

Copper Country Survey Phase III

District Name: Airport District

County: Houghton **Township(s):** Franklin, Osceola, Calumet, and Schoolcraft

Boundaries: Bounded on the north by the Schoolcraft Township line (Mayflower Road excluded); bounded on the northeast by Cemetery and Angman roads (both excluded); bounded on the southeast by the boundaries with the villages of Lake Linden, Hubbell, Tamarack City, Mason, and Dollar Bay; bounded on the southwest by Coal Dock Road and Johanna Lane (excluded); bounded on the west by U.S. 41 (west side of highway excluded) from Airport Park Road to Tower Road; bounded on the northwest by Laurium village limits.

Historic Use: Agriculture; Domestic; Education; Transportation

Current Use: Domestic; Transportation; Education; Agriculture

RESOURCE COUNT

Buildings: 254 **Structures:** 7 **Objects:** 2 **Sites:** 38

MATERIALS

Foundation: Stone; Concrete; Brick

Roof: Asphalt; Metal/Steel; Wood/Shingle

Walls: Wood/Shingle; Wood/Fiberboard; Vinyl; Asphalt; Wood/Plywood

Other: Stone/Sandstone; Brick; Concrete

Style: Queen Anne

Description: Situated in the north-central portion of Houghton County, the Airport district includes a mix of agricultural landscapes and new-growth forest in the area between the mining districts of Calumet, Boston, and Quincy and the mill towns along Dollar Bay and Torch Lake. A few commercial and light industrial sites appear along the highways, with the Keweenaw Research Center (built beginning in 1953) at the Houghton County Memorial Airport (1948, expanded 1972) in the south of the district. There are no villages, subdivisions, or concentrations of resources within the district. The district's sole village and mine site (Oneco/Dover Location) disappeared with the construction of the airport, and there are no visible resources from those communities. Some farmsteads have become suburban residences; there are also isolated houses dating from the mid-twentieth century as well as numerous examples of new housing construction throughout the area.

The eastern edge of the district follows the ridgeline that descends to the Trap Rock River Valley and Torch Lake just outside of the district. Saint Louis Hill in the northeastern corner of the district descends from 1200 feet to 600 feet at its base; Houghton Falls on Hammell Creek makes a spectacular descent in the central part of the district. Numerous small creeks drain the wet upland on the interior of the district. Some, such as Gooseneck, Quincy, Dover, and Hammell Creek, have cut deep and meandering gullies through the landscape. The district includes a mix of undulating hilly terrain with wetlands in the low-lying areas. Brush and new growth forests of birch, maple, spruce, and pine have filled in the areas between isolated house sites and farm fields.

Two highways provide for travel through the district. U.S. 41 defines the district's western boundary. Its straight and level alignment contrasts with state highway M-26 that follows a shifting alignment as it descends the ridgeline to the southeast. An earlier and abandoned paved section of road parallels M-26 near Henwood North Road. These modern highways contrast still further with the mix of paved and gravel local roads of curving alignments and steep grades such as Old County, Cemetery, Forsman, Old Colony, and Oneco roads. Two former railroad grades (now snowmobile trails) pass through the district, including a steel girder railroad bridge (1967) crossing over M-26 just west of Lake Linden. The

Copper Country historical marker and roadside park (1956–1957) on the east side of U.S. 41 includes a picnic area and drinking fountain with a mine rock base.

Farms and single-family homes are the predominant buildings seen in the district. There are numerous examples of mobile homes dating from the 1950s and 1960s. Many incorporate new gabled roofs and cladding including examples utilizing plywood and milled log siding. Another type is the ranch house with deep overhanging eaves and contrasting materials of brick, fiberboard, or wood. There are approximately two dozen farms in the district; several remain active. Farm site features are various combinations of fields, fences, windbreaks, ditches, rock walls, orchards, and ruined and standing buildings. Gambrel- and gable-roof barns of various sizes can be seen. There are a few notable examples of barns with sandstone and mine rock walls. Additional farm outbuildings include garages, equipment sheds, and storage buildings. Finnish influence is seen through the presence of several examples of granaries (aittas) and saunas. Farmhouse types include foursquare houses, several L-plan, and a few upright and wing forms as well as one-and-a-half-story and two-story front-gable types. There are a few one-and-a-half-story side-gable houses on Airport Road and Old County Road. Aside from one example with decorative bargeboard trim, there are few stylistic features of note. Some houses include gable-roof dormers, and enclosed porches are common features. Wood shingle is the most prevalent cladding type with some examples of clapboard siding observed, though many houses have replacement vinyl or fiberboard siding.

The Houghton County Memorial Airport in the south of the district dates from 1946–1948. The airport underwent a large expansion in 1971–1972 when new facilities replaced the post-World War II era buildings and airfield. The most significant resources at the airport are those of the Keweenaw Research Center. The half dozen buildings at the facility date from the 1950s when the complex began as a research and development center for cold weather military technology. As part of Michigan Technological University, the center continues to operate at the site that includes facilities housed in Quonset huts and metal-clad buildings as well as the landscape features of the testing area.

There are few commercial buildings in the district. Two motor court motels face U.S. 41, the most intact of which is the Arcadian Motel. North of the airport, the Calumet Golf Club dates from 1925 and includes a nine hole course, but the original log clubhouse appears to have been replaced with a frame one-story side-gabled building.

Condition: The condition of buildings in the district ranges from good to poor, with many houses in fair condition. Numerous farm buildings appear dilapidated, and several ruined foundations appear. There are several well-maintained examples of large gambrel- and gable-roofed barns in the district. Some farmland appears to be in active use, but much of the district is filled with brush and new growth forest cover.

Integrity: Most houses appear to have substantial alterations including widespread use of fiberboard, plywood, and vinyl siding. Modern additions in many cases appear around earlier buildings. Many homes have replacement windows, including altered openings and window placement.

Theme/Subtheme: Agriculture; Ethnic Heritage/Finnish; Military; Architecture

Date Built: c. 1890s-1960s

Architect or Builder:

History: The success of the Quincy, Pewabic, and Franklin mines gave rise to new companies that formed to explore the northern extent of the Pewabic lode. In 1862 the Hungarian Mining Company sank an exploratory shaft near Dover Creek on land northeast of the Franklin Mine. No further work occurred until 1899 when the Oneco Mining Company began operations on the former Hungarian site. The company opened one shaft and constructed a small surface plant, along with eight houses for workers known as Dover Location. The Oneco never found success; the company employed only a small labor force when it permanently ceased operation during the 1913 labor strike.

The Bollmann Lumber Company began timber-cutting operations in the area during the early 1900s; soon thereafter, the first Finnish immigrants moved into the land and established small farms on the cutover landscape. To supplement their marginal incomes, many of the men also worked as miners and lumberjacks. The manuscript census reveals that by 1930 just over one hundred foreign-born Finns resided in the Oneco area, along with sixteen immigrant Italians, Swedes, Germans, and Norwegians. Since most families were large, the total population exceeded three hundred. A school,

which operated from 1910 to 1940 as part of the Osceola school district, also served as a church for the local Finnish Evangelical Lutheran church congregation.

During World War II a large section of the Oneco area was selected as the site for a new airport facility to replace the outmoded Houghton-Keweenaw County Airport, built in Laurium in 1933. Seventeen of Oneco's farms were purchased and demolished (along with the former schoolhouse) in 1946 to provide space for the new Houghton County Airport that was completed two years later. The airport received a major upgrade in 1972: runways were reconstructed, new buildings were added, and a 150-acre industrial park was developed. Subsequent additions have expanded the total land area to two thousand acres.

Besides the airport and industrial park, the district includes several former Finnish farms that now are year-round residences. The Calumet Golf Club, built in 1925, occupies a large parcel of land in the northern part of the district.

References: C & H News-Views [Calumet], "C. and H. Aids Community in Buying Property for Site of New Airport," 4 (September 1946); Daily Mining Gazette, "Paradise Garden: A Treasure in the Woods," 22 March 2006; Fay Kempainen, "Remember Oneco School?" Copper Island Sentinel [Calumet], 2 January 1972; Northern Natural Gas Company, "Houghton County Airpark in Michigan's Beautiful Upper Peninsula" (undated brochure, Calumet Public Library vertical file); Horace J. Stevens, The Copper Handbook 2 (Houghton: Horace J. Stevens, 1902); U.S. Census manuscript schedules, 1930.

NR Status: The Cold War-era Keweenaw Research Center site and buildings may be eligible for the National Register.

Comments:

Surveyor: Eric Gollanek, Jane Busch **Survey started:** 4/25/2012 **Survey ended:** 5/8/2012

Photos:



Calumet Golf Club on west side of Golf Course Rd., looking W. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Airport District\Golf Course Rd (2-A)



House on east side of Old County Rd., looking W. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Airport District\Old County Rd (1)



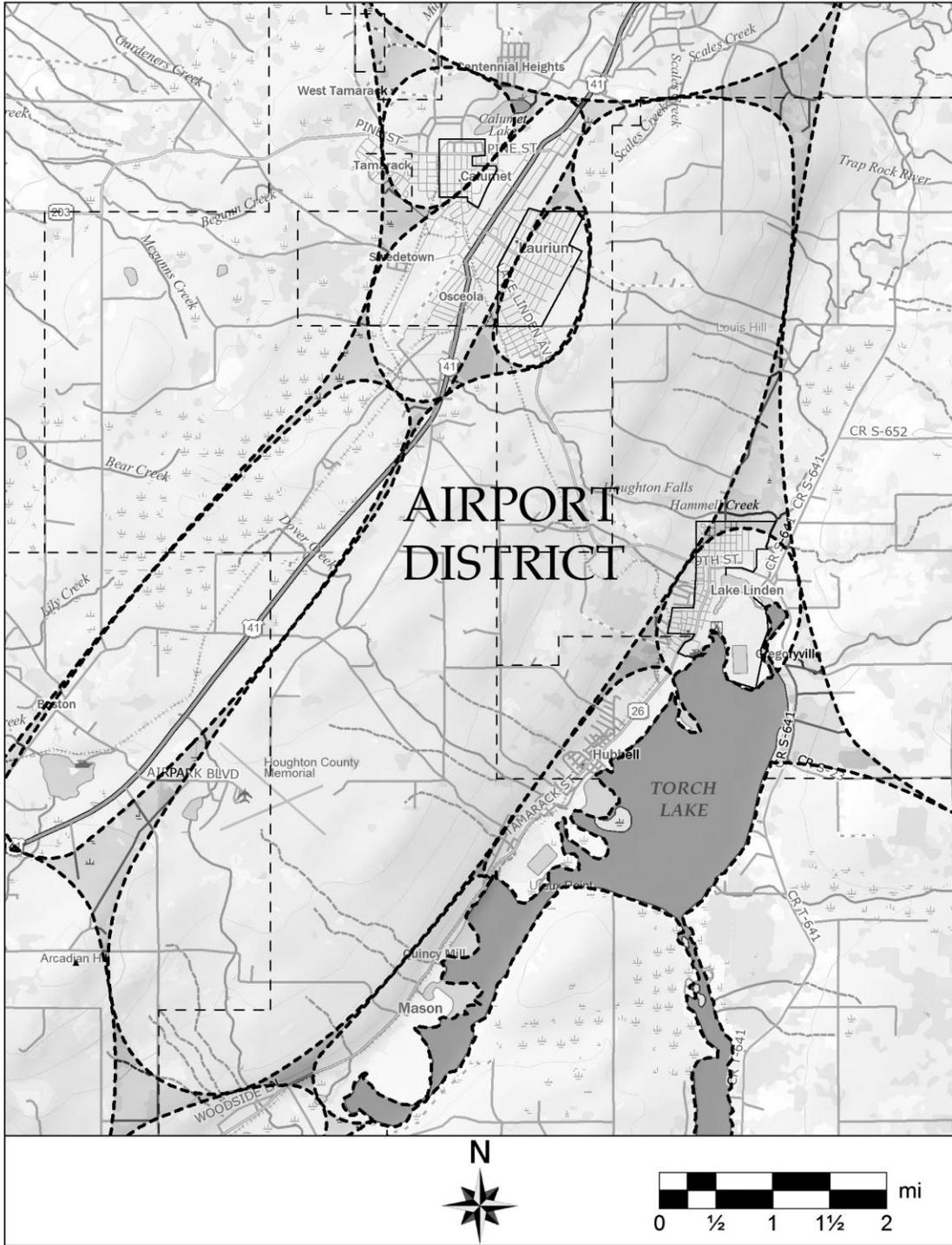
Barn on east side of Dover Rd., looking E. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Airport District\Dover Rd (1)



Keweenaw Research Center on north side of Airpark Blvd., looking N. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Airport District\Airpark Blvd (1-B)



Arcadian Motel on east side of U.S. 41, looking E. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Airport District\US41 (1)



Approximate area of Airport survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Bootjack District

County: Houghton **Township(s):** Torch Lake

Boundaries: Bounded on the north by Rice Lake Road (south side included); bounded on the northeast by Paradise Road (excluded) and a line extending from the southern end of Paradise Road to the southern end of South Little Traverse Road (excluded); bounded on the east by Keweenaw Bay; bounded on the south by the east-west portion of Bootjack Road (excluded) and a line extending east from that portion of Bootjack Road; bounded on the west by Portage Lake; bounded on the northwest by Torch Lake. Includes Traverse Island.

Historic Use: Domestic; Agriculture; Commerce; Recreation and Culture

Current Use: Domestic; Agriculture

RESOURCE COUNT

Buildings: 590 **Structures:** 6 **Objects:** 2 **Sites:** 39

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel

Walls: Wood/Fiberboard; Vinyl; Wood; Metal/Steel; Wood/Log

Other: Wood; Brick; Concrete

Style: Arts and Crafts Style; Colonial Revival

Description: The Bootjack district encompasses most of central Torch Lake Township. Portage Lake, Torch Bay, and Torch Lake flank the district on the west; Keweenaw Bay is on the east. The topography is generally flat; however, there are some low hills along the western shoreline and rolling hills inland along Jacobsville and Rabbit Bay roads. Several small streams dissect the district, including Big, Donahue, and McCallum creeks, which drain to the west, and Lahti and Le Chance creeks that empty toward the east. Other natural features are Mud Lake, Bushel Swamp, and an expanse of hardwoods and conifers that stretches through most of the district, except along its western shoreline. In the far southeastern corner are more than two square miles of Baraga State Forest. Large tracts of farmland have remained open as fields and pasture, particularly in the northwest. An uninhabited island, Traverse Island, lies four miles east of Rabbit Bay in Keweenaw Bay.

Bootjack Road serves as the primary transportation route through the district, traveling north-south following the shores of Portage and Torch lakes. The only other north-south county road, Jacobsville Road, branches off Bootjack Road and extends south to White City. Rice Lake and Mud Lake roads in the northern part of the district are the only county primary roads that provide east-west access. Farther south, Rabbit Bay Road also runs east-west, linking Keweenaw Bay to Jacobsville Road. Branching from the main roads are about a dozen short, dead-end local roads that serve farms and some newer houses. Only a small percentage of land in the district is built-up; of that, virtually all is in residential use. Most residential development, both year-round and seasonal, is situated on a relatively narrow ribbon of shoreline located between Bootjack Road and the Portage and Torch lakes waterfront. A smaller number of houses and farms (only a few operational) are located on the inland side of Bootjack Road, along Mud Lake Road, and along the southern side of Rice Lake Road. The only intensive building development in the eastern section of the district has occurred near the end of Rabbit Bay Road, a four-mile-long roadway that once served a few Finnish farms and several Keweenaw Bay fishing operations; the road now provides access to a small enclave of houses. Hunting camps are scattered along roads in undeveloped areas of the district; one camp included a large, front-gabled, hewn log building situated behind a gate on a private road.

The northwest corner of the district contains the greatest concentration of farms, generally in the area bounded by Rice Lake, Mud Lake, and north Bootjack roads. Large tracts of open fields adjoining major roads indicate the extent of farming that once occurred in this area; some small farm sites are surrounded by woodlands. A total of about fifteen farms were counted in this area; only a few are working. Several farmsteads in this area have large barns with gable or gambrel roofs, farmhouses, and numerous outbuildings. One active farm on Shepherd Ridge Road has a large, gable-roof dairy barn and several, smaller storage sheds; the farmhouse is a side-gabled bungalow form (ca. 1920s), one-and-a-half stories with a full-length porch. Other farmhouses are simpler front- or side-gabled forms. Two of the district's earliest farms survive on Bootjack Road. The working Rheault farm has a large, wood-frame, gable-roof barn (ca. 1880s-1900) along with a few wood-frame outbuildings and a metal building for potato storage (1968). The remodeled farmhouse faces the barn from across the road. Nearby, the Nara farm includes a small, gable-roof dairy barn with a side extension and two, wood-frame storage sheds. Across the road, the one-and-one-half story farmhouse is side-gabled with Colonial Revival-inspired details, including an entry porch supported by posts. The house has an exterior fieldstone chimney, decorative wood shutters, and a fieldstone foundation. Some former farms on the east side of Bootjack Road have fields that extend to the east. Most farmhouses are now used as non-farm, year-round or secondary residences; some have retained garages and outbuildings, including a few barns.

Several hundred houses were counted along Bootjack Road. Houses range from tiny, pre-World War II seasonal cottages to year-round ranch houses with attached garages on spacious lots. Associated buildings include garages, small storage sheds, boathouses, privies, and saunas. Building lots are irregular, but generally narrow, especially near the shore. Recreational cottages face the lakeshore; more recent homes orient to the road. Newer houses appear in clusters, more frequently in the north. House types include one-story front- and side-gabled, one-and-one-half-story side-gabled, upright and wing, and a few A-frames. Ranches (ca. 1950-1960s) and mobile homes are common. A few houses are log construction. Many older homes and cottages have been remodeled: porches; decks; replacement windows, and various room additions are the norm. Craftsman stylistic influences appear in 3/1 windows and exposed rafter tails. Chimneys of brick, block, or stone are frequent. Siding materials vary greatly, including clapboard, fiberboard, half-log, rolled asphalt, vinyl, vertical board, stucco, and wood shingles (a local product).

The Dreamland Restaurant and Bar (1913) is close to the junction of Bootjack and Jacobsville roads. The large, gable-roof building, wrapped by an open porch, has a gabled rear addition. The upper story has been re-sided and window openings have been altered. Across the road are a neon sign that advertizes "Dreamland Hotel, Bar, Liquor" and a wood-frame refreshment stand with a pyramidal roof. Just north of Dreamland is Nara Beach (1948), once a privately run camping and recreational area that has retained landscape features, including a broad lawn and pine groves. Nearby is the wood-frame Sarazin School (now vacant), a front-gabled, clapboard-sided building; its porch and original window openings are intact. Another schoolhouse was converted to a Houghton County Road Commission garage. The district's only community facility is a concrete block building that formerly housed the Bootjack Fire and Rescue Department; it sits adjacent to a new emergency vehicle garage. The district has two notable commercial buildings on Bootjack Road; both may have functioned as combination gas stations/stores. One building has a jerkinhead roof and a canopy over the front door; the other is a round log building with a projecting, gabled entrance. The LeBlanc Motel, a small, flat-roofed, brick-faced motel (ca. 1960s), is the only motel in the district.

At Rabbit Bay is a cluster of about fifty dwellings distributed along two roads that line the sandy shoreline of Keweenaw Bay. Rabbit Beach Road, with its extension, South Rabbit Beach Road, is a short, narrow unpaved trail close to the beach that holds a diverse collection of closely spaced camps and cottages, storage sheds, privies, saunas, and several mobile homes. Two large, gabled garages may relate to the small commercial fishing operations that were once based here. At the southern end of South Rabbit Beach Road is the Peter Lahti farm (1913). The ninety-acre property that retains the Lahti farmhouse and fishing dock now functions as a religious retreat center. On Rabbit Bay Road, where houses face the bay, there is a mix of both seasonal and year-round house types, ranging from small cottages to large ranch houses, often with garages and storage sheds and sometimes with saunas.

Condition: Houses and cottages range from excellent to fair condition; generally, most are very good. Buildings along Bootjack Road, particularly those on the west, appear to be in the best condition. Some barns, garages, sheds—and especially, seasonal camps—scattered throughout the district are in fair to poor condition. There are a few buildings that appear abandoned, collapsed, or vacant.

Integrity: The Sarazin School retains integrity. Nara Beach has retained its large, open grassy lawn and conifer plantings. Several farmsteads scattered throughout the district have retained their historic appearance, including the Nara farmstead. A number of barns (including the Rheault barn), saunas, and post-World War II ranch houses remain unaltered. Houses and cottages have been changed through additions, new siding and roof materials, and window alterations; some remain unaltered. New, year-round houses are concentrated along north Bootjack Road; other post-1970 houses, including mobile homes, are interspersed among older houses and cottages along the entire length of Bootjack Road. There are some large, two-story, year-round homes built along the northern portion of Rabbit Bay Road.

Theme/Subtheme: Agriculture; Entertainment/Recreation; Architecture

Date Built: 1880s-1960s

Architect or Builder:

History: Bootjack's timberlands attracted the first logger to the area in the late 1850s; French-Canadian immigrant Norbert Sarazin purchased a large tract of land between Portage and Torch lakes and Lake Superior in 1859. Within a few years Sarazin had settled on his property and established a successful business cutting timber, selling cordwood, and raising hay. The burgeoning Portage Lake mining industry created the demand for the area's forest products: framing timbers, dimensioned lumber, and cordwood for fuel. The Tamarack Mining Company acquired large tracts of forestland in the eastern part of the district for this purpose. Logging became the area's economic base and likely provided its name--that of the v-shaped tool used by lumberjacks for removing their boots.

During the late nineteenth and early twentieth centuries small-scale farms emerged in cut-over areas, particularly along the shore of Portage Lake. Potatoes grew well in the area's sandy soil. Most farms were developed by Finns; a few were started by Swedes. The farmers often supplemented their income by working as part-time lumberjacks or fishermen. Only some 250 people, about 75 of them immigrants—60 from Finland, and 12 from Sweden—lived in the district by 1920. Children attended a primary-grade school.

Bootjack pioneer Norbert Sarazin developed other business interests besides logging. He recognized the area's recreational opportunities and established a resort on Portage Lake. His Dreamland Inn opened as a bar and hotel in 1913, accommodating tourists throughout the summer and housing loggers in winter. The addition of a dance pavilion attracted Copper Country patrons who docked their boats at a nearby wharf. The pavilion burned in 1921, the same year that the bar closed following enactment of the federal Prohibition Amendment. Dreamland reopened in 1933 when Prohibition ended; the bar and restaurant remain open today.

On Keweenaw Bay, Peter Lahti, a Finnish immigrant miner, bought land in the area called Rabbit Bay and moved there in 1913. Native Americans and a few commercial fishermen had earlier occupied the site where Lahti established a small farm and fishing dock on ninety acres. Four miles east of the mainland, Traverse Island served as a land base for fisherman trolling Keweenaw Bay. Loggers working the woods to the west of Rabbit Bay brought the logs to the beach and floated them to mills, including mills across Keweenaw Bay in Pequaming. North of the Lahti property, a small enclave of seasonal cottages grew up adjacent to the shore on Rabbit Bay Road.

Along Portage Lake on Bootjack Road, recreational land use supplanted agriculture as parcels were sub-divided into lots for cottages and camps. Road improvements brought year-round permanent residents to the area. Most post-World War II single-family houses were built along the Portage Lake shore, with some scattered on the district's few interior roads and at Rabbit Bay. Over the years, a few stores and businesses have operated on Bootjack Road; however, historically, there has been little commercial development anywhere in the district. Hunting camps are located in forestland throughout the area, many on unpaved former logging roads.

References: Lee Arten, "Change Happens Slowly but Surely in Bootjack," Copper Island Sentinel, 13 August 1981; "Camp Lahti History," www.zionhancock.org/camplahti/history.htm (accessed 31 March 2012); Daily Mining Gazette, Green

Sheet, "Bootjack District is Revealed as Onetime Ambitious Rival of Much Famed White City," 11 August 1962; "Dreamland, Michigan," en.wikipedia.org/wiki/Dreamland_Michigan); Jane Nordberg, "Dreamland: Bootjack Dreamin' is About Family," Daily Mining Gazette, Special Copper Country Section, 25-26 August 2007, p. 34; U.S. Census manuscript schedules, 1870, 1920 (accessed through ancestry.com, 31 March 2012).

NR Status: The Sarazin School and the Nara farmstead may be eligible for National Register listing.

Comments: Some houses and camps are located on inaccessible private roads. Along Bootjack and Rabbit Bay roads, many older buildings, including cottages, saunas, and boathouses, face toward the shore, prohibiting views of building fronts. Along Bootjack Road in particular, many buildings are located close to the shore and are obscured by trees, other buildings, and distance from public roads; the same is true of docks. On the Peter Lahti farm, the dock is visible in the distance, but the farmhouse cannot be seen from the public road. Fieldwork was not conducted on Traverse Island.

Surveyor: Lynn Bjorkman; Arnold Alanen

Survey started: 5/1/2012

Survey ended: 5/3/2012

Photos:



Farm on east side of Shepherd Ridge Rd., looking SE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Bootjack District\Shepherd Ridge Rd (1)



Sauna & cottages on west side of Bootjack Rd., looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Bootjack District\Bootjack Rd (1)



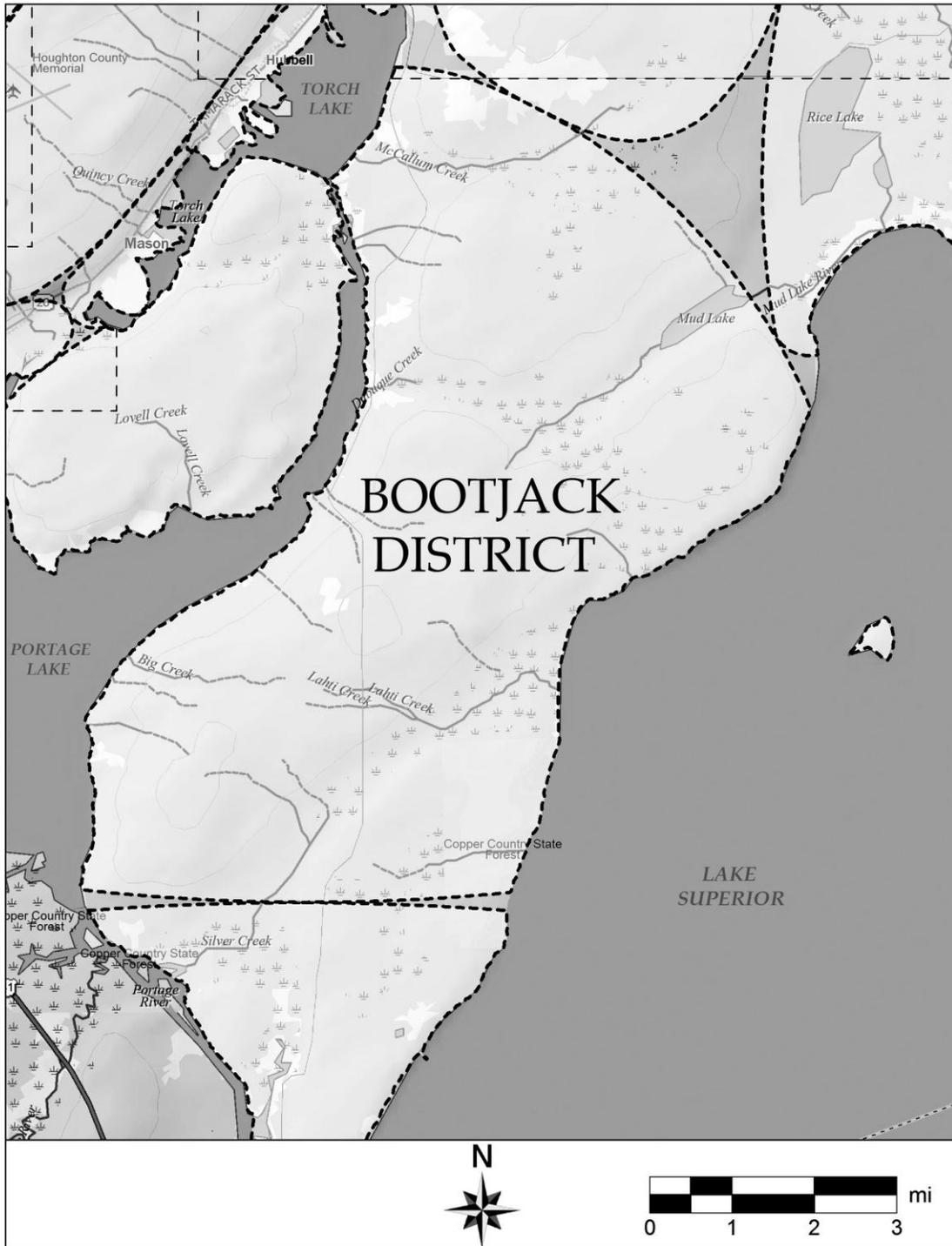
Nara Farm on Bootjack Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Bootjack District\Bootjack Rd (8)



Sarazin School on east side of Bootjack Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Bootjack District\Bootjack Rd (9)



Dreamland Hotel & Bar on east side of Bootjack Rd., looking S. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Bootjack District\Bootjack Rd (10)



Approximate area of Bootjack survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Boston-Tecumseh District

County: Houghton **Township(s):** Franklin and Osceola

Boundaries: Extends north on U.S. 41 from intersection with Shortcut Road to Tower Road (included). Extends north on Boston Road from U.S. 41 intersection to village of Boston; extends north on Pontiac Road to include Pontiac Mine; at Boston extends west on New Street to Boston Crosscut Road; continues north on Boston Road to Highway Road; Highway Road to Tecumseh Road; Tecumseh Road to Electric Park Road (included); continues north on Tecumseh Road to Osceola #3 (excluded) near intersection of Tecumseh Road and Store Street.

Historic Use: Industry; Domestic; Transportation; Agriculture; Commerce

Current Use: Domestic

RESOURCE COUNT

Buildings: 162 **Structures:** 5 **Objects:** 1 **Sites:** 13

MATERIALS

Foundation: Concrete; Stone

Roof: Asphalt; Metal/Steel

Walls: Wood/Fiberboard; Asphalt; Vinyl; Wood/Weatherboard; Asbestos

Other: Stone/Sandstone; Brick; Stone

Style:

Description: Situated in the north-central portion of Houghton County, the Boston-Tecumseh district occupies level ground on the interior of the Keweenaw Peninsula and is primarily composed of wetlands draining north and south out of the district. Boston Pond, located in the south of the district and made by dredging in the 1860s, was once the site of a stamp mill; areas of stamp sand have been stabilized and the shoreline has been restored. Boston Creek flows from the pond to the north. Small areas in the district support farming, though much of the district is covered in new growth coniferous and birch, maple, and aspen forest in wetland and upland areas alike.

The Boston-Tecumseh district encompasses a narrow area following an important historical mining and transportation corridor. Situated between Calumet in the north and Quincy in the south, the district included mining activity at Osceola No. 6, Franklin Junior, Pontiac mine, St. Mary's mine, Boston and Albany mine, and the Rhode Island mine sites. The abandoned grades of the Mineral Range Railroad and Houghton County Traction Company run through the length of the district. It contains the current alignment of U.S. 41 as well as segments of the earlier alignment on Boston and Highway Location roads. Other roads in the district include New Street and Boston Location Road crossing through Boston village; Tecumseh and Electric Park roads (unpaved); and several short access roads.

The community of Boston, located in the south, is the district's only village. Approximately two dozen houses are spread out from the intersection of Boston and Boston Location roads and New Street. The Boston store, a two-and-one-half-story false front commercial building, marks the center of the community. Nearby, five one-and-one-half-story front-gabled houses on Boston Road show the familiar pattern of mine company housing types. Larger two-story front- and side-gable houses contrast in scale to the smaller forms. There are also several examples of one-and-one-half and two-story upright and wing and L-plan houses. Most houses have new windows, with some retaining original openings, and some have original wood clapboard siding. Many houses have enclosed front porches, additions, and newer fiberboard, asphalt, or asbestos shingle cladding. House lots also include outbuildings such as garages, sheds, gable-roof barns, privies, saunas, and small cabins.

There are a few visible mining-related resources in Boston. On New Street there is a sandstone mine building with a curved roof, brick segmental window openings, and original wooden six-light windows. Two concrete smokestacks are visible from the Franklin Junior mine sites north and south of Boston Location Road, with additional concrete foundations and mine rock piles extending over a large area east of Boston Road.

Foundations and mine rock piles mark the site of the Pontiac mine in the south of the district where Boston Road and U.S. 41 intersect. The most extensive mine site in the district is Osceola No. 6 along Tecumseh Road in the north. Small hills of mine tailings appear on both sides of the road, and three metal mine buildings survive from the surface works raised on the site in the 1950s. A small robust brick building with a vaulted concrete roof also stands on the site. The mine sites at the St. Mary's and Rhode Island mines were not visible from the road.

Transportation resources consist of the railroad grades of the Mineral Range Railroad and Houghton County Traction Company streetcar line. Much of this system has found use as ATV/snowmobile trails, and some sections of abandoned railroad embankment are visible in the forest. A historical marker indicates the location of Electric Park, the trolley-line amusement park, but there are no visible resources. It is possible that some railroad-related buildings have found new uses in Boston and near Highway Location Road; collections of small sheds surviving in those areas fit with the types earlier employed as warming buildings, switching sheds, and privies. Related to transportation of a later era, the club house building of the Copper Country Radio Amateur Association on Tower Road was built in 1949 as an aeronautical navigational aid for the Houghton County Memorial Airport.

At the intersection of Tecumseh and Highway Location roads there is a frame commercial garage with false front. Nearby, a two-story commercial building with sandstone and mine rock walls utilizes a frame upper story with false front. There are examples of one-and-one-half-story front- and side-gable house types along both roads.

There are a few examples of farms in the district. The most impressive agricultural resource is a large potato warehouse (ca. 1930s) built into an earthen bank on Boston Location Road near the railroad grade/ATV trail. Its banked configuration allowed access to load potatoes into the building from above utilizing the earthen berm for ease of transport as well as to protect potatoes from cold temperatures.

Condition: The condition of buildings in the district ranges from poor to good. Many buildings show signs of renovation in progress or recently completed. There are several examples of outbuildings in a dilapidated condition.

Integrity: Some new houses or mobile homes stand in front of earlier outbuildings or houses. Many buildings have newer cladding materials: fiberboard, vinyl, asphalt, and asbestos are common. In addition, many have replacement windows, altered window openings, and enclosed porches, though some buildings retain their original form.

Theme/Subtheme: Industry/copper industry; Agriculture

Date Built: 1860s-1960s

Architect or Builder:

History: In the late 1850s the Quincy Mining Company found success working the southern end of the Pewabic amygdaloid lode; soon new companies were established to explore the lode's northern reaches. Later, beginning in the 1870s, shafts were sunk on other copper deposits found in the area, prompted by the profits of companies farther to the north, including the Calumet and Hecla (C&H), and Osceola. Nevertheless, the copper deposits in the Boston-Tecumseh district, for the most part, did not prove to be commercially viable: among the many mines that operated in the district, only two, the Franklin Jr. and Osceola No. 6, would ever realize profits.

Mining started in 1860 when the Albany and Boston Company (A&B) sank a shaft near present-day Boston. Fifty tons of ore, shipped to the Huron mill for processing during the winter of 1863-64, encouraged A&B to build a 24-head stamp mill on the pond (Boston Pond) the company created by damming Boston Creek. The mine produced only 440 tons of refined copper before closing in 1869. A&B also worked the nearby Pontiac mine, although it produced no marketable ore. The A&B location (also known as Boston Location) included mine buildings and thirty-three workers' houses; the stamp mill, rented to other companies after A&B closed, burned in 1877.

Situated southeast of A&B were three shafts of the St. Mary's mine, which only operated in 1863-64; some company housing was provided at this location. Nearby were the Concord mine and the Dorchester Mining Company's explorations; both closed during the Civil War years. Three shafts of the Rhode Island Mining Company, northeast of A&B, functioned from 1865 to the late 1860s.

Southwest of Calumet was the Opechee mine, dating to the early 1870s; after a merger with the Osceola Consolidated Mining Company in 1877, it became Osceola No. 6. Somewhat farther south were the Tecumseh and Caldwell mines, both established during the early 1880s and limited producers initially.

After the Peninsula Mining Company purchased the A&B property in 1882, another stamp mill was built on Boston Pond; the mine produced some ore, but no dividends, and closed in 1892. When the Franklin Mining Company purchased the mine in 1895, the Peninsula became the Franklin Jr., and the location houses accommodated the Franklin's workers. Its two shafts, operated from 1905-20, became the most successful mining operations in the district. Elsewhere, the former St. Mary's mine was purchased by the Arcadian Mining Company in 1906, but supplied very little ore. The LaSalle Mining Company acquired the defunct Tecumseh and Caldwell mines in 1906; both produced some ore but closed by 1920. More successful was Osceola No. 6, which became part of C&H in 1909 and operated until 1931; it reopened during the 1950s as an access to Osceola No. 3, and closed permanently in 1968.

Rail transportation entered the area in 1872, when the Mineral Range Railroad connected Hancock and Calumet. A railroad spur from just north of Boston was constructed around 1900 to the Arcadian Mining Company's stamp mill at Point Mills. The Houghton County Traction Company streetcar line, running from Houghton to Mohawk, served the district between 1902 and 1932; its Boston station included a store. About two miles north of Boston was Electric Park, built by the traction company as a recreational center that included refreshment stands and a dance pavilion; it closed during World War II. All rail lines were abandoned by 1968.

Farmers began arriving during the early 1900s. A post office earlier established at Boston Location was renamed in 1909, giving the mining and farming community its official but seldom-used name—Demmon (for Daniel L. Demmon, Franklin and Tecumseh mining company officer). By 1930, when 690 people (215 foreign-born, 175 of them Finns) lived in the Boston area, 72 men pursued farming: 49 Finns/Finnish Americans; 14 Italians/Italian Americans; and 9 others. Most of the farmers had families. Dairying predominated, but potatoes were also marketed from a large Boston storage building during the 1930s. Other men worked in the Quincy and C&H mines. During this period Boston had a ten-room elementary school and a Finnish church-temperance society building.

References: "A Mine at Boston: Copper Country Explorer," www.coppercountryexplorer.com/2010/03/; "Along Grosse Point Shores: Copper Country Explorer," www.coppercountryexplorer.com/2010/03/; Annual Report of the Commissioner of Mineral Statistics for the State of Michigan for 1880 (Lansing: W.S. George & Co., State Printers and Binders, 1881); Armas Holmio, *History of the Finns in Michigan*, translated by Ellen M. Ryyanen (Detroit: Wayne State University Press, 2001), 91; Tauno Kilpela, *The Hard Rock Mining Era in the Copper Country* (privately printed, 1995); "LaSalle Mine, Osceola, Houghton Co., Michigan, USA," <http://www.mindat.org/loc-14099.html>; Wilbert B. Maki, *Reminiscences of the Streetcar, 1900-1932* (privately printed, no date); Erik Nordberg, "Potato Farming in Houghton County during the Great Depression," *Michigan History* 93 (January/February 2009), 22-31; "Michigan Copper Mines," www.miningartifacts.org/Michigan-Copper-Mines.html; Lawrence J. Molloy, *A Guide to Michigan's Historic Keweenaw Copper District* (Hubbell: Great Lakes GeoScience, 2008); "Osceola Mine," Wikipedia; "Once Busy Area on the Hill May Have a Future," *Daily Mining Gazette*, 10 January 1952; "Osceola No. 3: Copper Country Explorer," www.coppercountryexplorer.com/207/05/osceola-no-3/; Alvah L. Sawyer, *A History of the Northern Peninsula of Michigan and Its People*, Vol. 1 (Chicago: Lewis Publishing Company 1911); "The Caldwell: Copper Country Explorer," www.coppercountryexplorer.com/2011/10the-caldwell-p1/; "Saint Mary's Mine, Boston, Houghton Co., Michigan, USA" (www.mindat.org/loc-124021.html); U.S. manuscript census schedules, 1930 (accessed through ancestry.com).

NR Status: The potato warehouse on Boston Location Road may be eligible for the National Register as it is likely one of only two of these distinctive building types surviving in the Keweenaw region and is significant as a resource in the story of Depression era agriculture. The Boston store may warrant further research and documentation as an important building within the community's history as a feed store, general store, and social meeting place. Outbuildings on the site may relate to the slaughterhouse operating in connection with the grocery store. Alterations to the store, however, may make it ineligible.

Comments:

Surveyor: Eric Gollanek

Survey started: 5/10/2012

Survey ended: 5/11/2012

Photos:



Franklin Jr. mine site on east side of Boston Rd. in Boston, looking SE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Boston-Tecumseh District\Boston Rd-Boston Village (2-D)



House and outbuildings on west side of Boston Rd. in Boston, looking W. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Boston-Tecumseh District\Boston Rd-Boston Village (1)



Copper Country Radio building and site at end of Tower Rd., looking W. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Boston-Tecumseh District\Tower Rd (1)



Commercial building and house on south side of Highway Location Rd., looking W. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Boston-Tecumseh District\Highway Location Rd (2)



Potato warehouse on north side of Boston Location Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Boston-Tecumseh District\Boston Location Rd (1)

Copper Country Survey Phase III

District Name: C&H Core District

County: Houghton **Township(s):** Calumet, Osceola

Boundaries: Extends north on U.S. 41 to Schoolcraft Cemetery (excluded); in the northwest, extends west on M-203 (Pine Street) to Extension Street (included); bounded on the west by the Calumet Village boundary; bounded on the southwest by Osceola Road (included), with westward extension to include Swedetown location; extends south on U.S. 41 to Tower Road (excluded); bounded on the southeast by streets in Florida location (excluded); bounded on the east by the Laurium Village boundary; bounded on the northeast by Caledonia and Cambria streets (included).

Historic Use: Industry; Domestic; Religion/Funerary; Education

Current Use: Domestic; Education; Religion/Funerary; Recreation and Culture

RESOURCE COUNT

Buildings: 1214 **Structures:** 14 **Objects:** 2 **Sites:** 6

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel; Stone/Slate

Walls: Vinyl; Stone; Brick; Stone/Jacobsville Sandstone; Wood/Fiberboard

Other: Wood; Brick; Concrete

Style: Gothic Revival; Neoclassical

Description: The C&H Core district, located in northern Houghton County, is defined by the Calumet Conglomerate lode, a two-and-one-half-mile copper deposit that runs through the mid-section of the Keweenaw Peninsula. The district encompasses the industrial plant developed by the Calumet and Hecla Mining Company (C&H) to support its mining operation over a period of about one hundred years. Near the industrial buildings are community buildings constructed by the company to benefit its work force. Five residential subdivisions of worker housing, or “locations,” all established on C&H-owned land, comprise a large portion of the district. Also included are several mine sites and a location developed by the Osceola Mining Company in Osceola Township; C&H took control of the Osceola properties in 1909. A large swath of the district lies within the Calumet Unit of Keweenaw National Historical Park: roughly the area from Pine Street in the north to Millionaire Street in the south, and from Rockland Street in the east to Osceola Road in the southwest; the national park also includes portions of the Calumet survey district to the west.

