

Copper Country Survey Phase I

District Name: Bergland District

County: Ontonagon **Township(s):** Bergland, Matchwood

Boundaries: From villages of Bergland and Merriweather south along east and west shores of Lake Gogebic to county line; east on M-28 to intersection with East Shore Road; west on M-28 to county line; north on M-64 and Old M-64 to township line.

Historic Use: Industry; Recreation and Culture; Domestic; Water and Power; Agriculture

Current Use: Recreation and Culture; Domestic; Water and Power

RESOURCE COUNT

Buildings: 551 **Structures:** 3 **Objects:** **Sites:** 10

MATERIALS

Foundation: Concrete

Roof: Asphalt; Metal/Steel

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

Other: Brick; Wood; Metal/Steel

Style: Colonial Revival; Neo-Tudor

Description: The Bergland district centers on the northern portion of Lake Gogebic in the southeastern part of Bergland Township. (The southern portion of Lake Gogebic is in Gogebic County.) From the lake, the district extends northward along M-64 to the Carp Lake Township line and westward along M-28 to the Gogebic County line. On the east, a small area of the district extends along M-28 into Matchwood Township; the west branch of the Ontonagon River flows northeastward from Lake Gogebic through this area of the district. The Duluth, South Shore & Atlantic Railroad parallels M-28. M-64 runs along the west shore of Lake Gogebic before combining with M-28 and then continuing on its own northward. East Shore Road runs along the east shore of Lake Gogebic. A few local roads extend from these main roads, often just a short distance to the lakeshore. The unincorporated villages of Bergland and Merriweather are located at the north end of Lake Gogebic. Outside of the villages most of the resources are recreational. The Merryweather mine site is northwest of Lake Gogebic. The roadsides and lakeshore are mostly wooded, and there are a few streams and smaller lakes in the district. Much of the district is in Ottawa National Forest.

M-28 along the north end of Lake Gogebic is dominated by commercial development, much of it tourist oriented. Within the village of Bergland—where M-28 is marked North Street—and continuing to the west, there are several post-World War II motels and one-story commercial buildings. The Timbers tourist court dates to the 1930s. The colonial revival style Bergland ranger station for Ottawa National Forest also dates to the 1930s.

The village of Bergland extends to the north and south of M-28/North Street in a rectilinear grid. A cemetery and a township park are located on the west side of the village. The older part of the village is south of North Street. There is a small cluster of early twentieth century frame commercial buildings along Pine, Railroad, and Cedar streets. There are also two small frame churches and two post-World War II buildings: a modernist concrete block utility building and a fire hall. On North Street, in addition to the previously-described mid-twentieth century commercial development, the two-story brick Bergland school is colonial revival with classical doorway treatments and large 6/6 windows. A short distance to the north on Elm Street stands an unusual gable-roof fieldstone pump house. In this northern section of the village there are two modernist ca. 1960s churches and a small motel. There are some older front-gabled houses, but newer forms predominate: Tudor cottages, ranch houses, split levels, and mobile homes. There are more of the older front-

gabled houses in the southern part of the village (one, one-and-a-half, and two stories), but there are also an English cottage, several ranch houses, and numerous mobile homes. Outbuildings are primarily garages.

Near the northwest corner of Lake Gogebic, the village of Merriweather occupies a smaller grid extending from M-28 south to Old M-28. Other than a small community hall, all of the buildings are houses and domestic outbuildings, the latter primarily garages. Most of the houses are one, one-and-a-half, or two stories with gable roofs dating to the 1920s or 1930s. There are a few ranch houses and one split level.

The shore of Lake Gogebic is lined with vacation cottages. Many of these are hidden by trees, but those that are visible are most commonly small one-story gable-roof buildings. There are also ranch houses, mobile homes, and a few A-frames. Outbuildings include garages, storage sheds, and privies. On the lakeshore between Bergland and Merriweather, a small cluster of cottages marks the former community of Lake Gogebic. Two landscaped areas—a park/picnic area and a shuffleboard court—are associated with this cluster. The gable-roof Hoop ‘N Holler Tavern is located on the lakeshore near Merriweather. Ontonagon County Park with picnic and camping areas is located on the west shore of the lake.

Away from Lake Gogebic, resources are sparse and consist mostly of houses, including gable-roof houses, mobile homes, and an A-frame. A number of these appear to be recreational camps. There are two farm sites in the northern part of the district: one on Bergland Road is marked by ruined buildings and an orchard and another on Johnson Road is marked by a fence, ditch, and a few small buildings. East of the village of Bergland, near the sewage disposal ponds, there is a metal bridge with wooden deck over the west branch of the Ontonagon River.

Condition: Most of the buildings are occupied, at least seasonally, maintained, and in good condition. The Bergland school is vacant and in fair condition. Some of the hunting camps are dilapidated, although others are well maintained.

Integrity: Artificial siding is the norm on frame (i.e. the majority of) buildings. In the older part of Bergland, south of M-28, changes in window and door openings are less common, and most of the buildings appear to retain integrity. North of M-28, there are more changes in window openings; probably less than half of the buildings retain integrity. Merriweather seems to fall in the middle, with some window opening changes. Recreational cottages and camps have often been updated so completely with siding, new windows and doors that it is difficult to tell whether they are old or new construction.

Theme/Subtheme: Industry/lumbering industry; Entertainment/Recreation; Architecture; Conservation

Date Built: 1900s-1960s

Architect or Builder:

History: As in most other areas in Ontonagon County, copper was one of the first natural resources to be exploited in the Bergland area. However, the district’s only mine of note – the Merryweather – did not enjoy a long and profitable history. The location, near the outlet of Lake Gogebic, was purchased and explored by Algernon Merryweather in the 1850s, but little was heard of it by the 1860s. While the mine might have been one of the first locations to appear on area maps, the community of Merriweather was one of the last: the Haskins brothers founded Merriweather in 1916. A mill for making barrel heads operated there for a few years in the 1920s.

The district might not have had workable copper deposits, but it did have immense forests. As lumber interests turned their attention to the area, people and settlements followed. The district’s first permanent settlement was Ballentine, a small railroad stop on the Duluth, South Shore, and Atlantic Railroad. Established in 1891 during the pine era, the station’s name changed to Korelock and finally Lake Gogebic. It claimed a hotel, a few houses, a post office, and general store.

When Gunlek Bergland arrived in about 1900, he purchased seventeen thousand acres of timberland extending north and west from Lake Gogebic. He built a mill near the lake’s north shore, using the lake to transport logs. In 1902 he platted a community near his operation, and although he named it after himself, Bergland let it develop independently. Saloons appeared first, then a town hall and school were built in 1903 and 1904, respectively. Area farmers relied on the settlement for supplies, while its growth kept pace with the expanding lumber industry. Bergland Township was

organized in 1912. Railroads extended into forests to reach lumber camps, steel bridges spanned rivers, and roads were improved to connect Bergland with Matchwood and other communities, including Ontonagon, Norwich, and White Pine. By 1958, forests had been so depleted that the mills were closed.

The area's recreational potential was recognized early. Lake Gogebic was an important part of the district's development, used early to move logs to mills along the north shore of the lake and for some commercial fishing. A dam was built in 1907 to control water levels for both the Victoria mine and Bergland's operations. However, the lake was also used for recreation and was promoted for this by the Milwaukee, Lake Shore and Western Railroad as early as 1889. Two steamers plied the lake, and year-round hotels and cottages dotted the shoreline for vacationers, fishermen, and hunters. In 1931 the federal government established Ottawa National Forest to address decades of resource exploitation. After the Gogebic unit was added in 1935, the forest contained over 1.8 million acres. The Civilian Conservation Corps assisted in reforestation and construction, including building the Bergland ranger station in 1936. The national forest strengthened the area as a destination for recreation.

References: Ellis W. Courter, Michigan's Copper Country (Lansing, MI: Michigan Department of Environmental Quality, 2005); Grant L. Day, "Copper Mines and Mining in Ontonagon County, Michigan," Vol. II (Houghton, MI: Michigan Technological University, 1996); Knox Jamison, A History of Bergland, Ontonagon County, Michigan (S.I.: Jamison, 1965); Theodore J. Karamanski, Deep Woods Frontier: A History of Logging in Northern Michigan (Detroit: Wayne State University Press, 1989); Marco Lulich, Akogibing: At, In, From, or To a Lake Called Akogib (n.p., 1998); Farm and Business Directory of Houghton, Keweenaw, Ontonagon and Baraga Counties (Houghton, MI: Superior Publishing Co., 1904); Walter Romig, Michigan Place Names (Detroit: Wayne State University Press, 1986); Western Upper Peninsula Planning and Development Region, An Economic Diversification Study of the Forest Interior Heritage Area in Michigan's Western Upper Peninsula, Volume II: the Historical Narrative (October 1996).

NR Status: Bergland ranger station NR listed. Pumphouse in Bergland may be NR eligible. Possibly a NR district in Bergland, intensive level survey needed.

