1916 “Organic Act,” created the NPS as the agency responsible for the administration of a number of previously-established national parks and national monuments. The nascent Park Service assumed responsibility for 14 national parks, 21 national monuments, and 2 “reservations,” with the directive to “conserve the scenery and the natural and historic objects therein...” “...unimpaired for the enjoyment of future generations.”

In 1916 the majority of these parks and monuments were situated in the western half of the country and were primarily established and valued for their majestic scenery (the parks) or to protect them from the alarming loss and destruction of Indian ruins and artifacts (the monuments). The initial focus of the NPS was on the “scenic” and “natural” language of the Organic Act, and less so on the “historic objects.” For the next ten years or so, the NPS placed considerably less emphasis on obtaining and managing historic areas than on the “crown jewels” of the park system, such as Yellowstone and Yosemite.



Photo courtesy of nps.gov

Horace Albright served as National Park Service Director from 1929-1933. Albright was influential in expanding the National Park System by acquiring numerous historical areas.

By contrast, most historic sites located in the eastern half of the country were forts, monuments, memorials or battlefield sites. Most were administered by the Departments of War or Agriculture. Horace Albright, who served as Assistant Director of the NPS under Stephen Mather, believed that the NPS would be the logical agency to administer and interpret these historic properties. When Albright replaced Mather as NPS Director in January 1929, one of his primary goals was to follow through on this long-held position, to successfully “round out” the park system by acquiring these historic areas.

Between 1930-1933 Albright successfully asked Congress to authorize and obtain three historical areas in the east: George Washington Birthplace National Monument, Colonial National Monument, and Morristown National Historical Park. With the establishment of these three sites related to early American history, Albright was

confident that the NPS was making necessary headway into the field of historic preservation. The first professional historian hired as Chief of the fledgling NPS history program, Verne Chatelain, provided critical knowledge, input and recommendations that proved invaluable to Albright’s vision.

Invited to participate in a presidential motorcade excursion through Shenandoah National Park in Virginia in April 1933, Albright discussed with President Roosevelt their shared interest in American history. This presented Albright with the opportunity to propose the transfer of military sites from the War Department to the Department of the Interior. Roosevelt proved immediately receptive to the suggestion and told Albright to “get busy” with the required process. It was fortuitous timing, pairing Albright’s zeal with Roosevelt’s interests just as his administration was gearing up with various New Deal relief policies and a plan to reorganize of the executive branch of the government.

President Roosevelt’s subsequent Executive Order 6166 on June 10, 1933, among other actions, directed the NPS to administer “...all functions of administration of public buildings, reservations, national parks, national monuments, and national cemeteries...” This transferred historic properties from both the War and Agriculture Departments, and from the National Capital Parks system. The Order proved to be a major milestone in the development of the expanding National Park System, more than doubling the number of units under its management and propelling it into the field of historic preservation.

The early years of the Great Depression had a devastating effect economically, socially, and environmentally. However, several of the Roosevelt administration’s New Deal programs proved fortuitous for historic preservation efforts in addition to employment relief opportunities. The Civilian Conservation Corps (CCC) provided much-needed funding and manpower for the repair, rehabilitation, construction and maintenance of many

Continued on page 10

Amana continued from page 1

Older buildings cannot accommodate the large tractors and other large scale machinery required for 21st century farm practices. Many structures once crucial to the survival of farm communities have been left vacant, open to the elements, and neglected.

Due to the importance of agriculture within the community, over the past two decades, the Amana Society has taken on the task of breathing new life into many of their old and now unused agricultural buildings. This effort has been largely completed by the Amana Historical Sites Foundation. Although numerous projects have taken place throughout the villages, the most notable adaptive reuse projects can be seen in main Amana.

The first building to gain visitors' attention is (as one might expect) the Visitors Center. Leaving the exterior facade intact, the interior of a corn crib was converted to serve as a visitors center for the many tourists that frequent the Colonies. Upon entering the building, the original framework can be viewed overhead, although some infill has occurred to allow for the creation of office spaces. Visitors have the opportunity to take stairs to the cupola, which was left in place, and glimpse a view of the surrounding landscape.