The mines and surface works established by C&H are concentrated along an axis that follows the course of the Calumet Conglomerate lode; very little evidence remains of the C&H mines on the Osceola Amygdaloid lode that paralleled the conglomerate mines on the east. The C&H industrial core area contains buildings and structures associated with the conglomerate mine shafts in addition to the company’s administrative headquarters and several community buildings. Four adjacent C&H locations—Albion, Calumet, Hecla, and Raymbaultown—flank the conglomerate along on the east; a fifth, Swedetown, is a small stand-alone location at the southwestern edge of the district. Osceola location adjoins Raymbaultown on the south; two mine sites are associated with Osceola, shafts No. 3 and No. 4.

Land throughout the district is generally flat; Swedetown, built on hills, is an exception. A few ponds parallel Osceola Road in the southwest; some marshy lowlands are found in Osceola location. Mining operations resulted in the removal of all trees and vegetation during the nineteenth century, but new growth has appeared between the built-up areas and on vacant residential lots. U.S. 41, the Keweenaw Peninsula’s major highway, enters Raymbaultown from the south before it angles to the northeast and exits the district. Three major roadways—Sixth Street Extension, Red Jacket Road, and Pine Street—intersect with U.S. 41 (Calumet Avenue), providing access to Calumet Village. Laurium Village, an

incorporated village bordering the district on the east, is accessed from U.S. 41 via Lake Linden Avenue, Depot Street, and School Street.

Some C&H industrial buildings linked to the district's mine shafts were removed during the 1930s; more were taken down beginning in the early 1970s after mining had ended permanently. The buildings and structures that survive date primarily from the 1880s and early 1900s; some buildings have later additions. All were part of the ore extraction process, including power generation, transportation, fabrication, maintenance, and storage. Most have mine waste rock foundations; walls are constructed of mine waste rock, brick, or Jacobsville sandstone with brick trim. Sheet metal and asphalt shingles cover most roofs; slate shingles remain on a few. Contrasting stone quoins and arched lintels that frame windows and doors are the most distinctive design features of these large industrial buildings. All buildings were designed by C&H engineers or by consulting engineer Erasmus D. Leavitt.

The original Calumet (north) and Hecla (south) mine sites are divided by Red Jacket Road. Still remaining at the Calumet mine site are the Superior boilerhouse with a 150-foot brick smokestack (1880s; addition 1890s); dryhouse (ca. 1885); powder house (ca. 1860s); man hoist; gear house and electric shop (ca. 1888); oil storage building; electric substation; and the two largest buildings: warehouse No. 2 (ca. 1901, 80 x 440 feet); and a drill shop of mine waste rock construction with two wings and a monitor roof (ca. 1885, 90 x 180 feet). The Hecla mining complex includes: warehouse No. 1 (1894); a man hoist; blacksmith shop (ca. 1883); pattern shop (ca. 1904, now a mining museum); pattern storage warehouse (ca. 1885); sand storage building; railroad roundhouse (ca. 1888 with later additions to 1928); paint shop; mining captain's office; railroad gang shack; two small storage buildings; a fire station; and a machine shop, where mining-related machinery was maintained and fabricated (ca. 1882 with later additions to 1911, 54 x 416 feet). Between warehouse No. 1 and the pattern shop are about two hundred feet of railroad track; situated on the track is a Russell No. 2 snow plow. A railroad trestle spans elevated earth embankments toward the south end of the Hecla mine site. Farther south on the conglomerate, between Swedetown and Raymbaultown, are remnants of the seven C&H South Hecla mine shafts (No. 6–12): a deteriorating sandstone boilerhouse, a well-preserved sandstone dryhouse, and a four-pole electrical transfer station. Southeast of the South Hecla mine, on the Osceola Amygdaloid east of Mine Street, is the C&H Osceola No. 13 mine complex (1959) consisting of a tall shafthouse, a hoisthouse and a dryhouse, all with metal siding.

The intersection of Calumet Avenue and Red Jacket Road is marked by the 1889 C&H general office building, now the headquarters of Keweenaw National Historical Park. Constructed of multicolored fieldstone and mine waste rock and trimmed with red brick, the building, designed by the Boston firm of Shaw & Hunnewell, has a two-story, rear-wing addition (1909, Charlton & Kuenzli). On the opposite side of Red Jacket Road is the 1898 library (Shaw & Hunnewell), now the national park's archives and library, built of similar materials but displaying richer architectural details, including ornamented bargeboards and a patterned brick chimney stack. Two other buildings complete the complex—the Alexander Agassiz house, a large, frame, wood-shingled house (ca. 1890); and the Miscowaubik Club, originally a residence but remodeled in 1903 as a social club and still in use. Farther west on Red Jacket Road, the Calumet Colosseum is a barrel-roof, metal clad building (1913), constructed by C&H as a community ice arena. Toward the north along Calumet Avenue are two schools. Calumet High School (1906, Charlton & Kuenzli), a three-story, rectangular brick building with a projecting central pavilion, faces the three-story Washington School (1929, John D. Chubb) rendered in the Collegiate Gothic style. An elementary school addition (1997) connects to the western ends of the two buildings. Southwest of Red Jacket Road on Calumet Avenue is the brick C&H bathhouse (Charlton & Kuenzli) with a swimming pool, built for employees in 1911–12.

In the block bounded by Scott Street, Fifth Street, Armory Street, and Sixth Street Extension, known as "Temple Square," there is a cluster of four churches. Only one of the four churches on the square is still used for religious purposes: Christ Episcopal (1893), clad in wood shingles, has a front-gable roof and pointed-arch windows in the Gothic Revival style. First Presbyterian Church (1894), now an art center, is a large, frame building with wood shingle siding and a prominent square entry tower. Currently in commercial use, the Carmel Swedish Lutheran church (1896), built of rough-faced Jacobsville sandstone, is a rectangular building with a front entry tower. Also constructed of Jacobsville sandstone, the Gothic Revival Sainte Anne Roman Catholic Church (1901, Charlton, Gilbert and Demar) features a triple entrance, buttresses, and a tall corner tower. Nearby is the hipped-roof, sandstone YMCA building, now an Elks Lodge.

The district's five C&H worker housing locations are laid out, in general, on a rectangular street grid pattern; commonly, short side streets intersect long blocks. Roads are paved but few have curbs or sidewalks. Lots are rectangular and narrow in width; houses usually sit very near to each other and close to the street. An exception is Calumet Avenue (U.S. 41) where lots are larger and houses sit back from the street. Some wood-frame sheds, small barns, and garages stand in rear yards. Most blocks contain vacant lots where houses once stood. All C&H locations include both company-built houses and houses constructed by employees on leased lots. Houses date primarily from the late 1870s to the early 1900s, when most residential building activity stopped. There are roughly eight hundred wood-frame houses in the district's C&H locations; most are single family, but double houses are numerous, typically appearing in groups in older locations.

A majority of houses in the locations are one-and-one-half or two stories in height with front-gable, side-gable, or gambrel roofs. The latter are known locally as "trunk houses," as their roof profile recalls that of a high domed trunk. Side-gabled houses usually have rear extensions with gabled or lean-to roofs that form T-plan or saltbox types. Gabled L-plans are also a common type. Houses built for upper-level C&H personnel along Calumet Avenue are larger and more ornate. Most houses sit on mine waste rock or Jacobsville sandstone rubble foundations. Asphalt shingles cover most roofs; some have been re-roofed with metal. Chimneys are brick or concrete block. A few houses on leased lots show decorative details such as patterned bargeboards and turned porch posts. Most walls have replacement siding, including wood shingles, vinyl, asphalt, and fiberboard—often in combination. Original 2/2 and 6/6 windows are rare; however, many enclosed porches exhibit sashes with 3/1 and 4/1 lights. Some side-gabled houses have wall dormer windows with shed roofs. A majority of houses have additions ranging from simple entry enclosures to multiple full-height wings; attached garages, full-width enclosed front porches, and rear room additions are common. Some post-World War II ranch houses and garages replace original houses; a few groups of ranch houses occupy former industrial sites.

Albion location's grid plan, laid out in 1900, is comprised of six intersecting streets forming four blocks at the northern end of the district. The newest of the C&H locations, Albion has retained more than two-thirds of its approximately ninety houses that date to the early 1900s. All houses on the two western blocks are company-built; houses on the two eastern blocks are on leased lots. There are some twenty gambrel-roof trunk houses lining the western side of Caledonia Street, several of which show few alterations. A few privately built houses are larger with more architectural detail than typical leased-lot houses. One has a second-story overhang and a leaded glass window; another has a hipped roof with cross gables and a full-width front porch supported by columns. Since most of the original houses in Albion remain, post-World War II infill is limited to one mobile home and a few ranch houses, less than in other locations. Albion Station, a wood-frame streetcar transfer station built by the Houghton County Traction Company in 1902, stands in the southwestern corner of the district on the east side of Rockland Street. It now functions as an art studio.

Calumet location, situated between East Pine and School streets, is laid out as a long and narrow rectilinear grid; it has a combined total of several hundred houses and outbuildings, most of them company-built between the 1870s and 1900. In addition to the usual single-family house types, there are a number of early side-gabled double houses near the juncture of Mine and Pine streets. Four front-gable double houses (ca. 1901) on Rockland Street are the largest in the district. Northeast of the school complex on Calumet Avenue is a row of a half-dozen identical houses (ca. 1899) built for C&H managers. The large, two-story, front-gabled houses feature an off-set entrance covered by a gabled roof, decorative wood trim, and a Palladian window in the gable end. On the western side of Rockland Street just north of Church Street is the site of C&H shaft No. 16, built on the Osceola Amygdaloid lode. Six ranch houses occupy a portion of the site once occupied by a dry house and hoist house. The one-story mine captain's office remaining on the site has mine waste rock walls. The brick United Methodist Church (1954) stands at the corner of Church and Mine streets. In the southeastern corner of the location, on Stable Street, is a large gabled barn, evidently built by C&H to accommodate horses.

Hecla location, where the Hecla Mining Company built houses beginning in the mid-1860s, stretches southward from School Street to the Hecla Cemetery. Nearly three hundred dwellings and one hundred outbuildings stand along its street grid. The majority of the houses are company-built, but leased-lot houses are prevalent along Boundary, Laurium, and Rockland streets in the northeast. Only two 1860s dwellings remain, both on Hecla Street: a log house and a frame double house, later converted into a single. Three saltbox houses built between 1885 and 1898 remain on Hecla Street. Twenty gambrel-roof trunk houses built by C&H between 1898 and 1900 stand at the southwestern corner of the location. The location contains two ranch houses. On Depot Street, Faith Lutheran Church utilizes the foundation of the

Garfield school (1888); the congregation razed the school and built the church in the 1930s. Also on Depot Street is the First Baptist Church, built in 1908; it features a pedimented entry porch with Ionic columns. In the district's southeastern corner, the recently rehabilitated Hecla Cemetery contains burials from the 1880s to the 1920s.

Raymbaultown location, which extends southwest of Hecla location to E Street, is divided by U.S. 41: Old Raymbaultown, dating to the 1870s, is west of the highway; New Raymbaultown, established in 1900, lies to the east. Still remaining at the center of Old Raymbaultown is an open area once used as a community potato field; a former pasture east of New Raymbaultown is also evident. Raymbaultown has some two hundred residences and numerous outbuildings, including several rear-yard barns. The majority of the houses were privately built on leased lots; typically, most of them are front-gabled. Middle Street has retained a group of early side-gable double houses that have gabled ells at the rear of each unit. At the northern end of the location, a sandstone carriage house with attached automobile garage remains on the house site of James McNaughton, C&H general manager. Nearby, on Mine Street, there is an unusual L-plan house with pointed arch windows, a trussed gable, and other Gothic Revival details. On Calumet Avenue are several large houses built for company managers. There are several ranch houses.

Swedetown, a small location similar to Albion in size, is located west of Raymbaultown and the South Hecla mine site. Forty of the original ninety-six houses as well as roughly twenty outbuildings are positioned along a grid comprised of seven intersecting streets including Osceola Road. One of Swedetown's original company-built log houses (ca, 1870) stands on Bridge Street. Except for one 1960s-era ranch house, all of the remaining dwellings date to the late 1880s and early 1890s; all are likely worker-built. The most common house type is one-and-one-half or two stories with a front gabled roof. A landmark visible for miles away, an 1898 wooden water tower, or standpipe, now covered with sheet metal, sits atop Swedetown hill. Much of Swedetown's former cow pasture, golf course, baseball diamond, and Ridge school site are now part of an extensive ski trail system or overgrown with vegetation.

Osceola location is at the southern end of the district in Osceola Township. The location's few streets are arranged in an irregular pattern. Large areas of vacant land between streets and houses are covered by trees and brush. About sixty of the original one hundred houses stand; most are located on Millionaire and Store streets and County Road. Two house types are most common: a one-and-one-half-story, side-gabled saltbox and a one-and-one-half- or two-story T-plan house with gabled or shed-roof rear extensions. Another recurring type, a two-story L-plan, is represented on Millionaire and Store streets. All houses are probably company-built. Several managers' houses, one with a large barn, are located in the southeastern corner of the location. There are a few examples of rear-yard saunas. At the No. 3 and No. 4 shaft sites there are large waste rock piles and the foundations for a boilerhouse and hoist. A dilapidated stone industrial building stands on Store Street near the site of the No. 3 shaft. On U.S 41, a one-story, flat-roofed stucco commercial building with semi-circular and triangular roof projections housed a private antique automobile museum in the 1930s.

Condition: In the C&H industrial core area, building condition ranges from excellent to dilapidated; the majority of buildings appear to be in good condition. Historic C&H buildings owned by the National Park Service—the general office, public library, and warehouse No. 1—as well as the privately owned bathhouse and a hoist house have recently been returned to excellent condition through extensive rehabilitation. Others, including the drill shop and pattern shop, now Coppertown Mining Museum, have recently received new roofs, stabilizing their condition. Condition of houses in the locations varies widely, from good to poor. There are severely deteriorated houses in each of the locations, particularly in Raymbaultown and Yellow Jacket. Each location has many houses that appear vacant. Most rear-yard barns and many older garages are in poor condition; some have collapsed.

Integrity: The district's spatial arrangement is intact, and surviving buildings have retained historic materials and design features. This is most apparent in the cluster of administrative buildings and company-sponsored community buildings—the general office, public library, Agassiz House, warehouse No. 1, and bathhouse—located at the center of the industrial core area. The majority of standing industrial buildings retain integrity, although some have been substantially altered, such as the roundhouse, paint shop, and fire station. Many other historic industrial buildings have been lost: notably absent from former mine sites are the shaft-rock houses that stood along the copper lode; also removed is an extensive system of railroad tracks that ran throughout the surface plant. On Calumet Avenue, a new elementary school that connects to the historic high school and middle school buildings has blocked Mine Street; the addition of a large parking lot behind the buildings has adversely impacted the historic landscape of the industrial core.

Incompatible new construction, demolition, and physical deterioration diminish the historic appearance of the locations. Alterations to houses, including additions, window replacement, and re-siding frequently result in a loss of historic character. New infill construction, including houses and garages, often fails to relate to historic building types and features. In most locations, schools and churches have been lost. Historic outbuildings and landscape features, including rear-yard barns and fencing, are no longer common. Vacant land on mine sites and on the outskirts of locations, once stripped of vegetation, is now covered by trees and shrubs. A large commercial development (mid-1990s) including stores, a gas station, a paved parking area, and a motel now occupies a large tract in the Hecla mine site. There are also a number of recent commercial buildings located on U.S. 41 in Osceola Township and a new bank building on the site of C&H shaft No. 14.

Theme/Subtheme: Industry/copper industry; Architecture

Date Built: 1860s-1960s

Architect or Builder: D. Fred Charlton; George R. Shaw & Henry S. Hunnewell; John D. Chubb

History: The C&H Core district extends along the Calumet Conglomerate lode, a two-and-one-half-mile copper deposit that runs from northeast to southwest through the mid-section of the Keweenaw Peninsula. The lode was discovered in 1858 when surveyor and mining engineer Edwin Hulbert observed the ancient remains of pre-historic Native American copper mining sites. After raising sufficient capital to organize two companies—Calumet (1865) and Hecla (1866)—Hulbert oversaw the first commercial mining activities on the lode. Hulbert experienced limited success, but when the firms merged in 1871 as the Calumet & Hecla Mining Company (C&H), a foundation was established for the emergence of the Copper Country's most successful mining venture. With Alexander Agassiz as president (1871–1910), C&H sank eighteen shafts, expanded its work force from thirteen hundred to about five thousand, produced over 2.25 billion pounds of copper, and generated dividends of almost \$103 million. From 1897 through 1906, the company opened six shafts to the east of the conglomerate on the Osceola Amygdaloid lode. Beginning in 1917, C&H acquired several competitors—Tamarack, Ahmeek, Allouez, Centennial and Osceola—and in 1923 changed its name to the Calumet and Hecla Consolidated Mining Company. The expanded company did relatively well during the remainder of the 1920s, but then experienced a severe downturn throughout the Great Depression of the 1930s. While the fortunes of C&H improved during the World War II years, the continued depletion of the district's high-grade copper reserves culminated in its sale to Universal Oil Products in 1968. After dealing with a labor strike later that year, the new owners began to close down all mining operations permanently in 1969.

At its peak between 1900 and 1920, the C&H surface plant included more than seventy-five buildings ranging from shaft houses, man hoists, dry houses, and machine shops to a blacksmith shop, pattern house, drill shop, and railroad roundhouse. Most were built of mine waste rock. Because of the economic downturn during the Depression, the dismantling and razing of some industrial buildings began in 1937; more buildings were converted to scrap during and after World War II. In 1958 C&H established a new mining operation on the Osceola Amygdaloid at Osceola No. 13, which included a shafthouse, hoisthouse and dryhouse constructed of fireproof sheet metal; this mine remained open for only a few years. C&H's mining operations were connected to its numerous milling and processing facilities and supply sources outside of the survey district by a network of railways: Hecla and Torch Lake Railroad (1860s); Mineral Range Railroad (1873); Hancock and Hecla Railroad (1884); and Copper Range Railroad (1917). Passenger service was provided by the privately owned Houghton County Traction Company (HCTC), which ran from Houghton to Mohawk from 1901 to 1932. A connection between streetcar lines to Laurium and Red Jacket villages and the HCTC's main line was established in the northern section of the district at Albion Station.

C&H was noted for its program of paternalism, which provided the predominantly immigrant work force with an array of medical, recreational, social, and sanitary services seldom matched in other mining areas. Most visible were the inexpensive rental houses that the company provided for workers in controlled enclaves or "locations." Employees could also lease lots from the company to build homes they owned. The C&H Core district includes five C&H locations, four of which flank the eastern side of the conglomerate: Albion (1900), Calumet (1860s), Hecla (1860s), and Raymbaultown (1870s); a fifth, Swedetown Location (1860s), developed southwest of the lode. By 1919, more than nine hundred houses built either by C&H or by employees were found in the five locations. C&H also provided land for four churches, four schools, and a small cemetery in Hecla. In the 1930s, C&H began dismantling its housing program, offering its houses and land-leases for sale to private individuals.

At the southern end of the survey district in Osceola Township, the Osceola Mining Company was formed in 1873 to work the Calumet Conglomerate lode. That enterprise proved unsuccessful, but in 1877 the company discovered the ore body it named the Osceola Amygdaloid lode. Two years later, the company merged with the unsuccessful Opechee Mining Company to form the Osceola Consolidated Copper Mining Company. The company eventually sank six shafts on the amygdaloid; the location included about one hundred houses, a school, church, and store. In 1895, a fire in the No. 3 shaft killed thirty underground workers, the Keweenaw's worst mining disaster. C&H assumed control of Osceola Consolidated in 1909 and dissolved it as an independent company in 1923. C&H shut down all mining operations on the Osceola Amygdaloid in 1931.

References: "A South Hecla Hoist," Copper Country Explorer, <http://www.coppercountryexplorer.com/2007/06/a-south-hecla-hoist/>; "An Abandoned Osceola Location," Copper Country Explorer, <http://www.coppercountryexplorer.com/2009/09/an-abandoned-osceola-location/>; "Another Hecla Shaft," Copper Country Explorer, <http://www.coppercountryexplorer.com/2007/06/another-hecla-shaft/>; Lynn Bjorkman, "Mine Worker Housing in Calumet Michigan 1864-1950, Historic and Architectural Survey" (Calumet: Keweenaw National Historical Park, 2000); "Calumet and Hecla Industrial District: National Register of Historic Places Inventory-Nomination Form" (Lansing: Michigan History Division, Michigan Department of State, 1973); "Calumet and Hecla Railroad, Copper Country Explorer, <http://www.coppercountryexplorer.com/explorations/calumet-hecla-railroad/>; William B. Gates, Jr., Michigan Copper and Boston Dollars: An Economic History of the Michigan Copper Mining Industry (New York: Russell & Russell, 1951); Alison K. Hoagland, Mine Towns: Buildings for Workers in Michigan's Copper Country (Minneapolis: University of Minnesota Press, 2010); Larry Lankton, Cradle to Grave: Life, Work, and Death at the Lake Superior Copper Mines (New York: Oxford University Press, 1991); James Medved, Swedetown. The History of the Location Just South of Calumet, Michigan, privately printed, 1983; National Park Service, Industrial Calumet: A Guide to the Calumet & Hecla Copper Mining Company's Industrial Site (Calumet: Keweenaw National Historical Park, c 2010); "The Communities of Calumet," Copper Country Explorer, <http://www.coppercountryexplorer.com/2009/08/the-communities-of-calumet/>; Donna Zimmerman, "From Paternalism to Privatization: The Evolution of a Corporate Mining 'Location' in the Copper District of Michigan's Keweenaw Peninsula," MALA thesis, University of Wisconsin-Madison, 2000.

NR Status: Portions of the C&H Core district are included within the following three historic districts: Calumet & Hecla Industrial District (Calumet Township local historic district, 2001); Calumet & Hecla Industrial District (National Register, 1974); and Calumet Historic District (National Historical Landmark, 1989). All properties within these three historic districts are within the boundaries of Keweenaw National Historical Park, established in 1992. The National Register includes all historic areas in the national park system. Within the C&H Core district, the national park encompasses roughly the area south of Pine Street, west of Rockland Street, and north of Millionaire Street. The remainder of the land within the park is located within the Calumet survey district. Osceola, Swedetown, and Albion locations are excluded from the park; only portions of Calumet, Hecla, and Raymbaultown west of Rockland Street, County Road (U.S. 41) and Church Street are included. A survey of C&H locations, Mine Worker Housing in Calumet, Michigan: 1864-1950 (2000) recommended the establishment of a National Register historic district that would include properties in Albion, Calumet, Hecla, Raymbaultown, Osceola, and Swedetown locations. Further documentation and evaluation are needed to proceed with the nomination. The Swedetown water standpipe is designated a Michigan Historic Civil Engineering Landmark.

Comments: Trees and other vegetation obscure mine sites; investigation of these sites was limited by private property restrictions. Most houses were visible from the roads; however, in many cases, views of rear-yard buildings, including sheds and garages, were obscured by houses and vegetation.

Surveyor: Lynn Bjorkman, Arnold Alanen

Survey started: 7/5/2012

Survey ended: 7/6/2012

Photos:



Houses on west side of Caledonia St. in Albion location, looking N. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\C&H Core District\Caledonia St-Albion Location (1)



Superior boilerhouse on east side of Mine St., looking SE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\C&H Core District\Mine St (1)



Calumet High School and Washington Middle School on west side of Calumet Ave., looking W. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\C&H Core District\Calumet Ave (1)



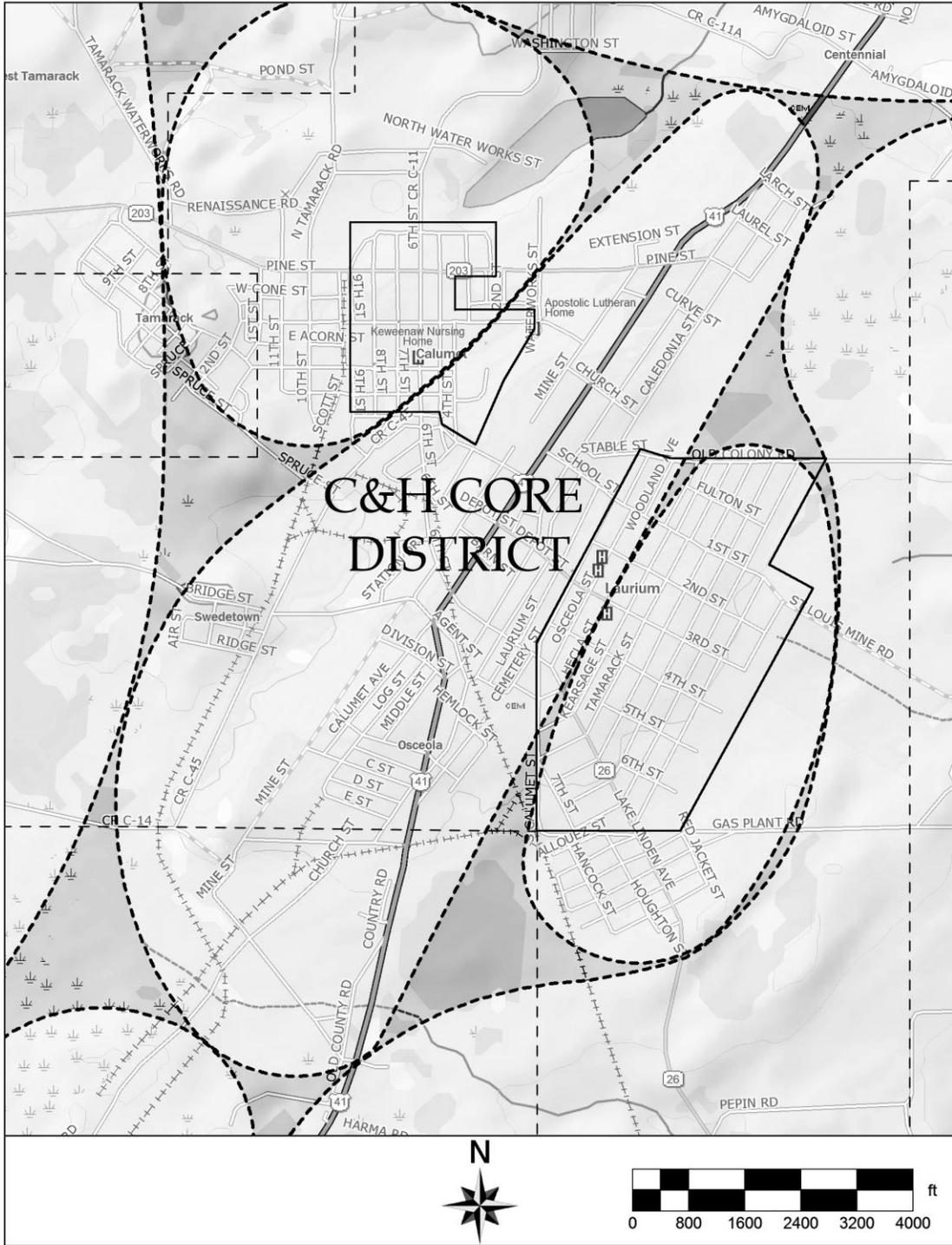
C&H General Office Building on north side of Red Jacket Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\C&H Core District\Red Jacket Rd (1)



Churches on Temple Square on north side of Armory St., looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\C&H Core District\Armory St (1)



Streetscape of Middle St. in Raymbaultown location, looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\C&H Core District\Middle St-Raymbaultown Location (1)



Approximate area of C&H Core survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Calumet District

County: Houghton **Township(s):** Calumet, Osceola

Boundaries: Extends east on M-203 (Pine Street) to Extension Street (excluded); extends northeast on Centennial Heights Road to Washington Street (excluded); extends north on North Tamarack Road to Tamarack mine shafts No. 3 and No. 4 (included); extends northwest on Tamarack Waterworks Road to Jackman Road (included); extends west on M-203 (Pine Street) to Chestnut Street (included); bounded on the southwest by Spruce Street; extends south on South Sixth Street to Old Dam Street (included); bounded on the southeast by Calumet Village boundary.

Historic Use: Domestic; Commerce; Government; Industry; Religion/Funerary; Recreation and Culture

Current Use: Domestic; Commerce; Government; Recreation and Culture; Religion/Funerary

RESOURCE COUNT

Buildings: 866 **Structures:** 1 **Objects:** 1 **Sites:** 6

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel

Walls: Vinyl; Wood/Fiberboard; Brick; Stone/Jacobsville Sandstone; Asphalt

Other: Wood; Brick; Concrete

Style: Renaissance Revival; Italianate; Richardsonian Romanesque

Description: Located in northern Houghton County, the industrial community of Calumet lies along the Calumet conglomerate lode, a copper deposit approximately two-and-one-half miles in length that runs through the mid-section of the Keweenaw Peninsula. The Calumet district encompasses the major portion of the mining settlement that extends west of the line of mines developed by the Calumet and Hecla Mining Company (C&H). Included in the district are the incorporated village of Calumet and four distinct residential subdivisions (or "locations") that cluster around the village. Named Blue Jacket, Newtown, Yellow Jacket, and Red Jacket Shaft (with its related mine site), each location was established by C&H to house workers on company-owned land. Also part of the district are the remains of the Tamarack Mining Company's three mine sites and one location in Osceola Township, which C&H acquired in 1917. Portions of the district lie within the Calumet Unit of Keweenaw National Historical Park: the entire village of Calumet; all of Blue Jacket and Newtown locations; east of Blue Jacket location, a section of Pine Street up to its intersection with Mine Street; and a portion of Yellow Jacket, roughly the area between E. Acorn, Ninth, Portland and Tenth streets.

The mines and surface plant associated with C&H spread out in a linear configuration following the course of the ore deposit that runs from northeast to southwest. Calumet Village was platted on land just west of the mine; its gridded street plan was oriented not to the lode but to the cardinal directions. This resulted in a wedge-shaped piece of open land between the village and the mine that C&H eventually developed as Agassiz Park. Three locations—Blue Jacket, Red Jacket Shaft, and Yellow Jacket—generally follow the street pattern set by the village plat. Newtown's curved streets break the pattern. A portion of Tamarack conforms to the prevailing grid, but most of the location was laid out at a forty-five degree angle to the village plat. Land in the southern portion of the district is relatively flat; toward the north and east are low rolling hills interposed with marshy lowlands. Although mining activities stripped the district of its native forests, trees and other vegetation have since reclaimed land between the built-up areas and on many vacant house lots. North of the village is Calumet Lake, a sizable body of water created by damming a stream in the late 1860s to supply water for C&H's earliest milling operation. Only one highway, M-203 (Pine Street), traverses the district; it links the area to U.S. 41, the Keweenaw Peninsula's major north-south route. At the south end of Calumet Village, Sixth Street

also provides access to U.S. 41. Along the village to the west and north are abandoned railroad corridors now used as roads and recreational trails.

Calumet Village is an L-shaped plat comprised of some two dozen blocks. In general, lots in the eastern half of the village are filled with commercial buildings; residential development is concentrated in the western half. Most of the village's more than one hundred commercial and civic buildings date between 1890 and 1910 and are concentrated on Fifth and Sixth streets. A few wood-frame shop-house type buildings from the 1880s survive. Many stone and brick structures that initially appeared during the late nineteenth century display a two-part façade that defined their interior functions: commercial activities at street-level, private and quasi-public functions, such as apartments and offices, at the upper level. On Fifth Street, the three-story Union Building (1889) is a notable example of this type. The building housed businesses on the ground level and fraternal halls on the two upper floors; rehabilitated, the building now serves as the national park visitor center. The earliest building facades typically reveal limited embellishments (e.g., decorative moldings and bracketed wooden cornices), whereas larger masonry structures—some reflecting Italianate, Richardsonian Romanesque, and Renaissance Revival styles—often display terra cotta elements, cast iron columns, engaged pilasters, and similar architectural elements. The extensive use of Jacobsville sandstone for building walls and elements such as sills and lintels contributes to the business district's distinctive appearance. Most impressive are the civic buildings on Sixth Street: the Calumet Village Hall and Calumet Theater (1885, J. B. Sweatt; 1900, addition and alterations, Charles K. Shand), Red Jacket Fire Station (1898, Charles K. Shand), and U.S. Post Office (1939, Louis A. Simon). All are relatively large, free-standing structures that include high-quality materials and ornamental features, although the simpler design of the post office reflects architectural tastes of the late 1930s.

The approximately 140 houses in Calumet Village, most built of frame and board between 1880 and 1910, are found primarily on about a dozen blocks on Seventh, Eighth, and Ninth streets. Houses are typically located close to the street, except along the northern part of Eighth Street and a section of Pine Street, where larger lots allow for more spacious front yards. Some yards are enclosed by low masonry walls and iron fencing. Residential architecture ranges from simple vernacular houses to elaborate examples designed by architects, including Charles W. Maass and Frank Hessenmueller. Many houses are front-gabled; most are two stories. Queen Anne stylistic features, especially patterned wood shingles, appear frequently on both modest and more expensive houses. A few foursquares, Craftsman-detailed bungalows, and multi-family units are present, including a brick rowhouse. There are approximately twelve mobile homes in the village; a group of six lines Ninth Street. About a half-dozen ranch houses have replaced earlier dwellings.

Churches reflect the community's ethnic composition: the Norwegian Lutheran Church (1899, Edward Ulseth); Finnish National Lutheran (1900); St. Paul the Apostle (Slovenian; 1908, Shand & Eastman); and St. John the Baptist (Croatian; 1940). A Finnish temperance hall, Hyvä Toivo (1886), and a convent (1914, Charles W. Maass) for the non-extant St. Anthony of Padua (Polish) Catholic Church remain on Seventh Street. The only school building in the village, M. M. Morrison School (1920, John Chubb) is a three-story brick Collegiate Gothic-style elementary school on Eighth Street that has a large, rear-yard playground. The major open space in the village, Agassiz Park was acquired from C&H in the 1960s; notable are the paths, currently lined by red maples, and tall poplars that border the park on the northeast.

For the most part, the Calumet district's five mining company locations exhibit similar building and landscape features. Common landscape characteristics include rectilinear street grids, small lots, limited side yards, buildings set close to the street, and lack of street improvements such as sidewalks, curbs, and gutters. All locations are dominated by four types of wood-frame, single-family houses: front gable, side gable, L-plan and gambrel roof. Although the majority are one-and-one-half or two-stories, houses vary in size, and there are groups of double houses throughout the district. Asphalt shingles cover most roofs, but some have been re-roofed with metal. Houses sit on mine waste rock or sandstone rubble foundations; chimneys are brick or concrete block. Original 2/2 or 6/6 windows are rare; however, many enclosed porches exhibit sashes with 3/1 and 4/1 lights. Most exteriors are covered by replacement siding including wood shingle, asphalt, fiberboard, and vinyl. Most houses have additions, including front and side entry porches, rear rooms, and attached garages. Some freestanding historic garages, sheds, and small barns remain, but most have been replaced by newer outbuildings. New garages fill some lots where houses previously stood. Perhaps a dozen post-World War II ranch houses appear as infill on former house lots.

Blue Jacket location is east of Calumet Village; its irregular street grid connects with the village plat at both Elm and Pine streets. There are about ninety houses in Blue Jacket, a majority of which date from the early 1880s to 1900. Most

houses were built by company employees on small, leased lots fronting on narrow streets; a few double houses remain. Almost all are one-and-one-half or two-story, front- or side-gable types; there are a few L-plan and T-plan examples. On Elm Street, twelve identical front-gable, two-story houses face Agassiz Park; in 1890 C&H constructed this section of street and built these rental houses along it. At the end of Waterworks Road near Calumet Lake, a brick boilerhouse (ca. 1867, now vacant) remains from the 1860s-era C&H mill complex. Two church buildings remain on Pine; both were established by Finnish Apostolic congregations. First Apostolic Lutheran Church (ca. 1900), the larger, cross-gabled building with round-arched windows, now houses a non-profit store. Old Apostolic Lutheran Church, the older, simpler building, functions as a church. Lincoln School, a two-story frame building at the corner of Pine Street and Waterworks Road, has been converted to commercial use.

Newtown location was platted at the southern edge of Calumet Village, south of Scott Street and west of Sixth Street. Ninth Street and Sixth Street connect the location with Calumet Village; Osceola Road originates at Scott Street and extends south beyond the district to Swedetown and the Osceola mine. Comprising only four irregularly shaped blocks, Newtown has approximately seventy buildings, including houses, freestanding garages, sheds, and small, rear-yard barns. Houses on the block between Temple and Dam streets likely date from the late 1880s and were company-built; others were constructed earlier by workers on leased lots. Side-gable houses of one-and-one-half stories appear to be the most common type; most have one or more rear extensions, creating a T-plan. A number of double houses take this form. Front-gable types and a few ranch houses add to the mix.

Yellow Jacket location, the largest location in the district, lies directly west of Calumet Village across a corridor of vacant land that once held a series of railroad tracks. East-west streets in the village—Pine, Elm, Oak, and Portland—connect with those in the location to create a contiguous grid. Between Tenth and Eleventh streets, a railroad spur bisected the plat from north to south, creating a series of linear blocks along the rail line. There are nearly two hundred buildings in the location, including garages and sheds. In Yellow Jacket virtually every house was built on a lot leased from C&H. Two-story L-plan houses (ca. 1890s) appear in large numbers; some have a one-story porch that stretches across the ell. Whereas other house types are those typically found in C&H locations, one type is unusual: a one-story, gable-roof L-plan with a shed-roof entry porch filling the ell. Four examples of this type stand on adjoining lots on Elm Street.

On the east side of Portland Street is St. Mary's Catholic Church (1896), constructed of Jacobsville sandstone with a projecting front tower in the Gothic Revival style. The church is now vacant, as is the large, Craftsman-detailed Mineral Range Railroad Depot (1908, Frank Hessenmueller) standing in poor condition on the east side of the rail corridor near Oak Street.

North of Yellow Jacket location across M-203 is the site of Red Jacket Shaft, a mine that C&H opened in 1889 northwest of its core operation. One building remains from the surface plant: a side-gabled warehouse (ca. 1889) constructed of Jacobsville sandstone with brick trim. The deteriorated building sits at the end of North Eleventh Street amid new construction within Calumet Township's industrial redevelopment zone. At Red Jacket Shaft location, directly east of the mine site, the original street grid remains intact: on two long streets twenty-seven of the original forty-four houses built by C&H around 1890 survive. There are only two original house types in the location: one-and-one-half-story front-gable and one-and-one-half-story gambrel. Evidently, all houses went up at the same time; virtually all were built to the same two plans. Gabled houses are located on Lower Street and the south side of Upper Street; gambrel houses line the north side of Upper Street. Several infill ranch houses, garages, and vacant lots interrupt the historic streetscape. Nonetheless, the remaining houses still impart a sense of uniformity through the repetition of similar roof shapes.

Tamarack consists of three mine sites and a location of some eighty houses that are located immediately west of Yellow Jacket location. The Houghton County Road Commission owns the site of the Tamarack No. 1 and No. 2 shafts (ca. mid-1880s), situated in the location's southeast corner. Several buildings on the site near Spruce Street are used to store heavy road equipment. The age and original function of the metal-clad and stone buildings are unknown; however, two are likely mining-related. On the No. 5 site at the corner of M-203 and North Tamarack Road, a metal storage building (date undetermined) may be associated with the mine. The site of the North Tamarack mine complex (shafts No. 3 and No. 4), located on North Tamarack Road north of Pond Street, contains large piles of mine waste rock; building ruins of brick, stone, and concrete are obscured by encroaching vegetation. At the site of the No. 4 shaft, a stone marker on the shaft's cement cap memorializes Ruth Miller, an eight-year-old who died by falling down the shaft in 1966.

Near the No. 3 and No. 4 mine shafts on the west side of North Tamarack Road, three two-story, front-gabled houses are remnants of the North Tamarack location that once boasted about fifty company-owned dwellings. In the company's main housing area, north and northwest of the No. 1 and No. 2 mine shafts, more than three hundred houses were in place by 1910. About eighty houses remain, along with numerous outbuildings, including garages and sheds. A concentration of small, one-and-one-half-story saltbox houses line both sides of Maple Street; side-gabled T-plan houses fill blocks nearby. On a flat elevated section of the location between Fourth and Seventh streets is a collection of about twenty dwellings (ca. 1887) with squared log cores and shed-roof additions that give the houses a saltbox form. The area between Eighth and Tenth streets was once built up uniformly with two-story L-plan houses; a few remain. Nine managers' houses (ca. 1890s) stand along Second Street, set apart on large lots at the base of a hill. Most have been altered by re-siding, window replacement, and the elimination of decorative detail; however, the form of the houses and some remaining elaborate wood trim show the influence of the Queen Anne style.

Condition: In the Calumet Village business district, building condition is generally good: a number of buildings have been rehabilitated, but several are deteriorating and in fair or poor condition. The condition of houses in Calumet Village ranges from excellent to poor; a majority appear to be well-maintained. Within the locations, condition varies widely from good to poor, sometimes within a single block. Houses in severely deteriorated condition exist in substantial numbers throughout the locations; many houses seem to be vacant. Most rear-yard barns and many older garages are in poor condition; some have collapsed.

Integrity: The district retains a number of qualities that contribute to integrity. Its surviving spatial arrangement and building stock support integrity of location, association, materials, and design. However, character-defining building and landscape features are threatened by incompatible new construction, demolition, and physical deterioration that is particularly evident in the locations. With population decline, many houses have been demolished, leaving vacant lots. New infill construction such as houses and garages often fails to relate to historic building types and features. Alterations to historic houses, in the locations and in Calumet Village—including additions, window replacement, and re-siding—often result in a loss of historic character. In the Calumet Village business district, a majority of buildings have maintained their integrity. The establishment of a local historic district in 2002 has led to the sensitive rehabilitation of a number of buildings. The integrity of Agassiz Park has been significantly compromised: the statue of Alexander Agassiz has been moved to another site, and new construction has intruded on the park—a grocery store, office building; public restroom facility, and four townhouses and two senior apartment buildings operated by the Calumet Housing Commission. Schools and churches in the locations have been lost; Tamarack location has also lost a company-sponsored hospital and the Tamarack Co-operative Store.