Comments: On the west shore of Lake Gogebic, there are reportedly four highly intact Finnish cottages with outbuildings, ca. 1911-20; these were not visible from the road. Merryweather mining district was not visited. We were unable to gain access to view the Bergland dam.

Surveyor: Jane Busch **Survey started:** 5/9/2009 **Survey ended:** 5/10/2009

Photos:



From Lakeview Ave., Merriweather Village, looking NE. Credit: Ryan Holt

Copper Country Survey Phase I\Ontonagon\Pictures\Bergland District\Lakeview Ave-Merriweather Village (1)



Houses on east side of Maple St., Bergland Village, looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Bergland District\Maple St-Bergland Village (2)



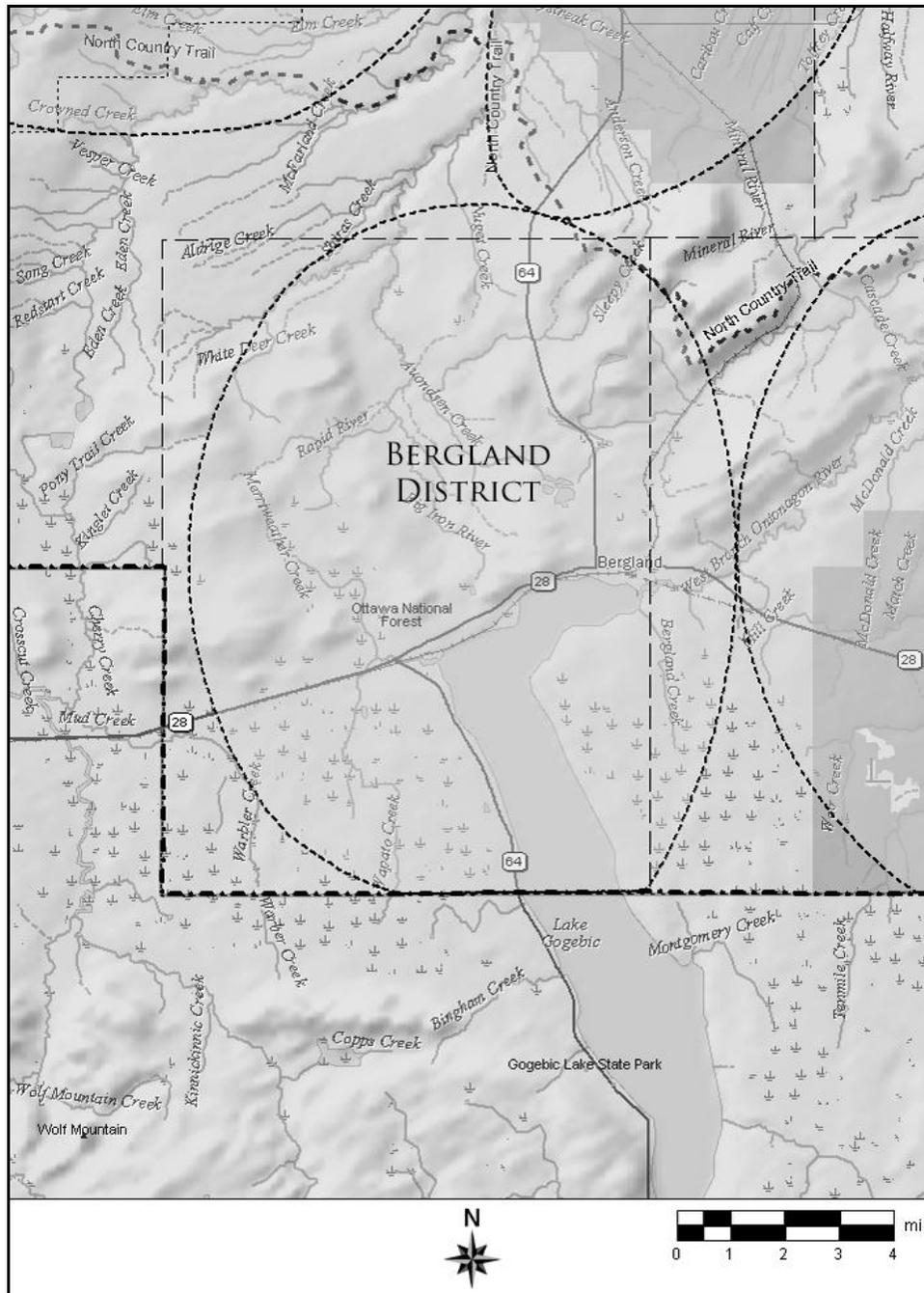
Bergland School on the corner of M-28 and Maple St., Bergland Village, looking NE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Bergland District\North St-Bergland Village (1)



Commercial buildings on east side of Pine St., Bergland Village, looking NE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Bergland District\Pine St-Bergland Village (1-C)



Cottages on Walleye Beach Lane, looking east. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Bergland District\Walleye Beach Lane (1-A)



Approximate area of Bergland survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Bruce Crossing District

County: Ontonagon **Township(s):** Stannard

Boundaries: From Rockland/Stannard Township line, south along U.S. 45 to Haight Township line, including Engstrom Road; extends west to Ewen district boundary along McMillan Township line; extends east to and including Gem Hill Road. Includes Gauthier Road extending east from U.S. 45.

Historic Use: Agriculture; Commerce; Domestic; Industry

Current Use: Commerce; Domestic; Agriculture; Industry

RESOURCE COUNT

Buildings: 518 **Structures:** 16 **Objects:** 1 **Sites:** 74

MATERIALS

Foundation: Concrete; Stone

Roof: Asphalt; Metal/Steel; Wood/Shingle

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

Other: Brick; Concrete; Wood

Style: Arts and Crafts Style; Queen Anne

Description: Located in eastern Stannard Township, the Bruce Crossing district is anchored by the unincorporated village of Bruce Crossing at the intersection of U.S. 45 and M-28 in the southern part of the township. U.S. 45 runs north-south, bisecting the district. M-28 crosses east-west through the southern part of the district, roughly parallel to the Duluth, South Shore & Atlantic Railroad line, now a snowmobile trail. A network of local roads in the southern part of the district mostly follows section lines. The Baltimore River flows northward through the western part of the district, with a few creeks flowing into it. The terrain is gently rolling and generally open. The village of Bruce Crossing has a typical complement of residential, commercial, public, and religious buildings. On the outskirts of the village, most of the buildings are non-farm residential. Away from the village there are many farms and former farms. There are a few hunting camps in the northern part of the district, which is in Ottawa National Forest.

Bruce Crossing is a loose cluster of buildings around the U.S. 45 and M-28 intersection. There are a few short intersecting streets but no defined village street pattern or boundaries. The false-front Settlers Co-op store and farm and feed store stand at the intersection of U.S. 45 and M-28; the Co-op hall stands nearby, facing Railroad Street. There are perhaps a dozen additional commercial buildings along U.S. 45 and M-28. One has a false front, but most of them appear to be mid-twentieth century, including two motels and—just north of the village—an auto showroom. On M-28 there are a concrete block county road commission garage, a VFW post, a mid-twentieth century fire station, a train station, and two churches. Stannard Township Park is on U.S. 45. Most of the buildings and structures in the park are new, but a privy and a sign reading “Tourist Overnight Trailer Court” hint at pre-World War II origins for the park.

The remainder of the village is residential, and non-farm residential development extends along M-28 and U.S. 45 in the vicinity of the village. House types include a variety of gable-roof types, bungalows, ranch houses, and mobile homes. A number of two-story front-gabled houses may date to the 1890s or early 1900s. The most common house types appear to be small one-story gable-roof houses, ranch houses, and mobile homes. Queen Anne style influence is visible on a few houses that have porches with turned posts and spindles. Craftsman influence is mostly limited to exposed rafter tails and 3/1 or 3/2 windows. On M-28 there is an excellent example of a brick Craftsman-style bungalow and matching garage with exposed rafter tails and bracketed eaves. The most common domestic outbuildings are garages, but there are also some saunas and at least one privy.

There is a golf course (1970) on U.S. 45 about two miles north of the village. The Bruce Crossing cemetery is located on Cemetery Road southeast of the village. Otherwise, away from the village the landscape is predominantly agricultural, although many of the farms are no longer working. Approximately seventy farm sites were counted in the district. Farm site features are various combinations of fences, orchards, fields, pasture, windbreaks, ruined and standing buildings, and on one farm a stone wall. Barns most commonly have gambrel roofs, but there are also gable and Gothic roofs. Hay hoods are common, and specific barn types include potato barns and Wisconsin dairy barns. Additional farm outbuildings and structures include garages, saunas, silos, chicken houses, privies, and others. Some of the outbuildings are log. One-and-a-half and two-story front-gabled houses seem to be the most common house types. Other house types include side-gabled, one-story foursquares, ranch houses, and mobile homes. There are fewer examples of bungalows, two-story foursquares, L-plan, cross-plan and split-level houses. Shed-roof dormers, exposed rafter tails, and 3/1 windows are the most common details. Many houses have fieldstone foundations, in contrast to the mine rock foundations in Greenland and Rockland townships. There are also concrete block foundations.