The grain elevator, a separate building located to the north of the corn crib, was also a Sites Foundation project, and was carefully converted into a quilt shop that can be viewed in the photo on page 1. As can be seen, efforts were made to maintain the historic exterior of the building and modern doors were installed behind the original wood sliding doors. The interior reveals exposed beams and framework and allows not only for excellent display space for quilts, but also for consideration of the original construction methods.

A third agricultural building in the area is the large barn that sits across from both the adapted visitors center and quilt shop. Originally used for housing livestock, this barn was rehabilitated and opened up to make room for a large gathering space. Renamed the "Festhalle Barn," this space is used for community functions and rented out for private events such as weddings and graduation parties. (See photos on page 1)

A New Way of Life

Over recent years, enthusiasm for projects such as these has spread throughout the country and resulted in the continuous development and experimentation with the idea of adaptive reuse. For example, in recent

years, numerous private contracting firms have begun to specialize in barn adaptive reuse projects. In September 2011, the *New York Times* published an article featuring the recent trend of conversion from barn to high-end country homes. While in many cases this has resulted in the relocation of said structures, it nevertheless provides new purpose and sustained life for many long abandoned buildings.⁴

In 2010 Preservation Maryland published "Adaptive Reuse of Tobacco Barns," to address its concern for the rapidly disappearing tobacco barns withing the nation.⁵ While providing some information specific to the region of Maryland, the publication does an excellent job of presenting important general considerations that are applicable in any region of the United States and also includes the Secretary of the Interior's Standards for Rehabilitation, guidelines for rehabilitation, adaptive reuse ideas, a discussion of available tax credit and tax incentive programs, in addition to listing a variety of useful sources. A decade earlier in 1996, the University of Wisconsin-Extension, as part of the Wisconsin Barn Preservation Initiative, published a collection of adaptive reuse summaries of projects that have taken place within the state of Wisconsin. This survey displays a wide variety of successfully completed projects and presents numerous ideas for future reuse ventures.⁷

Save the Barns!

Agricultural buildings are some of the most endangered properties within the United States. Threatened by urban sprawl to rapidly changing farming techniques that have resulted in the general lack of upkeep on historic farm buildings, an awareness of agricultural preservation and adaptive reuse possibilities is more important than ever. Barns have become an iconic image for the Midwest, and many of them are in need of assistance. If left alone these agricultural structures, integral to the history of our country, will continue to disappear. It is important that as stewards of the built environment, we make every effort to raise awareness and continue to strive to save our agricultural communities.



Photo by Sarah Sanders

Featured above is a photo of the second floor of the Amana Visitors Center. Note the open plan of the room, allowing for the retention of original frame elements of the corn crib throughout the room.

Works Cited

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- ²National Park Service, "The Amana Colonies: A National Register of Historic Places Travel Itinerary of a Unique Historic Communal Society in Eastern Iowa," National Park Service, <http://nps.gov/history/nr/travel/amana/origins.html> (accessed June 4, 2013).
- ³Ibid.
- ⁴Lisa Prevost, "The Call of Converted Barns," *New York Times*, September 29, 2011.
- ⁵Preservation Maryland, "Adaptive Reuse of Tobacco Barns," Preservation Maryland, [http://www.preservationmaryland.org/uploads/file/Tobacco%20Barns/Adaptive%20Resuse%20of%20Tobacco%20Barns%20booklet%20\(2\).pdf](http://www.preservationmaryland.org/uploads/file/Tobacco%20Barns/Adaptive%20Resuse%20of%20Tobacco%20Barns%20booklet%20(2).pdf) (accessed June 24, 2013).
- ⁶Charles S. Law, "Barn Adaptive Reuse Summaries for the Wisconsin Barn Preservation Initiative," University of Wisconsin-Extension (December, 1996): 1-25.