Theme/Subtheme: Industry/copper industry; Architecture; Commerce/retail; Entertainment/Recreation

Date Built: 1860s-1960s

Architect or Builder: Charles K. Shand; Charles W. Maass; John D. Chubb

History: The 1858 discovery of the Calumet Conglomerate lode led to the organization of two companies, the Calumet Mining Company in 1865 followed by the Hecla Mining Company in 1866. The firms merged in 1871 as the Calumet & Hecla Mining Company (C&H), thereby establishing the Copper Country's most successful mining venture. From 1871 to 1910, with Alexander Agassiz as president, C&H sank numerous shafts, expanded its work force from thirteen hundred to about five thousand, produced almost 2.5 billion pounds of copper, and generated dividends of \$103 million. The labor force, predominantly immigrant, was managed by a program of corporate paternalism that provided inexpensive housing—typically in company-controlled enclaves or “locations”—and community services seldom matched elsewhere in the Lake Superior mining region. Beginning in 1917, C&H acquired several competitors—Tamarack, Ahmeek, Allouez, Centennial, and Osceola—and in 1923 changed its name to the Calumet and Hecla Consolidated Mining Company. The expanded company did relatively well throughout the remainder of the 1920s, but then experienced a downturn during the Great Depression of the 1930s. The company's fortunes improved during the World War II years; however, over the following decades the continued depletion of high-grade copper ore caused a decline in production and profits. In 1968 the century-old company was sold to Universal Oil Products (UOP), an Illinois-based corporation. Soon after the sale, a strike by employees halted copper production; within a year UOP terminated strikers' jobs and began to close the mines permanently.

The Calumet district lies west of the mines and surface plant that C&H built above the conglomerate lode. The district comprises discrete areas of development—each with a distinct history and physical character. The ninety-acre Village of Red Jacket was platted in 1868 west of the first Calumet and Hecla mines. The village incorporated in 1875; in 1929 the name was changed from Red Jacket to Calumet. C&H prohibited stores, taverns, and other types of private development on company-owned land. Consequently, Red Jacket became the center for trade, services, entertainment, and culture for a population of about 35,000 who lived in the area at the height of the mining era. Building development started on streets near the eastern edge of the village, closest to the C&H mines. By 1885 all buildings on Fifth Street had a commercial use; businesses then expanded to Sixth Street and along Portland, Oak, Elm, and Pine. By 1898, a new civic and cultural zone emerged at Sixth and Elm where a village hall and opera house and a fire station were situated. Nearly every lot in the village's downtown area was occupied by 1910; thereafter, new construction was mostly limited to a 1930s-era Works Progress Administration post office, a few automobile-oriented businesses, and some rebuilding projects. Red Jacket's residential section west of the business district offered dwellings for non-C&H employees and company workers who couldn't obtain, or chose not to rent, location housing. Its population peaked at about 4,600 in 1900. Red Jacket also included an elementary school and a half-dozen churches built by Slovenian, Swedish, Norwegian, Finnish, Polish, and Croatian congregations. Agassiz Park, originally a large open space between the village and mines, was converted ca. 1920 into a park designed by landscape architect Warren Manning; Calumet Village annexed the park during the 1960s.

Much of the district's residential development occurred in four C&H-sponsored locations. Three flanked Red Jacket Village: Blue Jacket, Newtown, and Yellow Jacket. The company constructed houses for rent in these three locations; however, most houses here were privately built on leased lots. C&H provided land for two schools and four ethnic churches. A fourth housing area for employees, Red Jacket Shaft location, emerged in the 1890s west of the mine bearing its name; it was composed entirely of C&H-built rental houses. By 1910, a total of about four hundred houses filled nearly every lot in the four locations. In the 1930s C&H began dismantling its housing program, offering both rental houses and land-lease lots for sale to private individuals.

The Tamarack Mining Company was incorporated in 1882 to work the Calumet Conglomerate lode on a tract west of land held by Calumet and Hecla. In 1900, when Tamarack's five shafts produced more than twenty million tons of copper, the company ranked as the nation's sixth largest producer. Tamarack provided its employees with houses to rent and an array of community services at two locations. Tamarack location had more than four hundred dwellings, including forty double houses and larger homes for company officials; it also offered a hospital, park, cricket field, church, schools, potato fields, and pasture. The Tamarack Co-operative Store (1890–1937) eventually grew to serve the entire region. North Tamarack location included about fifty residences and a school. After C&H acquired the Tamarack Mining Company in 1917, most underground operations were closed, facilities dismantled, and many dwellings removed. C&H continued mining at shaft No. 3, however, until the early 1930s.

References: Arnold R. Alanen and Lynn Bjorkman, "Plats, Parks, Playgrounds, and Plants: Warren H. Manning's Landscape Designs for Mining Districts of Michigan's Upper Peninsula, 1899-1932," *IA: Journal of Industrial Archeology* 24 (No. 1, 1998); Arnold R. Alanen and Katie Franks, eds. *Remnants of Corporate Paternalism: Company Housing and Landscapes at Calumet, Michigan* (Omaha: Midwest Regional Office, National Park Service, 1997); Lynn Bjorkman, "Mine Worker Housing in Calumet, Michigan, 1864-1950: Historic and Architectural Survey" (Calumet: Keweenaw National Historical Park, 2000); "Blue Jacket National Historic District, National Register of Historic Places Registration Form," draft nomination prepared by Michigan Technological University students, c. 2005; "Calumet and Hecla Industrial District National Register of Historic Places Inventory-Nomination Form" (Lansing: Michigan History Division, Michigan Department of State, 1973); "Calumet Downtown Historic District, Red Jacket Downtown Historic District National Register of Historic Places Inventory-Nomination Form" (Lansing: Michigan History Division, Michigan Department of State, 1973); Alison K. Hoagland, *Mine Towns: Buildings for Workers in Michigan's Copper Country* (Minneapolis: University of Minnesota Press, 2010); Larry Lankton, *Hollowed Ground: Copper Mining and Community Building on Lake Superior, 1840s-1940s* (Detroit: Wayne State University Press, 2010); Lawrence J. Molloy, *A Guide to Michigan's Historic Keweenaw Copper District* (Hubbell: Great Lakes GeoScience, 2008); Quinn Evans/Architects and Woolpert, Inc., *Calumet Unit Historic Landscape, Keweenaw National Historical Park: Cultural Landscape Report, Environmental Assessment* (Calumet: Keweenaw National Historical Park, 2012, draft); Paul T. Steele, *Tamarack Town: Mines-People-Places* (privately published, 1982); Arthur W. Thurner, *Calumet Copper and its People: History of a Michigan Mining*

Community, 1864-1970 (privately published, 1974); Village of Calumet, Civic and Commercial Historic District Design Guidelines (Calumet: The Village, 2006).

NR Status: Portions of the Calumet district are included within the following three historic districts: Calumet Village Civic and Commercial Historic District (Calumet Village local historic district, 2002); Calumet Downtown Historic District (National Register, 1974); and Calumet Historic District (National Historical Landmark, 1989). All properties within these three historic districts are included within the boundaries of Keweenaw National Historical Park, established in 1992. The National Register includes all historic areas in the national park system. All of Calumet Village, Blue Jacket, and Newtown are included within the national park. A portion of Yellow Jacket, roughly the area between E. Acorn, Ninth, Portland and Tenth streets, is included within the park; all of Red Jacket Shaft and Tamarack locations are excluded. Listed individually in the National Register in Calumet Village are the Red Jacket Fire Station (1974) and the Red Jacket Town Hall and Opera House (Calumet Village Hall and Calumet Theater, 1971). A survey of C&H locations, Mine Worker Housing in Calumet, Michigan: 1864-1950 (2000) recommended the establishment of a National Register historic district that would include properties in Yellow Jacket, Red Jacket Shaft, and Tamarack locations. Further documentation and evaluation are needed to proceed with the nomination.

Comments: In residential areas, most houses were visible from the road; however, in many cases rear-yard sheds and garages were not. Mine sites were obscured by trees and other vegetation.

Surveyor: Lynn Bjorkman, Arnold Alanen

Survey started: 7/2/2012

Survey ended: 7/3/2012

Photos:



Mine warehouse at end of N. Eleventh St. in Red Jacket Shaft location, looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Calumet District\N. Eleventh St-Red Jacket Shaft Location
(1)



House on north side of Pine St. in Calumet Village, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Calumet District\Pine St-Calumet Village (2)



Commercial streetscape of Sixth St. in Calumet Village, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Calumet District\Sixth St-Calumet Village (1)



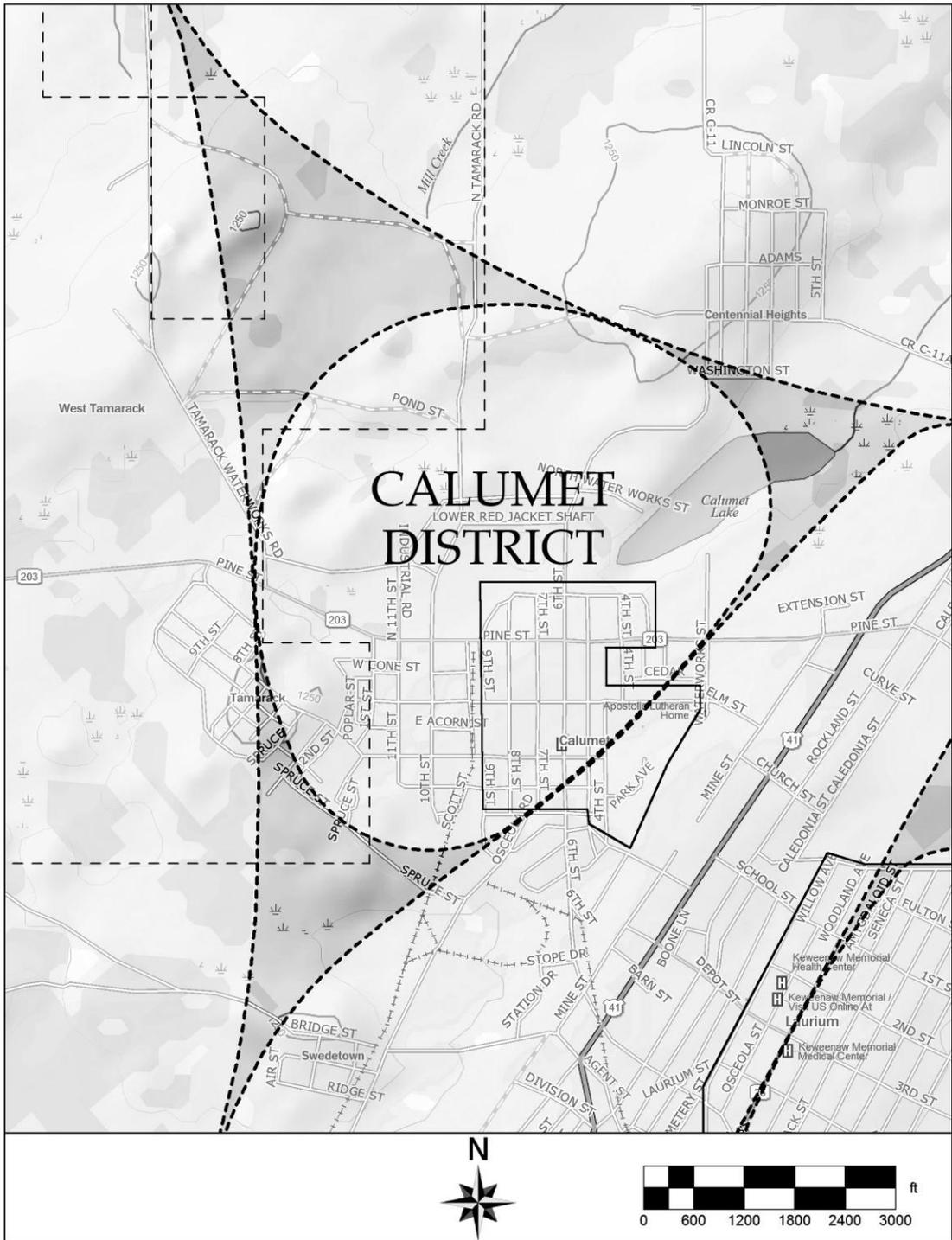
Mineral Range Railroad Depot on west side of Ninth St. in Yellow Jacket location, looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Calumet District\Ninth St-Yellow Jacket Location (1)



St. Mary's Catholic Church on south side of Portland St. in Yellow Jacket location, looking SE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Calumet District\Portland St-Yellow Jacket Location (2)



Saltbox houses on north side of Maple St. in Tamarack location, looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Calumet District\Maple St-Tamarack Location (1)



Approximate area of Calumet survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Dollar Bay District

County: Houghton **Township(s):** Franklin, Osceola

Boundaries: Bounded on the north by M-26 with extension to the northern end of Third Street; bounded on the northeast by Woodside Lane (included); bounded on the east by Montroal Road (included); bounded on the south by Dollar Bay and Torch Lake with Point Mills Road included; bounded on the east by Coal Dock Road (excluded).

Historic Use: Industry; Domestic; Commerce; Education; Religion/Funerary

Current Use: Domestic; Education; Religion/Funerary

RESOURCE COUNT

Buildings: 409 **Structures:** 4 **Objects:** 1 **Sites:** 4

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel; Wood/Shingle

Walls: Asphalt; Vinyl; Wood/Fiberboard; Metal/Steel; Wood/Shingle

Other: Wood; Brick; Stone/Jacobsville Sandstone

Style: Queen Anne; Neoclassical; Gothic Revival

Description: The Dollar Bay district is located in northern Houghton County on the north shore of Portage Lake. M-26 extends east and west through the northern portion of the district. The former Soo Line Railroad, now a snowmobile trail, runs along M-26 about a block to the south. Woodside Lane parallels a short stretch of M-26 on the north. Montroal Road extends south from M-26 at the eastern edge of the district. Most of the resources in the district are located in the unincorporated village of Dollar Bay, which extends from M-26 south to Portage Lake and Dollar Bay, a small round bay off of Portage Lake on the east. Point Mills Road extends southeast from the southeastern part of the village. The land in the district rises gradually away from the lake and more steeply north of M-26. Most of the land is developed, but there are some brushy and wooded areas on the eastern and northern outskirts. Gooseneck Creek flows into the district from the north, crossing Woodside Lane to end in a small inland lake.

The unincorporated village of Dollar Bay is a grid of streets platted in 1887 plus the later addition of Chippewa Trail at the southwestern edge of the village. M-26 is named Banfield Avenue in the village. The remaining east-west streets are named avenues that were formerly lettered, i.e. Avenue C is now Cedar Avenue. North-south streets are numbered first through sixth; Fourth Street is Main Street. Lake Street and Chippewa Trail run parallel to the shoreline, at an angle to the other streets. Except for Main Street, there are relatively few buildings on the north-south streets; most are on the east-west streets.

Dollar Bay's commercial buildings are located on Banfield Avenue and Main Street. It appears that Banfield Avenue was residential in the mid-twentieth century and that commercial development began or accelerated after World War II. Most of the commercial buildings there post-date 1970, but a gas station, one-story commercial building, and a commercial garage are older. Dollar Bay's original business district was on Main Street, which was densely developed with one- and two-story frame commercial buildings by the turn of the twentieth century. Today it is evident that a number of buildings are gone, and those that remain are extensively remodeled. Only a bar and a grocery are open for business. Nevertheless, there is still the sense of a business district, with a concentration of front-gabled and false-front commercial buildings, some with bracketed cornices. The Osceola Township Hall is located in one of these commercial buildings. There are two side-by-side fire halls, one built in 1948 and the other built in 1968. Both are one-story buildings; the 1948 fire hall is concrete block with a brick façade. According to Clarence Monette, the original fire hall is

now the VFW hall; it's possible given the large size of the remodeled front-gabled building. The post office (1967) is a modern one-story building with a sandstone façade and glass and aluminum doors.

Toward the north end of Main Street, the Veterans Park and ball field were built in the 1990s, but the World War II monument that stands in the park was completed in 1944 and originally stood at the high school. The wooden "roll of honor" is painted red, white, and blue and lists those who served in the war. Two blocks to the south, a small park with grass, walkways, and maple trees is located at the corner of Main Street and Elm Avenue.

There are three churches in the village, all vinyl-sided frame buildings in the Gothic Revival style, seen especially in their pointed arch stained glass windows. At the corner of Main Street and Granite Avenue, Bethany Baptist Church is a hipped roof building with an octagonal corner tower and belfry with pointed arch openings; one-story additions date to 1965 and 1986. On Fir Avenue, St. Francis of Assisi Church (1892) is a rectangular plan church with a square tower in front and a newer entrance vestibule. The rectory next door is a two-story front-gabled house. The First Lutheran Church (1902) on Granite Avenue has the same rectangular plan with a front tower and entrance vestibule as St. Francis of Assisi, but with a large wing added in 1974 and extended in 1996.

Two halls built by Finnish benevolent organizations are located on Elm Avenue. The Order of Runeberg Lodge No. 8, built in 1903 by a Finland Swede temperance organization, is a one-and-one-half-story front-gabled hall with Jacobsville sandstone foundation, asphalt siding, decorative front doors, and decorative shingles in the front gable. The Onni Finnish Temperance Hall is smaller and has been converted to residential use, but its long rectangular form reveals its origin. Built in 1890 by Finnish-speaking immigrants, the hall has a raised Jacobsville sandstone basement and asphalt siding. At the western end of Elm Avenue, Dollar Bay High School is the community's showpiece: built of buff brick manufactured in Ripley, with Jacobsville sandstone doorways, pilasters, and trim, the Classical Revival school is three stories on a raised basement plus parapet roof. The school was designed by Derrick Hubert and built in 1914; an addition completed in 1999 is sensitive to the original.

Industrial buildings are at the southern end of the village, mostly near the water. The remains of Dollar Bay's original industrial complex, developed beginning in the 1880s, are spread out along the waterfront at the southern end of Main Street. Access was limited to this private property, but eight industrial buildings and the ruins of a ninth were visible. Two front-gabled frame buildings on the east side of Main Street have the appearance of warehouses and may have been associated with a sawmill (not extant). Most or all of the remaining buildings were likely associated with the copper wire mill, including three brick buildings with monitor roofs. The Horner Flooring Company located between Hellman Avenue and Horner Drive is a dense complex of industrial buildings built of wood, tile, brick, concrete block, and metal. The complex was built beginning in 1930, when the company moved to Dollar Bay. The three abandoned buildings of the Copper Country Cheese Cooperative are located at the southern end of First Street. The 1955 brick dairy is the largest; there is also a front-gabled frame building and a quonset-like metal building with ventilators.

The greatest density and the oldest houses are in the center of the village on the east-west streets in the vicinity of Main Street. All of the houses are frame and most are single family; there are a few double houses in the southern part of the village. The front-gabled house, most often two stories, is the most common type. Other two-story house types include side-gabled, L-plan, T-plan, cross-gabled, irregular, upright and wing, and foursquare. There are also one- and one-and-one-half story side-gabled houses. A dozen or so small side-gabled houses, simple versions of the Tudor cottage, have enclosed entrance vestibules with asymmetrical gable roofs. One front-gabled bungalow retains bracketed eaves and rafter tails. Most houses have open or enclosed front porches. The Queen Anne style is much in evidence in features such as porches with columns or turned posts, balusters, and spindles; bay windows; cottage windows with art glass; starbursts; decorative shingles; and bargeboards. The largest and most ornate Queen Anne style houses are on Lake Street. At the east and west ends of the village, most homes post-date World War II. They include a few bi-level ranch houses and split levels, a larger number of ranch houses, and—most commonly—mobile homes. Along the lakeshore, Chippewa Trail is lined with large ranch houses. Garages are the most common domestic outbuildings; most of these are on the north-south streets. There are a few carriage houses and barns. One sauna was identified.

The district has relatively few resources outside of the village of Dollar Bay. On M-26 there are a few houses, and west of the village there is a tourist court with three cabins and an office. On Woodside Lane there are about two dozen houses of a variety of types. Front-gabled and foursquare houses were likely associated with the explosives plant that operated there between 1886 and 1909. More recent homes include ranch houses and a split level. On Montroal Road

there are two farmhouses with outbuildings including barns and a sauna. Southeast of the village, two mobile homes in a junkyard and a bait shop were counted on Point Mills Road.

Condition: Most of the buildings in the district are in good condition; a few are in fair or poor condition. A few industrial buildings are in ruins.

Integrity: In the older commercial district on Main Street, many buildings have been lost and those that remain have been heavily remodeled with storefronts enclosed, upper-level window openings altered, and artificial siding. In the post-World War II commercial district on Banfield Avenue, most of the buildings post-date 1970. On older houses secondary siding and replacement windows are predominant; some window openings have been changed. Additions usually don't disguise the original form, even though front garage additions are common. Post-1970 mobile homes are concentrated at the east and west ends of the village. All three churches have vinyl siding; two have large additions. The Onni Finnish Temperance Hall has been converted to a house. The Order of Runeberg Lodge has undergone some minor alterations, but it retains the better part of its original appearance and is still serving its original purpose. New windows in the Dollar Bay High School have relatively little impact compared to the wealth of original features that survive; the addition is set back and easily differentiated from the original building. Brick industrial buildings retain integrity, and original siding materials such as wood and tile are visible on others. A number of industrial buildings have newer metal siding, but given limited access to those sites it was difficult or impossible to tell if they are old buildings with new siding.

Theme/Subtheme: Industry/copper industry; Architecture; Ethnic Heritage/Finnish

Date Built: 1880s-1960s

Architect or Builder: Derrick Hubert

History: Unlike most Copper Country towns, Dollar Bay did not grow up next to a mine. Rather, the settlement developed because of its proximity to pine and hardwood forestlands, a fine natural harbor, and shipping opportunities on Portage Lake. Houghton County pioneer Ransom Sheldon recognized these assets and opened the first sawmill on the bay around 1860. About twenty-five years later, officials of the Tamarack and Osceola mines (known as the Clark-Bigelow Syndicate) purchased land in the area to expand their mining enterprise to include copper smelting and manufacturing. They formed the Dollar Bay Land & Improvement Company, eventually acquiring two thousand acres of land, including water frontage and nine hundred acres of hardwoods. On this property the Tamarack-Osceola group first put up a sawmill and then constructed a copper rolling mill, wire plant, and smelter beginning in the mid-1880s. The smelter was merged with the Detroit and Lake Superior Company to form the Lake Superior Smelting Company (LSSC) in 1891. LSSC expanded the plant to include eleven reverberatory and three refining furnaces, a rotary series of ladles (for producing copper ingots), warehouses, extensive wharves, and eventually, a workforce of three hundred. Another early enterprise was the Hancock Chemical Company's explosives plant, established in 1886 at Woodside, one mile north of Dollar Bay. The property was purchased by Dupont in 1895; a subsequent sale to the Atlas Powder Company in 1909 led to the closure of the Woodside operation.

To support its mill and smelter operations, in 1887 the Dollar Bay Land & Improvement Company platted a 150-acre townsite ("Village of Clark"), named after Joseph Clark, then president of the Osceola and Tamarack mining companies. The village of Clark was never incorporated; thus, its name was never officially adopted. When a post office was first established in the area, it took the name of Dollar Bay to distinguish it from other towns called Clark; since then, the community has been known as Dollar Bay. Largely due to the success of the smelter, Dollar Bay's population reportedly reached 2,200 during the 1890s. A dense concentration of wooden-frame buildings accommodated stores, shops, and businesses along Fourth Street (Main Street), including the Osceola Township office. A total of three schools were built in the town, including a three-story brick high school in 1914. French Canadians had an early presence in the town, primarily due to the local logging and sawmill industry; they built St. Francis of Assisi Church in 1892. By the late 1890s, Finland Swedes formed the largest ethnic group in Dollar Bay: born in Finland but speaking Swedish, this group represented 53 percent (120) of Dollar Bay's 225 foreign-born residents in 1930. No other Copper Country community had more than a token representation of Finland Swedes. First Lutheran Church was built by Finland Swedes in 1902; other Finland Swedes and a small number of Swedes established the Bethany Baptist congregation and moved into an existing church in 1924. Formed earlier were the Finland Swedes' temperance organization (1899, hall built in 1903) and

a benefit society (1903). Both groups merged to join the International Order of Runeberg in 1920 and continue to use the hall for their meetings.

In the 1910s Dollar Bay's copper processing industry began to decline: the wire mill was shut down in 1912, and the smelter in 1919, when then-owner Calumet and Hecla concentrated its smelting operations in Hubbell. In 1920 the Roebling Company acquired and reopened the wire mill, but it closed during the Depression. It started up again as a smaller operation that closed permanently in 1958. The area's earliest industry, milling wood, regained importance in 1930 when the Horner Flooring Company located its mill in Dollar Bay. The company continues today as the town's largest employer. The Copper Country Cheese Cooperative, later the Copper Country Dairy, operated from 1939 to 1985; at its peak, some five hundred farmers from three counties marketed their milk at the facility.

References: Daily Mining Gazette, Green Sheet, "Dollar Bay's Big Time Copper Years," 16 October 1965; Daily Mining Gazette, "Former Smelter Sizes as Bay's Biggest Plant," 22 July 1967; Dollar Bay Centennial Committee, Dollar Bay Centennial Etchings, 1887-1987 (Dollar Bay: The Committee, 1987); Armas K. E. Holmio, History of the Finns in Michigan, Ellen M. Rynnanan, translator (Detroit: Wayne State University Press, 2001); Jeff Keplar, "One Hundred Years Ago in Dollar Bay," Essex Circuit 77 (Spring 1993): 104; Clarence J. Monette, Dollar Bay Michigan (Calumet: Greenlee Printing Company, 2000); Mika Roinila, Finland Swedes in Michigan (East Lansing: Michigan State University Press, 2012); U.S. Census manuscript schedules, 1930.

NR Status: Dollar Bay High School appears to be National Register-eligible for its architecture. The Order of Runeberg Lodge is nationally significant as one of two surviving Order of Runeberg halls in the U.S.; the other is in Eureka, California.

Comments:

Surveyor: Jane Busch **Survey started:** 4/23/2012 **Survey ended:** 4/27/2012

Photos:



Order of Runeberg Hall on south side of Elm Ave. in Dollar Bay, looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Dollar Bay District\Elm Ave-Dollar Bay Village (2)



Dollar Bay High School on south side of Elm Ave. in Dollar Bay, looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Dollar Bay District\Elm Ave-Dollar Bay Village (1-B)



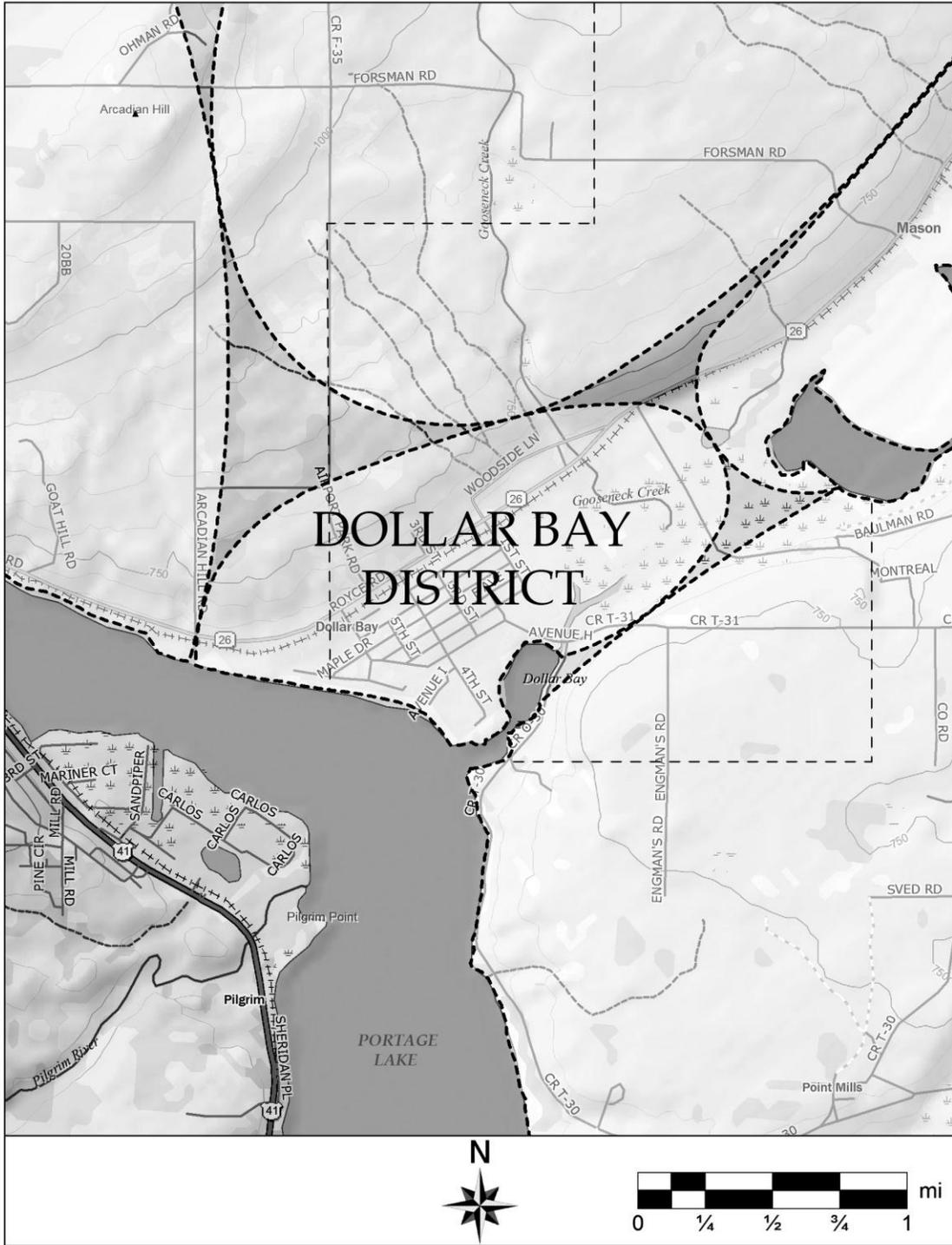
Houses & commercial buildings on east side of Main St. in Dollar Bay, looking SE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Dollar Bay District>Main St-Dollar Bay Village (2)



Houses on north side of Hellman Ave. in Dollar Bay, looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Dollar Bay District\Hellman Ave-Dollar Bay Village (1)



Mill buildings at southern end of Main St. in Dollar Bay, looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Dollar Bay District>Main St-Dollar Bay Village (3-D)



Approximate area of Dollar Bay survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Hancock East District

County: Houghton **Township(s):**

Boundaries: Bounded on the northeast, east, and south by the municipal boundary of the city of Hancock; bounded on the west by Michigan Street and South Lincoln Drive west of Michigan Street (both excluded); bounded on the north by North Lincoln Drive (excluded).

Historic Use: Domestic; Commerce; Education; Government; Industry; Religion/Funerary

Current Use: Domestic; Commerce; Education; Government; Religion/Funerary

RESOURCE COUNT

Buildings: 772 **Structures:** 0 **Objects:** 1 **Sites:** 3

MATERIALS

Foundation: Stone; Jacobsville Sandstone; Concrete

Roof: Asphalt; Metal/Steel; Wood/Shingle

Walls: Brick; Wood/Shingle; Asphalt; Stone/Jacobsville Sandstone; Wood/Weatherboard

Other: Stone/Jacobsville Sandstone; Stone/Limestone; Concrete

Style: Queen Anne; Italianate; Arts and Crafts Style

Description: The city of Hancock is located in northern Houghton County on the north shore of Portage Lake. The Hancock East district is in the southeastern portion of the city. Though relatively small in size, it is a dense urban area with the largest portion following a grid street plan (first plat 1858) and diverse uses including a commercial district on Quincy Street; the campus of Finlandia University (Suomi College, established 1896); and the subdivisions of East Hancock (1890), Quincy Hillside Addition (1899), and Quincy Second Hillside Addition (1903). Most of the city's buildings appear to date from the 1880s to the mid-twentieth century. In particular, Hancock's residential architecture is distinguished from neighboring cities and villages by its brick houses likely constructed in the aftermath of the 1869 fire that consumed three-fourths of the city.

The district's development shows the influence of its geography. Most of the district occupies an elevated site above Portage Lake. The low-lying and narrow waterfront area rises abruptly northward, with the result that the most of the city sits high above the lake. Industrial uses historically occupied the waterfront, but the sandstone Quincy mine pump house on Navy Street is the only industrial building that remains there. The land between Water and Franklin streets is mostly level, and residential, commercial, and light industrial buildings make use of these sites. North of Franklin Street the ground rises again, and houses occupy steep lots. Streets ascend the hillside directly, as seen in the steep grades of Elevation and Michigan streets, or by traversing the hillside at a diagonal, as seen with Finn, Ryan, and White streets.

The Keweenaw Waterway separating northern and southern Houghton County made Hancock an important transportation node for the region. Much travel through the region continues to depend on the Portage Lake Lift Bridge (1959, included in Houghton East survey district) as it has since earlier bridges and ferry service connected Hancock to Houghton and points south. Front Street ascends from the Portage Lake Lift Bridge to the higher ground of the city's street grid and carries with it the traffic of U.S. 41 that provides the primary means of travel through the district. The highway runs directly through the center of Hancock along one-way streets with Quincy Street handling westbound and Hancock Street eastbound traffic. U.S. 41 bears the name South Lincoln Drive in the western portion of the district. Historically, the railroad grade of the Mineral Range Railroad carried traffic along a path parallel to South Lincoln Drive; the grade with tracks removed and a paved surface remains in use as a bike path, snowmobile, and ATV trail.

The heart of Hancock East is the Quincy Street Historic District (National Register listed 1988). Its mix of commercial and civic buildings includes commercial buildings from one to five stories tall of frame and masonry construction; many of these retain features such as storefront windows, lighted metal signs, and cornices. Many of the buildings use brick or Jacobsville sandstone in their facades, bringing together Italianate, Classical Revival, Gothic, and Romanesque Revival styles through cornice brackets, modillions, carved classical motifs, round and pointed arch window openings, and rusticated stonework. There are some one-story commercial buildings of brick and stone construction including the Art Deco style Detroit and Northern Michigan Savings and Loan Association building (1939) of limestone and black granite. Hancock City Hall (1899, Charlton, Gilbert & Demar) is a two-story building of rusticated Jacobsville sandstone, housing police and fire departments on the ground floor and city offices and council chambers on the upper level. It features a Flemish gable with a round arch window, and a corner clock tower.

Farther west on Quincy Street there are two prominent educational resources. Hancock Central High School (1923, G. L. Lockhart) adopts the Collegiate Gothic style in a two-story brick building with stone details around its windows and its Tudor arch entrance. Finlandia University's compact hillside campus boasts a selection of distinctive buildings from the Richardsonian Romanesque Old Main (1900, Charles Archibald Pearce) to the modernist Nikander Hall (1939, Saarinen, Saarinen, and Swanson). Old Main, the campus's first building, is a two-and-one-half-story building of rusticated Jacobsville sandstone with heavy buttresses and a central four-story tower. Nikander Hall adapts to the hillside site with entrances at its upper and lower levels. The rectangular brick flat-roofed building adopts an asymmetrical plan and emphasizes the solid planes of its brick walls with bands of rectangular windows and brick belt courses; there are porticos with square brick piers at the upper and lower entrances. Additional buildings in the modern style include the Paavoo Nurmi physical education center (ca. 1960s) and John Wargelin Hall (1966) built of concrete, steel, and brick. There are several Queen Anne style houses on campus including the Lieblein House (1895) a two-and-a-half-story example with a sandstone foundation, Doric columned porch, decorative shingles, and tower.

There are clusters of commercial and light industrial buildings dating from the late nineteenth to early twentieth centuries on Hancock and Franklin streets and on Quincy Street outside of the historic district. The three-story Jacobsville sandstone commercial building (1890s; now known as OHM building) on Hancock Street has a brick facade with geometric patterns; the adjoining two-story building has a metal cornice. Several light industrial buildings such as the Vollwerth Meats plant face Hancock Street; the utilitarian concrete buildings have front offices with windows and entries set within brick facades with parapets and stepped gables. Two three-story brick commercial buildings with metal Italianate cornices are located at the western end of Quincy Street. On South Lincoln Drive at Elevation Street, two three-story masonry commercial buildings stand together; one of these, the Gennette Block, bears a distinctive facade of glazed terracotta blocks (1906, Byron H. Pierce).

At the western boundary of the district, the Sisters of St. Joseph Carondelet Hospital on Water Street consists of a three-story brick building (1904) with a brick smokestack; it is connected to the brick and limestone block hospital building (1951) on Michigan Street in the Hancock West survey district. The brick Finnish Lutheran Church (1889) on Reservation Street in the east of the district is one of three Gothic Revival churches; the brick Gothic Revival United Methodist Church on Quincy Street and the shingle-clad Lutheran Church on Hancock Street have large additions.

Diversity of scale and type characterizes residential architecture in the district, ranging from large, elaborately decorated architect-designed houses to smaller houses originally situated on alleys and back lots. Outbuildings across the district include many garages and some sheds. The neighborhood around Lake Avenue and Water Street in the southern part of the district appears to retain some of the district's oldest houses, with some that may date from the 1870s. Some examples of one-and-one-half and two-story front-gable and cross-plan houses of frame and brick construction sit on narrow lots; other types include foursquare and gambrel-roof houses. Some houses retain Queen Anne style details including spindlework and turned posts on porches, decorative shingles and sunbursts in gables, decorative bargeboards, and brackets below cut-away bays. A few two-and-one-half-story houses use classical elements such as modillion block cornices, brackets with acanthus leaf carving, and Jacobsville sandstone mouldings and Ionic capitals. There are signs of alleys in this area, and some back lot houses, sheds, and small barns survive. An example using elements from the Arts and Crafts style can be seen farther north on Quincy Street; the front-gabled house has a wraparound porch, deep bracketed eaves, and Flemish gable dormers with quatrefoil windows. There are two three-story frame tenements that face Hancock and Quincy streets; they are identified by their superimposed full-width porches.

Situated at the eastern end of the district on high ground above Hancock's commercial district, the East Hancock Neighborhood Historic District (National Register listed 1980) stands out as one of the most intact and architecturally significant concentrations of houses and residential streets in the region. Approximately one hundred buildings sit along a regular street grid lined with mature trees. Large houses of two or two-and-one-half stories are common in the East Hancock neighborhood; side-gabled, cross-gabled, and front-gabled types are present in the Queen Anne, Classical Revival, Arts and Crafts, and Chateausque styles. There are several houses designed by architect Hans T. Liebert in the neighborhood. The monumental Queen Anne style cross-gable Whittle House (1902–03) and Classical Revival Kauth House (1907) with its double portico on Cooper Avenue show the range of styles in his work and within the neighborhood. Liebert's own house (1907) on Mason Street combines Jacobean Revival elements with a bungalow form. Terraces and retaining walls of cobblestone and Jacobsville sandstone are common features. Particularly significant are the cobblestone and concrete terrace and steps constructed by the Works Progress Administration (WPA) in the 1930s; the steps lead from the East Hancock neighborhood down the hillside to Front Street. There, a Tudor style gas station (1926) embraces the fashionable revival styles of suburban house types with half-timbering in its gabled dormer. Next door, Temple Jacob (1912, Charles W. Maass) looks out over the Portage Lake from its hillside setting. The square plan building has a Jacobsville sandstone foundation supporting walls of vitrified glazed brick with round arched windows and stained glass; the hipped roof is topped by a small copper dome.

Residential neighborhoods in the north-central part of the district started as subdivisions with lots sold by the Quincy Mining Company to displace earlier shantytown developments on the site. Two subdivisions, Quincy Hillside Addition (1899) and Quincy Second Hillside Addition (1903) include one-and-one-half and two-story front-gabled, one-and-one-half-story side-gabled, T-plan, and L-plan houses. There are also bungalows and one gambrel-roof house. Quincy Hillside Addition includes approximately sixty buildings and occupies several blocks north of Franklin Street and south of White Street; C. Archibald Pearce designed some of these houses. To the north of the Quincy Hillside Addition, Quincy Second Hillside Addition extends along Shafter Street to Hancock city limits, where it continues into the Quincy survey district. There are approximately one dozen houses in the Hancock portion of the addition, including some designed by Hans Liebert and built by the Gauthier Brothers of Hancock.

The north and northwest of the district consists of residential streets set on steep grades sloping to the south; most houses face the east-west streets. Front-gabled one-and-one-half-story and two-story frame houses are most common. There are a few examples of foursquare and L-plan houses. A few houses have bay windows or cutaway bays. Some houses retain open porches with spindlework and turned porch posts; others have enclosed porches.

The Dupuis mine shaft on White Street is capped by a modern building and chain link fence; it is one of the few visible traces of mining activity in the district.

Condition: The condition of buildings in Hancock East ranges from excellent to poor. There are well-maintained buildings throughout the district, but there are also many buildings in poor condition that need repairs to roofs, exterior cladding, windows, and structure. Most houses in the Hancock East neighborhood appeared in very good condition. Condition of housing in the southern part of the district appeared mixed. Houses north of Franklin Street appeared to include many rentals, and some of these need maintenance and repair. Commercial and civic buildings generally appeared in good to fair condition.

Integrity: The Hancock East district retains much of its historic landscape, with few examples of modern infill construction. Additions and new construction in the commercial district and residential neighborhoods are generally compatible in scale. Some houses in Hancock East retain original windows and cladding and possess integrity of design, materials, and setting. Some window sizes and placement have been altered, but in many cases original details survive alongside the use of new cladding materials such as asphalt, vinyl, and fiberboard. Most commercial buildings retain their cornice details although a number of them have enclosed storefronts and alterations on the ground floor. The East Hancock neighborhood retains its historic landscaping and the homes retain their historic character to a large degree. The Quincy Street district also appears to retain its historic character since its nomination in 1988, with some of its mid-twentieth century buildings now potentially contributing.

Theme/Subtheme: Architecture; Commerce/retail; Education; Industry/copper industry

Date Built: 1870s-1960s

Architect or Builder: Hans T. Liebert; Charlton, Gilbert, and Demar; Charles Archibald Pearce

History: The origin and development of Hancock is tied closely to the Quincy Mining Company (Quincy). Quincy purchased the property in 1852 and platted Hancock in 1859. The company remained actively involved in the village's development over time, in part to ensure that commercial enterprises would remain separate from the mine site.