Condition: Building condition ranges from well maintained to collapsed. In the center of the village of Bruce Crossing there are some vacant commercial buildings but most appear to be maintained. The vacant Co-op Hall is in fair condition. On the outskirts of the village there are more buildings, mostly houses or mobile homes, that are abandoned and/or in poor condition. Abandoned farms have many buildings in poor or ruined condition.

Integrity: Most of the commercial buildings in Bruce Crossing have been remodeled. The Settlers Co-op farm and feed store is a notable exception. Artificial siding is the norm on houses in the village and in rural areas, except for abandoned farmhouses. There are, however, perhaps 6 to 10 two-story front-gabled houses, some in the village and some on farms, that retain their clapboard siding. Window opening changes are not as frequent as artificial siding but are still common. Barns and other farm outbuildings usually retain their integrity.

Theme/Subtheme: Industry/lumbering industry; Agriculture; Ethnic Heritage/Finnish; Commerce/retail; Architecture

Date Built: ca. 1890s-1960s

Architect or Builder:

History: The establishment of an overland mail route in 1845 from Green Bay, Wisconsin, to Ontonagon Village providing service during the winter months became a nationally designated wagon route (known as the Military Road) intended to connect Fort Howard at Green Bay with Fort Wilkins at Copper Harbor. Construction began in 1863, and a small relay station established in 1868 to accommodate the men working on the road's construction served as the birth of Bruce Crossing.

Logging companies and their associated camps followed the construction of the Military Road. The Diamond Match Company obtained the majority of the timber rights in the area by the early 1880s and maintained some of the earliest camps in the region. The railroads reached the area by the late 1880s. With the founding and operation of the numerous sawmills along the banks of the Baltimore River, the Clear River, and other waterways, Bruce Crossing took on a greater sense of permanence. The first permanent structure constructed in Bruce Crossing, Donald Bruce's hotel, store, and saloon, was built in 1886 to house the railroad workers arriving in the area. By 1907, Bruce Crossing boasted two stores and two saloons and was Stannard Township's principal settlement. Smaller siding communities sprang up along the rail lines, including Paynesville, Amber, Gem, and St. Collins, and each served to support the harvesting of timber from the area. Baltimore, home to a sawmill and a base for many lumber camps, also benefited and boomed due to the arrival of the railroads.

The turn of the twentieth century saw an influx of immigrants to the southernmost lands of Stannard Township, those lands stripped of their timber early on and which numerous forest fires left growing over into grassy fields. The soils of the area, which contained large amounts of clay, proved to be excellent for the growth of timothy, and hay production remained a major agricultural pursuit well into the 1960s. Finnish immigrants settled in large numbers along the Military Road and North and South Baltimore Roads; central and eastern European immigrants settled along German Road.

While farming rose in importance to the communities, its seasonality allowed it to coexist and complement the lumbering that occurred throughout the area. Much of the timber harvesting took place during the winter months, leaving those men working in the logging camps able to return to the farms in the summer. The officials who established Ottawa National Forest in 1931 gave a nod to this symbiotic relationship in excluding the farmlands along the Soo railroad line and Michigan Highway 28 and those along the Military Road—now U.S. Highway 45—when they defined forest boundaries. Agriculture and lumber industries continued to dominate the communities well into the latter half of the twentieth century.

References: Bruce Crossing, MI., Centennial 1886-1986 (Negaunee, Michigan: Pellow Printing Company, [1986]); Land Atlas & Plat Book Ontonagon County, Michigan, 9th edition (Rockford, Ill: Rockford Map Publishers, 1993); James K. Jamison, This Ontonagon Country (Ontonagon, Michigan: The Ontonagon Herald Company, 1939); Knox Jamison, The History of Ontonagon County Towns – Ewen and South End Towns, Ontonagon, Rockland – Greenland – Mass, Bergland and Silver City (Ontonagon, 1967); Bruce H. Johanson, This Land, the Ontonagon, third ed., rev. (Ontonagon: Firesteel Publications, 2007); Theodore J. Karamanski, Deep Woods Frontier: A History of Logging in Northern Michigan (Detroit: Wayne State University Press, 1989).

NR Status: Settlers Co-op hall and Settlers Co-op farm and feed store appear to be NR eligible. On M-28 in village, brick Craftsman style bungalow with garage and barn appears to be eligible.

Comments:

Surveyor: Jane Busch **Survey started:** 10/11/2009 **Survey ended:** 10/12/2009

Photos:



Houses on south side of M-28, Bruce Crossing Village, looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Bruce Crossing District\M28-Bruce Crossing Village (1)



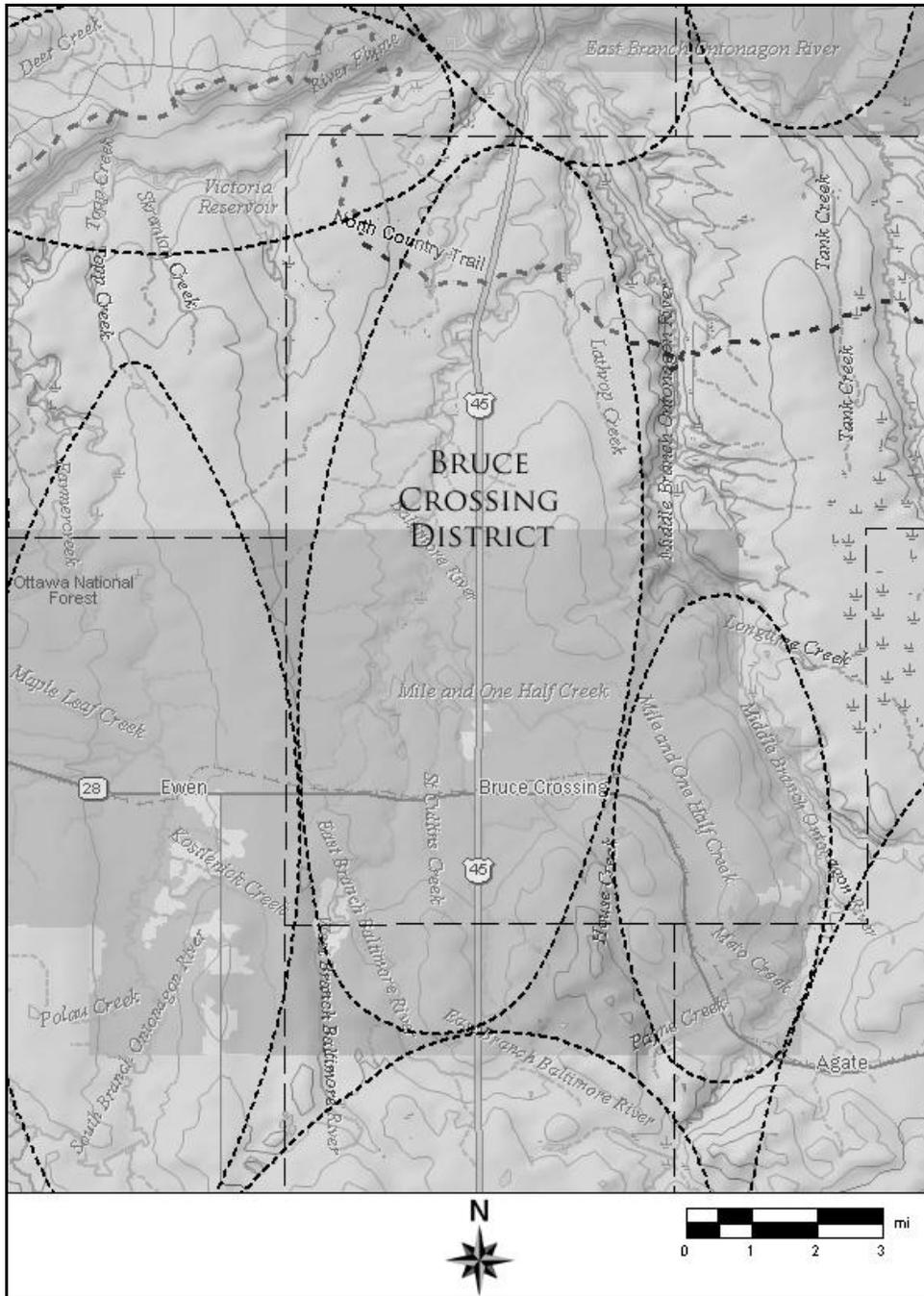
Co-op farm store and hall on west side of US-45, Bruce Crossing Village, looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Bruce Crossing District\US 45-Bruce Crossing Village (2-B)



Farm on east side of Cemetery Rd., looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Bruce Crossing District\Cemetery Rd (1)



Farmhouse on west side of S. Baltimore Rd., looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Bruce Crossing District\S. Baltimore Rd. (1)



Approximate area of Bruce Crossing survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Ewen District

County: Ontonagon **Township(s):** McMillan, Haight, Rockland

Boundaries: West boundary at Matchwood Township line; extends south to include local roads in McMillan Township; on Choate Road extends south into Haight Township to, but not including, Sleepy Hollow Road; east boundary along township line including Hall Road; extends north to include local roads in McMillan Township plus north along Cemetery Road/Forest Highway 730 to junction of Forest Highways 730 and 737 in Rockland Township.