NHL continued from page 8

federal and state-owned historical and military parks. Newly-employed historians, architects, landscape architects and archeologists, supervised the enrollees. Such professionals, along with draftsmen and photographers, also found employment with the Historic American Buildings Survey (HABS), initially intended as a temporary program, to document significant examples of American architecture. The HABS program continues today, along with its sister programs, Historic American Engineering Record (HAER) and Historic American Landscapes Survey (HALS).

At this time it became obvious that a comprehensive and coordinated national program was needed for the identification, evaluation, acquisition, and preservation of historical and archeological sites. In seeking legislation that would bring about a well-conceived national policy on historic preservation, Secretary of the Interior Harold Ickes requested a comprehensive study that outlined the status of preservation activities in both the United States and Europe. The completed study, along with broad public and governmental support, led to the passage of the 1935 Historic Sites Act.

The Act endowed the NPS with additional powers and responsibilities, including actions involving historic preservation. Congress directed the NPS to inventory historic and archeological properties and identify those of national significance. The substantial list of properties produced by this “National Survey of Historic Sites and Buildings,” (a.k.a. “Historic Sites Survey”), was considered sensitive (“classified”) and kept confidential so as not to alarm property owners. The major concern was that property owners would become either unduly hopeful or fearful about government acquisition.

The Survey’s intent was to employ a logical and thematic approach to historical research and preservation, representing broader aspects of American history, rather than the previous emphasis of saving historic shrines strictly for patriotic or commemorative reasons. Properties found to possess exceptional value to the country as a whole would be identified by the Survey; an early intent was to make use of the Survey’s information to create additional NPS units by Secretarial action. However, this idea was subsequently restricted by an amendment that necessary appropriations had to be authorized by Congress. Although several NPS units were established by Secretarial designation, the majority of new additions continued to be authorized by Congressional legislation. Since the NPS was limited in the number of places it could obtain, the majority identified by the Survey would remain in various forms of non-federal ownership, and NPS would seek to provide assistance in one form or another.

The Act also created an Advisory Board on National Parks, Historic Sites, Buildings and Monuments (now known as the National Park System Advisory Board), whose original purpose was to review selected properties and concur on the most worthy for designation or as additions to the System, and to reject those that did not meet the criteria for significance and integrity. The Board’s current function is to advise the NPS Director on matters relating to the NPS, the National Park System, and programs administered by the NPS.

Survey activity under the Act began in 1936 and remained very productive for the next five years. This brief burst of activity propelled



Photo courtesy of nps.gov

The Jefferson National Expansion Memorial was the first historic property to come into the Park System through the provisions of the Historic Sites Act of 1935.

the NPS to the forefront of preservation leadership in the United States. However, soon after the country’s entry into World War II in December 1941, Roosevelt directed Ickes to suspend the survey effort. It would be another fifteen years before the Survey would be reactivated, under very different conditions, a different title, and with somewhat different intentions.

The Historic Sites Act of 1935 and the subsequent formation of the Historic Sites Survey formed the nucleus of the current NHL Program. The mandates of the Act remain in effect and continue to be relevant. But—there is much more to the story. Part 2 of this article, to appear in the next newsletter, will review the national context of the post-War years, its effect on the NPS and the Historic Sites Survey, with a renewed appreciation and consideration of the need for historic preservation, all leading up to the passage of the National Historic Preservation Act in 1966 and resultant new national historic preservation program.

Rohwer continued from page 2

The results are stunning. Instead of coming upon a seemingly abandoned rural cemetery, visitors now can learn who it honors and how it happened to be here. At the dedication ceremony in April, Takei pointed to the area where his family’s barrack once stood and recalled his life in the camp. He described the hot, stifling conditions, hunting for polliwogs in the ponds, standing in line for the showers with his father, the lack of privacy, and lack of autonomy for his family.

Takei later wrote about the dedication ceremony in a blog published by *The Huffington Post*, saying, “We ended the ceremony with a release of butterflies. They

symbolized beauty confined, first in cocoons, then in a box, but now released, free to go and be wherever they chose.”¹

Just as the butterflies symbolized freedom after imprisonment, the Rohwer Cemetery and site signify what once happened to Japanese Americans in our nation’s history. The importance of preserving and interpreting places like Rohwer, indeed all NHLs, lies in the lifeways and lessons they teach, the voices they convey, the absent history they represent.