Hancock's growth and development was aided by its proximity to Portage Lake. The eastern portion of the Portage Lake Shipping Canal opened in 1860, which allowed large ships to deliver goods and people to the growing community and transport copper ore to distant smelters and markets. Quincy built its first stamp mill on the waterfront in 1860. Although the mill is no longer extant, a pump house, built in 1881 to bring water from Portage Lake to the mine site on top of the hill, remains to mark its location. Several churches, a hardware store, and fraternal lodge hall were built in the 1860s, but a fire destroyed much of the community in 1869. By 1875, Hancock had recovered and, with a population nearing two thousand, incorporated as a village. As a result of the fire, many structures built during the 1880s and 1890s incorporated Jacobsville sandstone in their construction: the United Methodist Church (1881); "Old Main" (1896) at Suomi College (now Finlandia University); and the town hall and fire station (1899) are examples, while Temple Jacob (1912) featured brick.

Residential neighborhoods developed to the west, north, and east of the commercial district and provided a range of housing types for a growing population. The East Hancock residential neighborhood was platted in 1890, and replaced a number of log cabins that had been built as early as the 1840s. The neighborhood appealed to prominent businessmen and mining company managers. Merchants located west of the commercial district, as evidenced by the Lieblein House (1895), which currently serves as an administrative building for Finlandia University.

The population of Hancock had risen to over four thousand by the turn of the twentieth century. Quincy platted other neighborhoods to provide reasonably priced homes for workers. The Quincy Hillside Addition was platted in 1899 in an effort to organize "Shantytown," a scattered collection of homes built along makeshift roads extending up the hillside. Sales for lots in the new neighborhood proved popular and the company soon platted the Second Hillside Addition. Like its predecessor, the neighborhood included a variety of housing options: privately built homes on privately owned lots; company built homes designed to be sold; and groups of lots sold to private developers. In 1903, Hancock incorporated as a city. Its population would reach almost nine thousand by 1910.

Just as Hancock's fortunes rose with Quincy's, they fell when the mining company ceased mining in 1945 and again when its smelter closed in 1971. Hancock's Catholic churches offered an unusual reaction to the decline when it closed a number of parishes and built a new church on top of St. Joseph's Cemetery (ca. 1861); the Church of the Resurrection opened in 1976.

References: Pat Baird and Erin Timms, "National Register of Historic Places Registration Form: Quincy Hillside Addition Historic District," student report, 2004; Alison K. Hoagland, *Mine Towns: Buildings for Workers in Michigan's Copper Country* (Minneapolis: University of Minnesota Press, 2010); Lawrence J. Molloy, *A Guide to Michigan's Keweenaw Copper District: Photographs, Maps and Tours of the Keweenaw—Past and Present* (Hubbell, MI: Great Lakes GeoScience, 2008); Clarence J. Monette, *Hancock, Michigan, Remembered Volume II: Churches of Hancock* (Lake Linden, Michigan: private printing, 1985); Terry S. Reynolds, "Quincy Street Historic District," National Register of Historic Places Nomination Form, 1987; Jacquie Scherr, "Houghton County Michigan Burial List, St. Joseph's RCC, Hancock MI," <http://www.mfhn.com/houghton/archivestemp/stjosburials.txt>, accessed 11 April 2012; Scott F. See and Edward W. Tennant, "National Register of Historic Places Registration Form: Quincy Second Hillside Addition Historic District," student report, 2004; Linnie Thuma, "East Hancock Neighborhood Historic District," National Register of Historic Places Nomination Form, 1979.

NR Status: The Hancock East district includes two established National Register historic districts: East Hancock Neighborhood Historic District (listed 1980) and Quincy Street Historic District (listed 1988). The East Hancock Historic District occupies the area bounded by Front and Dunstan streets, Mason Avenue, Vivian Street, and Cooper Avenue. The Quincy Street district includes three blocks of Quincy Street roughly from Reservation to Montezuma streets and one adjacent property on Tezcuco Street. Three individual properties are also listed: Hancock City Hall (listed 1981), and Old Main (listed 1972) and the Lieblein House (listed 1980) at Finlandia University. Draft nominations prepared by Michigan Technological University students for Quincy Hillside Addition and Quincy Second Hillside Addition may

support creation of a National Register district. Second Addition would also need to include houses on Sampson, McKinley, and Roosevelt streets outside of Hancock in the Quincy survey district. A brick house with Jacobsville sandstone details at 624 Lake Avenue is noteworthy for its craftsmanship, materials, and architectural design. Its neighborhood along Lake Avenue and Water Street may be eligible for its historic land use patterns and concentration of distinctive house types; intensive level survey is needed. On Quincy Street, the eclectic house with Arts and Crafts style details and Flemish gables may be eligible; the nearby tenement building also on Quincy Street may be significant as a distinctive building type in the region. The Finnish Lutheran Church (1889) on Reservation Street may be eligible for its history and architectural significance. Central High School (1923) may be eligible. The OHM building (1890s, rehabilitated 2010) on Hancock Street may be eligible.

Comments:

Surveyor: Eric Gollanek

Survey started: 7/13/2012

Survey ended: 7/19/2012

Photos:



Houses on north side of Cooper Ave. in Hancock, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Hancock East District\Cooper Ave-Hancock City (1)



Quincy pump house on north side of Navy St. in Hancock, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Hancock East District\Navy St-Hancock City (1)



Streetscape of Quincy St. in Hancock, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Hancock East District\Quincy St-Hancock City (3)



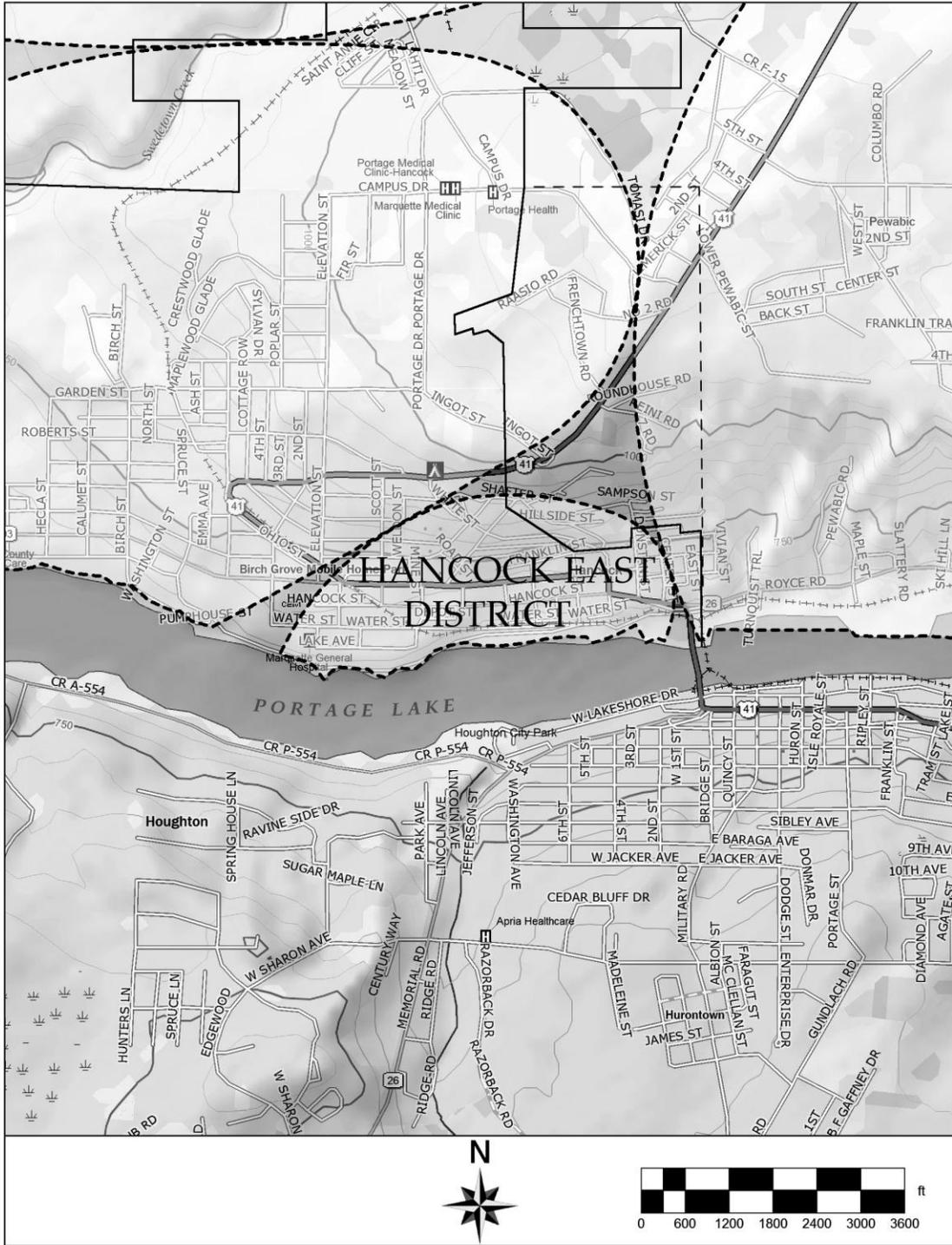
Hancock Central High School on north side of Quincy St. in Hancock, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Hancock East District\Quincy St-Hancock City (5)



Nikander Hall on north side of Franklin St. in Hancock, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Hancock East District\Franklin St-Hancock City (3)



Houses on south side of Hancock St. in Hancock, looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Hancock East District\Hancock St-Hancock City (1)



Approximate area of Hancock East survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Hancock West District

County: Houghton **Township(s):**

Boundaries: Bounded on the south, west, north, and northeast by the city of Hancock municipal limits; bounded on the southeast by Michigan Street, South Lincoln Drive west of Michigan Street, and North Lincoln Drive, all included.

Historic Use: Domestic; Commerce; Industry; Transportation; Education; Health Care

Current Use: Domestic

RESOURCE COUNT

Buildings: 654 **Structures:** 3 **Objects:** 0 **Sites:** 1

MATERIALS

Foundation: Stone; Jacobsville Sandstone; Concrete

Roof: Asphalt; Metal/Steel; Wood/Shingle

Walls: Vinyl; Wood/Fiberboard; Wood/Weatherboard; Brick; Asphalt

Other: Stone/Jacobsville Sandstone; Brick; Concrete

Style: Queen Anne; Gothic Revival

Description: The city of Hancock is located in northern Houghton County on the north shore of Portage Lake. The Hancock West district consists of the northern and western portion of Hancock, approximately three-fourths of the city. It is a dense urban district, especially in the area south of Ingot Street. The northern and western part of the district reflects its later historical development and primarily consists of residential neighborhoods with a few commercial buildings dating from the mid-twentieth century to the present.

The district's development shows the influence of its geography. The Keweenaw Waterway separating northern and southern Houghton County made Hancock an important transportation node for the region. Most of the Hancock West district occupies high ground above the water. The shoreline is largely undeveloped with some houses, an industrial yard, and a city park that may pre-date 1970 along the southwestern shore. Steep ascents characterize the topography of much of the district's interior. Historic road, streetcar, and railroad alignments reveal the effect of topography on the city's development; all three cross the district from southeast to northwest and make switchback turns in order to minimize grades.

U.S. 41 and state highway M-203 are the only two highways in the district and they provide the primary means of travel through the region. U.S. 41 (North and South Lincoln Drive in Hancock) follows a steep grade even as it makes a forty-five degree switchback turn; it is the Keweenaw Peninsula's primary north-south route. M-203 (Quincy and Jasberg streets in Hancock) parallels the Portage Lake shoreline, running east-west in the south of the district before turning to the northwest at the district's western edge. Most of Hancock West's streets conform to a grid plan orientated to the cardinal directions; the straightness of streets belies the rugged terrain. Abandoned railroad and streetcar grades parallel South Lincoln Drive and Lynn Street; the right-of-way for the Mineral Range Railroad is partially paved and used as a snowmobile and ATV trail. The Maasto Hiito trail system for non-motorized use gives access to the undeveloped areas along Swedetown Creek flowing through the northwestern part of the district; parts of the trail system pre-date 1970.

Most of the dwellings in the district are single-family homes of wood frame construction. House types in the district include numerous two-story foursquare houses and some bungalows; two-story and one-and-one-half-story front-gabled, L-plan, and upright-and-wing houses are common. There are few one-story houses. Queen Anne is the most

common house style in the district, with features such as gabled extensions, cut-away bays, and turrets. Texture is emphasized through use of contrasting materials such as Jacobsville sandstone, brick, wood clapboard, and shingles. Decorative elements include cornices with brackets and dentils; decorative woodwork in gables; dormer windows with geometrical glazing; Palladian windows; and porches with classical columns, spindlework or turned posts. Two houses on Quincy Street are excellent examples of the style. The J. E. Scallon House (Hans T. Liebert, architect, 1901–02) is a two-and-one-half-story house with hipped roof, bay windows, superimposed loggia, dormers of different shapes, and porch. The two-story house at the intersection of Ethel Avenue and Quincy Street uses cut-away bays, gabled extensions, and porches to add complexity to the plan and elevation. The house also retains its carriage house, stone walls, iron fencing, and mature landscaping.

There are several houses built of brick, rusticated concrete block, or Jacobsville sandstone. One unusual two-and-one-half story cross-plan house on Quincy Street constructed of rusticated Jacobsville sandstone incorporates a three-story tower on its main elevation. Ranch houses with low-pitched gable and hipped roofs also appear, especially in the area west of Birch Street. A trailer park on Jasberg Street contains several mid-twentieth century mobile homes.

There are many outbuildings in the district; freestanding garages are the most common, located at the street or along rear alleyways. A few properties retain carriage houses with haylofts on the upper story. A few small gable-roofed barns also appear in backyards and along alleyways.

Frame duplexes with flats on the first and second floors provide multiunit housing. Two- and three-story commercial buildings with commercial storefronts on the ground floor also provided housing on upper floors. Many of the commercial buildings have pressed metal or wooden cornices.

There are some transportation-related resources in the district. The Houghton County Traction Company car barn (ca. 1900s) fills the block at Ingot and Ethel streets; the wood frame gable-roof building retains most of its original doors and cladding and some original windows. A one-story wood frame gas station on North Lincoln Drive (ca. 1920s) adopts a house-type form with raked eaves and neoclassical sidelights and fanlight framing its entrance.

Civic buildings include schools, churches, and hospitals. Located on North Lincoln Drive at Elevation Street, the E. L. Wright School (ca. 1915) is a two-story brick Jacobethan style building with hipped roof, limestone details, and a Flemish gabled dormer. Carved timber corbels support roof framing at the eaves with scalloped rafter tails visible. The Edward Ryan School (1897) on Michigan Street is a two-story brick building with Jacobsville sandstone basement story and arched entry and decorative brickwork in its parapet. A school (1959) on Hecla Street embraces the modern style with unornamented brick walls, horizontal lines, and flat roof.

There are two churches within the district. The Gothic Revival Church of Christ on South Lincoln Drive at Michigan Street is a wood-frame nave plan church with square corner tower and entry. It retains its pointed arch stained glass windows. The Gloria Dei Lutheran Church (1969) on Quincy Street is a modern brick church with square tower; its open setting with parking lot and porte cochere entrance shows the influence of the automobile in Hancock's western expansion. Two medical facilities are located at the southern edge of the district. The modern facility of the Sisters of St. Joseph Carondelet Hospital (1951) on Michigan Street is an eight-story brick and limestone block connected to the earlier brick hospital and smokestack (1904) on Water Street in the Hancock East survey district. The nearby state tuberculosis sanatorium (1951) on Quincy Street matches it in style.

There are few above-ground industrial resources in the district. The site of the Hancock Mining Company's No. 2 shaft is visible as an open field at the intersection of Ingot and Elevation streets. A cast concrete wall is the only above-ground feature visible at the site.

Located at the northwestern corner of the district on high ground above Jasberg Street, Lakeside Cemetery (established 1895) contains gravestones of granite, marble, concrete, and cast iron, dating from as early as 1897. Sandstone and concrete walls and mature trees are among the landscape features at the cemetery.

Condition: The condition of the majority of the buildings in Hancock West is fair to good. There are well-maintained buildings throughout the district, but there are also some buildings in poor condition, with maintenance needs including roofs, exterior cladding, and windows.

Integrity: The northern and western parts of the Hancock West district include areas recently developed and annexed to the city; outside of these modern subdivisions there are few examples of new construction. There are few sites or ruins left as evidence of mining or industrial activity, but it does not appear that many houses, commercial buildings, or civic buildings have been lost. Some buildings in Hancock West retain original windows and cladding and possess integrity of design, materials, and setting. There appears, however, to be a frequent use of new cladding materials such as vinyl and fiberboard, and additions including garages, enclosed porches, and extensions are common. Many buildings have replacement windows with some set into original openings; others have altered window sizes and placements. Many commercial buildings retain a recognizable form and original cornice, but enclosed storefronts and ground floor alterations predominate.

Theme/Subtheme: Architecture; Industry/copper industry

Date Built: 1860s-1960s

Architect or Builder: Hans T. Liebert

History: The Quincy Mining Company (Quincy) platted Hancock in 1859. The community incorporated as a village in 1875 and as a city in 1903. Although Hancock is more commonly associated with Quincy, much of the western part of the city is located on the former property of the Hancock Mining Company (HMC), which organized in 1859. Although never a great producer, the company and its successors operated intermittently until 1919. By that time, portions of its property had been acquired by Quincy and by private developers, and the residential neighborhoods that characterize the western part of Hancock had been constructed.

The HMC opened a stamp mill on Portage Lake in 1860 and sank several shafts on the hillside extending northward up Quincy Hill, but its optimistic efforts went largely unrewarded. It was reorganized in 1873 as the Sumner Mining Company, but was sold in 1880 and renamed the Hancock Copper Mining Company. It operated for only five years before ceasing production. In 1906, the company re-formed as the Hancock Consolidated Mining Company and broke ground on a new shaft (which they named Number 2) near Ingot and Elevation streets, only one-half mile northwest of Hancock's thriving downtown commercial district. The company focused all of its efforts on mining this shaft, at times using other mines' facilities to mill and hoist rock, until it closed for good in 1919.

An interurban streetcar system that provided transportation between Houghton and Mohawk wound its way through western Hancock to avoid the steep grade of Quincy Hill; its large car barn on the corner of Ingot and Ethel streets survives as a reminder of this once essential enterprise. Residential neighborhoods developed to accommodate a growing population, which by 1910 had risen to nearly nine thousand. Condon's, Anthony's, and Grove additions to the west of Michigan Street and north of the county road (U.S. Highway 41) were platted by 1907. The Ulseth Addition expanded the city farther west by 1917. Schools and a hospital were also constructed. The Edward Ryan and E.L. Wright schools were built in 1897 and 1910, respectively. The Sisters of St. Joseph Carondelet had opened a community hospital on Water Street in the Hancock East survey district in 1904. It expanded greatly in size and capacity in 1951 when a new, modern facility on Michigan Street opened. A state tuberculosis sanatorium close to the hospital was also built in 1951, and has been used by the Houghton County Medical Care facility since 1968.

Although its population has fallen to just over forty-five hundred, the city of Hancock continues to expand. Lakeside Cemetery, opened in 1895, was added to the city when its boundaries expanded in 1991. New residential neighborhoods have been developed beyond the Hancock Consolidated Mining Company's shaft Number 2, which once marked the edge of the city. In 1970, after acquiring property from the Quincy Mining Company, Hancock Public Schools began the process of consolidating and relocating its schools to the top of Quincy Hill. The new Portage Health hospital—the successor to St. Joseph's—also opened a new campus in this area in 2000.

References: Anonymous, *A History of the Upper Peninsula of Michigan* (Chicago: The Western Historical Company, 1883); Karen Haischer, Clerk, City of Hancock (personal communication, 15 May 2012); Hancock Public Schools, "About Our Schools," <http://www.hancock.k12.mi.us/district-about.php>, accessed 7 May 2012; Houghton County Medical Care Facility, "History," <http://www.houghtonmcf.com/history.html>, accessed 9 May 2012; "Insurance Maps of Hancock, Houghton County, Michigan (New York, NY: Sanborn Map Company, 1908, 1917, and 1928); Larry D. Lankton and Charles K. Hyde, *Old Reliable: An Illustrated History of the Quincy Mining Company* (Hancock, Michigan: Quincy Mine

Hoist Association Inc., 1982); List of Houghton County Cemeteries, <http://www.mfhn.com/houghton/cemeteries.asp>, accessed 16 April 2012; Clarence J. Monette, Hancock, Michigan, Remembered Volume II: Churches of Hancock (Lake Linden, Michigan: private printing, 1985); Lawrence J. Molloy, A Guide to Michigan's Keweenaw Copper District: Photographs, Maps and Tours of the Keweenaw—Past and Present (Hubbell, MI: Great Lakes GeoScience, 2008); Portage Health, "Portage Health: Our History," <http://www.portagehealth.org/twocolumn.pb.aspx?pageid=2147484645>, accessed 7 May 2012; Horace J. Stevens, The Copper Handbook (Houghton, MI: private printing, 1900); Ian Tomashik, "Final Report on the 2010 and 2011 Explorations of the Hancock Mine's # 2 Shaft Site, Hancock Michigan," <http://www.coppercountryexplorer.com/scrapbook/wp-content/uploads/iantomashik/hancockreport2.pdf>, accessed 16 April 2012.

NR Status: There are several houses on Quincy, Roberts, and Minnesota streets and Emma and Ethel avenues that may be individually eligible for the National Register. The Edward Ryan School may be eligible for its architecture, and the State Historic Preservation Office has concurred that the E. L. Wright School is eligible. A gas station on N. Lincoln Drive may be eligible as a well-preserved resource of the early automobile age. The buildings of the Sisters of St. Joseph Carondelet Hospital (1904 and 1951) on Michigan Street appear to be eligible for their prominent role in Hancock's historical development.

Comments: The fairgrounds, city beach, and city campground sites may date from before 1970, but no historic resources or landscape features were observed.

Surveyor: Eric Gollanek **Survey started:** 7/10/2012 **Survey ended:** 7/11/2012

Photos:



Houghton County Traction Company car barn on west side of Ethel Ave. in Hancock, looking NE. Credit: Ryan Holt Copper Country Survey Phase III\Houghton County\Pictures\Hancock West District\Ethel Ave-Hancock City (1-B)



Houses on west side of Ethel Ave. in Hancock, looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Hancock West District\Ethel Ave-Hancock City (2)



E. L. Wright School on north side of N. Lincoln Dr. in Hancock, looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Hancock West District\N. Lincoln Dr-Hancock City (1)



Church of Christ and houses on north side of S. Lincoln Dr. in Hancock, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Hancock West District\S. Lincoln Dr-Hancock City (1)



House on north side of Quincy St. in Hancock, looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Hancock West District\Quincy St-Hancock City (2)



Sisters of St. Joseph Carondelet Hospital on west side of Michigan St. in Hancock, looking W. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Hancock West District\Michigan St-Hancock City (1)



Approximate area of Hancock West survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Jacobsville District

County: Houghton **Township(s):** Torch Lake

Boundaries: Bounded on the north by the east-west portion of Bootjack Road (included) and a line extending east from Bootjack Road; bounded on the east and south by Keweenaw Bay; bounded on the west by the Portage River.

Historic Use: Industry; Agriculture; Domestic; Transportation

Current Use: Domestic

RESOURCE COUNT

Buildings: 186 **Structures:** 6 **Objects:** 1 **Sites:** 29

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel; Wood/Shingle

Walls: Wood/Fiberboard; Wood; Wood/Shingle; Asphalt; Brick

Other: Brick; Concrete; Wood

Style: Arts and Crafts Style

Description: Located in the southernmost portion of Torch Lake Township, the Jacobsville district occupies the southern tip of a peninsula of land bordered by Keweenaw Bay on the east and south and the Portage River (Keweenaw Waterway) on the west. Generally, the topography is flat; the natural vegetation cover consists of a mix of northern hardwoods, softwoods, and wild grasses along some areas of shoreline. Several tracts of woodlands in the district's northern corner and mid-section are part of the Copper Country State Forest. Much of the eastern portion of the district is forested wetlands (swamps); wetlands also occur in the northeastern corner of the district. On areas of higher ground along roads, timber was cleared for pastures and fields during the early twentieth century; some of the clearings have been maintained as hay fields. Notably, several small waterbodies that appear to be natural ponds or shoreline inlets are, in fact, abandoned quarries; Stone Quarry Lake on Red Rock Road is the largest of this type. At the mouth of the Portage River, sand beaches edge the shoreline; on the Keweenaw Bay side of peninsula, red sandstone cliffs meet the water.

Most of the land in the district is unpopulated. Residential development (both year-round and seasonal) is clustered at the southern end of the peninsula in the small settlement of Jacobsville; along Red Rock Road north of Jacobsville; and next to the Portage River at White City. Elsewhere, houses, camps, and farms are sparsely scattered close to roads. The physical geography of the Jacobsville district accounts for its relative isolation from the Keweenaw's major population centers. No bridge has ever spanned the Portage River, and only two county roads—Jacobsville and Bootjack—link the district with the rest of Torch Lake Township. The nearest connection to a state highway (M-26) is in Lake Linden, about eighteen miles from the tip of the peninsula via Jacobsville Road, the district's only north-south artery. Bootjack Road enters the district at its northwestern corner and then runs east-west, terminating at Jacobsville Road; only two other east-west paved roads, Sand Stone and Kuusisto, branch off from Jacobsville Road. From the tip of the peninsula, Red Rock Road generally follows the Lake Superior shore. A number of public seasonal (unimproved) roads and many private driveways—some gated—extend from paved roads to access residential and recreational properties.

Maritime-related buildings and structures are clustered near the mouth of the Portage River. The district's oldest known building, the 1870 Portage River (Jacobsville) Light overlooks the bay at the district's southernmost point. The light station complex, now functioning as an inn, has a cylindrical forty-five-foot-high light tower of quarried stone (painted), and a one-and-a-half-story, gabled keeper's house built of brick. Alterations to the property include additions to the

keeper's house and the construction of several new garage/storage buildings. About a mile east of the lighthouse, the Keweenaw Waterway Lower Entrance Light (1920) sits at the end of a long, breakwater pier. Now operated automatically, the light tower, constructed of brick and reinforced concrete, stands thirty-one feet high. Where the breakwater reaches land, it forms a river wall that terminates at the Keweenaw Waterway Lower Entrance Light Station. The de-commissioned station, now privately owned, comprises five buildings: a headquarters building, two residences, a small storage shed, and a concrete block garage (recent). The earliest building appears to be the hipped-roof, clapboard-sided headquarters building. The two dwellings, built of the same brick, have exposed rafter tails and may date from the 1920s or 1930s. The one-and-one half-story residence shows additional Craftsman features: wood shingles clad the upper walls and a gabled wall dormer projects from the side-gabled roof. Near the light station on a cove in the river are a few wood pilings, remnants of the dock at White City, a summer resort (non-extant). A park with a sandy beach near the breakwater pier is named White City Beach; however, the park site, operated by Torch Lake Township, was never part of the resort. There are several houses occupying the White City site. One has a sandstone chimney and walls, and may be the only solid masonry house in the district. Other residential development, likely seasonal, extends north along the Portage River from the resort site; these properties are not visible from a public road.

Jacobsville—the former center of the quarry industry—is a string of several dozen houses, cottages, garages, sheds, and small barns spread out along Red Rock Road from its intersection with Jacobsville Road east for several miles. This area includes the Jacobsville townsite near the juncture of Jacobs Street and Red Rock Road. Neither the landscape features nor the area's buildings give any indication of the extensive industrial activity and large workers' community that once existed in Jacobsville. One quarry, now filled with water and lined by trees and brush, is visible from Red Rock Road. Most houses are used as seasonal recreational homes. Few, if any, are recent; several appear abandoned. Along with a dwelling, each property includes several small sheds, sometimes a garage or small barn, and frequently a sauna, often near the shore. Building lots are large and open with views of Keweenaw Bay. Houses are uniformly small in scale; most are one- or one-and-a-half stories with front- or side-gable roofs. There is at least one bungalow that shows Craftsman details. Most houses have additions of porches, decks, or wings. Siding materials, original and replacement, include wood shingles, fiberboard, and rolled asphalt. A few have sandstone foundations; concrete block is more frequent. Replacement windows are common; some 1/1 and 3/1 original sashes remain.

Two institutional buildings in Jacobsville, both located on Red Rock Road, remain in use and appear largely unchanged. The 1888 Jacobsville Finnish Lutheran Church (NR, 1976), is a one-story, gable-roofed building, rectangular in form with a prominent projecting bell tower. Built by Leander Sinko, a Finnish-American craftsman, the well-preserved church has a sandstone foundation, clapboard siding, and a wood-shingled roof. The one-room Jacobsville School (now a community center), is a clapboard-sided building, square in plan, set on a sandstone foundation and topped by a pyramidal roof. One wall has a bank of six 6/6 windows that may be original. Another school, Princess Point School, in the far northeastern corner of the district on Bootjack Road, has been converted to a residence. A one-story, front-gabled residence on Jacobsville Road may have been constructed as a church for Apostolic Lutheran Finns. Also on Jacobsville Road, the Jacobsville Cemetery contains more than a dozen graves that have red sandstone markers with Finnish-language inscriptions.

North of Jacobsville, a few farms were counted on Kuusisto and Hidden Acres roads. One farmstead next to the Portage River has two notable buildings: a small, gabled dairy barn with a ventilator on the roof and a large, round-roofed building (hay barn or machinery shed) with original 6/6 windows. On the Keweenaw Bay side of the peninsula, there are several farms in the northeastern corner of the district on Sand Stone, Red Rock, and Ruonavaara roads. One of the best examples of a Finnish subsistence farmstead (ca. 1910) is located on Red Rock Road. The property includes a gable-roofed barn, a two-and-one-half story house (probably log construction), a well-sweep, and a post-World War II sauna. A few other small-scale farms are scattered along the western end of Bootjack Road. For the most part, the dozen or so farms in the northern part of the district are non-working, used as year-round residences and recreational properties. Site features include combinations of open fields, conifer windrows, drainage ditches, and remnant orchards. Farmhouses are commonly front- or side-gabled, with front porch, side wing, and rear extension additions. Most have window replacements. Hay and dairy barns are primarily gabled, some with metal roofs; a few are full-log construction. The most common outbuildings are small sheds and saunas. Houses, barns, and outbuildings display a variety of different siding materials, including clapboard, wood shingles, vertical board, fiberboard, half-log, and rolled asphalt.

Condition: Houses and barns generally range from good to poor condition; small sheds and storage buildings are fair to poor. A few are collapsed. A number of buildings appear to be abandoned or used seasonally or intermittently.

Integrity: The Keweenaw Waterway Lower Entrance Light, breakwater pier, and light station have retained integrity. The Portage River (Jacobsville) Light has been altered by new construction. The Jacobsville School and Finnish Lutheran Church have integrity. A farm on Red Rock Road, several individual barns, and a number of saunas retain integrity. Most houses throughout the district have been remodeled; additions and siding materials are the most frequent changes. Few have retained integrity.

Theme/Subtheme: Industry/quarrying; Maritime History; Ethnic Heritage/Finnish; Agriculture; Architecture

Date Built: 1870-1960s

Architect or Builder: Leander Sinko; U.S. Coast Guard

History: The Ojibwa had established settlements near the mouth of the Portage River long before Ransom Sheldon and Columbus C. Douglas started a trading and fishing business at Portage Entry in the late 1840s. Soon, the river would be crowded with boats servicing the mines and towns of the burgeoning Portage Lake Mining District. Beginning in 1856, several lighthouses and navigational structures were built to guide water traffic into and out of the Portage River. Remaining from that early period are the 1870 Portage River (Jacobsville) Light that replaced the 1856 light station; and its successor, the Keweenaw Waterway Lower Entrance Light (1920), a tower with an automatic light built at the end of a long, concrete breakwater pier extending from the shore of the White City park and beach.

In 1861 Englishman George Craig discovered deposits of building-grade red sandstone on land north of Portage Entry. He soon began a quarrying business and established a small settlement nearby. Craig's venture failed, but in 1883 John H. Jacobs with other investors formed the Wolf and Jacobs Company, mining an area about a mile southeast of the Craig quarry on the Lake Superior shore. From these beginnings, additional quarries were developed in the area, including the large Kerber-Jacobs Redstone Company's operation with its supporting hamlet, Red Rock, farther north along the shore. The industry reached peak production in 1890 when three major suppliers shipped 450,000 cubic feet of stone for building projects nationwide. Within twenty years, however, production had stopped. While much of the best stone had been removed by this time, the industry's demise was also tied to changes in architectural fashion—to new styles favoring lighter-colored building materials over dark stone. Logging was another industry: initially, trees were felled to meet local needs, but by the 1880s, logs were floated across the Portage River to sawmills in Chassell, and later, beginning in the 1920s, across Keweenaw Bay to Pequaming.

Jacobsville, named to recognize the stone industry's founder, grew up around the quarries located on and near the lakeshore. The 1900 manuscript census for the settlement lists a population of 675 residents; anecdotal accounts claim that in the 1890s the total reached 800. Immigrants predominated throughout the years of quarrying activity and for several years thereafter. Among the 675 inhabitants in 1900 were 390 immigrants, 305 of them Finns. At its peak development, Jacobsville had a schoolhouse, post office, hotel, church (extant), stores, and taverns.

With the collapse of the quarrying industry, the population declined dramatically. Small-scale commercial enterprises, such as strawberry growing and fishing, were concentrated along the Jacobsville shoreline up to the 1960s, while some farms were established inland. Attracted by the area's natural amenities, vacationers built seasonal camps and cottages. The White City resort that operated from 1907 to 1919 included a hotel, restaurant, dance pavilion, roller coaster, and boat docks. The 1930 population count of 195 included 150 Finns and their descendents, engaged primarily in fishing or small-scale dairy farming. By 1960, only some seventy people resided in the Jacobsville area, similar to the current number.

References: Arnold R. Alanen and Suzanna Raker, "From Phoenix to Pelkie: Finnish Farm Buildings in the Copper Country." In *New Perspectives on Michigan's Copper Country*, A.K. Hoagland, E.C. Nordberg, and T.S. Reynolds, eds. (Hancock: Quincy Mine Hoist Association, 2007); Kathryn Bishop Eckert, *The Sandstone Architecture of the Lake Superior Region* (Detroit: Wayne State University Press, 1970); *Daily Mining Gazette* [Houghton], "This Year is the 70th Anniversary of Little Jacobsville," 25 July 1952; *Daily Mining Gazette*, Green Sheet, "Post Office Closing Marks End of Era in Jacobsville," 9 November 1965; *Daily Mining Gazette*, Green Sheet, "Jacobsville is in 90th Year," 13 February 1971;

Eunice Guy, "History of Jacobsville," typewritten manuscript, c. 1960, Jacobsville vertical file, Michigan Technological University Archives; Armas K.E. Holmio, History of the Finns in Michigan, translated by Ellen M. Ryyanen (Detroit: Wayne State University Press, 2001); Clarence J. Monette, White City: The History of an Early Copper Country Recreational Area (Lake Linden: privately printed, 1975); U.S. Census manuscript schedules, 1900, 1920, 1930 (accessed through ancestry.com, 25 March 2012).

NR Status: The Jacobsville Finnish Lutheran Church was listed in 1976. The Keweenaw Waterway Lower Entrance Light (1920), breakwater pier, and light station may be eligible, as well as the Jacobsville Cemetery and the Jacobsville School. The farm on Red Rock Road may be eligible. This property has been noted as a significant example of a traditional Finnish-American farm (Alanen and Raker 2007). However, several buildings are in poor condition; the farm's eligibility may be affected if one or more of its buildings no longer survive.

Comments: Dense woods obscure some former farm properties. Some houses and camps are located on inaccessible private roads. In the hamlet of Jacobsville, small buildings that sit close to the shoreline cannot be seen clearly.

Surveyor: Lynn Bjorkman; Arnold Alanen **Survey started:** 4/30/2012 **Survey ended:** 4/30/2012

Photos:



Barn on west side of Hidden Acres Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Jacobsville District\Hidden Acres Rd (1)



Jacobsville Cemetery on west side of Jacobsville Rd., looking W. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Jacobsville District\Jacobsville Rd (1-B)



Quarry on south side of Red Rock Rd., looking S. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Jacobsville District\Red Rock Rd (2-A)



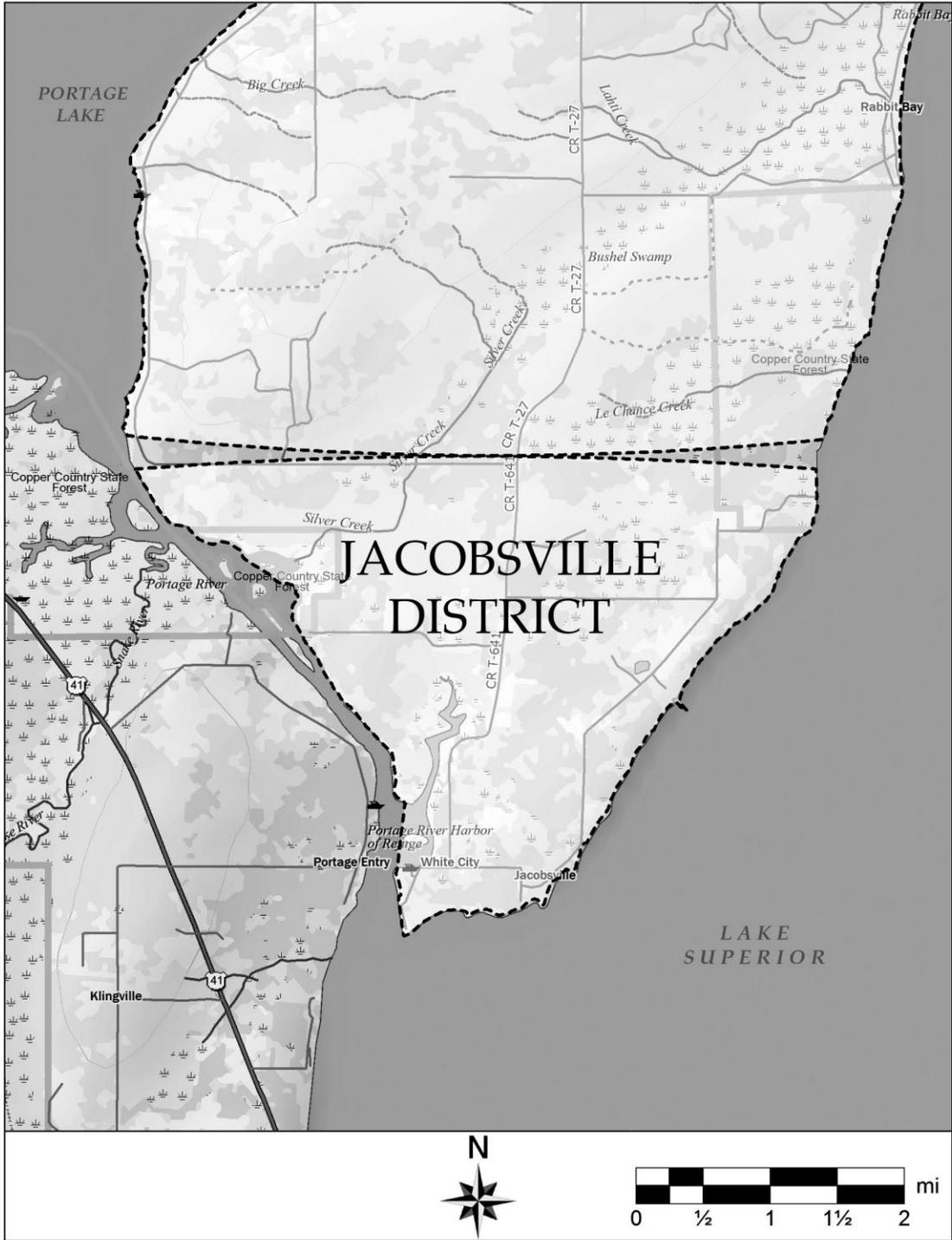
Jacobsville School on north side of Red Rock Rd., looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Jacobsville District\Red Rock Rd (4)



House on west side of Jacobsville Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Jacobsville District\Jacobsville Rd (2)



Coast Guard station on west side of White City Rd., looking N. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Jacobsville District\White City Rd (2-B)



Approximate area of Jacobsville survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Kearsarge District

County: Houghton **Township(s):** Calumet, Osceola

Boundaries: Bounded on the north by the Keweenaw County line; bounded on the northeast by Copper City village boundary and Trap Rock Valley Road (excluded); bounded on the east by Haltunen Road (excluded); bounded on the southeast by the Schoolcraft Township line but extending into Schoolcraft Township to include Mayflower Road; extends south on U.S. 41 to Schoolcraft Cemetery (included); extends south on Centennial Heights Road to Washington Street (included); bounded on the southwest by Tamarack Waterworks Road north of Jackman Road (both excluded); bounded on the northwest by Dextrom Road (excluded).

Historic Use: Domestic; Industry; Commerce

Current Use: Domestic; Commerce

RESOURCE COUNT

Buildings: 392 **Structures:** 4 **Objects:** 4 **Sites:** 14

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel; Wood/Shingle

Walls: Asphalt; Vinyl; Wood/Fiberboard; Wood/Shingle; Wood/Weatherboard

Other: Brick; Stone/Jacobsville Sandstone; Metal/Steel

Style: Queen Anne; Italianate

Description: Situated at the northern end of Houghton County along its border with Keweenaw County, the Kearsarge district is characterized by numerous separate communities: independent mines along the Kearsarge Amygdaloid and Calumet Conglomerate lodes stimulated development of villages and locations at Copper City, Kearsarge, Wolverine, Centennial, Centennial Heights, and Phillipsville. A few mine sites also convey the district's mining history as seen at Centennial Mine No. 1, 2, 3, and 6; Wolverine No. 3 and 4; and Kearsarge No. 4.

The topography of the district is generally level with gentle grades descending to the northeast from higher ground around Centennial, Wolverine, and Kearsarge. Dense hardwood forest covers much of the district; the forest has reclaimed portions of some villages as seen at Phillipsville and Centennial Heights. Slaughterhouse Creek forms a valley east of Centennial Heights as it flows from northeast to southwest through the district into Calumet Lake, just south of the district. Fulton Creek in the northeast flows north into Keweenaw County. Scales Creek in the southeast flows into the Trap Rock River, east of the district. Other small creeks and streams are tributary to these three. The Centennial tailings pond is a manmade pond located west of the Centennial No. 6 mine site.