Historic Use: Commerce; Agriculture; Industry; Domestic

Current Use: Domestic; Agriculture; Commerce

RESOURCE COUNT

Buildings: 638 **Structures:** 11 **Objects:** **Sites:** 60

MATERIALS

Foundation: Concrete; Stone; Brick

Roof: Asphalt; Metal/Steel; Wood/Shingle

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

Other: Brick; Stone; Metal/Steel

Style: Arts and Crafts Style; Neoclassical; Italianate

Description: The Ewen district centers on the unincorporated village of Ewen in the northern third of McMillan Township. The Duluth, South Shore & Atlantic Railroad, now a snowmobile trail, runs east-west, bisecting the district. M-28 generally parallels the railroad line. The south branch of the Ontonagon River flows just to the east of the village, bisecting the district from north to south. Local roads mostly follow section lines, forming a network through much of the district. Choate Road extends farther south than the others, into Haight Township. The terrain is gently rolling, with many farms and former farms along the rural roads. Most of the landscape consists of fields and pasture; little is cultivated. Woodlands are found mostly at the ends of roads and along the southern portion of Choate Road. There are some hunting camps in these wooded areas.

The district's resources are concentrated in and near the village of Ewen, which extends north-south along Cedar Street and east-west along Railroad and Maple streets, with additional streets intersecting in an irregular pattern. The mid- to late-twentieth century commercial district extends along M-28 (called Pine Street in the village), on the outskirts and through the village. Building types include gas stations, commercial garages, a motel, restaurant, and other commercial buildings. The early twentieth century commercial district is on Cedar Street south of M-28. The commercial district contains several false front commercial buildings—notably the Italianate style O'Rourke block (1909 and 1914)—and the Neoclassical Revival State Bank of Ewen (1923), now the township library and offices. Among the four churches in the village, the brick Gothic Revival Ewen United Methodist Church (1931) is distinctive. The brick high school (1915) is an imposing presence: two stories on a raised basement with Craftsman details. Other buildings and structures include utility buildings, a grain elevator, and the remodeled train station.

Outside of the two commercial districts, most of the village is residential. House types range from early twentieth century front-gabled houses to 1960s ranch houses and mobile homes. There are a few Craftsman bungalows, among which the Humphrey house (1906) on Cedar Street is an outstanding example. Another striking Craftsman home is a stucco foursquare on Birch Street. There is a large Queen Anne style house on M-28 just outside of the village. Otherwise, there is little stylistic influence evident on houses in the village.

Approximately fifty farm sites were counted in the Ewen district. Farm site features are various combinations of windbreaks, fences, hedgerows, pasture, orchards, fields, ponds, and ruined and standing buildings. A number of the farms are working. Barns have gambrel (most common), gable, or Gothic roofs. Additional farm outbuildings include saunas, privies, garages, and others; log construction was visible for several. All of the farmhouses are wood construction except for some mobile homes; log construction was visible on one house. Most are gable roof with one, one-and-a-half, or two stories. There are several bungalows, most remodeled. A number of houses display Craftsman details: exposed rafter tails, bracketed eaves, shed-roof dormers, and 3/1 or 4/1 windows. This combination of features is often found on one-and-a-half or two-story front- or side-gabled houses.

Condition: Most of the buildings in and near Ewen are in good condition. But there are also houses, commercial buildings, and the school that are vacant and in fair to poor condition. Many of the farms are well maintained, but ruined buildings are not uncommon. A few of the farms have the appearance of junkyards.

Integrity: All of the early twentieth century commercial buildings have been remodeled to some extent; some retain integrity while others don't. Most of the houses have artificial siding. Many have new windows and at least some window openings changed. Barns and other farm outbuildings usually retain their historic character.

Theme/Subtheme: Industry/lumbering industry; Commerce/retail; Agriculture; Architecture

Date Built: 1890s-1960s

Architect or Builder:

History: Settlement came late to southern Ontonagon County, compared to the north. There was a treasure in pine timber in the Ontonagon River Valley, but it was inaccessible. Although the Military Road was completed from Watersmeet to Rockland in 1874, it was barely a trail in places and did little to foster logging or settlement. In the early 1880s, with railroad construction coming closer, lumber companies—including the giant Diamond Match Company—purchased large timber holdings in the area. Some of the choicest pine was along the south branch of the Ontonagon River. The Duluth, South Shore & Atlantic Railroad (DSS&A) laid tracks west to east through southern Ontonagon County by 1888. Some of the landowners convinced the DSS&A to build a station where the railroad line crossed the South Branch. The station was built, and the town of Ewen was platted in 1889, named for DSS&A treasurer W.A. Ewen. McMillan Township was organized that year.

Ewen grew rapidly as a supply center for the numerous lumber camps in the surrounding woods. By 1893 the community had eight hundred residents, fifteen saloons, sawmills, hotels, boardinghouses, brothels, churches, a municipal water system, and a fire department. Ewen was a notorious rough and tumble lumber town. A fire in 1893 destroyed much of the town, but it was quickly rebuilt. Meanwhile, the Milwaukee, Lake Shore & Western Railway (MLS&W) pushed its line northward from Wisconsin through the sawmill town of Craigsmere to terminate at Choate, south of Ewen, in 1892. Sandhurst and Radford Spur were also established along this line. In 1893 the Chicago and North Western Railway (C&NW) took over the MLS&W.

Ewen incorporated as a village in 1895, but logging in the area peaked that year and decline was imminent. In 1899 the village government was dissolved. By 1904 Ewen's population had dwindled to 525. There were a few hardwood and hemlock mills operating at a smaller scale than during the pine era. Choate's post office closed in 1904. But cutover farming had already taken hold in the area: the 1904 farm and business directory listed sixteen farmers with Ewen post office addresses. In 1910 the entire population of McMillan Township was only 458, but with farming's expansion the population increased to more than 1,800 by 1920. In recognition of these thriving farms, the northern portion of McMillan Township was omitted when Ottawa National Forest was established in 1931. In the 1960s farming remained an important part of the local economy. The tourism and lumber industries and the White Pine mine also provided employment for township residents. In 1970 approximately 150 people lived in Ewen.

References: Roy L. Dodge, *Michigan Ghost Towns, V. 3 Upper Peninsula* (Troy, MI: Glendon Publishing, 1973); Knox Jamison, *Ewen and the South End Towns* (1967); Bruce H. Johanson, *This Land, the Ontonagon*, 3d ed., rev. (Ontonagon: Firesteel Publications, 2007); Theodore J. Karamanski, *Deep Woods Frontier: A History of Logging in Northern Michigan* (Detroit: Wayne State University Press, 1989); 1904 Farm and Business Directory, Houghton, Keweenaw, Ontonagon and

Baraga Counties (Houghton, MI: Superior Publishing Co., 1904); Walter Romig, Michigan Place Names (Detroit: Wayne State University Press, 1986).

NR Status: Humphrey Farm appears to be NR eligible. There may be a historic commercial district on Cedar Street in the village. Some buildings in the village may be individually eligible with minor exterior rehabilitation, depending on their interiors: Craftsman foursquare on Birch Street; township library and offices; United Methodist Church; high school. Outside of the village, some farms or farmsteads may be eligible.