¹ George Takei, “The Blog,” *The Huffington Post*, http://www.huffingtonpost.com/george-takei/japanese-american-internment-museum_b_3130896.html (posted April 22, 2013; accessed July 9, 2013).

Splinters continued from page 3

prominent roof planes and turrets associated with the Queen Anne Style. The Tudor style imitated the quaint appearance of some English slates which, because of their granular cleavage, are thick and irregular. These slates were often laid in a graduated pattern, with the largest slates at the eaves and the courses diminishing in size up the roof slope, or a textural pattern. Collegiate Gothic style buildings, found on many campuses, were often roofed with slate laid in this manner.

Common types of sheathing used include wood boards, wood battens, and, for fireproof construction on institutional and government buildings, concrete or steel. Open wood sheathing was employed primarily on utilitarian, farm, and agricultural structures in the North and on residential buildings in the South where the insulating value of solid wood sheathing was not a strict requirement. To help keep out dust and wind driven rain on residential buildings, mortar was often placed along the top and bottom edge of each batten, a practice sometimes referred to as torching. On roofs with concrete decks, slates were typically nailed to wood nailing strips embedded in the concrete. Beginning in the late nineteenth century, asphalt saturated roofing felt was installed atop solid wood sheathing. The felt provided a temporary, watertight roof until the slate could be installed. Felt also served to cushion the slates, exclude wind-driven rain and dust, and ease slight unevenness between the sheathing boards.

Slate roofing tiles are still manufactured by hand using traditional methods in a five step process: cutting, sculpting, splitting, trimming, and hole punching. In the manufacturing process, large, irregular blocks taken from the quarry are first cut with a saw across the grain in sections slightly longer than the length of the finished roofing slate. The blocks are next sculpted, or split along the grain of the slate, to widths slightly larger than the widths of finished slates. Sculpting is generally accomplished with a mallet and a broadfaced chisel, although some types of slate must be cut along their grain. In the splitting area, the slightly oversized blocks are split along their cleavage planes to the desired thickness. The splitter's tools consist of a wood mallet and two splitting chisels used for prying the block into halves and repeating this process until the desired thinness is reached. The last two steps involve trimming the tile to the desired size and then punching two nail holes toward the top of the slate using a formula based on the size and exposure of the slate.

Historic slate roofs should be repaired rather than replaced whenever possible. All too often slate roofs are mistakenly replaced when, in fact, they could have been effectively repaired. Given the permanence of slate, it is poor economy to use anything but the most durable of metals and the best workmanship for installing flashings. Copper is one of the best flashing materials, and along with terne, is most often associated with

historic slate roofs. Copper is extremely durable, easily worked and soldered, and requires little maintenance. Lead coated copper has properties similar to copper and is even more durable due to its additional lead coating. Lead coated copper is often used in restoration work.

The use of artificial, mineral fiber slate is not recommended for restoration work since its rigid appearance is that of a manmade material vs. natural. Artificial slates may also have a tendency to fade over time. And, although artificial slate costs less than natural slate, the total initial cost of an artificial slate roof is only marginally less than a natural slate roof. This is because all the other costs associated with replacing a slate roof, such as the cost of labor, flashings, and tearing off the old roof, are equal in both cases.

Replacement of a slate roof will be expensive; however, the superiority of materials and craftsmanship will give years of continued service. If amortized over the life of the roof, the replacement cost can be very reasonable. Over the long term, natural slate tends to be a better investment because several artificial slate roofs will have to be installed during the life span of one natural slate roof.