The U.S. 41/M-26 highway corridor running southwest to northeast serves as the primary means of travel through the district; from south to north the communities of Centennial, Wolverine, Kearsarge, and Phillipsville are located on this highway. Mayflower Road leads southeast out of Wolverine. In the northeast, Copper City Road connects the village of Copper City to the highway. Bumbletown Road, a gravel-surfaced section-line road, leads north from Centennial Heights in the west of the district to Bumbletown in Keweenaw County. County primary roads follow curving alignments as on Mayflower, Copper City, and Amygdaloid roads. Spur roads such as No. 6 and Kallio roads lead off of these primary roads.

The incorporated village of Copper City (platted 1908) retains its gridded street plan with numerous houses and a few commercial and public buildings. On Third Street, a small one-story gable-roof post office and the one-story concrete

block and brick Copper City fire station and community hall mark the center of the village. Of the approximately one hundred buildings, one-and-one-half- and two-story front-gabled houses are the most common types, with side-gable, L-plan, and T-plan forms also present. Many houses have outbuildings, with several examples of detached garages, some sheds, as well as a few small barns, saunas, and privies. There are three two-story commercial buildings in the village including two with Italianate elements; the most prominent is Stimac's Market, constructed of brick with cast iron columns and metal cornice. Two frame commercial buildings retain storefronts with kickplates, wooden display windows, and transoms along with wood clapboard siding and cornices.

The unincorporated village of Phillippsville retains only eight buildings along two streets of its once substantial gridded street plan. A two-story cast concrete block commercial building and the one-story hipped roof clapboard-sided streetcar station along the highway mark the village's location. One well-preserved two-story front-gable house on Center Street has fishscale shingles and an art glass window. Remaining buildings are a two-story L-plan and one-story front-gable house, a gable-roofed stable, and a few detached garages.

Kearsarge and Wolverine historically existed as two separate locations, with Wolverine in the south and Kearsarge located in the north, but now it appears that Wolverine has become part of Kearsarge. U.S. 41/M-26 is called County Road in Kearsarge and Wolverine; a variety of house types and one-story commercial buildings face the heavily-traveled road. Of the approximately 175 buildings in Wolverine and Kearsarge, one-and-one-half-story saltbox houses, L-plan, and T-plan types are most common; two-story L-plan and T-plan houses, foursquare, and front-gable forms are also present along with smaller one-story homes. One unusual two-story foursquare house on Railroad Street is built using cast concrete construction. Houses vary in size and degree of ornamentation. A few homes have decorated bargeboards or patterned woodwork in the eaves or turned porch posts in the Queen Anne style. Built for the superintendent of the Wolverine Copper Company, the Smith-Dengler House (1899–1900, Charlton, Gilbert, and Demar; NR listed 2008) is a large two-and-one-half-story house in the Queen Anne style. Cross gables, dormer and bay windows, and a wraparound porch emphasize its irregular form; the house also uses contrasting materials with a rusticated Jacobsville sandstone foundation paired with wood clapboard and wood shingle cladding.

Commercial buildings along County Road in Kearsarge and Wolverine date from the early to mid-twentieth century. Prominent among them, the Hut Inn (1952) is a one-story restaurant and motel constructed of heavy timbers and stone; its sweeping horizontal and diagonal lines and deep eaves are characteristic of modernist coffee shops of the 1950s. A short distance north of the Hut Inn, Vic's Cabin's (ca. 1937–1947) is a motor court with fourteen one-story side-gabled cabins; a concrete block automobile service station from the 1940s is part of the complex. Additional commercial buildings on County Road include the one-and-one-half-story frame Wolverine Market, a four-bay concrete block garage, and one-story brick and frame buildings.

Immediately south of Wolverine is Centennial location. Approximately twenty-five buildings stand on U.S. 41/M-26 and three side streets: Amygdaloid Street, Mine Street, and No. 4 Road. One-and-one-half-story and two-story side-gabled and L-plan houses are the most common types; one-and-one-half story T-plan, two-story foursquare, and one-and-one-half and two-story front-gable houses are also present along with smaller one-story homes. Some houses have garages and sheds. The two-story Centennial school retains its central gabled entry but has new vinyl cladding and altered windows.

The unincorporated village of Centennial Heights has a gridded street plan dating from the early 1900s. Although it once supported a population of over one thousand residents, the village now retains approximately seventy buildings, and the forest has reclaimed many house sites in the village. One-and-one-half-story and two-story front-gabled and L-plan houses are common types. Some houses have gable-roof extensions and cutaway bays; a few houses retain porches with turned posts or columns, square and cottage windows with art glass, and decorated bargeboards. Outbuildings include some garages and sheds and a few small gable-roofed barns.

There are several significant sites in the Kearsarge district. The Works Progress Administration (WPA) constructed two stone boats (ca. 1936) from mine rock, sandstone, plumbing fittings, and mine machinery, one in a park in Centennial Heights and the other in a park along the highway in Kearsarge. At the southwestern edge of the district, Schoolcraft Cemetery (1865) contains numerous marble, granite, and iron grave markers from as early as the 1860s and 1870s.

Several mine sites in the district retain buildings, structures, rock piles, and ruins connected with the numerous companies and long period of operation on the Kearsarge Amygdaloid and Calumet Conglomerate lodes. In the southern part of the district, the Centennial No. 1 and No. 2 mine site on the north side of Amygdaloid Road includes the concrete and steel foundation of the shafthouse, gable-roofed Jacobsville sandstone machine shop (blacksmith shop) with brick window hoods, concrete block dryhouse, and corrugated metal hoist house. The Centennial No. 3 and No. 6 mine sites include rock piles; most of the buildings and structures date to the 1950s. East of Centennial No. 6, the Wolverine No. 4 mine site on No. 4 Road consists of rock piles and stone foundations. Northeast of Wolverine No. 4, the Wolverine No. 3 mine site on Smith Avenue is comprised of rock piles, a one-story hipped roof mine rock building, and the sandstone and mine rock foundation of the No. 3 shaft. In the northeastern part of the district, the Kearsarge No. 4 mine site off of Copper City Road includes the concrete and steel foundation of the shafthouse, stone foundations of the hoist house, and mine rock piles; the front-gabled brick machine shop building with articulated window hoods retains some of its original windows.

Condition: Houses appear in fair condition in the district. There are some well-preserved and maintained examples in Centennial Heights, Wolverine, and Phillipsville. Some houses and commercial buildings appeared to be vacant or in disrepair, especially noticeable in Wolverine and Copper City. Some mine buildings appear to be in good condition; others are in ruins.

Integrity: Some houses retain their original forms, and a few retain original architectural features including porches, decorative woodwork in gables, and windows. Many houses have been upgraded with secondary siding, particularly asphalt, vinyl, and fiberboard. Many houses have replacement windows, and sometimes the window openings have been altered as well. Many houses have extensions, additions, and attached garages altering their form. Several villages have contracted in size and have lost sections of their street plans as seen at Wolverine, Centennial, Centennial Heights, and Phillipsville. A few commercial buildings retain their storefronts, original cladding, some windows, and cornices; buildings in Copper City and Phillipsville are more intact than those in Kearsarge. Mine sites have lost many buildings, and landscapes have been altered by recent mining activity at Centennial No. 3 and 6, removal of many mine rock piles at Kearsarge No. 4, and a landfill (now closed) at Centennial No. 1 and 2.

Theme/Subtheme: Industry/copper industry; Architecture

Date Built: 1860s-1960s

Architect or Builder: Charlton, Gilbert, and Demar

History: Named for the Kearsarge Amygdaloid lode, this district spawned a mining complex that stretched from Calumet in the south to Mohawk in the north. The Kearsarge Amygdaloid was the site of more independent mines than any other lode; it produced 17 percent of all ore derived from the Copper Country—a figure exceeded only by the Calumet Conglomerate. Sometimes termed the “Valley of the Mines,” the Kearsarge district once included numerous shafts, rock houses, rock piles, railways, and small communities. Only the communities and rock piles remain.

The first mining effort in this district occurred on the Calumet Conglomerate lode, where the Schoolcraft Company pursued a non-profitable venture between 1863 and 1876. The Centennial Mining Company subsequently worked the mine between 1876 and 1896, but only with minimal success. Development of the Kearsarge Amygdaloid was initiated by the Wolverine and Kearsarge companies during the early 1880s. Their activities proved unsuccessful, but satisfactory results occurred following the reorganization of the Wolverine Copper Company (1889) and the emergence of the Osceola Consolidated Company, which developed both the North (1898) and South (1900) Kearsarge mines. The copper boom was fully underway once the Centennial abandoned its Calumet Conglomerate operations and established four shafts at the southern end of the Kearsarge Amygdaloid (1898). The Wolverine Copper Company realized considerable dividends before its purchase in 1923 by the Mohawk Mining Company; two years later the Mohawk company closed the Wolverine mine. The Calumet and Hecla Mining Company (C&H), which acquired the Osceola Consolidated in 1923, operated the South Kearsarge mine until 1930; C&H operated the North Kearsarge mine to 1931 and again from 1942 to 1956. C&H also acquired the Centennial mine in 1923, which it worked until 1931 and then from 1944 to 1966.

Most companies operating in the Copper Country developed “locations” that provided housing for workers and their families. The first in the district was Schoolcraft Location (1863–76), situated adjacent to the Schoolcraft Cemetery

(1865). The Centennial Mining Company, which subsequently owned the location (1876–1923) had, by 1913, put up forty-nine company houses (five log), including a row of managers' residences along Old County Road; in addition employees built twenty-seven dwellings on leased land. By 1900, the adjacent Wolverine and Kearsarge locations had boardinghouses, small log cabins, single and double houses, and separate residences for the mine clerk, doctor, and agent; both locations also had schools and stores. In 1889 Finns built a temperance hall (Kaleva) in Wolverine, and later a church. Hungarians erected a Magyar Reformed Church (1908; razed 1952), one of only two in Michigan. In about 1936 the Works Progress Administration (WPA) built the "U.S.S. Kearsarge," one of three Copper Country "stone boats" constructed of poor rock, cement, and pipe. The small South Kearsarge Location, abandoned during the 1930s, is now marked by No. 4 Road.

Three villages, independent of the mining companies, were platted in the district. The Centennial Heights grid plat (early 1900s) accommodated 1,250 residents by 1910, as well as numerous businesses and a two-story frame school (razed early 2000s); across the street from the school site is another WPA stone boat. Copper City was developed by J.T. Finnegan in 1908 (incorporated 1917) on eighty acres of land at the far northern end of the district. Edward Ulseth constructed almost one hundred houses and several commercial buildings in Copper City. Most residences remain, as do a few commercial buildings that once housed the Copper Country Meat Market, Bosch Brewing Company saloon, and Bennetts Department Store (later Stimacs Market). A school functioned from 1910 to 1975. The eight blocks of Phillipsville were platted in 1920 after the mining boom had ended; a limited number of houses, a few taverns and stores, and a gas station were built in the enclave. Several settlements were served by a branch of the Houghton County Traction Company, an interurban streetcar line that operated in the district from 1908 to 1932.

References: "A City Built for Copper," <http://www.coppercountryexplorer.com/2009/10/a-city-built-for-copper/>; Layla Aslani, "Stone Boats: They Don't Float But They're Unsinkable," *Daily Mining Gazette*, 26-27 August 2007; "Bennetts Department Store," <http://www.coppercountryexplorer.com/2009/10/bennetts-department-store/>; Lynn Bjorkman, "Mine Worker Housing in Calumet, Michigan 1864-1950: Historic and Architectural Survey" (Calumet: Keweenaw National Historical Park, 2000); "Centennial No. 3," *Copper Country Explorer*, <http://www.coppercountryexplorer.com/guide/centennial-no3/>; "Centennial No. 6," *Copper Country Explorer*, <http://www.coppercountryexplorer.com/guide/centennial-no6/>; "Church is Razed," *Daily Mining Gazette*, 19 June 1952; "Copper City," <http://www.coppercountryexplorer.com/explorations/copper-city/>; "Five That Are No More," *Copper Country Explorer*, <http://www.coppercountryexplorer.com/2011/09/five-that-are-no-more/>; Armas K.E. Holmio, *History of the Finns in Michigan*, Ellen M. Ryynanen, translator (Detroit: Wayne State University Press, 2001); "Michigan Copper Mines," <http://www.miningartifacts.org/Michigan-Copper-Mines.html>; Clarence J. Monette, *Upper Peninsula's Wolverine* (Lake Linden: privately printed, 1992); "North Kearsarge Mine," *Copper Country Explorer*, <http://www.coppercountryexplorer.com/explorations/north-kearsarge-mine/>; "The Name Game," <http://www.coppercountryexplorer.com/2007/04/the-name-game/>; "North Kearsarge No.3," <http://www.coppercountryexplorer.com/2007/04/north-kearsarge-no-3/>; Cecil Peterson, "Little Copper City," *Daily Mining Gazette*, 28 November 1991; "South Kearsarge," *Copper Country Explorer*, <http://www.coppercountryexplorer.com/explorations/south-kearsarge/>; "South of Kearsarge," <http://www.coppercountryexplorer.com/2007/06/south-of-kearsarge/>; "Valley of the Mines," *Copper Country Explorer*, <http://www.coppercountryexplorer.com/2007/02/valley-of-the-mines/>.

NR Status: The Smith-Dengler House (listed 2008) in Kearsarge is the only listed property in the district. One or more of the commercial buildings in Copper City may be eligible based on their architecture. In Kearsarge, the Hut Inn may be eligible for its significance as an example of mid-twentieth century automobile tourism; likewise Vic's Cabins may be eligible as an intact motor court. The WPA-constructed stone boats in Centennial Heights and Kearsarge are likely eligible; a third boat constructed near Quincy mine is in ruins. Schoolcraft Cemetery is potentially eligible, with numerous gravestones from the second half of the nineteenth century. Multiple mine sites warrant intensive level survey as a potential historic district. The brick machine shop building at Kearsarge No. 4 mine site on Copper City Road may be individually eligible.

Comments: Some mine sites were not visible during the survey. North and South Kearsarge mine sites were not accessible, but several foundations and rock piles may survive at the South Kearsarge sites for Kearsarge No. 1 and 2 southeast of No. 4 Road; Kearsarge No. 3 may also have surviving rock piles and foundations northeast of No. 4 Road.

Surveyor: Eric Gollanek

Survey started: 7/20/2012

Survey ended: 8/24/2012

Photos:



Commercial building on west side of Allouez St. in Copper City, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Kearsarge District\Allouez St-Copper City (1)



Kearsarge No. 4 machine shop on south side of Copper City Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Kearsarge District\Copper City Rd (2)



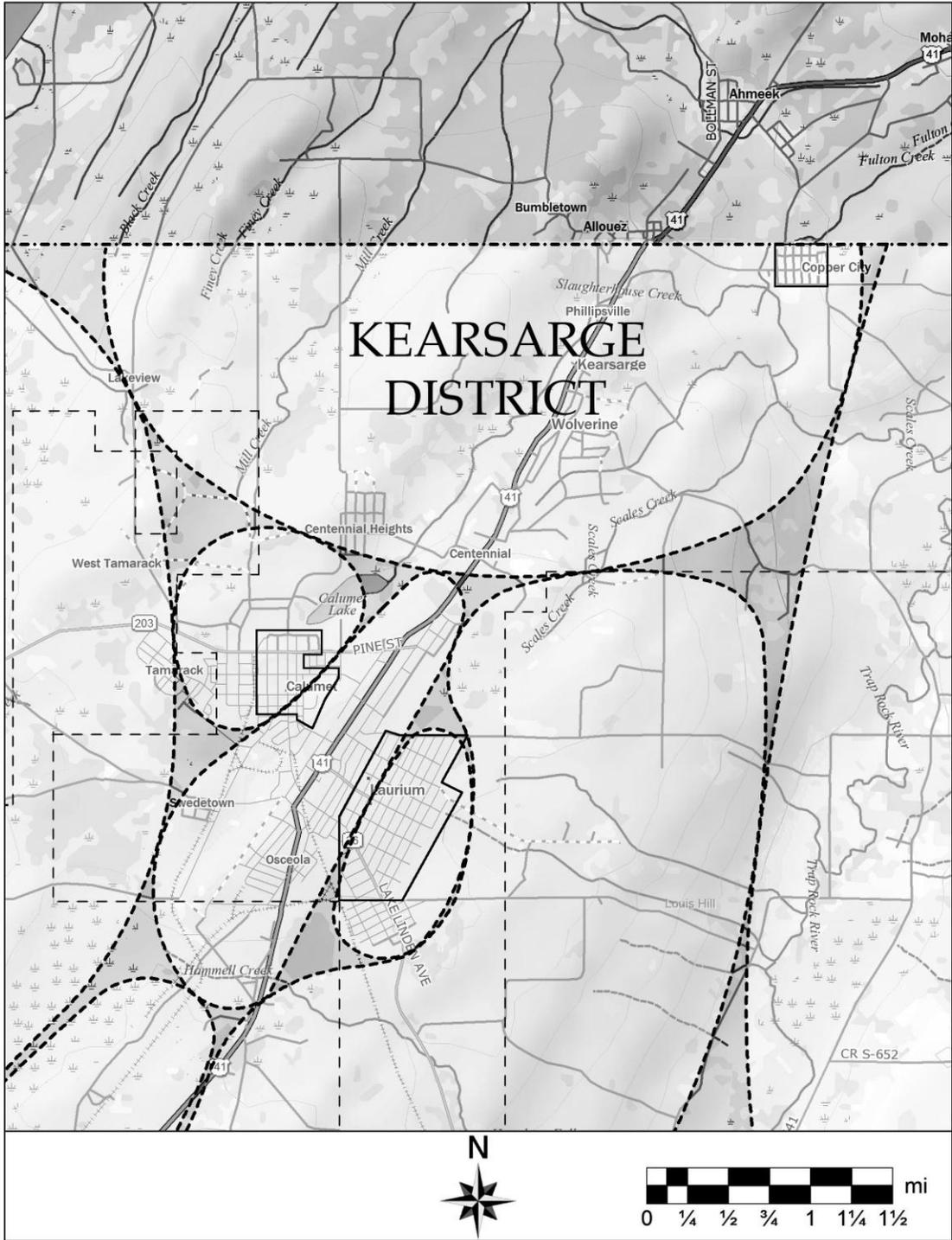
Houses on west side of County Rd. in Kearsarge, looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Kearsarge District\County Rd-Kearsarge-Wolverine Location (1)



County Rd streetscape with stone boat in Kearsarge, looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Kearsarge District\County Rd-Kearsarge-Wolverine Location (3)



The Hut Inn on east side of County Rd. in Kearsarge, looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Kearsarge District\County Rd-Kearsarge-Wolverine Location (6)



Approximate area of Kearsarge survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Lake Linden District

County: Houghton **Township(s):** Schoolcraft, Torch Lake

Boundaries: Bounded on the southwest by West Thirtieth Street (included); bounded on the south and southeast by Torch Lake; bounded on the northeast by Traprock Valley Road (excluded); bounded on the north by the Lake Linden village limits; bounded on the west by snowmobile trail number three (Copper Range Railroad grade).

Historic Use: Domestic; Industry; Commerce; Religion/Funerary; Education; Government

Current Use: Domestic; Commerce; Religion/Funerary; Government

RESOURCE COUNT

Buildings: 663 **Structures:** 5 **Objects:** 1 **Sites:** 5

MATERIALS

Foundation: Stone; Concrete; Jacobsville Sandstone

Roof: Asphalt; Metal/Steel; Wood/Shingle

Walls: Brick; Wood/Shingle; Asphalt; Wood/Fiberboard; Stone/Jacobsville Sandstone

Other: Stone/Jacobsville Sandstone; Stone/Limestone; Concrete

Style: Queen Anne; Romanesque Revival; Italianate

Description: The Lake Linden district is comprised of the village of Lake Linden and streets on the village outskirts. Torch Lake borders the district on the south, its shoreline shaped by extensive deposits of stamp sands extending far into the lake; the largest of these areas has undergone environmental reclamation and is now the site of a village park and campground. The Calumet and Hecla Mining Company (C&H) stamp mill (constructed beginning in 1867), located in the southwest of the district, led to the growth of the village as a community for workers and supported a commercial district and civic buildings.

The land in the district rises gently inland from the shore of Torch Lake to Calumet Street, Lake Linden's main street, which runs north-south roughly parallel to the lakeshore. Hilly terrain begins at the western edge of the village. Front, Torch/Maple, and Hecla streets run parallel to Calumet Street; named, numbered, and lettered cross streets fill out the street grid. The village has an urban character with buildings close together on narrow lots; sidewalks aid pedestrian traffic. Numerous mature trees including Lombardy poplar and maple trees appear in yards and along streets. Highway M-26 follows Calumet Street through most of Lake Linden until it turns sharply to the west at Tenth Street. At the northern village boundary, Gregory Street becomes Cemetery Road as it leaves the village; similarly, Ninth Street becomes Bootjack Road at the eastern village boundary. On the western edge of the district outside of the village boundaries, Bridge, Poplar, Kilmar, Condon, Sixth, Eighth, and Saw streets follow the contours of the hillside.

The district was once a dense transportation corridor: the Copper Range, Mineral Range, and Hecla and Torch Lake railroads all traveled through the district connecting mines, mills, and smelters. One grade is now used as an ATV/snowmobile trail, and the Houghton County Historical Society maintains another section in active use. Sections of the Houghton County Traction Company streetcar grade are also visible in parts of the district.

The Calumet and Hecla stamp mill site in the southwest of the district includes the large gable-roof electric power plant with steel smokestack and power transformers; several large building foundations also survive on the site. On the west side of M-26 opposite the stamp mill, there is a one-story square frame building with pyramidal roof and cupola that once housed the C&H mill laboratory. The two-story brick C&H mill office (1918) on the east side of M-26 has several classical elements including raised basement with water table, columned front entry porch, keystones over windows,

cornice, and parapet roof. The Houghton County Historical Society occupies part of the stamp mill site along with the nearby Mineral Range Railroad Station; there are also several moved buildings at the historical society, including an aitta and the Traprock Valley schoolhouse. Farther south on a separate site on the west side of M-26, there is a gable-roofed frame potato warehouse from the 1930s.

Lake Linden Village is distinguished by its commercial buildings, public buildings, and churches. In the business district on Calumet Street, two-story brick commercial buildings predominate; several buildings retain their original storefronts, and a majority retain their ornate cornices. The Harris Block (1887) at the southern end of the business district is a long, two-story Italianate style brick commercial building with segmental second-story windows with sandstone caps, pressed metal cornice, and brick pediment. The Joseph Bosch Building (1888, 1928), which houses the Lindell Chocolate Shop, is a two-story Italianate style brick commercial building with storefront including copper kickplate, glass block transom, and neon sign; the second story windows have hoods with keystones, and at the top is a metal cornice. There are also several two-story false-front frame commercial buildings on Calumet Street. On Third Street, the two-story First National Bank (ca. 1888–1900) and Bosch Bottling Works (1896) employ rusticated sandstone.

Several civic buildings are located on Calumet Street. The Lake Linden Village Hall (Charles K. Shand, 1901) is a two-and-a-half-story hipped roof brick building in the Romanesque Revival style, with a tower in front, sandstone details, and cross gables at the roofline. Farther north on the east side of Calumet Street is the Lake Linden High School (John D. Chubb, 1918), a three-story flat-roofed brick building with limestone details in the Collegiate Gothic style. On the west side of Calumet Street is St. Joseph's Academy and Parochial School (1930), drawing inspiration in form and style from the nearby public high school. The academy faces Saint Joseph's Church (1901, Charlton, Gilbert, and Demar; completed 1912, A. F. Wasielewski), a monumental nave plan church built of Jacobsville sandstone in the Romanesque Revival style. Twin towers with domed steeples flank an entrance portico with Ionic columns; four statues of saints stand atop a parapet wall above the portico. The two-story brick rectory (1950) is attached to the church.

Farther south at N Avenue and First Street are two wood frame churches. The First Congregational Church (Holabird and Roche, 1887) is a Stick Style nave plan church with steeply gabled roof and entry porch and an offset square tower with belfry. The varied wall surface includes areas of shingles, diagonal siding, and carved rosettes separated by stickwork. The Methodist Episcopal Church (ca. 1893–1900) is a nave plan frame church in the Gothic Revival style with a square tower entry and pointed arch stained glass windows.

Housing in Lake Linden is located in the west and north of the village and includes a diverse range of types including one-and-one-half and two-story front-gabled, side-gabled, L-plan, and upright-and-wing forms. Some of these have original open porches with turned posts or square pillars and others have enclosed porches with 3/1 windows. There are several examples of foursquare houses. There are a few houses with Arts and Crafts features including raked eaves, shed dormers, and square or canted porch pillars. A few houses, including a two-story side-gabled boardinghouse on Front Street, retain Italianate window hoods and semicircular attic windows. Queen Anne style elements on many houses include porches with columns, turned posts, or spindlework; bay windows; contrasting materials such as clapboard, fish-scale shingles, and rusticated sandstone; and decorative woodwork in the eaves. The Captain William H. Harris house (ca. 1888–1893) is an exceptional two-and-a-half-story brick Queen Anne style house with sandstone trim, front porch, square corner tower with mansard roof, and decorative bargeboard at the eaves. The house retains its brick carriage house and sandstone and cast iron fence. Some homes retain wood clapboard or wood shingle siding, though many have asphalt, vinyl, or fiberboard updates. Sandstone foundations appear widespread, and a few houses are of brick construction with sandstone details. There appear to be few early garages. Some yards have stone walls as well as iron or wire fencing.

In addition to houses, the area north of Ninth Street includes a few former farms located on the perimeter of the village. These include small barns, sheds, garages, and orchards. There is a fueling station of concrete block and steel construction on Fifteenth Street.

Condition: Most buildings in the district are in good to fair condition. Most of Lake Linden's commercial buildings and its churches, schools, and village hall appear to be in very good condition. There are a few vacant commercial buildings and houses. Some buildings need maintenance such as repointing or cladding.

Integrity: The Lake Linden Historic District retains integrity; its appearance is consistent with the descriptions from the Lake Linden Historic District National Register nomination. The village retains its historic plan with few vacant lots; there are few examples of infill construction. Many commercial buildings retain their original metal cornices; some retain original window openings, and a few have original storefronts intact. Although many houses retain their original forms, and a number of them have original architectural details and wood siding, houses overall have been altered more than commercial buildings. Many houses have been upgraded with modern materials such as asbestos, asphalt, vinyl, and fiberboard siding. Replacement windows set into original openings are common; there are also alterations to window openings. Some houses have newer freestanding garages, and others have attached garages and large additions. Areas outside of the historic district have experienced greater losses of historic buildings and structures, especially noticeable at the C&H mill site. Stabilization and remediation of stamp sands in Torch Lake by the Environmental Protection Agency has altered the appearance of the industrial landscape; topsoil and grasses cover much of the sands and some areas support modern real estate developments as well as a township park and campground.

Theme/Subtheme: Architecture; Industry/copper industry; Commerce/retail

Date Built: 1860s-1960s

Architect or Builder: A. F. Wasielewski; Charles K. Shand; Holabird and Roche

History: As the site of the largest stamp milling operation in the Copper Country, Lake Linden's fortunes were closely tied to the Calumet & Hecla Mining Company (C&H). In 1867 the Calumet and Hecla mining companies, soon to merge into the mighty C&H, each constructed a stamp mill at this site at the head of Torch Lake. C&H president Alexander Agassiz liked the redundancy of two mills, thinking that it gave him greater flexibility, so he kept them both operating. Located only about five miles from C&H's mines, the mills received mine rock from a dedicated railway. Their need for a great amount of water to assist the movement and separation of materials resulted in their location on Torch Lake. Rail cars moved the concentrated copper to the smelter in Hubbell, south of Lake Linden, and launders delivered the stamp sands into the lake.

The village of Lake Linden that grew up near the stamp mills was not owned by C&H; rather, it was platted and incorporated. Outside the village boundaries much of the land was owned by C&H, so workers could own or rent houses within the village, or rent company-owned houses outside it. Lake Linden provided the services that the workforce (six hundred men in 1899) desired: saloons, grocery stores, banks, dry goods stores, confectioneries, hotels, boardinghouses, and so on. The settlement also attracted families who required schools and churches. A variety of single-family houses filled out the grid plan. The village's population reached 2,825 in 1910, but is closer to 1,000 today.

The local population was heavily French Canadian, attracted initially by a sawmill established across Torch Lake in 1867 by Joseph Grégoire. In 1903, 153 of C&H's 506 stamp mill employees were French Canadian, the largest ethnic group working there. A sandstone Catholic church bears the name "Eglise St. Joseph," reflecting its French Canadian congregation. Other ethnic groups represented in Lake Linden included Germans, with Joseph Bosch establishing a well-known brewery that lasted long into the twentieth century. His warehouse in Lake Linden was refurbished as a restaurant in the 1920s and retains its arts-and-crafts interior today.

C&H pioneered processes to get more copper out of the rock. In 1912 the company installed Hardinge ball mills to crush the rock even finer, followed by Wilfley tables, ammonia leaching, and flotation techniques to better separate the copper. With the ability to recover 98 percent of the copper, C&H turned to its old stamp sands. In 1914 C&H set up a reclamation plant to reprocess stamp sands, a strategy that provided an increasing percentage of C&H's profits. A dredge sucked up the sands that had been dumped in Torch Lake and sent them to a regrinding plant. C&H added a second dredge and reclamation plant in 1923. All work in the mills and reclamation plants ceased by 1972.

Although very few buildings remain from the once-extensive milling and reclamation operations, C&H's 1919 office building for the mill still stands and now serves as the museum for the Houghton County Historical Society. Founded in 1961, the historical society acquired the building in 1963 and the land under it in 1975.

References: Stephanie Atwood, "At the Head of Torch Lake: Lake Linden's Past, Present, and Future as the Copper Country's Largest Mill Town" (M.S. Thesis, Michigan Technological University, 2007; Stephanie Atwood, "Lake Linden

Historic District,” National Register of Historic Places Registration Form, 2007; Larry Lankton, “Keweenaw Copper: Mines, Mills, Smelters, and Communities,” (Society for Industrial Archaeology, 1997), 51; Terry S. Reynolds, “Mining What the Miners Left Behind,” Michigan History 96, No. 3 (May/June 2012): 16-20; David A. Vago, “An Interpretive Plan for the Calumet and Hecla Mill Site,” M.S. thesis, Michigan Technological University, 2005; Vertical files, Michigan Technological University Archives and Copper Country Historical Collections.

NR Status: The Lake Linden Historic District (listed 2009) encompasses an area of the village between First and Eighth streets, including portions of Calumet, Hecla, and Schoolcraft streets. Within the historic district are three individually listed properties: Joseph Bosch Building, 302 Calumet Avenue (listed 1982); First Congregational Church, First Street and N Avenue (listed 1980); and Lake Linden Village Hall and Fire Station, 401 Calumet Avenue (listed 1981). The Mineral Range Railroad Station may be National Register eligible. The C&H stamp mill site may be eligible, including the mill laboratory, office building, and power plant; it would also contribute to a potential Torch Lake Mills industrial district along with sites in Hubbell, Tamarack City, Mason, Dollar Bay, and Point Mills.

Comments: Lake Linden Village purchased land to the west of its boundaries in 2000 for a reservoir but did not formally expand incorporated village boundaries to include those lands. Some parts of the Calumet and Hecla stamp mill site were not accessible and only partially visible from the road. Some areas of stamp sands beyond the park and campground were also inaccessible. Stephanie Atwood’s masters thesis on Lake Linden Village (2007) contains extensive information about the entire village, including the area outside of the National Register historic district.

Surveyor: Eric Gollanek

Survey started: 6/28/2012

Survey ended: 6/28/2012

Photos:



Boardinghouse on west side of Front St. in Lake Linden, looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Lake Linden District\Front St-Lake Linden Village (1)



Streetscape of Calumet St. in Lake Linden, looking S. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Lake Linden District\Calumet St-Lake Linden Village (2)



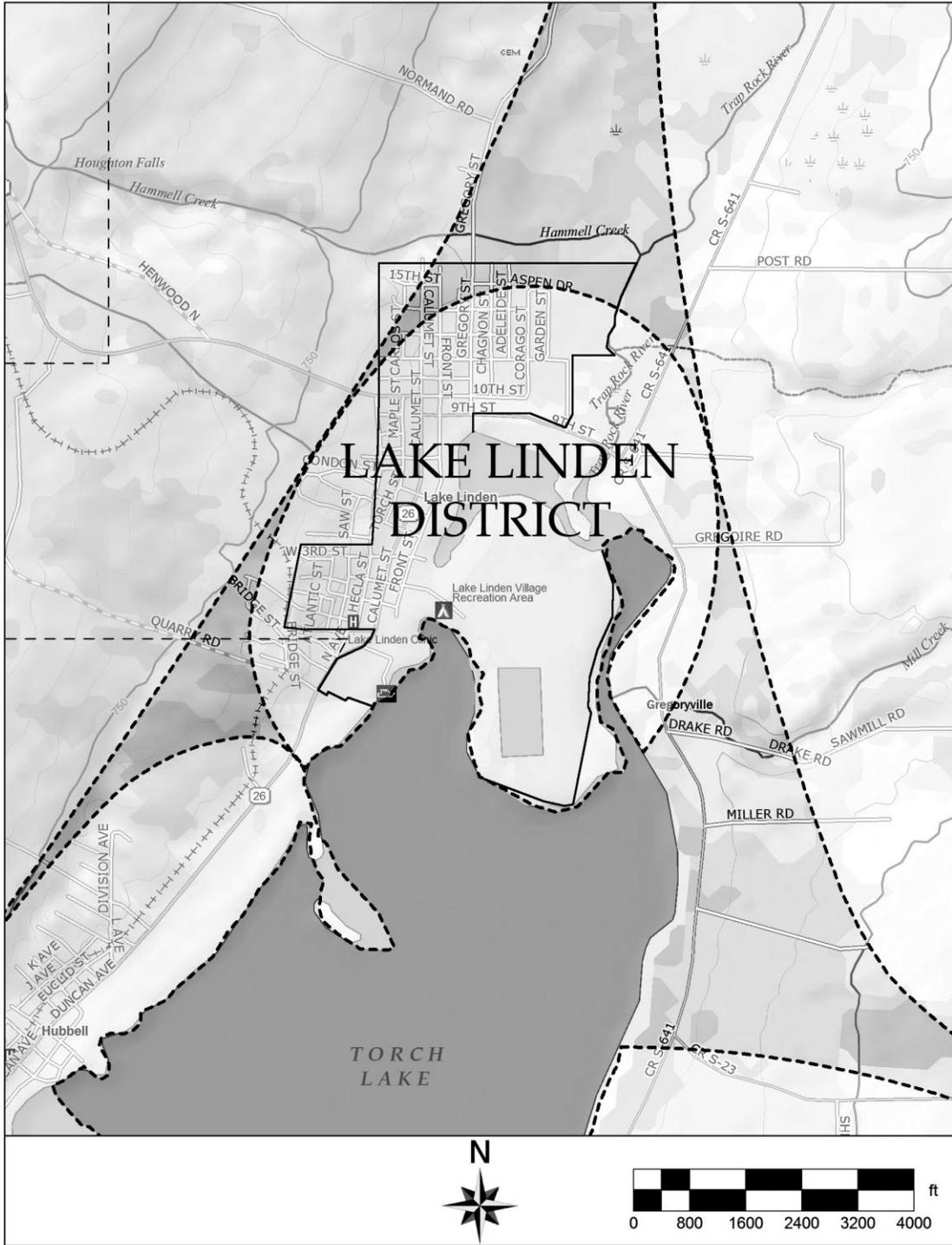
Streetscape of Calumet St. in Lake Linden, looking S. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Lake Linden District\Calumet St-Lake Linden Village (3)



First Congregational Church (left) and Methodist Episcopal Church on west side of N Ave., looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Lake Linden District\N Ave (1-B)



C&H stamp mill office building on east side of M-26, looking SE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Lake Linden District\M26 (3)



Approximate area of Lake Linden survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Laurium District

County: Houghton **Township(s):** Calumet

Boundaries: Bounded on the west, north, and east by village of Laurium boundaries; in the southeast extends to intersection of Gas Plant Road and Quincy Street; bounded on the south by Winona Street (included); bounded on the southwest by unnamed street at the western edge of Florida.

Historic Use: Domestic; Commerce; Government; Religion/Funerary

Current Use: Domestic; Commerce; Government; Religion/Funerary

RESOURCE COUNT

Buildings: 1229 **Structures:** 1 **Objects:** **Sites:** 3

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel

Walls: Wood/Shingle; Stone/Jacobsville Sandstone; Vinyl; Wood/Fiberboard; Asphalt

Other: Wood; Brick; Stone/Jacobsville Sandstone

Style: Queen Anne; Romanesque Revival; Renaissance Revival

Description: Streets in the Laurium district are oriented northeast to southwest and northwest to southeast. In the description that follows, north is used to refer to the northeast side of a street, south to refer to the southwest side, east to refer to the southeast side, and west to refer to the northwest side. The same convention is used in photo captions.

The Laurium district is located in northern Houghton County, about two-thirds of a mile southeast of the village of Calumet on the opposite side of U.S. 41. The incorporated village of Laurium occupies about three-fourths of the district. The unincorporated village of Florida is south of Laurium Village; South Calumet Street is the boundary between the two. M-26 is the only highway in the district; from the northwest it enters the district as Third Street in Laurium Village, travels southwest on Hecla Street, then turns southeast on Lake Linden Avenue, continuing out of the district to the village of Lake Linden. First Street, Third Street, and Lake Linden Avenue connect the district to U.S. 41. Between the northern village boundary and Lake Linden Avenue, the gridiron street plan is oriented along the village of Laurium's northeast to southwest axis. Lake Linden Avenue runs from northwest to southeast through the southwestern part of the district; south and west of Lake Linden Avenue, the street grid is oriented to that avenue. The land in the district is relatively flat, with only slight changes in grade and no streams or bodies of water.

The original village of Laurium plat, laid out in 1877, consisted of six blocks on what is now the western side of the village. As additions were made to the village, it generally expanded to the east, although additions were also made on the south and north. Building density diminishes along the village's eastern edge and in the northeast, areas platted later in Laurium's expansion. There are two small open public spaces: Gipp Park at the corner of Lake Linden Avenue and Tamarack Street and Daniell Park at the corner of Third and Pewabic streets. A large majority of the buildings in Laurium were constructed during the thirty-five years between 1880 and 1915, so that much of Laurium's character is defined by the architecture of that time period. There are concrete sidewalks in the central and western portions of the village and sections of the Jacobsville sandstone curbs that were installed in the early 1900s. Mature trees line large portions of Laurium's residential streets.

Laurium is predominantly residential: more than 90 percent of the primary buildings in the village are dwellings, more than 850 total. Most of these are single-family houses. Houses are predominantly of wood frame construction, clad in a

variety of siding materials including wood clapboard, wood shingles, asphalt, and fiberboard. Most homes have foundations of mine waste rock; on more expensive homes foundations are Jacobsville sandstone. A relatively small number of houses are built of brick and sandstone; these include some large and prominent examples, most notably the Roehm House (1895; William Pryor), the large and ornate Queen Anne style house that masonry contractor Paul Roehm built for himself on Willow Avenue. The two-story front-gabled frame house is the most common building type in Laurium, accounting for roughly one-third of the houses in the village. One- and one-and-one-half-story front-gabled houses account for a much smaller proportion. There are approximately 120 L-plan or T-plan houses, also known as gabled ell. The side-by-side double house is a distinctive Laurium house type; there are approximately 60 in the village. A large majority of the double houses are front-gabled in contrast to the side-gabled double house that was most common in the locations. Laurium's sole fourplex house was built in 1896 at the corner of First and Tamarack streets. Approximately three dozen foursquare houses built beginning in the 1900s are located primarily in the western part of the village. There is one bungalow (ca. 1912) on Willow Street. About two dozen ranch houses date between 1948 and 1969; these are also concentrated in the western part of the village. Most houses have either full-width or entrance porches in front; today most porches are enclosed, but they were open when originally constructed.

The Queen Anne style is the only style that might be called common in the village, ranging from large, ornate showplaces to modest homes that adopt some of the massing and a few of the details of the style such as turned porch posts and railings, decorative bargeboards, and fishscale shingles in gable ends. More fully developed examples of the Queen Anne style may have irregular plans, wraparound porches, bay windows, art glass windows, Palladian windows, corner towers, and/or combination hipped and gable roofs. Architects Duncan Campbell and the Maass Brothers designed a number of these Queen Anne style houses. The William Thielman House (1902) on Kearsarge Street is likely the largest frame Queen Anne style house in the village; it has a three-story corner tower, a wraparound front porch with Ionic columns, and a round second-story balcony with Ionic columns.

A handful of the wealthiest homes show Classical Revival, Colonial Revival, Shingle Style, and Arts and Crafts influences. On Tamarack Street, the Classical Revival Thomas Hoatson House (1907–08; Maass Brothers) has a two-story pedimented entrance portico with Corinthian columns, Corinthian corner pilasters, and dentils and modillion blocks on the cornices. At thirteen thousand square feet with forty-five rooms, it is the largest house in the western Upper Peninsula. Nearby at Third and Pewabic streets, the Shingle Style Vivian House (1898; Charlton, Gilbert, and Demar) has a first story of rusticated Jacobsville sandstone, wood shingle second story, and a corner tower with belvedere. On Iroquois Street, the Gordon Campbell House (1913) displays Arts and Crafts style influence with its dark brick masonry, arched entrance porch with low gabled roof, high brick knee walls flanking the front steps, and 5/1 and 3/1 windows. Other large and stylish homes include the Carlton House (ca. 1905) on Kearsarge Street, the MacDonald House (1906; Maass Brothers) on Tamarack Street, the James Hoatson House (1906) on Pewabic Street, and the Milligan House (1906; Maass Brothers) on Third Street.

Stables, older garages, and a small number of other historic outbuildings are usually located in the rear of residential lots. Garages are the most common; more than 150 freestanding garages date before 1970. Fifteen extant buildings were clearly built as residential stables, of which thirteen were later converted to garages. Built in the 1890s or early 1900s, all are frame construction, most are gable roofed, and most are one-and-one-half story with a hayloft in the upper story. Five carriage houses with living quarters in the upper story are associated with Laurium's upper tier of affluent homes; three of them were built in the early 1900s for horses and later converted to automobile use, and two appear to have been constructed originally as auto garages. Masonry walls around a number of yards contribute to the character of the streetscape.