Comments:

Surveyor: Jane Busch **Survey started:** 5/12/2009 **Survey ended:** 5/14/2009

Photos:



Town library & commercial buildings on east side of Cedar St., Ewen Village, looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ewen District\M28 Cedar St-Ewen Village (1)



Humphrey farm on south side of Cedar St., Ewen Village, looking south. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ewen District\Cedar St-Ewen Village (4-B)



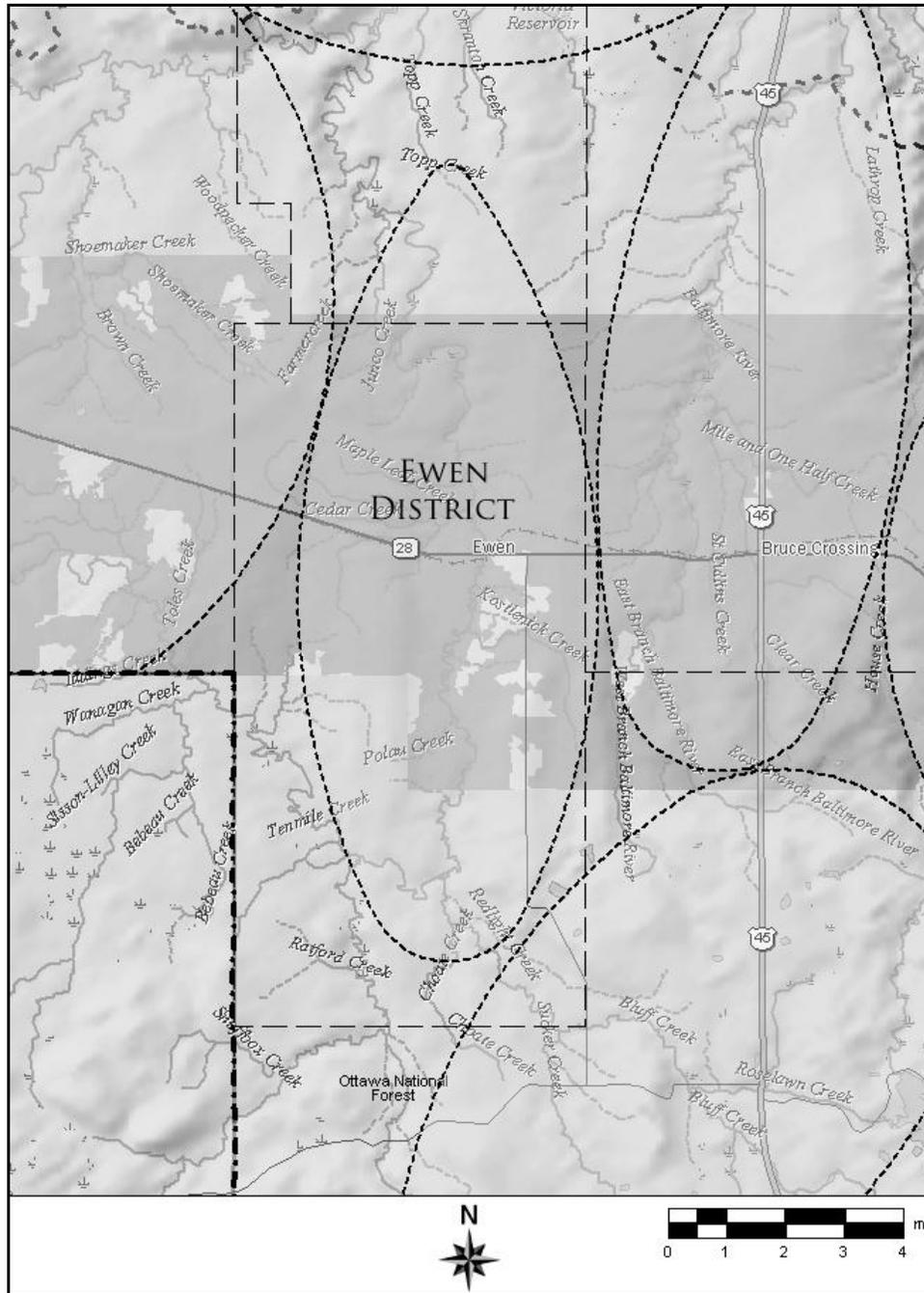
Houses on north side of Hemlock St., Ewen Village, looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ewen District\Hemlock St-Ewen Village (1)



Working farm on east side of Choate Rd., looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ewen District\Choate Rd (1)



Farmstead on west side of Choate Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ewen District\Choate Rd (2-B)



Approximate area of Ewen survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Green District

County: Ontonagon **Township(s):** Ontonagon, Carp Lake

Boundaries: From mouth of Little Cranberry River, extends west along Lake Superior shore to Pine Creek; then southeast to include Bolo Road, Halfway River Road, and Townline Road to a point about 3/4 mile north of L. P. Walsh Road; then north to include Townline Road and intersecting local roads to mouth of Cranberry River.

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

Current Use: Recreation and Culture; Domestic; Agriculture

RESOURCE COUNT

Buildings: 170 **Structures:** 1 **Objects:** **Sites:** 19

MATERIALS

Foundation: Concrete

Roof: Asphalt; Metal/Steel

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

Other: Concrete; Brick; Wood

Style: Arts and Crafts Style

Description: The Green district is a small district that extends southward from Lake Superior. M-64 borders the lakeshore, crossing the district east to west. Townline and Halfway River roads are the principal roads extending south from M-64. A few shorter local roads extend from these roads and from M-64. Several rivers and creeks cross the district south to north, flowing into Lake Superior. The land is fairly level along the lakeshore, gently rolling farther south. The lakeshore is generally wooded; the interior landscape has both wooded and open areas.

Although a sign on M-64 marks the location of Green, there is no street pattern or clustering of buildings to indicate the former village. Green Park (1946) is located on the lakeshore near the intersection of M-64 and Townline Road. The park contains a screened pavilion, beach shelter, concrete block toilet building, and parking and picnic areas. Houses on M-64 seem to be recreational on the north (lakeshore) side and a mix of recreational and year-round residential on the south side. Many of the lakeshore houses were hidden from sight by the trees. One- and one-and-a-half story gable roof houses and ranch houses predominate. A few houses have 3/1 windows and exposed rafter tails, indicating a Craftsman style influence or at least early twentieth century construction.

The Carp Lake Township cemetery is located on Townline Road a short distance south of the M-64 intersection. The Carp Lake Township precinct two school (ca. 1906) is located on Halfway River Road. The school is a front-gabled clapboard building with enclosed entry; the privy is in the rear.

Approximately fifteen farm sites were counted on Halfway River, Townline, Hokkanen, and Heikkala roads. A few farms are working. Farm site features are various combinations of fields, fences, orchards, windbreaks, and ruined and standing buildings. Farm buildings include gambrel-roof barns, garages, privies, saunas, and others. A few show log construction. Houses are mostly gable roof with one, one-and-a-half, or two stories. Some have 2/2 windows, 3/1 windows, and/or exposed rafter tails. There are also some mobile homes. On Townline Road at the southern end of the district, a small cluster of post-World War II houses creates a suburban-looking landscape. One of these houses is a split level that is identical to those in White Pine.

Condition: Most of the buildings in this district are houses and they are generally well maintained. On abandoned farms there are some buildings in poor condition or collapsed.

Integrity: Most of the houses have artificial siding. Many have new windows and sometimes window openings are changed as well.

Theme/Subtheme: Entertainment/Recreation; Agriculture; Architecture

Date Built: ca. 1900s-1960s

Architect or Builder:

History: Green grew out of the lumber boom that occurred along the Lake Superior shore during the 1890s. The C. V. McMillan Lumber Company maintained a camp for logging operations on the lakeshore about seven miles to the west of Ontonagon. In 1901 Thornton A. Green, the general manager of the company, moved into a log cabin at the camp in order to be closer to logging operations. By 1904, a post office was established, and Thornton Green had joined with other entrepreneurs to form the Greenwood Lumber Company, which purchased the timber rights of the C. V. McMillan Company in the area.

The community of Green bustled during its years as a hub for logging operations in the adjacent woodlands. In an effort to entice settlers into the area, the C. V. McMillan Company began selling sections of cutover acreage near their camp to Finnish immigrants as early as 1903. Thornton Green even established Hemlock Hill farm to serve as a model farm for immigrants. The Greenwood Lumber Company set out to make the settlement a model company town. New housing for employees, a general store, and a Finnish Lutheran church were constructed around the company's Camp No. 2. With more families relocating to the area, a one-room schoolhouse was constructed in 1906. A larger school house was constructed in 1922 to accommodate the growing community. The Green school served as the main school for all of Carp Lake Township until the opening of the White Pine school in 1953.

Lumber companies and settlers advocated for completion of the Iron River Road (today a section of M-64 and former M-107), along which Green is situated. The overland route planned in 1864 to connect Ontonagon to the Nonesuch mine followed the Iron River Road along the shore of Lake Superior and then cut south to Nonesuch. The road through to Nonesuch, however, was not completed until 1910. Bridges were built on the Iron River Road to cross the numerous streams and rivers that empty into Lake Superior. Roads extending south from the lakeshore gave access to inland farms.

By the 1920s, the Finnish and eastern European settlers in the area had firmly established their farms. They created the Green Farmers' Threshing Company farming cooperative. With the Threshing Company's collected funds, farmers purchased a thresher, tractors, plows, and a portable sawmill. The Greenwood Lumber Company closed during the Depression, leaving Green a farming community with a population of 156 in about 1940. Farming declined after World War II as children moved away to larger communities, and jobs at the White Pine mine drew many away from the fields. The Green Farmers' Threshing Company was dissolved in the late 1950s. Since then, Green's population has gradually declined.