Notes

Condensed from National Park Service (NPS) Preservation Brief No. 29, "The Repair, Replacement and Maintenance of Historic Slate Roofs" by Jeffrey S. Levine: <http://www.nps.gov/tps/how-to-preserve/briefs/29-slate-roofs.htm>

Home continued from page 5

There has also been lack of visibility and access to the ship, and the owner of the dock, a marine transportation company, has plans to make use of the facility for its own operations. Over several years *S.S. Milwaukee Clipper* Preservation, Inc. attempted without success to obtain a new location in the Muskegon area. More recently, the organization proposed to moor the vessel two miles east of its current location, along "Heritage Landing"—a county-owned park situated on a peninsula in downtown Muskegon that is a popular venue for summer festivals and events. It would be a mutually-beneficial location for both the city and the NHL, as *S.S. Milwaukee Clipper* Preservation, Inc. President T.J. Parker noted in 2011. The presence of the NHL in this location could both increase tourist visitation to the community and educate the public about the significance of this representative of Great Lakes maritime travel. Such benefit has been acknowledged by a number of letters of support written by Muskegon downtown businesses, Heritage Landing festival organizers, tourism promoters, other local historic ship attractions, and historic preservationists; although some city residents have objected. Last year, the Muskegon County commissioners agreed to a staff recommendation to have engineers complete a feasibility study for the move. The county also requested that *S.S. Milwaukee Clipper* Preservation, Inc., prepare a business plan, and meet with residents in the affected neighborhood.

This summer, the organization will meet with the county commissioners to present their proposal for a location on the west side of the festival



Photo courtesy of the *S.S. Milwaukee Clipper* Preservation, Inc.

grounds. Should the county approve the move, however, there would still be much work to be done, Dr. Hilt notes. "We would be required to fund dockside changes, there is some seawall work, and of course pilings and bollards to secure the ship to shore. We would also have to bring in power and water and sewer, but these are close by. Another item we are required to have at a permanent site is a tower to get people off the upper decks in case of a fire on an all steel ship." Additional information can be found at www.milwaukeeclipper.com

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OFFICIAL BUSINESS



READ ALL ABOUT IT: KUDOS TO YOU!

The **Francis Willard Historical Association** has been awarded a grant from the National Trust Preservation Fund to support an economic feasibility study for the reuse of the Woman's Christian Temperance Union (WCTU) Administration Building. This building is one of five comprising the campus of the national headquarters of the WCTU. An adaptive reuse of the building is planned so that it meets local codes and can be used again for office space, as well as museum exhibits and meeting space to support museum programming.

For their successful "Reaching New Heights" campaign, the Friends of Christ Church Lutheran and the church congregation received an award in 2012 by the Minnesota Preservation Alliance, for restoration work on the **Christ Church Lutheran NHL's** 80-foot tower. With partial funding through the NPS "Save America's Treasures" grant, the work addressed severe deterioration, including spalled and eroded brick, deteriorated mortar joints, and exposed and corroded metal.

Facing the need for a water treatment facility that would pump groundwater from the **Soudan Underground Mine NHL**, (without which public visitation and interpretation would be impossible), the Minnesota Department of Natural Resources consulted with the State Historic Preservation Office to identify a site for the new facility that

would not negatively impact the NHL. The building scale, design and materials were compatible with the industrial setting and adjacent historic buildings.

Congratulations to the State of South Dakota, its Department of Game, Fish & Parks, and dedicated stewards for the establishment of Good Earth State Park at Blood Run, which will preserve a portion of the **Blood Run NHL**. Located in the southeast corner of the state, Blood Run NHL spans the boundary between South Dakota and Iowa. The NHL has been identified as Endangered for several years because of encroaching development and concerns about the site's preservation over the long-term. The situation is eased a bit now with the protection of a large area of the NHL as South Dakota's state park.

Mackinac Island's City Council voted last January to adopt two local historic districts: Market and Main, and West End. Of the estimated forty-five people in attendance, only one spoke out against the designation. Through the establishment of these local historic districts, and in concert with an historic district ordinance, the people of Mackinac Island now have the legal tools to effectively and positively manage the pressing needs of both historic preservation and economic development within this premiere destination area.

Thank you for your dedication, hard work, and stewardship. You make the difference.