Laurium's central business district is centered on Hecla Street, with the densest concentration in the three hundred block. Most of the remainder of Laurium's commercial buildings are on First Street, Third Street, and Lake Linden Avenue; there are a few on Osceola Street. Commercial buildings are constructed primarily of brick, Jacobsville sandstone, or a combination of the two; a minority are wood frame. A few prominent business blocks are Italian Renaissance or Romanesque style. The Vivian Building (1894; Charlton & Gilbert) anchors the south end of the three hundred block of Hecla Street; the imposing three-story brick building has sandstone bands on its first-floor piers, arched and Palladian windows, a frieze with marble and terra cotta medallions, and an ornate cornice. At the corner of Hecla and Third streets, the First National Bank of Laurium (1907; Frank W. Hessenmueller) and State Savings Bank of Laurium (ca. 1901; Carl E. Nystrom) form an entrance at the north end of the block. The First National Bank is a three-

story Italian Renaissance style brick building with lavish terra cotta trim that includes a pedimented corner entrance with Ionic pilasters, egg and dart moldings, and cornice with acanthus leaf brackets and modillion blocks. The State Savings Bank is a three-story Romanesque style brick building with marble Ionic columns at its corner entrance and sandstone piers and trim. Just south of the State Savings Bank, the Laurium Village Hall is another focal point. The 1898 village hall was “remodeled” (essentially reconstructed) in 1914 (Fred Maass) to its current appearance. The two-story frame building is faced with sandstone on its front and north sides and has a three-story sandstone corner tower with arched windows, corbelling, and crenellations. Also noteworthy on Hecla Street are the Contralto Block (1900; Charles K. Shand) and the Marta Block (1900; Duncan Campbell). On First Street, the Bosch Brewing Company beer depot (ca. 1896) consists of an office building/distribution center (now a residence) and a large stable later converted to a garage. Other commercial building types include a few gas stations, commercial garages, and a warehouse.

Five of the six churches built in Laurium are extant. St. Paul’s Evangelical Lutheran Church (1899) and the Swedish Mission Church (ca. 1895) on Tamarack Street and the Methodist Episcopal Church (1902) on Kearsarge Street are all gable roof frame churches with stained glass windows and corner towers. The Methodist Protestant Church (ca. 1895) on Iroquois Street and the Finnish Methodist Church (1915–16) on Lake Linden Avenue are more modest front-gabled hall churches. Laurium’s school buildings have not fared as well as its churches. Of six public elementary schools built in Laurium, only the Charles Briggs School (1907; Paul H. Macneil) at Fourth and Pewabic streets remains. The two-story, hipped roof brick school on a raised sandstone basement has projecting pavilions on each end, sandstone trim, and bracketed eaves. One of two parochial schools built in Laurium, the German Lutheran School (1905) on First Street is a two-story, hipped roof frame building with a projecting center pavilion and wood shingle siding. The core of Calumet Public Hospital on Osceola Street is a three-story brick building completed in 1921; it has several additions. On South Florida Street, the Houghton County Traction Company Service Center consists of a brick power plant and streetcar barn, both constructed in 1913. At the former Houghton County Airport, the hangar (1934) is a barrel-roof building of Jacobsville sandstone.

South of the village of Laurium, the Florida Mining Company platted two subdivisions in the late 1890s. The company sold these lots for private development, but Florida was never added to the village of Laurium as intended. Today there are approximately 150 buildings in Florida, compared to more than 1,000 in Laurium. Lake Linden Avenue (M-26) is the main thoroughfare through Florida, running northwest to southeast through the eastern part of the village. There are many vacant lots in Florida, but the two-thirds of the village west of Lake Linden is somewhat denser than the eastern one-third. On Lake Linden Avenue, non-residential buildings consist of one false front commercial building; the Wonderland Motel and Cabins; a large gable-roof frame building of unknown function, and a hall built by the Calumet Finnish Ladies’ Society (1908), a two-story front-gabled frame building with 2/2 windows and clapboard siding. On Gas Plant Road the gas plant consists of a utility building and a vehicle building.

The rest of the buildings in Florida are single-family houses, although it’s possible that one or two were originally double houses. Except for mobile homes, all are wood frame. Among the late nineteenth to early twentieth-century houses, the most common types are two-story front-gabled and gabled ell (T-plan and L-plan) houses. There are also smaller one- and one-and-one-half-story versions of these types, a few side-gabled houses, and some irregular plans associated with the Queen Anne style. Front porches are common. Queen Anne style details include turned porch posts or columns, bay windows, art glass windows, fishscale shingles, and bargeboards. Garages are common domestic outbuildings, and one stable was identified. East of Lake Linden Avenue, most of the homes post-date World War II. Most of these are mobile homes and ranch houses. There are also a few bi-level ranch houses and split levels.

Condition: The majority of buildings are in good condition, but a visible minority are in fair to poor condition. There seems to be a higher percentage of buildings in fair or poor condition on the outskirts of Laurium Village and in Florida.

Integrity: When the National Register nomination was written for the Laurium Historic District in 2004, there were 738 contributing resources and 289 non-contributing resources; contributing resources constituted 72 percent of the total. Approximately fifteen primary buildings have been demolished or burned in Laurium since the National Register nomination was written in 2004; losses include the People’s Theatre and Jukuri’s sauna. Two privies that were identified in 2004 are also gone, and it is likely some other outbuildings have been lost as well. Although a few new buildings have been constructed, the proportion of contributing resources is still about 71 percent. The period of significance for the

Laurium Historic District ends in 1954, but if the nomination was written today the end date would be 1962, and some buildings that were counted as non-contributing due to age would now be contributing.

Because the eastern and northeastern parts of Laurium were not completely built out, there is a larger proportion of recent infill housing in that area. Vacant lots and newer homes are scattered throughout the village, however, where buildings were removed as the population declined beginning in the 1910s. A large majority of houses in Laurium have secondary siding; often these are older siding materials, particularly wood shingle and asphalt, that were applied prior to World War II. Recently vinyl siding has made inroads; it is found on about 250 buildings. Replacement windows are common, sometimes entailing changes in the size and shape of window openings. Additions are usually in the side or rear but occasionally in the front. Commercial buildings usually have remodeled storefronts, but because of their masonry construction they generally retain integrity.

Florida was never as densely developed as Laurium; nevertheless it is evident in looking at the USGS map that there have been losses. Florida seems to have a higher percentage of houses that have had window openings changed and/or large front or side additions to the point that they have lost integrity.

Theme/Subtheme: Industry/copper industry; Architecture; Commerce/retail

Date Built: 1880s-1960s

Architect or Builder: Duncan Campbell; Maass Brothers (Fred and Charles); D. Frederick Charlton

History: The Calumet & Hecla Mining Company (C&H) expanded so rapidly in the 1890 to 1905 period that it could not keep up with demand for houses. Located close to the heart of C&H's workings, but not owned by C&H, Laurium was well positioned to fill that need.

The first plat that eventually became Laurium was laid out in 1877 as the Village of Calumet. By 1890, more than 1,000 people lived there, and then the population exploded. In 1900 the population had grown to 5,643. The village was renamed in 1895 when residents wanted a post office separate from Calumet Township's, so they took the name Laurium, the name of the first mining company to claim the land. The village expanded at a steady pace, adding platted land and acquiring a sewer system in 1899 and gas lines in 1906. In 1902 the Houghton County Traction Company completed a streetcar system that connected Laurium to Red Jacket, Hancock, and Houghton. No longer was it necessary for Laurium residents to walk a mile or more to work at C&H, which encouraged development especially on the eastern edge of the village.

Although the village was overwhelmingly residential, its distance from the commercial area in Red Jacket (now known as the village of Calumet) meant that local businesses were needed to serve its residents. Johnson Vivian, Jr., built a three-story brick department store in 1894, and other substantial commercial buildings followed. Hecla Street became Laurium's main street.

Laurium became the home of mine workers and mine owners, but it was also home to doctors, shopkeepers, bakers, barbers, laundresses, and all the others needed to sustain a community.

The village contains some of the grandest houses in the region, such as Paul Roehm's house at First Street and Willow Avenue, a sandstone castle advertising its owner's masonry contracting business, built in 1895–96; Johnson Vivian's house at Third and Pewabic streets, designed by Charlton, Gilbert and Demar in 1898; and the house on Tamarack Street built in 1908 for Thomas Hoatson, Jr., reflecting the fortune he made in the Calumet & Arizona Mining Company. But most of the housing stock in Laurium is more modest, accommodating a solid middle class of merchants and professionals as well as working-class residents.

With the decrease in mining after World War I, new construction halted in Laurium. The population peaked at 8,537 in 1910, then slid to less than 7,000 in 1920. In 2010 the population was 1,977.

On Laurium's southern edge, a community called Florida sprang up in the late 1890s. Although sometimes called an "addition," it was never formally joined to Laurium. With a few houses under construction in 1896, the area boomed in 1897; in July that year the newspaper declared with its usual hyperbole that "the new town of Florida has virtually

sprung into existence in the past three months and at the rate it is now growing will be as large as Red Jacket or Laurium in another year or two.” Most residents of the community were Finnish. In 1908 a branch of the Calumet Finnish Ladies’ Society opened a new hall. The organization supported women’s suffrage and “the better uplifting of women.”

Florida remained small, and never challenged Calumet or Laurium for prominence. In 1906 the Calumet Gas Company built a plant there to provide gas for illumination and cooking to the residents of Calumet and Laurium.

References: [No title,] Copper Country Evening News, May 4, 1897; “Another Bad Blaze,” Copper Country Evening News, December 10, 1903, p. 4; “Building Operations,” Copper Country Evening News, July 16, 1897, p. 4; Jane C. Busch, “Laurium Historic District,” National Register of Historic Places Registration Form, 2004; “Contractors Hustling,” Copper Country Evening News, September 1, 1897, p. 8; Kim Hoagland, Copper Country Architects, <http://www.social.mtu.edu/CopperCountryArchitects/index.htm>; “New School To Be Built Soon,” Calumet News, April 17, 1908, p. 8; “Soon Start Work on Gas Plant,” Daily Mining Gazette, June 6, 1906, p. 6.; “The Building Boom,” Copper Country Evening News, August 20, 1896, p. 4.; “Will Open New Finnish Hall,” Calumet News, June 26, 1908, p. 8.

NR Status: The Laurium Historic District includes all of the village of Laurium except for the eastern side of Isle Royale Street and the former Houghton County Airport to the east of Isle Royale Street. Within the historic district, the Thomas Hoatson House and the Vivian Building are individually listed. The former airport hangar in Laurium may be eligible, and the Calumet Finnish Ladies’ Society hall in Florida may be eligible.

Comments: The survey count was 1,076 buildings in the village of Laurium, compared to 1,023 buildings in the Laurium Historic District in 2004. Given the likelihood that additions and subtractions are roughly equivalent, the survey overcount was about 0.5 percent.

Surveyor: Jane Busch **Survey started:** 4/25/2012 **Survey ended:** 4/27/2012

Photos:



Airport hangar at southern end of Third St. in Laurium, looking E. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Laurium District\Third St-Laurium Village (1)



Houses on west side of Iroquois St. in Laurium, Campbell House in center, looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Laurium District\Iroquois St-Laurium Village (1)



Houses on west side of Tamarack St. in Laurium, looking W. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Laurium District\Tamarack St-Laurium Village (3)



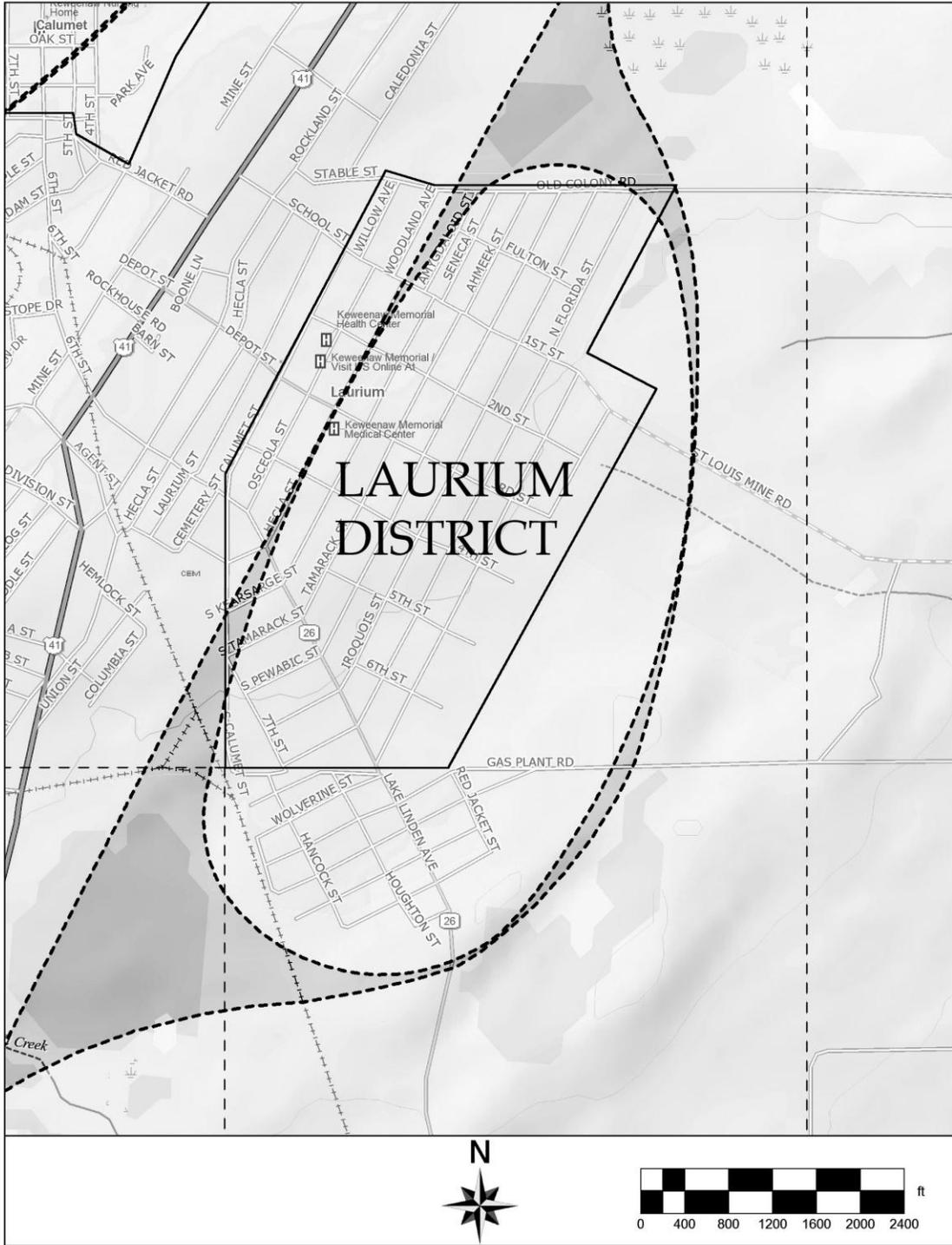
Village Hall on east side of Hecla St. in Laurium, looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Laurium District\Hecla St-Laurium Village (2)



Double (left) and single houses on west side of Willow St. in Laurium, looking N. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Laurium District\Willow St-Laurium Village (1)



Finnish hall on west side of Lake Linden Ave. in Florida, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Laurium District\Lake Linden Ave-Florida Village (1)



Approximate area of Laurium survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Mason District

County: Houghton **Township(s):** Osceola

Boundaries: Extends along M-26 from Montroal Road (excluded) in the southwest to Junction Road (excluded) in the northeast, excluding Forsman Road; bounded on the north by the rear lot lines of properties on the north side of M-26; bounded on the south by Torch Lake, including the two dredges in the lake.

Historic Use: Industry; Domestic; Transportation

Current Use: Domestic

RESOURCE COUNT

Buildings: 32 **Structures:** 4 **Objects:** 5 **Sites:** 6

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel

Walls: Wood/Weatherboard; Vinyl; Wood/Fiberboard; Brick; Metal/Steel

Other: Concrete; Brick; Metal/Steel

Style: Colonial Revival

Description: The Mason district is oriented northeast to southwest; M-26 bisects the district. For simplicity, in the description that follows references to the northwest side of M-26 are described as north, and references to the southeast side of M-26 are described as south. The same convention is used for photographs.

The compact district of Mason encompasses the entirety of the Quincy Mining Company Stamp Mill Historic District (National Register listed 2007) and its immediate surroundings. The industrial workers village of Mason at the center of the district consists of worker and management housing as well as the adjacent ruins of the Quincy stamp mill (built 1888, expanded 1920) and Quincy reclamation plant (built 1943). This latter operation remained active until 1967, and the district retains much of its historic character and integrity owing to the longevity of its active use and company ownership of housing.

The district follows the shoreline of Torch Lake with maple, aspen, and birch forest on the steep hillside that rises inland. The shoreline still shows the impact of milling, with large deposits of stamp sands extending far into the lake. Highway M-26 runs parallel to the shoreline, the lone survivor from what was once a dense transportation corridor: the Copper Range Railroad, Quincy and Torch Lake Railroad, and Mineral Range Railroad all traveled through the district connecting mines, mills, and smelters. Only the abandoned grades survive, with the Copper Range and Mineral Range now used as ATV/snowmobile trails. Ruins of abutments are visible in the district, most notably the concrete abutment on the south side of M-26 at the southwestern edge of the district and a mine rock abutment on the north side of the highway between Mason village and Quincy Mill No. 1.

The unincorporated village of Mason consists of approximately two dozen houses on both sides of M-26. The absence of new construction in the village and few major additions to the houses preserves the historic character of the place. One-and-one-half-story frame T-plan houses (built ca. 1890–1900) are the most numerous, with one-and-one-half-story frame saltbox houses (built 1917) another type. In most examples, the T-plan form is orientated with the wing portion parallel to the road. Built on mine rock foundations, many of the houses retain their wood clapboard siding, and some retain original 6/6 windows.

Within Mason village on the lakeshore are the concrete foundations of the reclamation plant building. The extant features include a concrete slab foundation and machinery mounts. There is a ruined electrical substation on the north end of the plant with its utility poles in place. The most prominent element of the reclamation site is Quincy Dredge No. 2 partially submerged in Torch Lake northeast of the plant.

Also in the village, an automobile service station and garage from the mid-twentieth century consists of a one-story side-gable frame station building and separate two-stall garage. The station may include some original fuel pumps and signage. The station also includes one of five Airlight telephone booths (ca. 1950s–1960s) in the village.

The most prominent features in the district are the ruins of Quincy Mill No. 1, located on the north side of M-26 northeast of Mason village. The brick and concrete addition built in 1920 remains standing, while the original wood frame mill building located on the uphill side survives only as a debris-filled foundation of mine rock and Jacobsville sandstone. The addition retains some of its metal windows, but most of the doors, skylights, and windows are missing. Some piping and overhead shafts remain visible inside of the building. Across M-26 from Mill No. 1 is the concrete smokestack for the mill's boiler house.

Northeast of the mill, two two-story frame L-plan houses occupy higher ground on Bunker Hill. These were the larger houses of managers at the site.

Many resources noted in the National Register nomination were partially visible but not accessible.

Condition: The stamp and reclamation mill sites survive as ruins. Most ruins appear stable, though the Quincy Mill No. 1 is open to the elements and water seeping through the building has left lime deposits along the ceiling and floor possibly affecting the structure. Most buildings in the district range from good to fair condition. A few buildings appear to need repairs to some windows. Many houses have siding intact and appear well maintained.

Integrity: Most of the industrial resources in the district are ruins but the district as a whole retains its legibility, as demonstrated by its National Register status. Although some housing was demolished in 1942, there is no infill or new construction evident. Houses retain their original forms and many still have their original wood clapboard siding as well as their original 6/6 double hung windows. Some houses have been upgraded with vinyl and fiberboard siding, and some have replacement windows.

Theme/Subtheme: Industry/copper industry; Architecture

Date Built: 1880s-1960s

Architect or Builder:

History: Mason was the site of the Quincy Mining Company's stamp-milling operation from 1888 until 1967. The Army Corps of Engineers forced Quincy to abandon its previous stamp mill on Portage Lake because the disposal of stamp sands was impeding shipping. So Quincy acquired this three hundred-acre property on Torch Lake, built a 6.5-mile railroad to it from its mines on Quincy Hill, and constructed a large stamp mill as well as coal docks, other facilities, and housing for stamp mill employees.

The stamp mill employed new powerful steam stamps with larger capacity than the old Cornish stamps that it had used on Portage Lake. The wood-frame mill building had four levels, with the top one receiving mine rock from the Quincy & Torch Lake Railroad rock cars, and gravity aiding the movement of materials through the building. Stamps crushed the rock and water carried it to jigs, wash tables, and slime buddles, all mechanisms for separating the copper from the rock. Rail cars of the Mineral Range Railroad took the concentrated copper to Quincy's smelting facility in Ripley. Launderers, or long troughs, dumped the waste stamp sands in Torch Lake.

In 1899 Quincy built a second mill just north of the first one. The new mill was of steel construction, including the framework and corrugated siding. Other buildings at the site included pump houses, to pump water into the mill, which was essential for the movement and separation of materials; boiler houses to power the water pumps and the stamps; and a large coal-handling facility, to provide the fuel to heat the boiler. A 1920 addition to Mill No. 1, constructed of brick and concrete, is the most intact of the remaining mill buildings.

Quincy also built housing for its workers in two separate neighborhoods. North of the mill, six substantial frame houses accommodated managers in a community called Bunker Hill. Built in 1888, these houses varied in size but had about nine rooms in an L-shaped plan. Only two survive.

South of the mill, Quincy built thirty-six houses for workers between 1890 and 1900. All of these were identical, one-and-a-half-story, six-room houses in a T-plan. In 1917, Quincy added six more houses in a saltbox design, also with six rooms. These houses were arranged in four parallel rows. In 1892 Quincy built a small schoolhouse, which does not survive.

Assisted by a loan from the War Productions Board, in 1943 Quincy built a reclamation plant in order to reprocess the stamp sands to obtain more copper. Construction of the plant necessitated the demolition of most of two rows of houses. Quincy also built a dredge in order to suck up the stamp sands and deliver them to the plant. In 1955 Quincy bought Calumet & Hecla's former No. 1 dredge, which became Quincy's Dredge No. 2. Shortly after, Quincy's No. 1 dredge sank. Quincy's No. 2 dredge is partially submerged, but visible.

Although Quincy ceased mining operations permanently in 1945, it continued to reprocess its stamp sands until 1967.

References: Larry Mishkar and Alison K. Hoagland, "Quincy Mining Company Stamp Mills Historic District," National Register of Historic Places Registration Form, 2006.

NR Status: The village of Mason and most of the district falls within the Quincy Mining Company Stamp Mills Historic District. The district appears to retain its significance and integrity as described in the nomination report.

Comments: Extensive documentation and history for the district is available in the National Register nomination as well as the HABS/HAER documentation of the Quincy Mine Recording Project from 1978. The Bunker Hill area is only accessible by private drive and the buildings were only partially visible from the highway. The area on the south side of M-26 outside of Mason village is enclosed behind a fence and obscured by trees, so only the the smokestack could be observed. Quincy Dredge No. 1 was not visible in Torch Lake. The three-story brick and concrete Quincy Turbine Building (1921) located northeast of the Mill No. 1 building was also not visible. Several ruined foundations described in the National Register nomination were not visible or accessible during the survey, including the mine rock foundations for the school and boardinghouse and the concrete slab floor of Stamp Mill No. 2.

Surveyor: Eric Gollanek **Survey started:** 5/18/2012 **Survey ended:** 5/18/2012

Photos:



Saltbox house on north side of M-26 in Mason, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Mason District\M26-Mason Village (5)



Reclamation plant on south side of M-26 in Mason, looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Mason District\M26-Mason Village (1-A)



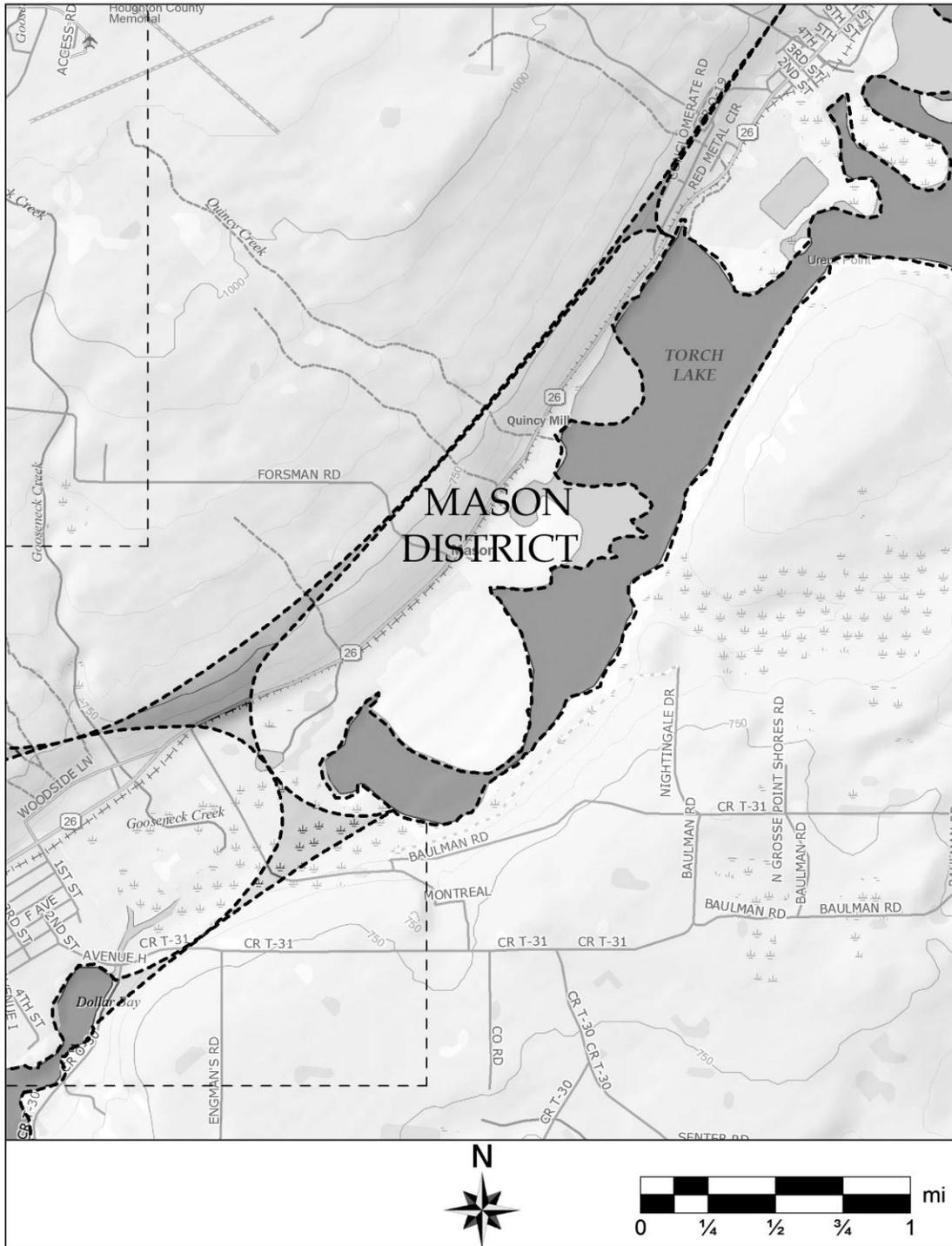
Streetscape along south side of M-26 in Mason, looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Mason District\M26-Mason Village (3-A)



Quincy Mill No. 1 on north side of M-26, looking SE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Mason District\M26 (1-C)



Quincy Dredge No. 2 on south side of M-26, looking S. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Mason District\M26 (2)



Approximate area of Mason survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Point Mills District

County: Houghton **Township(s):** Torch Lake and Osceola

Boundaries: Extends northwest to the intersection of Point Mills Road (excluded) and Upper Point Mills Road (included); bounded on the north by Torch Lake; bounded on the east by Portage Lake; bounded on the south by Torch Bay; bounded on the west by Portage Lake.

Historic Use: Industry; Domestic; Agriculture; Recreation and Culture; Transportation

Current Use: Domestic; Recreation and Culture

RESOURCE COUNT

Buildings: 121 **Structures:** 3 **Objects:** 0 **Sites:** 10

MATERIALS

Foundation: Concrete; Stone; Brick

Roof: Asphalt; Metal/Steel

Walls: Wood/Fiberboard; Vinyl; Wood/Weatherboard; Asphalt; Brick

Other: Stone/Sandstone; Brick; Metal/Steel

Style: Rustic; Arts and Crafts Style

Description: The Point Mills district occupies a kidney-shaped peninsula accessible through the village of Dollar Bay adjacent to the north. Portage and Torch lakes wrap around it, defining the boundaries of the district. The high ground at the center of the land mass descends steeply to low lying ground along the shoreline. A half dozen small streams descend the hills toward the water's edge; Lovell Creek in the south is the largest of these. Most of the district is covered in new growth maple and birch forest, though there are some larger pines scattered through the area.

Rail access via the Copper Range Railroad provided the primary means of entry to the district, though the tracks were removed with the closing of the Atlas Powder Company at Senter in 1960. Point Mills Road and a now-abandoned section of Montroal Road also connected the peninsula to the mainland. There are three county primary roads: Lower Point Mills Road curves around the low-lying land of the district's western shore; Upper Point Mills Road traverses the higher ground inland; and Senter Road links the village of Senter in the southeast to the larger network of roads. Baulman Road crosses the district east-west, connecting with Upper Point Mills Road. Both Baulman and Senter roads lead to new shoreline recreational properties built in the post-World War II period along East and North Grosse Pointe Shores. Nightingale Drive provides access to a newly platted subdivision, much of which remains undeveloped. Red Barn Road runs north-south to a few modern properties and abandoned farmland. Both Nightingale Drive and Red Barn Road are incomplete, stopping short of the intersection of the two that is shown on the county road map. Sved and Homestead roads are two short farm access roads.

The unincorporated village of Point Mills in the south of the district contains the largest concentration of buildings. There are three streets in the village: Center Street—running north-south—and First and Second streets, running east-west. Approximately one dozen houses dating from the 1900s to 1960s occupy a hillside site near the Arcadian and Centennial stamp mill complex that began operation in 1899 and shut down in 1920. There are a few examples of one-and-one-half-story front-gable houses with rear shed-roof ells. There are also houses from the mid-twentieth century including mobile homes and ranch houses. A Quonset hut built as a community center (1958) attests to new building activity around the 1950s and 1960s. House lots also include outbuildings such as garages, sheds, a gable-roofed barn, and a rustic style log sauna.

Southeast of the village, the Arcadian and Centennial mill site encompasses a vast area with concrete foundations, railroad abutments, and stamp sands. The concrete base of a smokestack is marked with the date 1913. Piles of mine rock mark the back of the mill. The stamp sands south of the mill extend into Torch Bay; recent reclamation has stabilized the site, and new house lots and recreational properties occupy Point Mills Estates Road. Farther to the west, the site of Franklin Mills was not accessible for survey, and no resources were visible from the road.

Located in the southeast of the district, the small industrial village of Senter supported the Atlas Powder Company, built 1910 and closed 1960. Access to the isolated site was primarily by rail, and there are numerous abandoned rail grades and spurs of the Copper Range Railroad north and south of Senter Road. The most dangerous areas of the plant where explosives were stored and processed south of Senter Road were not accessible to survey. (Atlas dismantled and burned many of these buildings and structures in 1960.) Brick industrial buildings on the north side of Senter Road include the machine shop, warehouse, small paint shed, and pulp house for drying ingredients. The pulp house features corbelled brick cornices and retains its original 12/12 windows. Ruins include a wood frame changing house for workers, a coolant storage tank, a concrete smokestack, and numerous foundations and concrete pads. Closer to the village there is a one-story hipped roof quality-control laboratory building with wood novelty siding, scalloped rafter tails, and gable-roof dormers.

In what was once the unincorporated village of Senter, there are five houses on Senter Location Road, the only road in the village. Most of these are one-story front-gabled houses with hipped front porch roofs. Some of them retain their original wood clapboard siding and 6/1 windows. The two-story front-gabled house at the north end of the road was the teamster's house, and gable-roofed barns of the stables are visible. The most elaborate building in the village is the one-story gable-on-hipped-roof Office Building No. 1 with scrolled brackets at the eaves, wood clapboard siding, and Jacobsville sandstone foundation. The office also has a columned porch on the east side of the building facing the railroad tracks.

The peninsula's shoreline on the Portage waterway has attracted numerous recreational properties. Many of these appear to date from the mid-twentieth century. There are many examples of mobile homes with additions such as gable roofs, extra rooms, and new windows or siding. One-story side-gabled houses appear frequently. Some show the influence of the ranch house type, as seen in an example on East Grosse Pointe Shores with a wing-like low pitched roof and deep eaves. Other examples of one- or one-and-one-half-story houses incorporate vertical log siding, raked eaves, or hipped roofs as subtle references to the rustic or Arts and Crafts style.

There are a few intact farmsteads and approximately a half dozen farm sites in the district. Some of these are overgrown with only fence posts and orchards visible. An active farm on Sved Road includes an upright and wing house with gable-roofed barns, Quonset building, garages, sheds, and grain bin. Another dilapidated one-and-one-half-story upright-and-wing house appears within a farmstead on Upper Point Mills Road.

Condition: Most buildings in the district range from good to fair condition. Many industrial sites survive as ruins; those buildings that remain standing at Senter appear to be in good condition.

Integrity: Although the area was transformed with the closing of the mills and powder works as well as the abandonment of rail lines, the landscape retains its legibility. As a ruin, the Arcadian and Centennial mill site conveys the sense of feeling and scale of its milling processes. The village of Senter retains its plan and—with the Atlas Powder works—a representative range of domestic and industrial building types. Some of the district's houses retain original windows, massing, and/or materials, while others have additions, replacement windows, and/or new vinyl or plywood cladding. There are signs of newer construction and development, especially along the shoreline on Lower Point Mills Road and North and East Grosse Point Shores.

Theme/Subtheme: Industry/copper industry; Architecture

Date Built: 1890s-1960s

Architect or Builder:

History: The Point Mills district, encompassing a land form known as the Dollar Bay Peninsula, lies along the main channel of the Portage waterway between Torch and Portage lakes. By the 1880s French-Canadian lumberjacks were

working the native forests of the peninsula from a small settlement (Montreal) east of present-day Dollar Bay. Although the Point Mills district is devoid of mineral deposits, it became linked to the region's mining industry at the turn of the century when two mining companies, the Arcadian and Franklin, established stamp mills on Grosse Point, the southwestern-most area of the peninsula on the shore of Torch Bay. The Arcadian's mill, on 405 acres of land, was constructed shortly after the company initiated its 1898 mining venture north of Ripley. The Franklin Mining Company stamp mill opened in 1899, four years after the company started operating the Franklin Jr. mine near Boston. Franklin's mill was on a 200-acre site southwest of the Arcadian mill. Ore was shipped to both mills via a spur line of the Mineral Range Railroad. Each mill site included an office, boiler house, coal tram, coal dock, rock bins, and carpenter and blacksmith shops. An overland road provided access to the Point Mills townsite, where dwellings were provided for workers and families. Within five years, Point Mills would have several stores, two saloons, a hotel, livery, post office (1899-1919), and school (1901-45).

By 1903, when the Arcadian mine proved a "spectacular failure," all of its facilities, including the mill, were shut down. The mill was acquired by the Centennial Mining Company (with some participation by the Allouez Mining Company) one year later. Centennial added three stamps before selling the facility, in 1911, to the Lake Milling, Smelting, and Refining Company (LMSRC), a conglomerate of mining firms. Two years later LMSRC constructed a 190-foot-tall boiler stack, one of the largest ever built in the area. The mill was soon purchased by the Calumet and Hecla Mining Company (C&H), which upgraded the facility before leasing it to the Isle Royale, Hancock, Superior, and other companies. The Franklin ran four stamps at its mill until it closed in 1920, the same year the C&H mill closed. Both mills were dismantled later in the decade, as was the Mineral Range Railroad spur. The millions of tons of stamp sand produced by the mills extended the southern point of the Dollar Bay Peninsula almost a quarter mile into the lake.

Meanwhile, in 1910, the Atlas Powder Company, built an explosives plant in a remote area on 1,815 acres of land about four miles southeast of Dollar Bay village. This facility replaced the outmoded plant at Woodside, which closed because of the threat it posed to nearby Dollar Bay. A joint venture of C&H and E.I. du Pont de Nemours, the large Atlas facility at Senter (named for area merchant John Senter) included numerous industrial buildings and a small cluster of employee houses. Most workers commuted to the plant by rail; a spur of the Copper Range Railroad connected Senter to the regional rail network. Atlas produced explosives until 1960. Shortly thereafter many of the manufacturing buildings were burned; some houses were retained.

Other than a few farms and logging operations, the stamp mills and explosives plant served as the primary sources of employment within the district. The manuscript census reveals that the population reached almost 670 people in 1910 (590 in Point Mills and surrounding area, 80 in Senter). One-third (210) were foreign-born: 88 French Canadians; 75 Finns; 22 English Canadians; 22 Britons; 17 Greeks; and 18 others. Reflecting the decline of industry and loss of local jobs, the district increasingly has become a residential suburb, with single-family houses scattered along roadways and lining the shore of Portage Lake and Torch Bay.

References: "A Throne Fit for a Turbine: Copper Country Explorer," www.coppercountryexplorer.com/2010/03/a-throne-fit-for-a-turbine/; "Along Grosse Point Shores: Copper Country Explorer," www.coppercountryexplorer.com/2010/03/; "Arcadia Junction: Copper Country Explorer," www.coppercountryexplorer.com/2007/05/arcadia-junction/; "Centennial Mill: Copper Country Explorer," www.coppercountryexplorer.com/explorations/centennial-mill/; Daily Mining Gazette, 21 November 1959, "Lake Millings's 55th Anniversary is Recalled"; Roy L. Dodge, *Michigan Ghost Towns, Vol. 3, Upper Peninsula (Tawas City, MI: Glendon Publishing, 1973)*; Bill Haller, *Atlas Powder: Senter, Michigan, 1910-1960* (Houghton, privately printed, 2007); "The Outer Walls: Copper Country Explorer," www.coppercountryexplorer.com/2010/04/the-outer-walls/; "The Stack from 1913: Copper Country Explorer," www.coppercountryexplorer.com/2010/03/the-stack-from-1913.

NR Status: The village of Senter and Atlas Powder Company site possess great interest as a distinctive type of industrial complex within the region and may be eligible for the National Register. The Centennial and Arcadian mill site should be assessed in connection with the nearby Franklin mill site, Quincy mill in Mason, and mill sites at Hubbell and Lake Linden; there may be a National Register eligible historic district consisting of stamp mills of Torch and Portage lakes.

Comments: The Atlas Powder industrial works are not accessible on the south side of Senter Road. Intensive level documentation of the site would be valuable, especially as some of the industrial ruins may be vulnerable because of their wooden construction. The Centennial and Arcadian mill site may also warrant intensive level documentation for its

potential to yield information and illustrate industrial processes. The Franklin mill is not accessible from the road; it is unknown whether remains of the Franklin dock survive. The Centennial coal dock site south of Point Mills Estates Road does not appear to be accessible.

Surveyor: Eric Gollanek **Survey started:** 5/15/2012 **Survey ended:** 5/16/2012

Photos:



Pulp house at Atlas powder plant site on north side of Senter Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Point Mills District\Senter Rd (3)



Houses on west side of Senter Location Rd. in Senter, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Point Mills District\Senter Location Rd-Senter Village (2)



Community center on north side of Second St. in Point Mills, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Point Mills District\Second St-Point Mills Village (4)



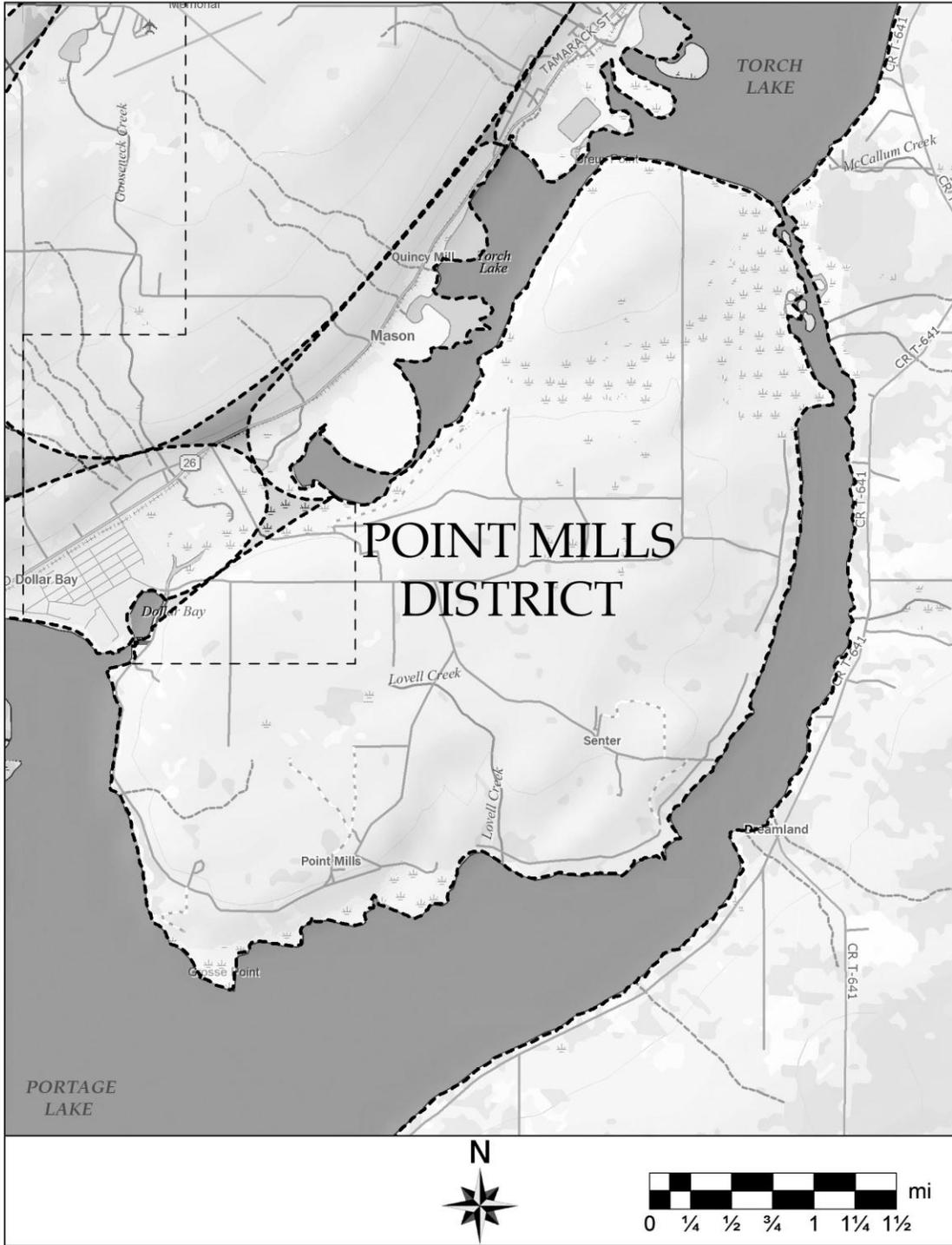
Arcadian Mill site on south side of Point Mills Estates Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Point Mills District\Point Mills Estates Rd (1-D)



House on east side of N. Grosse Pointe Shores, looking E. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Point Mills District\N Grosse Pointe Shores (1)



Farm on north side of Sved Rd., looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Point Mills District\Sved Rd (1)



Approximate area of Point Mills survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Quincy District

County: Houghton **Township(s):** Quincy and Franklin

Boundaries: Bounded on the south by the Portage Lake shoreline; bounded on the southwest by the Hancock city line; bounded on the northwest by U.S. 41, including both sides south of Pontiac Road and the east side only north of Pontiac Road; bounded on the northeast by a section of Airport Park Road (excluded) from U.S. 41 to Industrial Drive (excluded); bounded on the east by Johanna Lane and Coal Dock Road (included).