References: Earl L. Doyle, *The Greenwood Lumber Company and the People Who Worked There* (Houghton, MI: Johnson's Quickprint & Graphics, 1988); Knox Jamison, *A History of Silver City, Ontonagon County, Michigan* (Ontonagon, 1963); Bruce H. Johanson, *This Land, the Ontonagon*, third ed., rev. (Ontonagon: Firesteel Publications, 2007); Theodore J. Karamanski, *Deep Woods Frontier: A History of Logging in Northern Michigan* (Detroit: Wayne State University Press, 1989); Michigan Writers' Project, *Work Projects Administration, Michigan: A Guide to the Wolverine State* (New York: Oxford University Press, 1941); Walter Romig, *Michigan Place Names* (Detroit, MI: Wayne State University Press, 1986).

NR Status: Carp Lake Township Precinct 2 schoolhouse and privy may be NR eligible.

Comments: Many buildings barely or not visible, especially on the lakeshore. Farm remnants incomplete in terms of both buildings and landscape.

Surveyor: Jane Busch Survey started: 10/5/2009 Survey ended: 10/6/2009

Photos:



Green Park on north side of M-64, looking NE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Green District\M64-Green Park (1-A)



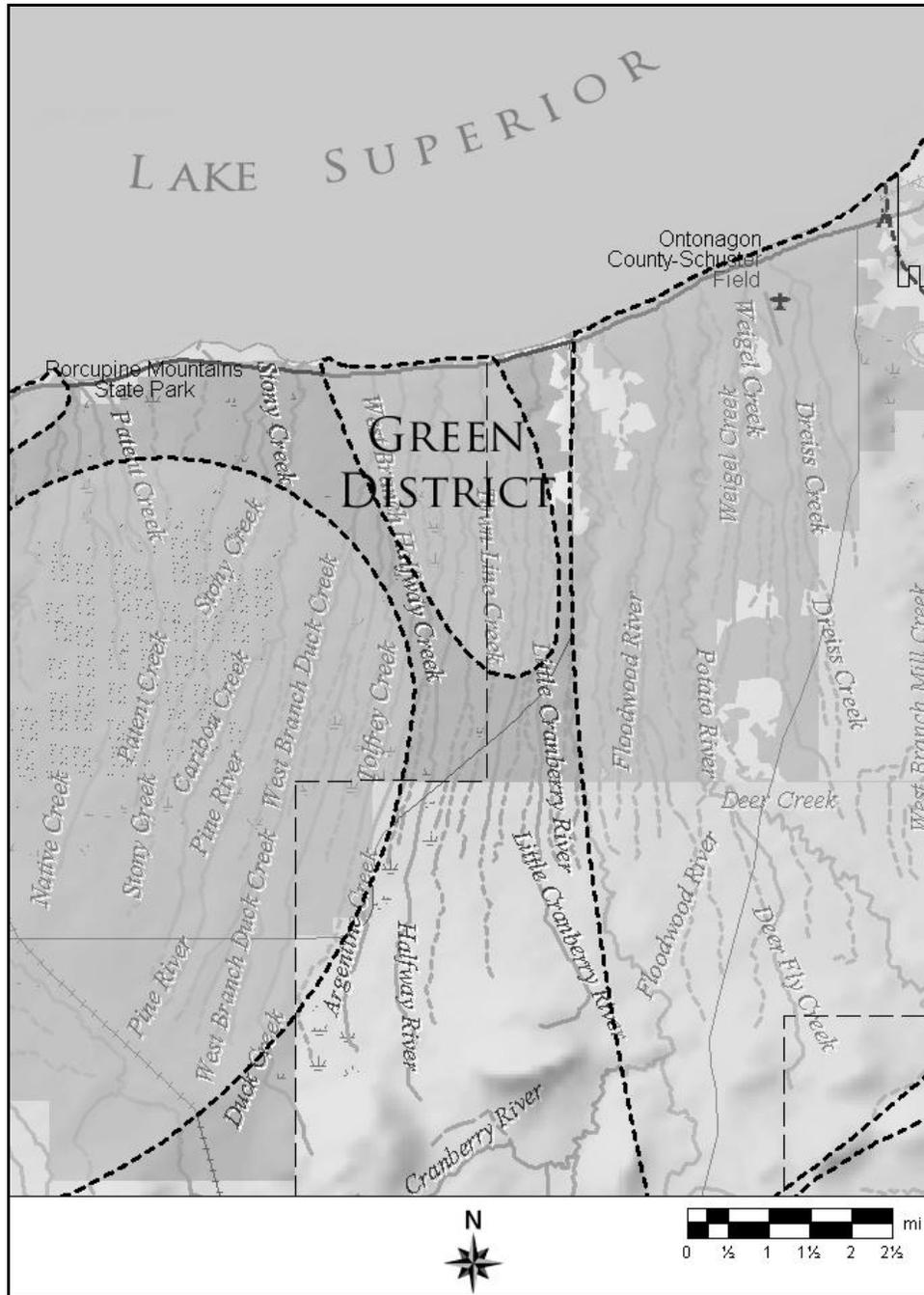
Carp Lake Township precinct no. 2 schoolhouse on east side of Halfway River Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Green District\Halfway River Rd (2)



House on south side of Halfway River Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Green District\Halfway River Rd (1)



Split level house on west side of Townline Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Green District\Townline Rd (2)



Approximate area of Green survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Greenland District

County: Ontonagon **Township(s):** Greenland, Bohemia

Boundaries: From Ontonagon Township line, extends southeast along M-38 to village of Greenland; from village extends north along N. Firesteel Road to Ontonagon Township line, including Kangas Road; extends northeast along M-26 and Copper Range Railroad bed into Bohemia Township to Houghton County line; extends south to boundaries of Wainola-Rousseau and Mass districts.

Historic Use: Industry; Commerce; Domestic; Agriculture

Current Use: Domestic; Recreation and Culture

RESOURCE COUNT

Buildings: 185 **Structures:** 6 **Objects:** **Sites:** 24

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel

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

Other: Brick; Wood

Style: Queen Anne; Arts and Crafts Style; Gothic Revival

Description: The Greenland district is located in central Greenland Township, extending into Bohemia Township in the northeast. The unincorporated village of Greenland is located in the south-central part of the district. Most of the district's resources are in the village or nearby. M-38 extends southeastward from the western edge of the district, passing just north of the village of Greenland before it joins M-26 east of the village for about a mile and then continues to the southeast. Just east of the village, M-26 enters the district from the south, joins M-38, and then continues to the northeast. The Lake Mine location is at the eastern juncture of M-26 and M-38. The Copper Range Railroad, now a snowmobile trail, roughly parallels M-26. North Firesteel Road extends north from the village to the northern township boundary. Plank Road (former M-38, before the latter bypassed the village) serves as the southern village boundary and extends on either end to intersect with M-38. A few local roads extend from the village or from Plank Road. South of the village, Adventure Mountain is part of a steep ridge. The remainder of the district is gently rolling to hilly, and much of it is wooded. The west branch of the Firesteel River flows through the eastern part of the district. Mine sites are located in the northeastern part of the district, east of the village, and south of the village (the Adventure mine).

The village of Greenland is laid out in a rectilinear grid. On Plank Road, the former town hall is a two-story gable-roof building with a belfry. Also on Plank Road are two commercial buildings, one brick and one frame, and a Gothic Revival frame church. At the east end of the village, Maple Grove Cemetery (still in use) has burials dating from the 1850s. The remainder of the village consists of single-family houses interspersed with many vacant lots. The majority of the houses are front-gabled, with one, one-and-a-half, or two stories, with front porches. There are some Queen Anne style details such as decorative shingles and turned porch posts, and some Craftsman details such as exposed rafter tails and 3/1 windows. There are also some ranch houses and mobile homes. Most of the outbuildings are garages; there is one gambrel-roof barn.

It is difficult to define exact boundaries of the unincorporated village, but houses are relatively dense on Plank Road, Ridge Road, and Depot Street, just outside of the street grid. There are a few more house types in this area than within the village: some side-gabled houses, a split level, and—most notably—a saltbox house built in 1905. Among the outbuildings, two barns and two privies were visible. There is a church on Ridge Road. There is a ski hill (1960s) at the

end of Depot Street. A short distance south of the village are the extensive remains of the Adventure mine including numerous ruins and foundations, shaft openings, poor rock piles, roads, and one standing structure—the powder house.

At Lake Mine and nearby on M-38, there are a small number of one-and-a-half and two-story front-gabled houses, some with 2/2 windows. At the mine sites, features include ruins of a rock house and a smoke stack, remnants of small wooden structures, and poor rock piles.

Resources are sparse in the remainder of the district. On M-26 northeast of its east junction with M-38, the only visible resource is a fenced shaft from the Indiana mine. There are scattered houses, both farm and non-farm, along M-38 and local roads, and a few hunting camps. House types include front-gabled, ranch houses, and mobile homes. Approximately ten farm sites were counted in the district, a relatively small number compared to the Mass or Wainola-Rousseau districts. Farm site features are various combinations of fields, fences, ponds, windbreaks, orchards, and ruined and standing buildings. Farm buildings and structures include gambrel and Gothic roof barns, woodsheds, garages, a silo, a privy, and others. Some of the buildings are constructed of logs.