Historic Use: Industry; Domestic; Transportation; Agriculture; Education

Current Use: Domestic; Recreation and Culture

RESOURCE COUNT

Buildings: 489 **Structures:** 17 **Objects:** 3 **Sites:** 31

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel

Walls: Stone; Wood/Shingle; Asphalt; Wood/Weatherboard; Brick

Other: Stone/Jacobsville Sandstone; Brick; Metal/Steel

Style: Queen Anne; Classical Revival; Richardsonian Romanesque

Description: The Quincy district occupies the southern part of Franklin Township and the southeastern corner of Quincy Township, bordering Portage Lake and Hancock city limits. The district encompasses the historic core of the Quincy Mining Company's operations along the Pewabic lode and south to its smelter on Portage Lake; this forms the Quincy Unit of Keweenaw National Historical Park. Mining defined the historic use and development of the area, and multiple clusters of resources in the district connect to the history of deep rock mining, transportation, smelting, and the domestic life of workers and managers. A few agricultural buildings survive as reminders of the connection between mining communities and the need for sustenance. There are some modern residential and commercial developments within the district; most appear as infill along the U.S. 41 and M-26 corridors.

The topography of the district is rugged along the Quincy hillside and relatively flat on the plateau in the northeast of the district; elevation drops almost five hundred feet between the half-mile from the Quincy mine site to the Portage Lake waterfront. There are a few intermittent streams that carry runoff down the hillside, but no named streams or rivers in the district. Wetlands in the north, especially around Paavola, feed into a small, unnamed stream flowing north to Boston Pond just outside of the district.

Historically, tramways connected the mine sites on the hilltop in the north to industrial sites in the south near Ripley facing Portage Lake; traces of the alignments from both tramways are partially visible. The grade of the Houghton County Traction Company line is most apparent along Streetcar Road in Limerick location. The side-gabled one-and-one-half-story streetcar station from Mesnard survives in a new location along the west side of U.S. 41, and the two-story side-gabled station building in Limerick also remains extant. Numerous railroad spurs connected mine sites with the Mineral Range Railroad line running through Quincy, and several sections of grade are discernable within the historic industrial core. Farther south, the Quincy and Torch Lake Railroad grade runs east-west along the top of the ridge; three railroad cars sit abandoned on an isolated siding.

Busy highways along the southern and western periphery of the district convey travelers through the area. U.S. 41 runs from southwest to northeast along the western edge of the district; M-26 runs east to west along the southern edge of

the district. Secondary roads extend off of these primary routes. Coal Dock Road with its steep grades and ninety-degree turn defines the eastern boundary of the district. Sunshine Road and Forsman Road provide access into the district's interior along the east-west axis. Smaller secondary roads lead off of these primary roads to give access to mining villages and locations as with Paavola, French Town, No. 9, Lower Pewabic, Kowsit Lats, and Mine Shaft roads. A few stub roads connect to former farm sites as at Glass, Blessant, and Goat Hill roads.

The Quincy mine and No. 2 hoist complex administered by the Quincy Mine Hoist Association and located within the Keweenaw National Historical Park forms the core of the district. Quincy No. 2 includes one of the region's few surviving shaft-rockhouses (American Bridge Company, 1908), a 147-foot tall steel and corrugated metal structure made more significant by the prominence of its hilltop setting and visibility from all directions. The site includes buildings, structures, and ruins from multiple phases of operation dating from the 1840s to 1940s. Numerous examples of large rectangular side-gabled sandstone and mine rock buildings survive, including the supply house, oil house, blacksmith shop, and boiler houses (1882 and 1894–95). The fireproof concrete and steel hoist house (J. M. Hoff architect, Maclean Construction, Chicago, 1918–1920) retains the Nordberg steam engine built to lift rock from the nearby No. 2 shaft. It includes fanlight windows, brick veneer, and Italian tile on the interior. Nearby are two of the steel pulley stands between the rockhouse and the hoist house as well as concrete-lined cooling ponds for boiler water. Farther south there are railroad-related resources: the mine rock locomotive engine house (1890, 1894, 1900) and a wooden water tower (1887).

There are numerous ruins along the line of the Pewabic copper lode including remains of the drill core house, compressor building, dry house, No. 4 boiler and hoist houses, mine shafts for No. 4 and No. 7, and the man-engine shaft. To the northeast are the poor rock piles around the No. 6 shaft and two concrete smokestacks. Farther north still is Mesnard location and Quincy No. 8 shaft, headframe, hoist house, and dry house (active 1895–1931, 1937–1945, 1976–1977) near the intersection of Mine Shaft and Airport Park roads.

Housing around the Quincy mine ranges from worker houses to the houses of the mine captain and superintendent. Some of these houses may date from as early as the 1860s, with some built by the Pewabic Mining Company and later acquired by Quincy. Possibly built by the Pewabic company, the Martin house is a two-story frame saltbox house with original clapboard siding and windows; it retains two outbuildings. Located just north of the No. 2 hoist house, it gives a strong impression of the finish and form of worker housing at Quincy. An L-plan, a T-plan, and a side-gabled double house on U.S. 41 may also date from the Pewabic Mining Company period of ownership. A few surviving one-and-one-half-story side-gabled houses face the mine works across U.S. 41. At the southern end of the mine site, three managerial buildings look out over the mine as well as Portage Lake in the distance. The Italianate superintendent's residence (1881) occupies an ornate two-story side-gable frame house with brackets at the eaves and a three-story square tower with segmental arched windows. Next door is the monumental two-story Richardsonian and Classical Revival Quincy Mine Company office building (Robert C. Walsh, 1895–97) constructed of Jacobsville sandstone. The neighboring frame two-story side-gabled mine captain's house combines a steep central cross gable in the Gothic Revival style with an Italianate attic window.

There are numerous clusters of worker housing in the district, including locations laid out and owned by the mining companies and independent villages. Quincy's housing locations included several distinct developments near the industrial core: Limerick, Hardscrabble, Sing Sing, Frenchtown, and Kowsit Lats. Locations are largely residential in character, with most civic and commercial buildings located in nearby Hancock. There are some commercial buildings on U.S. 41, including an early gas station. In Limerick there is a church; the foundation of the Franklin School is north of Limerick.

Limerick location is immediately west of the Quincy mine site across U.S. 41. Platted in 1864, Limerick retains its loose grid of streets. Company-owned and built one-and-one-half-story T-plan houses on Limerick Street are examples of smaller worker houses. Some of the larger foursquare, L-plan, and gable-front houses were likely for workers and others for management. Three T-plan houses on Limerick Road are the oldest standing Quincy-built houses. One unusual building is a brick foursquare house with sandstone lintels located at the center of Limerick on Second Street; it may have been built as the priest's residence for the neighboring church. The one-story nave plan stone Catholic church with square tower entry is an unusual form; it may incorporate a remnant of an earlier, larger building.

Platted in 1864, Hardscrabble location was west of Limerick; today no buildings remain. The tiny location of Sing Sing (established 1875) sits southwest of Hardscrabble and contains a number of privately-owned homes built on leased company land along No. 2 and Sing Sing roads. Frenchtown location (established in the late 1890s) comprises three historic houses located on French Town Road. East of U.S. 41 and directly south of Quincy Mine is the Kowsit Lats location; the compact area contains four small frame houses overlooking Portage Lake and the city of Houghton in the distance.

Lower Pewabic location, east of the Quincy mine site, follows a grid plan with houses evenly spaced along three main streets. Built by the Pewabic Mining Company, Lower Pewabic retains its legibility with approximately one dozen houses left to convey its character as a company-built workers' community. The identical two-story front-gabled houses built in 1917 were based on the same Sears and Roebuck plans. Many of the houses retain original wood clapboard siding and 1/1 or 2/2 double hung windows. Some houses have enclosed entries, while a few examples retain open porches supported by columns. Many of these houses have small one-car garages and sheds.

Southeast of Lower Pewabic is Newtown location, also built by the Pewabic Mining Company. It has six houses on two numbered streets: one-and-one-half-story saltbox houses and one-story L-plan houses. Sheds, garages, and saunas accompany the houses.

Adjoining Lower Pewabic on the east is the village of Coburntown, a residential community for Quincy mine workers, though one independent of company ownership and control. The village uses a tighter plan than that of its neighbor and displays variety in its house forms, which include foursquare houses with pyramidal roofs, one-and-one-half-story side-gabled houses, and smaller one-and-one-half-story front-gabled houses with wings. Coburntown also supported farming—the brick Wisconsin dairy barn with its large attached milk house on Sunshine Road is an indication of the close connection of agriculture and mining communities in the area. Additional outbuildings include sheds, gable-roof barns, garages, and an aitta (granary).

The village of Paavola is located outside of the immediate influence of Quincy, and like Coburntown, it developed as an independent real estate venture, in this case to house workers at the Arcadian Mining Company. It also followed a model as a platted rural residential area with open lots for subsistence agriculture. About one dozen houses stand at Paavola; types include one-and-one-half-story saltbox, T-plan, and one-story L-plan houses. Many houses incorporate enclosed porches and rear ells. On Fifth Street there is a pair of distinctive two-story gable-on-hipped roof houses. Some of the houses built by the Arcadian Mining Company were moved to Paavola, and these different types may contribute to the diversity of building types seen in the village. While Paavola's workers' club building no longer stands, the side-gabled frame Paavola Senior Citizen's Center on Main Street is a building type indicative of Finnish hall culture in the region. Finnish influence is also seen in outbuildings including saunas, small barns, aittas, and sheds.

Descending the ridge from Quincy Hill towards Portage Lake leads to two communities oriented towards the Quincy Mining Company's copper processing operations. South Quincy and Ripley developed as residential communities in close proximity to the Quincy smelter. South Quincy sits nestled within the steep terrain, and streets curve up and across the hillside. Common house types include one-and-one-half-story side-gabled and L-plan houses. A well-preserved example of a two-story side-gable house retains 2/2 and 6/6 double hung windows as well as a small barn in its yard.

Immediately east of South Quincy on M-26, Ripley also occupies a hillside site, yet adopts a grid plan with terraced house lots. It is one of the larger communities in the district, with nearly one hundred buildings. Houses sit on narrow lots with shallow front yards, giving the village an urban character. Adding to this urban feeling is the Ripley School (Charlton & Kuenzli, ca. 1910), a Classical Revival building of Jacobsville sandstone. The two-story monumental school features pilasters, cornice, temple pediment, and cupola. House types include the foursquare, one-and-one-half-story side-gabled, and front-gabled types. Most of these are frame buildings, but there is an example of a brick foursquare with the refinement of a Palladian window in the dormer of its hipped roof. Some larger two-story front-gabled houses also incorporate elements of the Queen Anne style such as extensions and bays for more complex massing, porches with spindlework and columns, decorative fish scale shingles, and art glass.

The Quincy smelter on M-26 and the Portage Lake waterfront was built in 1898 on the site of an earlier stamp mill. It is extraordinarily significant as one of the most intact surviving reverberatory furnace smelter complexes in the world. The

complex includes two foundries, dryhouse, laboratory, machine shop, and sheds. There are also railroad trestles and two slag heaps at the site. An upright and wing building (1898) that housed the smelter's office stands north of the foundry along with a two-story frame barn and stable.

West of the Quincy smelter on M-26, the buildings of the Detroit and Lake Superior Copper Company are now used by the Houghton County Road Commission. A one-story arched roof stone building and a two-story brick industrial building stand near a two-story front-gabled brick office building with wing; the architectural details of the office include articulated brick window hoods and a stone water table.

Nestled in along the city of Hancock's southeastern boundary, the streets of Roosevelt, McKinley, and Sampson occupy a steep hillside setting. They are part of the Quincy Second Hillside Addition, a residential area platted by the Quincy Mining Company, which sold the lots. Sloped lots led to the construction of many retaining walls constructed of concrete, mine rock, and cobblestone. Large two-story side-gabled houses, L-plan, and one-and-one-half-story front-gable houses are common types. The Quincy Mining Company built a few houses for sale, including a two-and-one-half-story front-gable house on Sampson Street (Hans T. Liebert, 1905) with decorative trim in the gable peak and wood shingle cladding. There are a few examples of ranch houses taking advantage of viewsheds from the hillside setting. Some double-decker duplex houses utilize the terrain with entries on the first and second stories.

There are few resources in the eastern and northern part of the district. In the east on Coal Dock Road there is a mix of one-and-one-half-story side-gabled houses, a few ranch houses and mobile homes, and a cast concrete commercial garage. There are few buildings along Johanna Lane, Arcadian Hill Road, and Dead End Road; they appear to be earlier road alignments once connected that are now fragments. There is a farmstead on Dead End Road with barns and sheds. There is a steel water tower visible from Johanna Lane.

Condition: Most buildings in the district range from good to fair condition. There are numerous ruins within the district, though most appear stable. There are some buildings in the district that appear to be in disuse, some with boarded or broken windows. Many houses appear well maintained. It also appears that some industrial buildings have undergone stabilization with new roofs installed in recent years at the Quincy smelter, Quincy mine locomotive roundhouse, and blacksmith shop.

Integrity: Many of the buildings within the district appear to have undergone minimal alteration from their original form. New vinyl, fiberboard, and asphalt siding are common changes along with new windows and doors, sometimes in original openings, but often with new configurations. Some houses also have newer attached garages. The overall forms of buildings remain legible along with their setting. The lack of infill development has also helped the district retain its historic character. Nevertheless, the surviving houses are often a small percentage of what was once there, and some locations retain no standing buildings at all.

Theme/Subtheme: Industry/copper industry; Architecture; Transportation

Date Built: 1850s-1960s

Architect or Builder: J. M. Hoff, Maclean Construction; Robert C. Walsh; Charlton & Kuenzli

History: The history of the Quincy district is synonymous with the Quincy Mining Company (Quincy). Quincy was engaged in copper production in this area from 1848, when it incorporated, until its smelter closed in 1971. The company managed an extensive underground operation—at one point operating one of the deepest mines in the world—and built a concomitantly large surface plant. Over time, Quincy acquired neighboring mines and their properties, which included neighborhoods of worker housing, grade schools, and other structures from the top of Quincy Hill down to the smelter on Portage Lake.

Quincy opened its first shaft on the Quincy lode in 1854. By 1857, the company had transferred all of its attention to the Pewabic lode, an ore body that the adjacent Pewabic Mining Company had located while exploring a line of prehistoric mines. The Franklin Mining Company, north of the Pewabic, also began mining the Pewabic lode in 1857. Each mine attracted workers by providing amenities, primarily housing. Quincy provided a doctor and a dispensary and donated land for churches. Quincy's housing locations included Swedetown, Limerick, and Hardscrabble, which were all platted in

1864; the Quincy School was built a few years later in 1867. Frenchtown and Sing-Sing locations were developed in 1875 and the late 1890s, respectively. Sing-Sing contained a number of privately owned homes on leased company land.

The most profitable portion of the lode ran through Quincy's property, but neighboring mines also owned valuable portions of the lode, and Quincy purchased them—the Pewabic mine in 1891, the Mesnard and Pontiac mines in 1896, and the Arcadian and Franklin mines by 1908. Neighborhoods of worker housing were included in the purchases. Newtown and Lower Pewabic were acquired when Quincy bought the Pewabic Mining Company in 1891; the Mesnard location came with the Mesnard mine in 1896. The Franklin and Backstreet neighborhoods were acquired in 1908 with the purchase of the Franklin Mining Company. Not all communities on Quincy Hill came to be controlled by Quincy, though. Concord City, later named Paavola, was developed privately in 1895 for workers at the Arcadian Mining Company. The mine failed to profit, and even though its property was purchased by Quincy, the community remained independent; when Finnish farming families arrived in 1900, the community became known as Paavola. The residents of Coburntown, the common name for the neighboring communities of Pewabic (1859) and East Quincy (1896), also maintained a greater measure of freedom than those in company-controlled housing locations. These communities, including Ripley on the shore of Portage Lake, had a combined population of over six thousand in 1904.

Ripley developed as a response to the construction of Quincy's smelter, which was built in 1898 on the remains of the Pewabic Mining Company's mill, between the Detroit and Lake Superior Copper Company's smelter (1860) and the Franklin mill (ca. 1865). The company built residences for smelter workers and managers in Ripley, and the Ripley School (1908) served area students until it closed in the 1980s, a consequence of the end of Quincy's copper production and a declining population.

References: Alison K. Hoagland, "Mine Towns: Buildings for Workers in Michigan's Copper Country," (Minneapolis: University of Minnesota Press, 2010); Kathleen Lidfors, "Quincy Mining Company Historic District," National Register of Historic Places Nomination Form, 1988; Larry D. Lankton and Charles K. Hyde, "Old Reliable: an Illustrated History of the Quincy Mining Company," (Hancock, MI: Quincy Mine Hoist Association, 1982); United States Department of the Interior, National Park Service, "Quincy Mine Historic Landscape: Cultural Landscape Report and Environmental Assessment," (Washington, DC: 2010).

NR Status: Many of the district's resources are within the National Historic Landmark Quincy Mining Company Historic District, which includes Quincy mine's industrial core as well as the locations of Frenchtown, Sing Sing, Hardscrabble, Kowsit Lats, Lower Pewabic, Newtown, and Mesnard. Farther south, the NHL includes the Quincy smelter and community of South Quincy. Ripley is outside of the NHL and may warrant further investigation as a separate district or for inclusion within the existing district through its association with the Quincy smelter. The State Historic Preservation Office has determined that the Ripley School is eligible. The houses in the Quincy Second Hillside Addition might form an historic district with the rest of the Quincy Second Hillside Addition in the city of Hancock. The village of Paavola is outside of the NHL district and may have significance as a village of independently owned worker housing; small farmsteads in the village with outbuildings such as barns, sheds, and aittas may be eligible. The brick dairy barn on Sunshine Road in Coburntown may be National Register-eligible as one of the largest and finest examples of a Wisconsin dairy barn in northern Houghton County.

Comments: The site of the Arcadian Copper Mine was not accessible. Extensive documentation of the historic structures and landscapes within the district is available through the HAER documentation project (1978), Quincy Mining Company Historic District National Historic Landmark nomination (1989), and Quincy Mine Historic Landscape: Cultural Landscape Report and Environmental Assessment (2010).

Surveyor: Eric Gollanek

Survey started: 6/14/2012

Survey ended: 6/19/2012

Photos:



Houses on south side of Second St. in Coburntown, looking SE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Quincy District\Second St-Coburntown Village (1)



Houses on south side of W. Lower Pewabic Rd. in Pewabic, looking SE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Quincy District\W. Lower Pewabic Rd-Lower Pewabic Location (1)



Quincy mine site on east side of U.S. 41, looking E. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Quincy District\US41 (3-A)



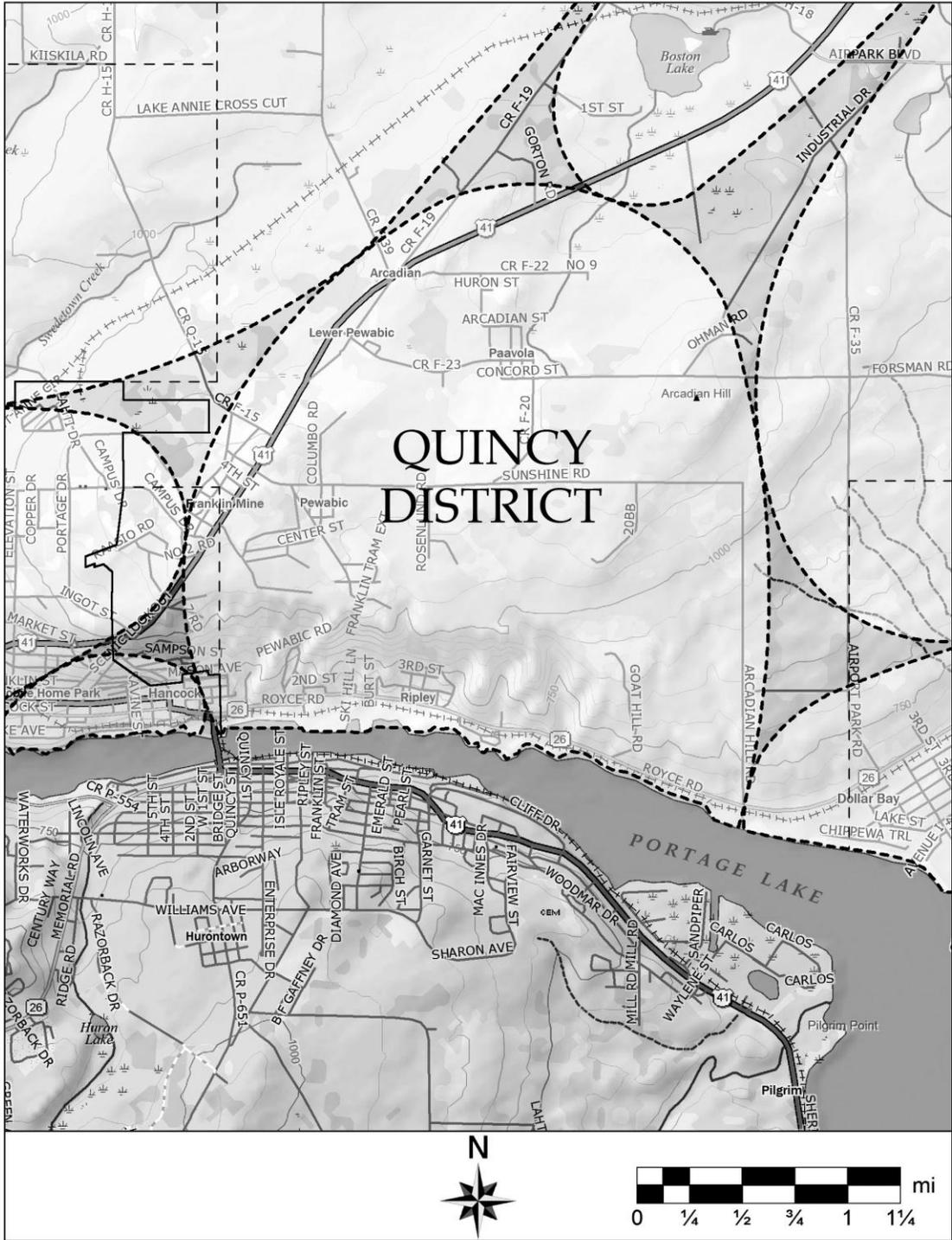
Superintendent's residence on west side of U.S. 41, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Quincy District\US41 (7)



Quincy Smelter on south side of M-26, looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Quincy District\M26 (4-B)



Ripley School on south side of Second St. in Ripley, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Quincy District\Second St-Ripley Location (1)



Approximate area of Quincy survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Salo District

County: Houghton **Township(s):** Quincy, Franklin, Hancock, Osceola, and Calumet

Boundaries: Bounded on the north by the Keweenaw County line; bounded on the northeast by Dextrom Road and Tamarack Waterworks Road, which is included north of Jackman Road (excluded) and excluded south of Jackman Road; extends east on M-203 to Chestnut Street (excluded) and extends east on Woodland Road to Osceola Road (excluded); bounded on the east/southeast by Tecumseh Road beginning at Osceola No. 3 and continuing southwest along Electric Park Road, again Tecumseh Road, Highway Location Road, and Boston Road, all excluded along with New Street; extends south on Pontiac Road to U.S. 41 (excluded) and extends south on Lake Annie Road to Mine Rock Road (excluded); bounded on the south by the city of Hancock; bounded on the west by Portage Lake and the Portage Lake Ship Canal; bounded on the northwest by Lake Superior.

Historic Use: Agriculture; Domestic; Industry; Recreation and Culture; Religion/Funerary

Current Use: Recreation and Culture; Domestic; Agriculture; Religion/Funerary

RESOURCE COUNT

Buildings: 402 **Structures:** 5 **Objects:** 4 **Sites:** 63

MATERIALS

Foundation: Stone; Concrete; Wood

Roof: Asphalt; Metal/Steel; Wood/Shingle

Walls: Asphalt; Wood/Shingle; Wood/Fiberboard; Asbestos; Wood/Weatherboard

Other: Stone/Sandstone; Brick; Concrete

Style: Arts and Crafts Style; Colonial Revival; Gothic Revival

Description: The Salo district encompasses a vast area east of Portage Lake and the Portage Lake Ship Canal, stretching from the city of Hancock in the south to Keweenaw County in the north. Within the approximately forty-five square miles of the district, however, there are no villages or major highways. This is a rural district, containing farms, seasonal camps, and a mix of houses. There are few exceptional individual resources, but the district as a whole includes a strong mix of buildings and landscapes that retain integrity and represent important examples of property types.

Rolling terrain across much of the district characterizes the topography, with some creeks within deep ravines. Steep descents are common, especially on the western edge of the district, where elevation drops 175 feet from High Point to Portage Lake at the city of Hancock. There are no rivers in the district, though numerous streams flow from southeast to northwest into Lake Superior and Portage Lake, including Brewery, Gardeners, Muggun, Sevenmile, St. Johns, Lily, Boston, and Spring creeks. In addition there are approximately one dozen unnamed streams and creeks. Wetlands feed many of these. Lake Annie and Bear Lake are two large lakes in the south and north of the district respectively.

M-203 is the only highway in the district, beginning at the city of Hancock and following the shoreline of Portage Lake before it turns eastward to the village of Calumet. Secondary roads form an irregular grid of paved and gravel roads. Lakeshore and North Lakeshore Drive follow the Lake Superior shore, connecting to Calumet Waterworks and Tamarack Waterworks roads. Lake Annie/Salo, Pontiac, South Cloverland, Oikarinen, Rhode Island/North Cloverland roads run on a north-south axis through the interior. Lake Annie Crosscut, Boston Crosscut, Waasa, Woodland, and Fisherman roads provide east-west connections. Shorter roads provide access to farms, recreational camps, and other properties.

Though many are inactive, approximately fifty farms help to define the predominantly agricultural character of the district. Farm site features are various combinations of fields, fences, windbreaks, ditches, orchards, and ruined and

standing buildings. Large circular mounds of stones from cleared farm fields are a common feature in the central part of the district. Gothic-, gable- and gambrel-roofed barns are among the district's most impressive resources. Several Gothic-roofed barns incorporate sandstone walls; one barn on Boston Crosscut Road also retains fine decorative details including brackets at the eaves and a pointed arch window. One farm on Bear Lake Road appears to use an early one-and-one-half-story house as the core of a series of connected barns and outbuildings. Additional farm outbuildings include chicken houses, garages, equipment sheds, and pole barns. There are numerous examples of saunas throughout the district and one aitta, or granary. Farmhouse types are varied. One-and-a-half-story and two-story front-gabled and side-gabled types are common as are L-plan and T-plan forms. Houses use a full range of cladding including asphalt, fiberboard, asbestos, wood shingle, and vinyl siding. There is little evidence of decorative style in the district's farmhouses.

There appear to be few examples of houses that were not built as farmhouses or recreational camps. Many recreational camp properties are located along the Lake Superior and Portage Lake shorelines, and these include examples of bungalows and ranch houses. Arts and Crafts elements include exposed rafter tails and shed dormers. Several houses incorporate characteristics of the Modern style such as flat roofs, deep overhangs, and corner windows. Smaller types include one-story side-gabled and L-plan houses. Some of these are set on wood posts instead of foundations. Exterior cladding varies to include wood shingle, asphalt, wood clapboard, and fiberboard. Many of these properties include saunas, sheds, and privies.

The district's only community building is the former Salo Township Hall, built as a school in 1905 and located on Salo Road in an isolated setting. The front-gabled frame one-and-one-half-story building has an enclosed entry with decorative trim in the gable, a cupola, and eaves returns. The building has 1/1 double-hung windows and asphalt siding and sits on a stone and brick foundation.

Industrial resources include the cast concrete ruins of the Finnish Farmers' Milling Company building, which stands on Pontiac Road near Boston Crosscut Road; the mill drew water from the adjacent Boston Creek for its operations. On Tamarack Waterworks Road, the Bosch Brewery ruin consists of mine rock walls with brick segmental window openings. A recreational park and waterworks plant face Lake Superior at the end of Calumet Waterworks Road. The park contains playground equipment from the mid-twentieth century. Housing on Lakeshore Drive near the waterworks includes a few examples of one-and-one-half-story L-plan and side-gabled houses that were likely used to house workers at the plant.

At the north end of the Portage Lake Ship Canal, a breakwall and navigational light mark the north entry. McLain State Park (created 1931) contains recreational buildings, landscaping, and playgrounds that appear to date from the mid-twentieth century. There are two frame gable-roofed lavatory buildings with wood shingle, vertical board, and clapboard siding built as part of the park and campground facilities. Southeast of the park, on Coast Guard Road, the Coast Guard Life Saving Station (built 1935, closed 1990) includes seven buildings. There are separate buildings for the station's commanding officer and family, crew quarters, and office. The one-and-one-half- and two-story side-gabled buildings draw from Colonial Revival forms with gable dormers and entry porches. In addition there is a one-car garage with wood clapboard and fish scale shingles. A three stall boat house with steel rail launches sits on the water's edge. An older boathouse from the 1902 Portage Life Saving Station was moved from its original location farther north; the board and batten building with hipped roof and raked and flared eaves functioned as a garage at the new site.

Two large masonry buildings are of note in the district. On Calumet Waterworks Road, a one-and-one-half-story side-gabled building with Jacobsville sandstone and wood clapboard walls was once a bar. On M-203 at Bear Lake Road is a two-and-a-half-story building of rusticated concrete block construction with gable dormers and hipped gable roof.

Two cemeteries were surveyed. Waasa Cemetery (ca. 1917) on Waasa Road is a small rural site with granite and marble gravestones. Lakeview Cemetery (1894) west of Calumet on M-203 resembles a large urban cemetery with approximately thirty thousand burials. It contains a wide variety of granite, marble, and concrete markers as well as a bronze standing soldier monument (1900) commemorating Civil War and Spanish American War veterans. Sandstone gateposts mark the entrance to the cemetery adjacent to a front-gabled brick building with Gothic-arched window and door openings used for preparing bodies for interment. Two fountains of cobblestone and concrete construction stand along M-203, one at Lakeview Cemetery and the other at a roadside site farther east towards Calumet. The latter example is identified as a project of the WPA from the 1930s.

Condition: The district has numerous farms, both active and inactive, maintained in fair to good condition, including outbuildings. Numerous cottages along the lakeshore on M-203 and Lakeshore Drive are maintained as seasonal properties in good to fair condition. Some examples of ruined and dilapidated buildings, including houses as well as outbuildings, are scattered throughout the district.

Integrity: The district has retained some of its historic agricultural landscape, especially fields and collections of farm buildings. Many of the houses are altered with secondary siding, including vinyl and fiberboard as well as asphalt, asbestos, and plywood. Numerous examples also have new windows, some with alterations in the size and placement of window openings. Farm outbuildings usually retain integrity.

Theme/Subtheme: Agriculture; Entertainment/Recreation; Maritime History; Architecture

Date Built: 1890s-1960s

Architect or Builder:

History: Salo is a rural agricultural district formed by Hancock Township and sections of Osceola, Franklin, Quincy, and Calumet townships. The name has long been used informally to identify this area west of the copper range. "Salo" means "backwoods" in Finnish; it is also a common surname. The name for the district could possibly derive from either source: by 1905 a person named Salo owned eighty acres of land here; in the early days of its settlement, several miles from the population centers of Hancock and Calumet, the area was considered remote.

Prospective farmers, many of them former miners, and some who continued to work part-time, began arriving during the late 1890s. By 1920 the district's 1,550 residents were distributed in Hancock Township (365), and rural sections of Calumet (535), Osceola (330), Franklin (255), and Quincy (95) townships. More than 90 percent (1,405) were Finnish immigrants and their offspring; the remaining 145 included Italians (64), Swedes (27), and members of six other nationalities groups (54).

The dairy farms established by Finnish immigrants, generally 40–160 acres, included several structures: a house, often of logs; a gable-roofed cow barn, usually of logs and often with a hay storage addition; a log savusauna (smoke sauna), typically modernized during the 1920s with a chimney and attached dressing room; an aitta, an unheated storage building, often a granary; a lato, a meadow or field hay barn built of widely spaced logs; a root cellar; and a privy. Successful farmers later built gambrel-roofed barns. Small fields carved out of surrounding forests provided land for grain, hay, and pastures. Shallow ditches drained the generally level land where water accumulated after periods of rainfall and snowmelt.

Finnish-American communities were noted for their cooperatives, but Salo's Finnish Farmers' Milling Company, organized in 1905, was unique. The mill's twelve-foot cast iron wheel was powered by water that flowed for six miles along Boston Creek from the Franklin Mining Company dam at Boston Pond to a point along DeMotts Road where another dam and the mill were located. The mill operated until 1936, when obsolescence led to its closing and conversion into scrap iron. Foundation sections, cement piping, and the mill wall were still evident in 1978.

On Salo Road is the early twentieth-century Salo school, likely closed during the 1940s and later used as a community building; it is now privately owned and vacant. Nearby on Waasa Road (named for a Finnish province) is the Waasa Cemetery, where the earliest known burials date to 1917. Located west of Calumet on M-203 is Lakeview Cemetery (approximately thirty thousand gravesites), established in 1894. Named for the never-realized townsite of Lakeview, the cemetery represents all of Calumet's socioeconomic, ethnic, and religious groups, and serves as the burial site for the seventy-two victims of the 1913 Italian Hall disaster. Because of its size, ornate headstones, and extensive vegetation, Lakeview is similar to a large urban cemetery. Behind Lakeview and accessible from Tamarack Waterworks Road is the abandoned "Jewish Lake View Cemetery," where nineteen burials have been documented. Incorporated in 1900 by the Hebrew Cemetery Association of Calumet, the cemetery was abandoned about twelve years later.

Also in the Lakeview area on the Lake Superior shore is the former Calumet and Hecla Mining Company's waterworks, a pump station and park dating to the 1890s (both still in use); twenty employees and family members resided there in 1920. South of the waterworks, a group of recreational camps and cottages were built along a ridge overlooking the shore, perhaps as early as the 1930s. At the far western end of the district is McClain State Park, created in 1931 from

Canal State Park (1928) and expanded to include an area of Bear Lake. The WPA made some improvements to McClain, but only the M-308 extension through the park remains. Today, a number of former farmsteads serve as year-round residential properties for retirees and commuters; a few are used to produce hay and specialized agricultural products. Near the Calumet and Hecla waterworks, a number of year-round residences have replaced seasonal cottages and camps.

References: Arnold R. Alanen and Suzanna Raker, "From Phoenix to Pelkie: Finnish Farm Buildings in the Copper Country." In *New Perspectives on Michigan's Copper Country*, A.K. Hoagland, E.C. Nordberg, and T.S. Reynolds, eds. (Hancock: Quincy Mine Hoist Association, 2007); "Bear Lake Tract is Named McLain Park by State," *Evening Copper Journal*, 16 May 1931; "Finnish Farmers Milling Plant Almost Forgotten," *Daily Mining Gazette*, 30 September 1978; "Jewish Cemetery Project, Houghton-Keweenaw Genealogical Society," <http://www.khcg.org/Documents/jewishfml2.pdf>; "Lakeview Cemetery: Copper Country Explorer," www.coppercountryexplorer.com/guide/lakeview-cemetery; "Map of the Copper Range of Northern Michigan, Compiled and Drawn by R.M. Edwards" (Houghton, revised 1905); "McClain State Park a Half-Century Old," *Daily Mining Gazette*, June 1984; "Salo School << Heritage Guide," <http://www.coppercountryexplorer.com/guide/salo-school/>; "State Park Evolved," *Daily Mining Gazette*, June 1985; U.S. Census manuscript schedules, 1920 (accessed through ancestry.com); "Waasa Cemetery," genealogia.fi/emi/emi/51.html.

NR Status: The Lakeview Cemetery may be eligible for the quality of its sculpture and monuments and its connection with social history of the Calumet area. The Coast Guard Life Saving Station may be eligible as an intact collection of buildings important in the maritime history of the region that appears to retain its integrity as a site. Some farms or farmsteads may be National Register eligible; intensive level survey is needed to evaluate these individually and possibly as part of a district.

Comments: The abandoned "Jewish Lake View Cemetery" on Tamarack Waterworks Road is marked private property and is not visible from the road. Buildings and structures at the Calumet Waterworks pump station appeared to be modern, but were not clearly visible or accessible from the road.

Surveyor: Eric Gollanek **Survey started:** 5/21/2012 **Survey ended:** 5/23/2012

Photos:



Camp on west side of Lakeshore Dr., looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Salo District\Lakeshore Drive (2)



Lakeview Cemetery on north side of M-203, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Salo District\M203 (5-B)



Farmstead on west side of Bear Lake Rd., looking W. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Salo District\Bear Lake Rd (1-B)



Coast Guard station at end of Coast Guard Rd., looking N. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Salo District\Coast Guard Rd (1-E)



Farmstead on east side of M-203, looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Salo District\M203 (2)



House on west side of M-203, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Salo District\M203 (4)



Approximate area of Salo survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Torch Lake Mills District

County: Houghton **Township(s):** Osceola, Torch Lake

Boundaries: Bounded on the southwest by Junction Road, Amygdaloid Street, and Conglomerate Street (all included); bounded on the south by Torch Lake; bounded on the northeast by West Thirtieth Street (excluded); bounded on the north by snowmobile trail number three (Copper Range Railroad grade).

Historic Use: Industry; Domestic; Commerce; Religion/Funerary

Current Use: Domestic; Commerce; Religion/Funerary

RESOURCE COUNT

Buildings: 542 **Structures:** 2 **Objects:** 0 **Sites:** 11

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel; Wood/Shingle

Walls: Wood/Fiberboard; Asphalt; Wood/Weatherboard; Wood/Shingle; Brick

Other: Stone/Jacobsville Sandstone; Concrete; Metal/Steel

Style: Queen Anne; Classical Revival; Gothic Revival

Description: The Torch Lake Mills district is oriented northeast to southwest; M-26 bisects the district. For simplicity, in the description that follows references to the northwest side of M-26 and streets parallel to M-26 are described as west, and references to the southeast side of M-26 and streets parallel to M-26 are described as east. The same convention is used for photographs.

The Torch Lake Mills district is primarily comprised of the unincorporated villages of Tamarack City, Hubbell, and Linwood, located on M-26 along the Torch Lake shore. Multiple stamp mills and a smelter shaped the development of industrial, commercial, and residential settlement patterns in the district. Some of these industrial sites survive with ruins and some standing buildings; the shoreline of Torch Lake still shows the impact of milling, with large deposits of stamp sands extending far into the lake.

The district follows the shoreline of Torch Lake, with gently sloping ground along the water's edge and a steep ascent inland to a hillside with patches of dense forest and deep ravines. The land along M-26 is level; hilly terrain begins one or two blocks to the north. Ravines along the steep terrain on the northern edge of the district have influenced the layout of streets and lots, especially in Linwood. Dover Creek flows through the district from northwest to southeast; it descends hundreds of feet over Hungarian Falls, northwest of the district, supporting a reservoir constructed by the Ahmeek Mining Company off of Golf Course Road. Three unnamed intermittent streams flow in the same direction.

Highway M-26 runs parallel to the shoreline, the lone survivor from what was once a dense transportation corridor: the Copper Range and Mineral Range railroads and Hecla and Torch Lake Railroad all traveled through the district connecting mines, mills, and smelters. Only the abandoned grades survive, with some now used as ATV/snowmobile trails. Ruins of abutments are visible in the northwest of the district off of Golf Course Road, where sets of concrete and mine rock abutments supported trestles over Dover Creek. The Houghton County Traction Company streetcar grade also remains visible in sections throughout the district; a one-story hipped roof streetcar station building survives in Hubbell on Duncan Avenue and West Twelfth Street.

Highway M-26 provides the spine supporting several adjacent gridded street plans. The highway takes the name of Tamarack Street in Tamarack City and Duncan Avenue in Hubbell and Linwood; West Eighth Street is the dividing line. Oneco, Golf Course, and Hendrickson roads lead out of the district to the northwest. Some streets, such as Junction Road, remain unpaved.

Stamp mill sites in the southwestern part of the district include those of Tamarack Mill No. 1 and Osceola Mill No. 2, located immediately west of M-26. The site of the Osceola mill consists of stone and concrete foundations and mine rock piles. The Tamarack mill site on Red Metal Circle includes a large corrugated metal shed-roof building with original 8/12 and 16/16 double-hung wood windows. A frame stable or barn with hayloft door and hoist sits next door. There are concrete foundations and some mine machinery along the hillside behind the building. The most prominent stamp mill ruin in the district is that of the Ahmeek mill (1910) on Tamarack Street in Tamarack City, with its multistory concrete trestle and foundations surmounted by one remaining Nordberg compound steam stamp.

Near the southwestern end of the district, Tamarack City has some two-story frame commercial buildings along Tamarack Street, but it has a primarily residential character. Housing on Amygdaloid and Conglomerate streets includes a pair of two-story side-gabled frame duplexes and several small one-and-one-half-story side-gabled and L-plan houses. Farther east on Tamarack, Ash, and Maple streets, larger T-plan, L-plan, and front-gabled houses include some with Queen Anne style details such as sunbursts in gables and spindlework on porches.

Hubbell features several impressive commercial buildings and the township hall in its small business district. On Duncan Avenue, the current post office in the former First National Bank of Hubbell (1909) is a Classical Revival temple-front building in brick with Jacobsville sandstone details including a carved pedimented entry and monumental Ionic pilasters. The two-story Opal Building next door features a sandstone facade with pilasters and cornice. There are also a few plainer frame and brick commercial buildings, some with storefronts intact and others remodeled, including one partially concealed cast iron example. The gable-roofed frame Torch Lake Township Hall has an attached garage for the Hubbell Fire Department.

Two churches on West Thirteenth Street in Hubbell announce their presence with tall steeples visible around the village. Both St. John's Lutheran and St. Cecilia's Catholic churches are frame nave plan buildings with tower entries and Gothic Revival decorative features. Pointed arches frame louvered openings in the belfries, and lancet stained glass windows survive in situ for both churches. The parsonage at St. Cecilia's is a two-story brick house with articulated cornice and hipped roof with cross gables. Nearby on I Avenue is the three-story brick and sandstone St. Cecilia's School (1902), with a rusticated basement story and pedimented entrance tower with semi-circular attic window.

Housing in Hubbell includes a diverse range of types including one-and-one-half and two-story front-gabled, L-plan, and upright-and-wing forms. Some of these have original open porches with turned posts and spindlework. A few retain window hoods, and some have 2/2 or 1/1 windows as well as cottage windows with art glass. There are also examples of foursquare and bungalow houses with 2/1 or 3/1 double hung windows. Some homes retain wood clapboard or wood shingle siding, though many have vinyl or fiberboard updates. One unusual house has a square tower with mansard roof. A two-and-one-half-story frame house on D Avenue is an exceptional example of the Queen Anne style with corner tower, two-story bay window, wraparound porch, and balcony. Some houses have freestanding garages, and there are numerous examples of stone retaining walls as part of yard landscaping.

In the northeastern corner of the district, the distinctive architecture of the Linwood subdivision distinguishes it from the adjacent Hubbell. Primarily residential in character, Linwood includes numerous large front-gabled and asymmetrical houses with Queen Anne style elements such as gabled extensions; side bays; porches—some wraparound—with spindlework and columns or turned posts; contrasting materials such as clapboard, fish-scale shingles, and rusticated sandstone; and ornamental woodwork in the eaves. There are also examples of foursquare houses, L-plan, and upright-and-wing types. Some houses have freestanding garages, and there are a few small barns in side lots or backyards. Several houses have stone retaining walls as well as iron or wire fencing.

The Calumet and Hecla Mining Company smelter complex, opposite Linwood on M-26, retains several resources that convey the scale of its operations. The three-story 70 by 250 foot corrugated metal and concrete mineral storage building (1913) faces the ruins of the waterfront docks used by the mining company. Additional buildings at the site

include the brick and steel electrolytic plant (also 1913) with monitor roof and segmental window hoods. Smaller gable-roofed sandstone buildings (ca. 1892) stand to the east.

Condition: The stamp mill sites survive as ruins and appear to be decaying, with concrete, steel, and stone walls and foundations exposed to the elements. Most buildings in the district range from good to fair condition.

Integrity: Most of the industrial resources in the district are ruins, and many buildings have been removed. There is some new infill construction evident, but generally the landscape retains legibility. The Calumet and Hecla smelter site has lost several of its buildings, but the scale of the complex remains legible through the imposing mineral storage building, docks, and the reused electrolytic building. Most commercial buildings have altered storefronts; some commercial buildings retain architectural details including cornices as well as decorative stone and brickwork. Many houses retain their original forms and still have original architectural details, with a significant number retaining spindlework and turned posts on open porches. Many houses have been upgraded with secondary siding, particularly vinyl and fiberboard. Replacement windows are common; sometimes the window openings have been altered as well.

Theme/Subtheme: Industry/copper industry; Architecture

Date Built: 1880s-1960s

Architect or Builder:

History: The name, "Torch Lake," likely derived from the Ojibwe term for "place of the torches," defined the lights used by native people to conduct nighttime fishing on the placid water. Euro-American development began after the Civil War when French Canadian lumberjacks arrived in the area to harvest the first-growth forests. Shortly thereafter, mining company officials appropriated land along the shore for copper processing facilities. The lake served as an important transportation corridor for the shipment of refined copper, and offered a convenient site for dumping stamp sand, a by-product of the extraction process.

Copper processing commenced in 1867–68, when the Hecla and Calumet companies (later C&H) built separate stamp mills northeast of the Torch Lake Mills district at Lake Linden. Processing activities began in the Torch Lake Mills district in 1885–87, when C&H constructed a fifteen-furnace smelter that concentrated the copper produced by its Lake Linden stamp mills. Between 1886 and 1888, both the Osceola and Tamarack mining companies built adjoining stamp mills southwest of the C&H smelter, in Osceola Township. Tamarack added a second mill in 1896, while Osceola constructed replacement mills in 1899 and 1902. The two mills shared a pump house, shipped their output to Dollar Bay for smelting, and platted the adjacent settlement of Tamarack City, also called Tamarack Mills. The Ahmeek Mining Company was transporting conglomerate to the Osceola and Tamarack mills by 1903, but then built its own facility at the northeastern edge of Tamarack City in 1910. The Hancock and Calumet Railroad served all of the stamp mills. The Lake Milling, Smelting, and Refining Company purchased the Tamarack No. 2 mill around 1914, but after C&H acquired all of the properties during the 1920s, its stamping operations were concentrated at the Ahmeek mill.

By 1913 Torch Lake contained two hundred million tons of stamp sand, spread over 150 acres of the lake and 120 feet deep in places. Since only 90 percent of the copper had been removed from the deposits, the "mining" of stamp sands began in 1915 when C&H constructed a pilot reclamation plant northeast of the district, at Lake Linden. Another reclamation facility was constructed just north of the Tamarack stamp mill during the early 1920s; this plant, along with the former Ahmeek stamp mill and the C&H smelter closed permanently in 1967. Although railways and large sections of the mill and smelter complexes were removed, numerous building remnants and rail corridors remain to the present.

To house the area's workers, the district's first town, Groverton, was platted in 1885; subsequently it was renamed South Lake Linden, and then in 1903 it was named Hubbell to commemorate an important late nineteenth-century politician from northern Michigan. The Linwood subdivision, which emerged between Hubbell and Lake Linden in 1910, included one section of larger homes that catered to C&H supervisors, managers, and professional employees. Another subdivision, Mellonsville, extended southwest of Hubbell. Several stores and shops were operating in Hubbell by 1887; some thirty non-mining-related businesses were active in 1932. Hubbell also included Catholic, Congregational, Episcopal, Methodist, and three Lutheran churches. Tamarack City, platted around 1887, was primarily residential in character. The town supported a few businesses; none was as long-lived as those in Hubbell. Both Hubbell and Tamarack

City were incorporated communities throughout the early decades of the twentieth century, but when this status was later withdrawn, local governmental activities were assumed by Torch Lake and Osceola townships respectively.

Hubbell's population (with Mellonsville and Linwood) reached 1,695 people in 1920. The 338 foreign-born residents included 118 French Canadians, 59 Germans, 37 Britons, 36 Irish, 29 English Canadians, 22 Finns, 11 Italians, and 26 from eleven other groups. Tamarack City had 867 residents, 180 of them immigrants: 61 French Canadians, 39 Britons, 36 Germans, 29 Finns, and 15 from five other groups. French Canadians and their descendants have predominated in both Hubbell and Tamarack City from the mid-1880s to the present.

References: Donald Chaput, Hubbell: A Copper Country Village (Lake Linden: John H. Forster Press, Houghton County Historical Society, 1969); "Industrial Footprints," Copper Country Explorer, www.coppercountryexplorer.com/2008/01/a-brief-history-in-the-valley/; Dollar Bay High School, 12th Grade English Class, "A History of Osceola Township," 1976 (manuscript copy on file in Calumet Public Library vertical file); Michigan Geological and Biological Survey, Mineral Resources of Michigan with Statistical Tables of Production and Value of Mineral Products, Publication 21, Geological Series 17 (Lansing: Wynkoop Hallenbeck Crawford Co., State Printers, 1916); Lawrence J. Molloy, A Guide to Michigan's Historic Keweenaw Copper District (Hubbell: Great Lakes Geoscience, 2008); Clarence J. Monette, Some Copper Country Place Names (privately printed, 1975); "The Evolution of Torch Lake," www.coppercountryexplorer.com/2009/04/the-evolution-of-torch-lake/; Torch Lake Bi-Centennial Committee, Hubbell-Tamarack Mills Torch Lake Area Bicentennial (privately printed, 1976); "Quincy and Torch Lake Railroad," <http://www.coppercountryexplorer.com/explorations/quincy-torch-lake-railroad/>.

NR Status: There are currently no National Register-listed districts or properties in the district. The ornate Queen Anne style house on D Avenue in Hubbell appears to be National Register eligible for its architecture. The First National Bank of Hubbell (1909) appears to be eligible for its architecture, and the neighboring Opal Building may be eligible despite storefront alterations. St. John's Lutheran Church and St. Cecilia's Catholic Church with its associated school and parsonage may be eligible as a discontinuous district. Houses in Linwood may be eligible individually or as a district. Intensive level survey in Linwood, Hubbell, and Tamarack City is recommended to identify eligible buildings or small districts. The stamp mill and smelter sites could be part of a larger industry-themed historic district along Torch Lake, perhaps extending to Portage Lake.

Comments: There are extensive areas of stamp sand reclamation fenced off along M-26 and Torch Lake that were not accessible during the survey. Osceola Mill No. 1 and Tamarack Mill No. 2 were not accessible or visible from the road. Parts of the Calumet and Hecla smelter site were not accessible and only partially visible from the road including the electrolytic plant and nearby sandstone buildings on the site.

Surveyor: Eric Gollanek

Survey started: 6/25/2012

Survey ended: 6/26/2012

Photos:



Mineral storage building at C&H smelter site on east side of M-26, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Torch Lake Mills District\M26 (2-A)



Houses on north side of W. Nineteenth St. in Linwood, looking NW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Torch Lake Mills District\W. Nineteenth St-Linwood Village
(1)



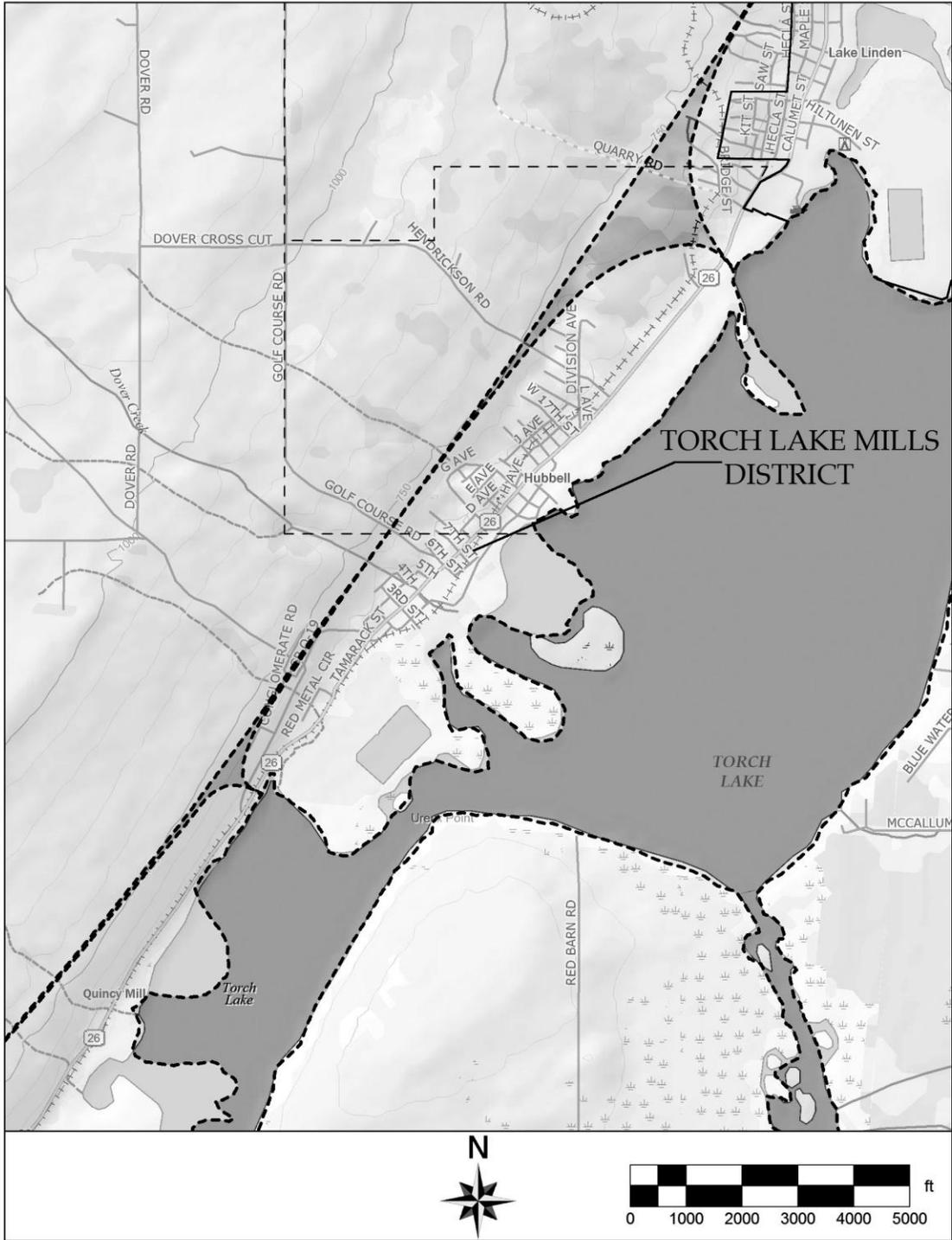
St. Cecilia's School on west side of I Ave. in Hubbell, looking N. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Torch Lake Mills District\I Ave-Hubbell Village (1)



Post Office and Opal building on east side of Duncan Ave. in Hubbell, looking E. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Torch Lake Mills District\Duncan Ave-Hubbell Village (2)



Houses on east side of Maple St. in Tamarack City, looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Torch Lake Mills District\Maple St-Tamarack City (1)



Approximate area of Torch Lake Mills survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Traprock District

County: Houghton **Township(s):** Schoolcraft, Calumet

Boundaries: Bounded on the south by Rice Lake Road (south side excluded); bounded on the southeast by Hanson Road (excluded); bounded on the east by the Keweenaw County line; bounded on the north by Copper City-Gay Road (included); bounded on the northwest by Haltunen Road (included); bounded on the west by Angman Road (included); bounded on the southwest by Cemetery Road (included) with westward extension to the end of Normand Road, by the village of Lake Linden boundary, and by the Torch Lake shoreline.

Historic Use: Domestic; Agriculture; Religion/Funerary

Current Use: Domestic; Religion/Funerary

RESOURCE COUNT

Buildings: 164 **Structures:** 4 **Objects:** 0 **Sites:** 25

MATERIALS

Foundation: Concrete; Stone; Jacobsville Sandstone

Roof: Asphalt; Wood/Shingle; Metal/Steel

Walls: Wood/Shingle; Wood/Fiberboard; Vinyl; Wood/Weatherboard; Asphalt

Other: Brick; Concrete; Wood

Style: Queen Anne; Gothic Revival

Description: The Traprock district is located in the northeastern corner of Houghton County; the district is rural with no villages and few community resources save two cemeteries on the outskirts of Lake Linden Village. There are a few active farms, though much of the area has forest cover with little evidence of agricultural use. Large areas of the district include no visible resources. The Trap Rock River Valley gives the district its name; the meandering river flows southward along the district's western boundary into Torch Lake. The broad river valley, six to eight hundred feet deep, defines the district's character; wetlands fill parts of the bottomlands. A low stone and concrete dam on the Trap Rock River is visible from Township Park Road. There are several streams including Sawmill Creek that flows into Torch Lake, just outside of the district to the southwest, and Giles Creek that flows into Rice Lake, just outside of the district in the southeast. Several smaller streams flow through inaccessible areas.

A few county primary roads support travel in the district; no highways traverse the area. Traprock Valley Road near the district's western boundary generally follows the river and provides the means of north-south travel in the district. Three east-west roads cross the district: Gay and Rice Lake roads follow section lines, and Copper City-Gay Road follows a curving path just south of the Keweenaw County line. Local roads generally follow or parallel section lines, but frequently jog along property lines and wetlands as seen along Gay, Seivi, Post and Sawmill roads. Stub roads such as Leoni, Winterhaven, Stevens, and Camp Four roads give access to farms and new house sites.

There are approximately two hundred resources in the district including houses, farms, and outbuildings. House types are varied, with one-and-a-half-story front-gabled and side-gabled types most common along with some two-story examples. L-plan and T-plan forms are also seen. The majority of houses in the district show few stylistic features. Many have wings or rear ells, and some have enclosed porches. Wood shingle siding appears common, with fiberboard, wood clapboard, and vinyl siding also seen. North of Lake Linden Village on Cemetery Road there are several larger houses, such as a two-story L-plan house with Jacobsville sandstone garden wall and foundation, novelty siding, segmental attic window, and chimney with decorative brickwork. Farther north on Cemetery Road, a two-and-one-half-story house has Queen Anne style features such as a rusticated Jacobsville sandstone foundation, wood clapboard

combined with fishscale shingles, and cutaway bays and extensions. Many houses have outbuildings such as sheds and garages.

Little survives to mark the former community of Gregoryville in the southwest of the district. There are a few one-and-one-half-story L-plan and front-gabled houses. On Bootjack Road a two-story L-plan house with bay windows, latticework on its porch, and scrolled brackets looks out over Torch Lake. An unusual one-story gambrel roof frame building at the end of Gregoire Road has fine architectural details: a transom window over the door, window trim, and eaves returns; doors in its gambrel end along with red paint suggest a house later converted to a barn.

Approximately twenty-five farms were counted in the district; only a few are working. Some farms appear to have newer homes constructed on earlier sites with older outbuildings visible. Farm site features are various combinations of fields, fences and fence posts, windbreaks, ditches, orchards, and ruined and standing buildings. Most barns, both large and small, have gable roofs; a few have gambrel roofs. Additional farm outbuildings and structures include garages, equipment sheds, pole barns, and a root cellar. One of these outbuildings is of log construction. There are several examples of saunas throughout the district, most common in the areas along Traprock Valley Road. One farmstead on Post Road includes an unusual feature: the small octagonal astronomical observatory (1898) for the Lake Linden High School was moved to the site before 1919 and used as a granary in its new location.

Lake Linden's two adjacent cemeteries are located on Cemetery Road in the southern part of the district. Mount Calvary was organized by Catholics in 1878, and Maple Hill was formed by Protestants in 1880. Both feature a variety of marble, granite, and bronze monuments; several granite and marble Gothic monuments at Mount Calvary appear especially elaborate.

Condition: Many properties appear to be in fair to good condition with a few well-maintained houses in very good condition. There are few dilapidated buildings, and most houses as well as outbuildings appear to be in stable condition.

Integrity: Forest appears to have reclaimed much of the agricultural landscape in the district. Some farms retain legibility, and there are some new houses on older inactive farm sites. Many houses retain their original form, and some retain original windows though some have altered window sizes and placement. Some houses have secondary siding including fiberboard, vinyl, asphalt, and asbestos; some homes retain wood clapboard siding. Outbuildings such as garages, sheds, barns, saunas generally retain integrity.

Theme/Subtheme: Agriculture; Architecture

Date Built: 1870s-1960s

Architect or Builder:

History: The Traprock district takes its name from the river that lies near its western boundary and the valley through which it flows. The river and its valley were named after the term for the volcanic basalt, or "trap rock," that forms the bedrock of the Keweenaw Peninsula. Along the shores of Torch Lake in the district's southwestern corner, the Ojibwe established fishing camps. Later, Euro-Americans began lumbering operations in the area. In 1867 the French Canadian Joseph Grégoire (Gregory) established a sawmill on the Torch Lake shore. The mill, which included a steam-powered kiln, provided lumber and sawn timber to the area's mining companies. Five years later, Grégoire built a factory to manufacture flooring, windows, doors, and altar railings. Wood products were shipped to Chicago; the factory also provided beer bottle cases for the Bosch Brewery in nearby Lake Linden. Since Grégoire only recruited French-speaking immigrants, he was termed the "father of the Lake Superior French Canadians." Almost 310 French Canadians resided within, or close to, the small settlement of Gregoryville by 1870.

Numerous houses, a store, boardinghouse, school, and horse racetrack defined Gregoryville during the late 1800s and early 1900s. In 1892 an aqueduct began providing Gregoryville with water from a spring located three miles east of Torch Lake. Grégoire furnished the lumber for the construction of nearby Lake Linden's first Catholic church, rectory, and school, also used by Gregoryville residents. In 1889 Grégoire constructed an Italianate villa as his residence (non-extant); the twelve-room dwelling, with an additional small servant section, used imported materials such as ebony wall paneling and marble for the fireplace. Grégoire died in 1895, and the mill shut down in 1910. Although some French Canadians stayed in the area and pursued farming, the mill closing caused many to depart Gregoryville and Houghton

County for timber-related activities elsewhere. By 1920, only twenty-three foreign-born French Canadians resided along the Gregoryville section of Bootjack Road (between Lake Linden and the Schoolcraft Township line), but they represented 80 percent of the entire local immigrant population.

Once French Canadians departed the district they were replaced by Finnish immigrants who converted the cutover landscape (the remnants of previous logging activities) into farms. Farming activity centered in the valley near the Trap Rock River; eventually the area represented one of the largest concentrations of Finnish farmers in Houghton County. Some 110 foreign-born Finns (and larger numbers of their American-born children) resided along both sides of Traprock Valley Road by 1920. Only 30 other immigrants, representing eight nationality groups, resided along the roadway. Early dairy farms were typically small, with no more than ten cows. One distinctive structure—a grist mill for grinding rye and wheat into flour and cattle feed—was built by Emil Michaelson next to the Angman Road bridge in 1910; a second mill building was added in 1918. Rather than construct a dam, Michaelson used a tractor that powered the mill with a pulley and belt. The mill served farmers throughout the district, including those who resided along Cemetery, Post, and Rice Lake roads. The mill closed some decades later, but remained intact beyond 1976; it is now a ruin. Reflecting the district's agricultural orientation, the Traprock Valley Grange No. 12852 operated in the area from 1909 to 1940. Most farms that continued after World War II expanded into larger units, but virtually all dairying ended by the late 1990s.

Located just north of Lake Linden on Cemetery Road are two adjacent cemeteries: Mount Calvary, organized by Catholics in 1878; and Maple Hill, formed by Protestants in 1880. Both are now managed by Schoolcraft Township. About one mile from the district's western boundary (east of Lake Linden), a former high school astronomical observatory was built in 1898. It was moved to a Post Road farm before 1919, and still served as a granary in 1982. At the far northern end of the district was the Lincoln School, which operated from 1910 to 1940; it was moved to the Houghton County Historical Society grounds in 1983.

References: Bill Barkell, "Traprock Valley School House Enriched the Past and Touches the Future," *Daily Mining Gazette*, 13 June 1966; Jea Lamarre, "The French Canadians of Michigan: Their Contribution to the Development of the Saginaw Valley and the Keweenaw Peninsula, 1840-1914 (Detroit: Wayne State University Press, 2003); Clarence J. Monette, *Gregoryville: The History of a Hamlet Across from Lake Linden, Michigan* (Lake Linden, privately published, 1974); "Monette Unfolds a Story of Early Time Grist Mills," *Daily Mining Gazette*, 11 February 1976; "Observatory Served Students at Old Lake Linden-Hubbell High," *Copper Miner's Journal* [Ahmeek], January 1982; U.S. Census manuscript schedules, 1920 (accessed through ancestry.com, 14 June 2012).

NR Status: There are currently no National Register-listed resources in the Traprock district. The cemeteries at Mount Calvary and Maple Hill possess interest for their monuments as well as landscape and may be eligible. The L-plan house on Bootjack Road may be eligible based on architectural significance. The small farm on Post Road with the observatory-turned-granary may be eligible with its house, multiple outbuildings, and landscape. A cluster of houses on Cemetery Road adjacent to Lake Linden Village may be eligible for their architecture.

Comments:

Surveyor: Eric Gollanek **Survey started:** 7/24/2012 **Survey ended:** 7/25/2012

Photos:



Farmstead on north side of Gay Rd., looking W. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Traprock District\Gay Rd (1)



Mt. Calvary Cemetery on west side of Cemetery Rd., looking W. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Traprock District\Cemetery Rd (3)



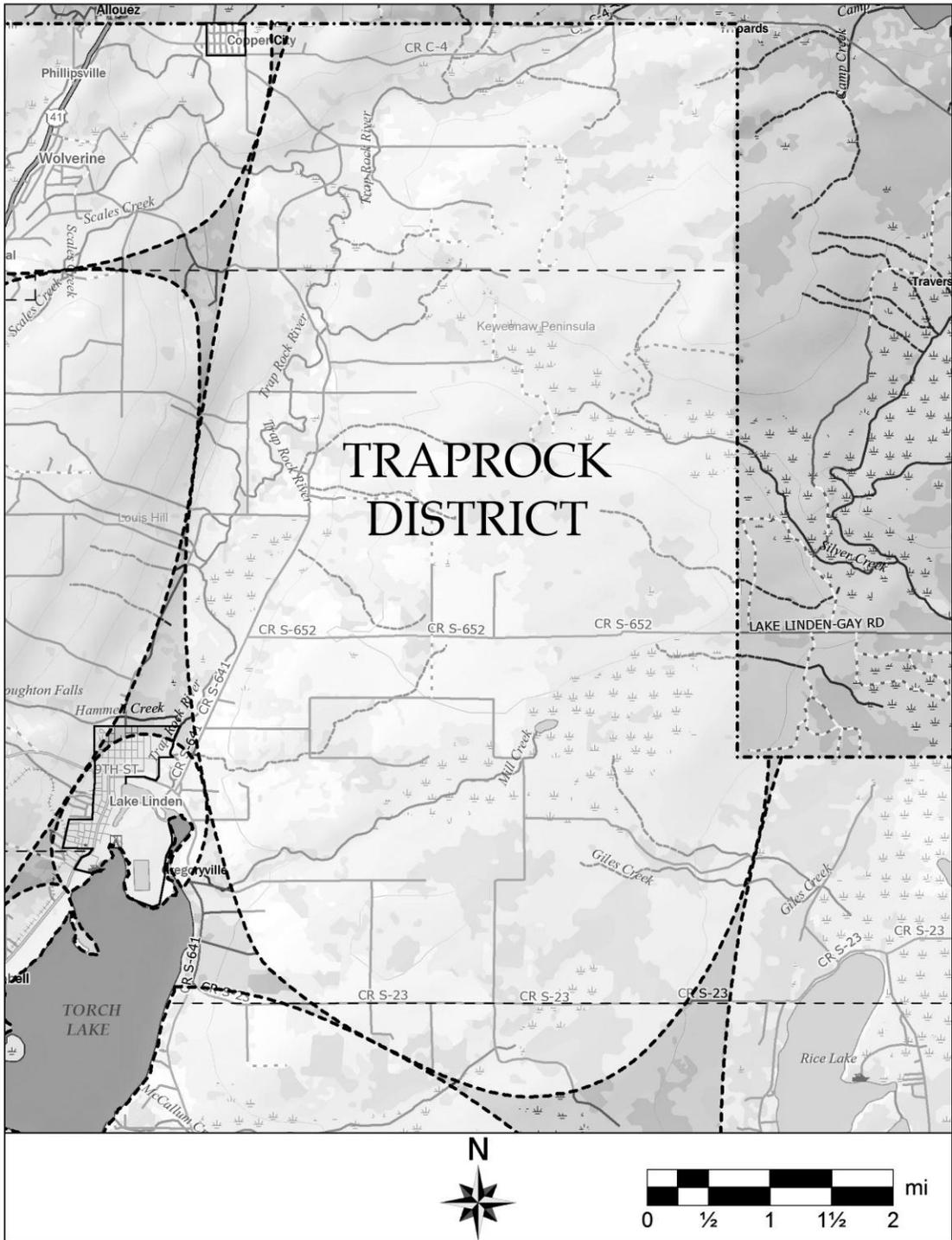
House on east side of Cemetery Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Traprock District\Cemetery Rd (2)



Farmstead with observatory on south side of Post Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Traprock District\Post Rd (1)



House on east side of Bootjack Rd., looking SE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Traprock District\Bootjack Rd (1)



Approximate area of Traprock survey district. Credit: Ryan Holt

Copper Country Survey Phase III

District Name: Traverse Bay District

County: Houghton **Township(s):** Schoolcraft, Torch Lake

Boundaries: Bounded on the north by the Keweenaw County line; bounded on the east and south by the Lake Superior shoreline, extending south to the end of South Little Traverse Road; bounded on the west by Paradise Lane (included); bounded on the northwest by Hanson Road (included).

Historic Use: Agriculture; Recreation and Culture; Domestic

Current Use: Recreation and Culture; Domestic

RESOURCE COUNT

Buildings: 168 **Structures:** 1 **Objects:** 2 **Sites:** 1

MATERIALS

Foundation: Concrete; Wood

Roof: Asphalt; Metal/Steel; Wood/Shingle

Walls: Asphalt; Wood/Shingle; Wood/Weatherboard; Wood/Fiberboard; Wood/Log

Other: Brick; Concrete; Stone

Style: Rustic

Description: This district of approximately ten square miles borders Lake Superior's Little and Grand Traverse bays, which attracted logging as early as the 1880s, followed by fishing and recreational uses. The district is primarily rural, with clusters of recreational homes along the shoreline of the two bays as well as at Rice Lake, a shallow inland lake in the western half of the district. The Big Traverse fishing community at the mouth of the Traverse River includes houses and fishing buildings dating from the 1920s to the 1960s.

The district occupies low-lying ground that includes large areas of wetlands and three lakes: Rice, Little Rice, and Deer lakes. Rice Lake is the largest of the three; it drains into Little Rice Lake and Little Traverse Bay. Deer Lake in the north drains into Grand Traverse Bay through wetlands and an unnamed creek. Mud Lake Creek enters the district from the southwest, flowing northeast between shoreline dunes and Little Traverse Bay before entering Little Traverse Bay. Giles Creek empties into wetlands north of Rice Lake. Farther north, flowing into the northeastern corner of the district from Keweenaw County, the Traverse River empties into Grand Traverse Bay.

The district is in an isolated location at the top of the Bootjack Peninsula. Travel through the area requires traveling east-west along Rice Lake and Big Traverse roads or Mud Lake road; Big Traverse Road also leads north into Keweenaw County. Many roads in the district hug the Rice Lake or Lake Superior shoreline, providing access to shoreline properties as seen on Paradise Lane, South Big Traverse, South Little Traverse, North Little Traverse, and Little Rice Lake roads. Hanson Road is a stub road extending into the northwest of the district.

The Big Traverse fishing community (National Register listed 1975) is situated along both sides of the Traverse River where it flows into Lake Superior. A breakwall constructed by the U.S. Army Corps of Engineers in 1949–1950 (Thornton Construction, Hancock, MI) defines the channel of the river as part of Grand Traverse Bay Harbor; wooden docks and earlier breakwalls constructed of wooden posts extend farther up the river's shoreline. The community consists of approximately two dozen houses; one-and-one-half-story front-gabled and side-gabled houses on both sides of the river face the river or Lake Superior across a narrow peninsula to the south. Some of these houses retain original windows and wood clapboard, shingle, or novelty siding. Some houses have garages, and a few privies appear in yards; there are also several saunas of log or frame construction. Outbuildings connected with commercial fishing include types such as

ice houses, fish houses, boat houses, and sheds. Other artifacts of fishing heritage include net reels and a wooden boat hull on shore.

There are numerous recreational homes along the water's edge. Most are small one-story side-gabled forms though some adopt an L-plan; enclosed porches are common and many have wings or rear ells. A few examples include elements of the rustic style, using sandstone or cobblestone for chimneys and log siding or saddle-notched log wall construction. Houses are often clad in wood shingle or wood clapboard with asphalt, asbestos, fiberboard, and vinyl also used. Block foundations are common, and many others are set on wood posts. There are several mid-twentieth century mobile homes; one example on Kuivanen Road retains two early frame side additions. Many of these recreational homes have outbuildings including saunas, sheds, detached one-car garages, and numerous privies.

There are no community buildings in the district save for the Lake Linden-Hubbell Sportsmen's Association on Rice Lake Road. Constructed by the National Youth Administration for the Boy Scouts in 1940, the one-and-one-half-story side-gabled log clubhouse in the rustic style uses saddle-notch construction, brackets at the eaves, exposed log rafter tails, gabled dormer, and stone chimney.

Condition: The majority of properties in the district are seasonal in use. Most appear in fair to good condition with a few in very good condition. A few appear to be vacant and are posted for sale. Outbuildings appear in fair to poor condition.

Integrity: The Big Traverse Bay Historic District appears to retain its integrity and significance even with the loss of some fishing outbuildings described in the nomination report; one new house on Traverse Bay River Road impacts the integrity of the streetscape. In the district as a whole, many buildings appear to retain original windows or replacement windows in original openings; some properties also retain older cladding such as log, wood shingle, or clapboard. More properties on South Little Traverse and South Big Traverse roads have new garages and outbuildings as well as additions to houses. Louis Point Road has numerous newly subdivided plots for sale, suggesting future changes in the landscape in that area. The most dramatic impact on the shoreline stems from the recent accumulations of stamp sands along the beach and harbor entrance north of the Big Traverse community.

Theme/Subtheme: Maritime History; Entertainment/Recreation; Architecture

Date Built: 1920s-1960s

Architect or Builder: Thornton Construction

History: Two Lake Superior bays and a river give this district its name. Grand Traverse and Little Traverse bays define the district's eastern border. The Traverse River flows into the northeastern corner of the district from Keweenaw County and empties into Grand Traverse Bay. Big Traverse, at the river's mouth, is a former fishing and logging settlement. Native Americans fished in both bays well before the arrival of Euro-Americans, who focused on the district's timber resources from 1880 to 1900. Most logging activities were undertaken by the Hebard Lumber Company, whose lumberjacks harvested timber from the interior of the Keweenaw Peninsula; a dam on the Traverse River provided sufficient water to float the logs to the river's mouth. At Big Traverse the company constructed some basic harbor and dock facilities; from here logs were rafted to the Hebard sawmill in Pequaming in Baraga County.

Finns began establishing fishing camps at the mouth of the Traverse River during the early 1890s; initially, most of these men held jobs elsewhere in the Copper Country and engaged in commercial fishing during the warm-weather months. The first was John Jaasko, a Jacobsville fisherman who established a fishing camp near the Hebard Company's Traverse River dock and harbor in 1892. Although the entire family, including wife Elsa and ten children, moved out of the district to Laurium sometime during the early 1900s, Jaasko and his three Michigan-born sons (August, Richard, and Emil) were working as commercial fishermen on Grand Traverse Bay when counted by census enumerators in May 1910. Ten years later John and Elsa along with Richard Jaasko and his family were full-time residents of Big Traverse. The remaining Big Traverse population included four foreign-born Finns and six with Finnish parents. By 1930, when the figures were seven immigrant and twenty-four second-generation Finns, August Laakso had returned to Big Traverse, but Richard was gone. Seven Finnish families remained by 1956, including those of George and Frank Erkkila, whose third-generation descendants would maintain a presence at Big Traverse through the 1990s.

The small fishing community included houses, sheds, fish houses, net-drying racks, and ice houses, as well as a number of traditional Finnish buildings—saunas, and barns for one or two cows. A one-room schoolhouse, built in 1924, served as many as twenty-five children at its peak. The first summer recreational home, also built by Finns, appeared in 1929. Other seasonal and year-round residences were added in subsequent years, including eight properties that once accommodated a fox and mink ranch along Mink Farm Road. Some land in the district was held by the Calumet and Hecla Mining Company (C&H) to harvest timber for use at its mines; portions of this land were eventually leased and later sold outright to private individuals for year-round and seasonal residences. Around 1960, the harbor area at the mouth of the Traverse River was enlarged and the construction of a new L-shaped steel breakwater gave fishermen and boaters greater protection from Lake Superior's storms. The sea lamprey invasion beginning in the 1950s drastically reduced the trout population of Lake Superior; by the late 1970s only a very few fishermen occasionally pursued chubs, whitefish, and herring on Grand Traverse Bay. In contrast, the number of recreational properties has grown, even as the appearance and geography of the shoreline began changing during the 1960s. Black stamp sand, originating at the former Mohawk and Wolverine mills at Gay, has become trapped behind the breakwater and now covers portions of the formerly white sand beach.

Little Traverse Bay, which has been protected from the black sand invasion by the peninsula that separates it from Grand Traverse Bay, has also experienced residential development along its southern end, where C&H once owned large land tracts. Paradise Lane, on the western edge of the district, was formerly bordered by a few small farms and small camps; eventually, several were converted into more substantial seasonal and year-round properties.

References: Sarah Berg and Jill Heltunen, "Big Traverse Bay: A Timeless Beauty," Superior Signal [Keweenaw County Historical Society], November 2001; "Big Traverse Bay Historic District, National Register of Historic Places Inventory—Nomination Form" (Lansing: Michigan History Division, 1975); "Big Traverse Fisherfolk Hope Protected Channel May Be Extended 125 Feet," Daily Mining Gazette, Green Sheet, 10 November 1956; "Keweenaw Sands (p1)," Copper Country Explorer, <http://www.coppercountryexplorer.com/2008/08/ewwnaw-sands-p1/>; "Portage Waters Float Lasanen Fishing Craft," Daily Mining Gazette, 22 December 1979; U.S. Census manuscript schedules, 1900, 1910, 1920, 1930, 1940 (accessed through ancestry.com).

NR Status: The Big Traverse Bay Historic District was listed in 1975. The clubhouse of the Lake Linden-Hubbell Sportsmen's Association on Rice Lake Road may be eligible. Several recreational homes may also be eligible for the National Register for architectural significance.

Comments: Approximately three dozen property markers were counted for properties that were not visible from the road.

Surveyor: Eric Gollanek **Survey started:** 7/27/2012 **Survey ended:** 7/27/2012

Photos:



House on east side of Kuivanen Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Traverse Bay District\Kuivanen Rd (1)



Buildings and net reel on Traverse Bay River Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Traverse Bay District\Traverse Bay River Rd (1)



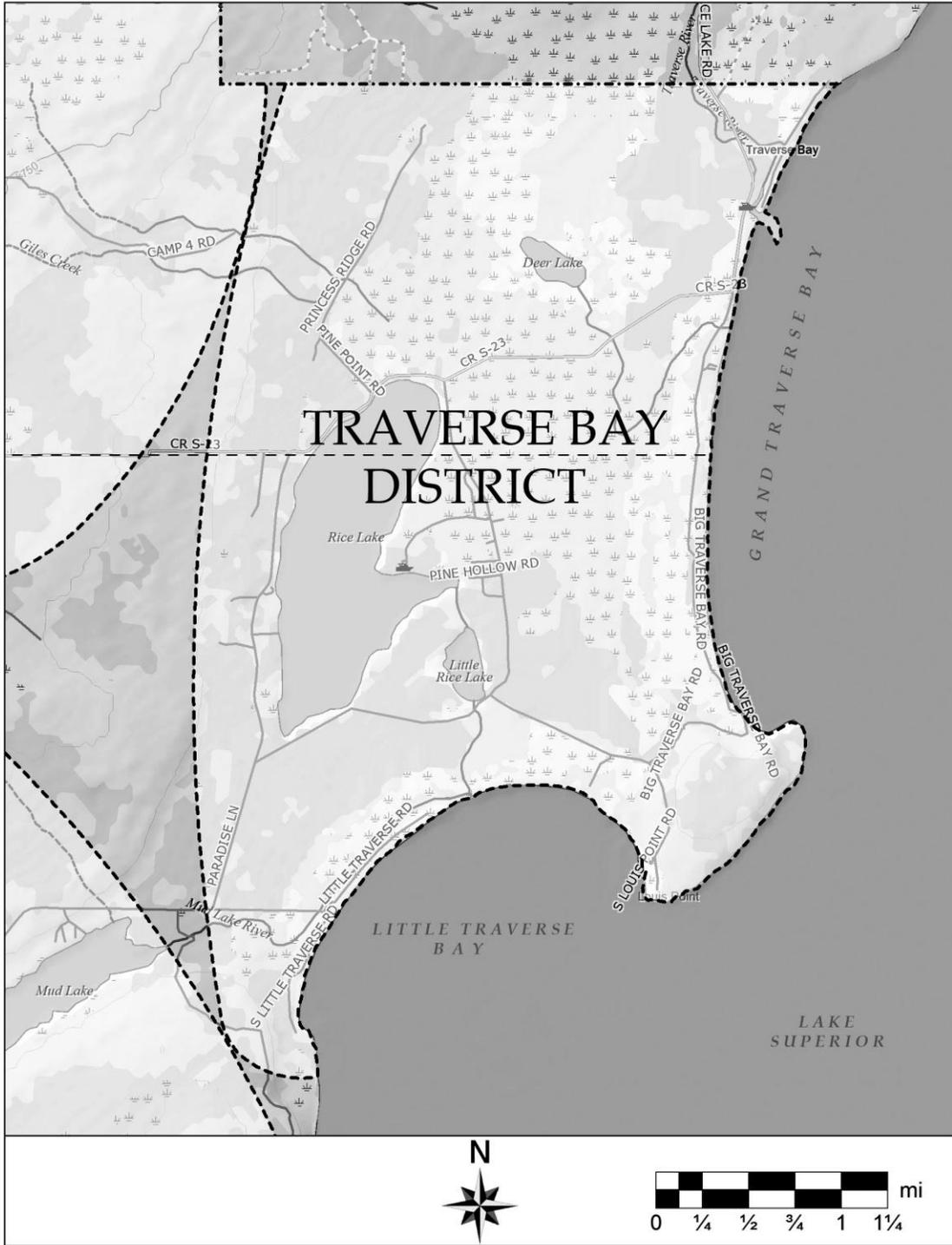
Grand Traverse Bay Harbor and Traverse River on east side of Big Traverse Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Traverse Bay District\Big Traverse Rd (1)



Lake Linden Sportsmen's Association building on east side of Rice Lake Rd., looking N. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Traverse Bay District\Rice Lake Rd (1)



Cottage on east side of N. Little Traverse Rd., looking S. Credit: Ryan Holt
Copper Country Survey Phase III\Houghton County\Pictures\Traverse Bay District\N. Little Traverse Rd (2)



Approximate area of Traverse Bay survey district. Credit: Ryan Holt