Condition: In the village the condition of buildings is generally fair. A number of houses are vacant and/or rundown. A few houses with vinyl siding are in good condition. Buildings and structures at mine sites are mostly ruins. There are also ruined buildings at farm sites. Abandoned houses at mine sites and on former farms are in fair to poor condition.

Integrity: There are many vacant lots in the village where buildings once stood. The two commercial buildings that remain in the village have been remodeled, and the town hall was in the process of being re-sided. Both in and out of the village, most houses that are not abandoned have artificial siding and replacement windows. Some retain integrity but others are barely recognizable. Ranch houses are more likely than older houses to have their original siding.

Theme/Subtheme: Industry/copper industry

Date Built: 1850s-1960s

Architect or Builder:

History: The township of Greenland, named after the home town in New Hampshire of early capitalist Clement March, was established in 1853. At that time, copper mines had drawn settlers to the area. The thirty copper mining companies in the Greenland area eventually consolidated into four, but in the nineteenth century none of them turned a profit.

The Adventure Mining Company, established in 1851, was the largest mine in the district and among the largest in the county in the 1850s. At its peak in 1857, it produced more than 116 tons of copper, but it declined soon afterwards. In 1898 it reorganized as the Adventure Consolidated Copper and Mining Company, merged with several smaller mines, and was capitalized at \$2.5 million. It employed 140 people in 1900, but never paid a dividend and closed finally in 1917. The Lake mine was formed of several smaller mines in 1905 and produced 3,663 tons of copper before closing in 1919. The Indiana mine operated during the Civil War and sporadically after, but did not produce a ton by the time of its closing in 1914. Finally, the Toltec mine opened in 1851 and produced 190 tons by the time it closed in 1866; it reopened in 1873 but was not successful.

In 1855 the growth of the Adventure mine prompted the platting of the village of Maple Grove. The platting of an adjacent parcel named Greenland three years later gave the community its name, which became official around the turn of the century. A plank road, authorized in 1850 and capitalized at \$50,000, but not completed until 1874, ran from the Adventure mine through Greenland to a point on the Ontonagon River. Paralleling the Adventure's fortunes, Greenland was reinvigorated at the turn of the century, building a new township hall, a new fire hall, and new plank sidewalks. Greenland provided the commercial opportunities that the neighboring mining locations lacked. In 1904 Greenland was a thriving community of seventeen hundred people, offering establishments that sold alcohol, clothes, shoes, hardware, lumber, meat, sweets, and drugs, and providing a barber, dressmaker, photographer, Chinese laundry, painter and paperhanger, blacksmith, and undertaker. There was a bank, a newspaper (the Twin City Miner), and three churches.

Lumbering in the area, which had begun in the 1890s along the Ontonagon River, continued into the 1960s. Beginning in the 1890s, Finnish farmers moved onto the cutover lands, establishing dairying operations primarily, although the

northern part of Greenland Township was not suitable for agriculture and was never farmed. With all of the mines closing after World War I, the area went into a decline. In 1928 Greenland's high school consolidated with Mass and moved to its school building, followed by the elementary grades in 1945. In the 1930s, Federal Emergency Relief Administration employees created a park on ten acres of land donated by the Adventure Mine. Named after state representative William C. Stenson, the park included a log cabin. The 1960s Adventure Mountain Sports Complex, which included a chalet, rope-tow ski hill, and skating rink, later became the county fairgrounds.

References: Around the Bluff and Through the Years: An Informal History of Greenland Township (Iron Mountain: Mid-Peninsula Library Cooperative, 1986); Ellis W. Courter, Michigan's Copper Country (Lansing: Michigan Department of Environmental Quality, 2005); Farm and Business Directory of Houghton, Keweenaw, Ontonagon, and Baraga Counties (Houghton: Superior Publishing Company, 1904); James K. Jamison, The Mining Ventures of This Ontonagon Country (Orig. pub. 1950; Ontonagon County Historical Society, 1996); Knox Jamison, A History of Rockland-Greenland Mass and other Towns in Rockland, Greenland, and Bohemia Townships in Ontonagon County, Michigan (Privately printed, 1969); Michigan Technological University Archives and Copper Country Historical Collections, vertical files.

NR Status:

Comments: Cemetery has gravestones dating to 1850s, but earliest buildings appear to date to the early 1900s. Mine sites visited: Douglass Houghton, Lake, South Lake, Adventure. Mine sites not visited: Cherokee, What Cheer, Indiana, Old Algomah, Toltec/Farm.

Surveyor: Jane Busch, Jo Urion **Survey started:** 9/10/2009 **Survey ended:** 10/10/2009

Photos:



Houses on west side of Fourth Street, Greenland Village, looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Greenland District\Fourth St-Greenland Village (1)



Town hall & Queen Anne house on north side of Plank Rd., Greenland Village, looking NE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Greenland District\Plank Rd-Greenland Village (3)



Powder house at Adventure mine site, looking east. Credit: Steve DeLong
Copper Country Survey Phase I\Ontonagon\Pictures\Greenland District\Adventure Mine Site (1-Ze)



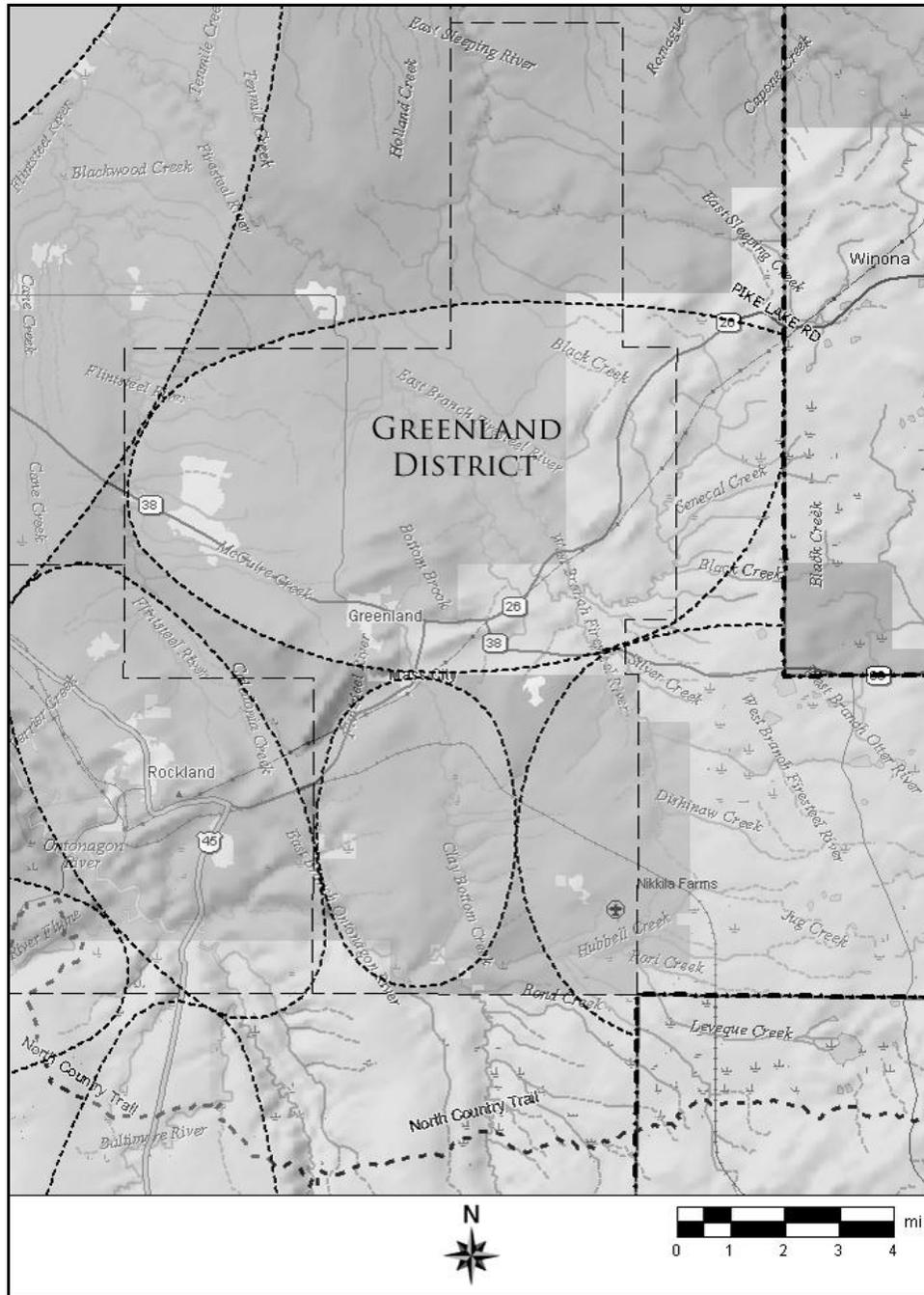
Lake mine south shaft site, looking NW. Credit: Ryan Holt

Copper Country Survey Phase I\Ontonagon\Pictures\Greenland District\Lake Mine South Shaft Site (1-C)



Two houses on west side of M-38 at South Lake mine site, looking SW. Credit: Ryan Holt

Copper Country Survey Phase I\Ontonagon\Pictures\Greenland District\South Lake Mine Site (2-A)



Approximate area of Greenland survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Mass District

County: Ontonagon **Township(s):** Greenland

Boundaries: Extends north on Ridge Rd. 0.2 miles from Caledonia Rd. intersection; bounded on east by Mud Creek/Post Office Rd. (excluding resources on that road); extends south to end of East Branch Rd.; extends west to Rockland District boundary plus into Rockland Township to include the western portion of Knowlton Mine at the end of Caledonia Rd.

Historic Use: Industry; Agriculture; Commerce; Domestic

Current Use: Domestic; Agriculture; Commerce

RESOURCE COUNT

Buildings: 559 **Structures:** 5 **Objects:** **Sites:** 71

MATERIALS

Foundation: Concrete; Stone

Roof: Asphalt; Metal/Steel; Wood/Shingle

Walls: Wood/Fiberboard; Wood/Weatherboard; Vinyl; Asphalt; Wood/Particle Board

Other: Brick; Wood

Style: Arts and Crafts Style; Neo-Tudor; Queen Anne

Description: The Mass district is a roughly rectangular district located in southern Greenland Township. Adventure Mountain marks the north end of the district. Just outside of district boundaries, it rises above the Mass mine and location and looms over the unincorporated village of Mass City. All of the mine sites in the district are in the northern part, most of them to the west of Mass City on a bluff above the Flintsteel River. A short distance south of Mass City, Depot Road extends to the former communities of Mass Station and McKeever Junction. The southern two-thirds of the district consists of a rolling, largely open landscape with numerous farms. Adventure Creek bisects the district from north to south, and the east branch of the Ontonagon River crosses the southern end of the district. The only state highway in the district, M-26 crosses the northwest corner. The Chicago, Milwaukee, St. Paul & Pacific Railroad, still in use, crosses east-west through Mass Station and McKeever Junction. A network of local roads covers much of the southern two-thirds of the district.

Mass location is marked by a cluster of houses. Among these are a half dozen or so large two- and two-and-a-half-story houses on Ridge and Trevarrow roads. Prominent among them is the Queen Anne style Mass mine doctor's house on Ridge Road near the intersection of Caledonia Road. Features at the nearby Mass mine site include a smokestack, pond and dam, foundations, and rock piles.

Mass City is shaped rather like a pistol: the two long east-west streets of Ridge Avenue and Mass Avenue form the barrel, and Adventure Avenue, angling southeast, forms the handle. M-26 intersects Adventure Avenue as 13th Street, and shorter streets intersect these primary streets. Brick and frame commercial buildings are concentrated on Adventure Avenue and 13th Street; among these is the Settlers Co-op on Adventure Avenue. The remainder of the village is primarily residential. House types include various gable-roof forms, ranch houses, and mobile homes. A few houses have saltbox roofs, and some others have Craftsman details. Domestic outbuildings include garages, saunas, and storage buildings. Other building types are a school, church, Masonic hall, fire hall, and township hall. There are numerous vacant lots throughout the village.

At Mass Station there is a stepped gable, concrete block commercial or industrial building near the railroad tracks with a large concrete foundation nearby.

Approximately sixty farm sites were counted in the area south of Mass City. Farm site features are various combinations of windbreaks, fences, orchards, fields, ponds, and ruined and standing buildings. Barns have gable, gambrel, or Gothic roofs; some are built partially or wholly of logs. Additional farm outbuildings include saunas, privies, garages, poultry houses, and others; some are built of logs. All of the houses are wood construction except for some mobile homes. Most are gable roof with one, one-and-a-half, or two stories. Two distinctive house types are a one-and-a-half story gable-roof house with shed dormers and a one-story foursquare house with pyramidal or hipped roof. There is little stylistic influence. Some houses show Craftsman influence in their bracketed eaves and 3/1 windows; some others have the steeply pitched gables of Tudor cottages.

Condition: Building condition ranges from well maintained to collapsed. In the rural areas, ruined and dilapidated buildings, while not common, are scattered throughout. In general the buildings in Mass City are better maintained than farm buildings. There are, however, a number of vacant buildings in Mass City, most obviously commercial buildings.

Integrity: In Mass City, the large number of vacant lots indicates that there were once many more buildings. Most of the commercial buildings are heavily remodeled. Artificial siding is the norm on houses, both in the village and in the rural areas. Changes of window openings are not as frequent as artificial siding but are still common. A small group of large houses at Mass location appears to be largely intact. Farm outbuildings in general retain more of their original appearance than do houses.

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

Date Built: early 1900s-1960s

Architect or Builder:

History: Mining began in the Mass area after escaped slave Noel Johnson discovered copper on the edge of a bluff above the Flintsteel River. Between 1850 and the early 1860s, the Ridge, Evergreen Bluff, Hazard, Mass, Ogima, Knowlton, and Merrimac mines were opened on the bluff or nearby. The Ridge was the first and initially the most successful of these mines. The Hazard and Merrimac mines never passed the exploratory stage; the Evergreen Bluff, Mass, Ogima, and Knowlton mines operated sporadically, often on tribute. In 1875, B. F. Chynoweth became superintendent of the Mass Mining Company, initiating a program of improvements that made the Mass mine the largest copper producer in Ontonagon County in 1880. After 1886, however, it was again worked on tribute. In 1899, with copper prices rising, the Mass Mining Company was reorganized as the Mass Consolidated Mining Company, incorporating the Mass, Ridge, Hazard, Ogima, and Merrimac mines. The company opened a new mine at the Ridge location and platted the town of Mass City. Promoted by developer P. W. Scott, Mass City became the proverbial copper boom town, with the population nearing a thousand residents by 1905. Among the town's businesses were four or five general stores, five hotels, two hardware stores, several barber shops, a confectionery store, a bank, a newspaper, and a dozen or more saloons. Mass City's railroad station was a short distance to the south at Mass Station, which was near McKeever Junction, the junction of the Copper Range; Mineral Range; and Chicago, Milwaukee, and St. Paul railroads.

Finns began to move to the Mass area in the late 1890s. Although they were a minority, the Finns stood out because of their distinctive cultural institutions. They dominated local dairy farming, which flourished in southern Greenland Township. Mass City became a center for Finnish culture in Ontonagon County. The Mass Co-op was established in 1913; eventually the town had two co-ops, one socialist and one nonpartisan. Meanwhile, the Algoma Mining Company operated a mine east of Mass City from 1910 to 1917. The Mass Consolidated Mining Company expanded its operations, purchasing the lands of the Evergreen Bluff Mining Company in 1911. Then copper prices dropped following World War I, and the Mass Consolidated Mining Company closed in 1919. After that, dairy farming supported the local economy. Many farmers sold milk to the Stella Cheese Factory, located south of Mass City. The population of the Mass area has dwindled since World War II. In 1955 the Algoma Mining Company reopened its mine but closed it again the following year. Today, farming and logging are the primary sources of employment.

References: Annual Report of the Commissioner of Mineral Statistics of the State of Michigan for 1880 (Lansing: W. S. George & Co., 1881); Ellis W. Courter, Michigan's Copper Country (Lansing: Michigan Department of Environmental Quality, 2005); Armas K. E. Holmio, History of the Finns in Michigan, Ellen M. Rynnana, translator (Detroit: Wayne State

University Press, 2001); Bruce H. Johanson, *This Land the Ontonagon*, 3rd ed. Rev. (Ontonagon: Firesteel Publications, 2007); Michigan Geological and Biological Survey, *Mineral Resources of Michigan with Statistical Tables of production and value of mineral products for 1910 and prior years* (Lansing: Wynkoop Hallenbeck Crawford Co., 1912); Michigan Writers' Project, Work Projects Administration, *Michigan: A Guide to the Wolverine State* (New York: Oxford University Press, 1941); Horace J. Stevens, *The Copper Handbook*, Vol. IX (Houghton, Mi.: Horace J. Stevens, 1909).

NR Status: Mass mine sites NR eligible according to Grant Day thesis on Ontonagon copper mines. Possible residential district on Trevarrow & Ridge roads may extend to Mass mine doctor's house on Ridge Road. Doctor's house appears to be individually eligible. Possible rural agricultural historic district south of Mass City, extending east into Wainola-Rousseau District--needs intensive level survey.

Comments: Visited Algomah mine site and Mass mine sites A & B. Mine sites not visited: Mass mine C, Ogima mine, Evergreen Bluff mine, Knowlton mine.

Surveyor: Jane Busch **Survey started:** 5/20/2009 **Survey ended:** 5/25/2009

Photos:



Commercial buildings on west side of Adventure Ave., Mass City, looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Mass District\Adventure Ave-Mass City (1)



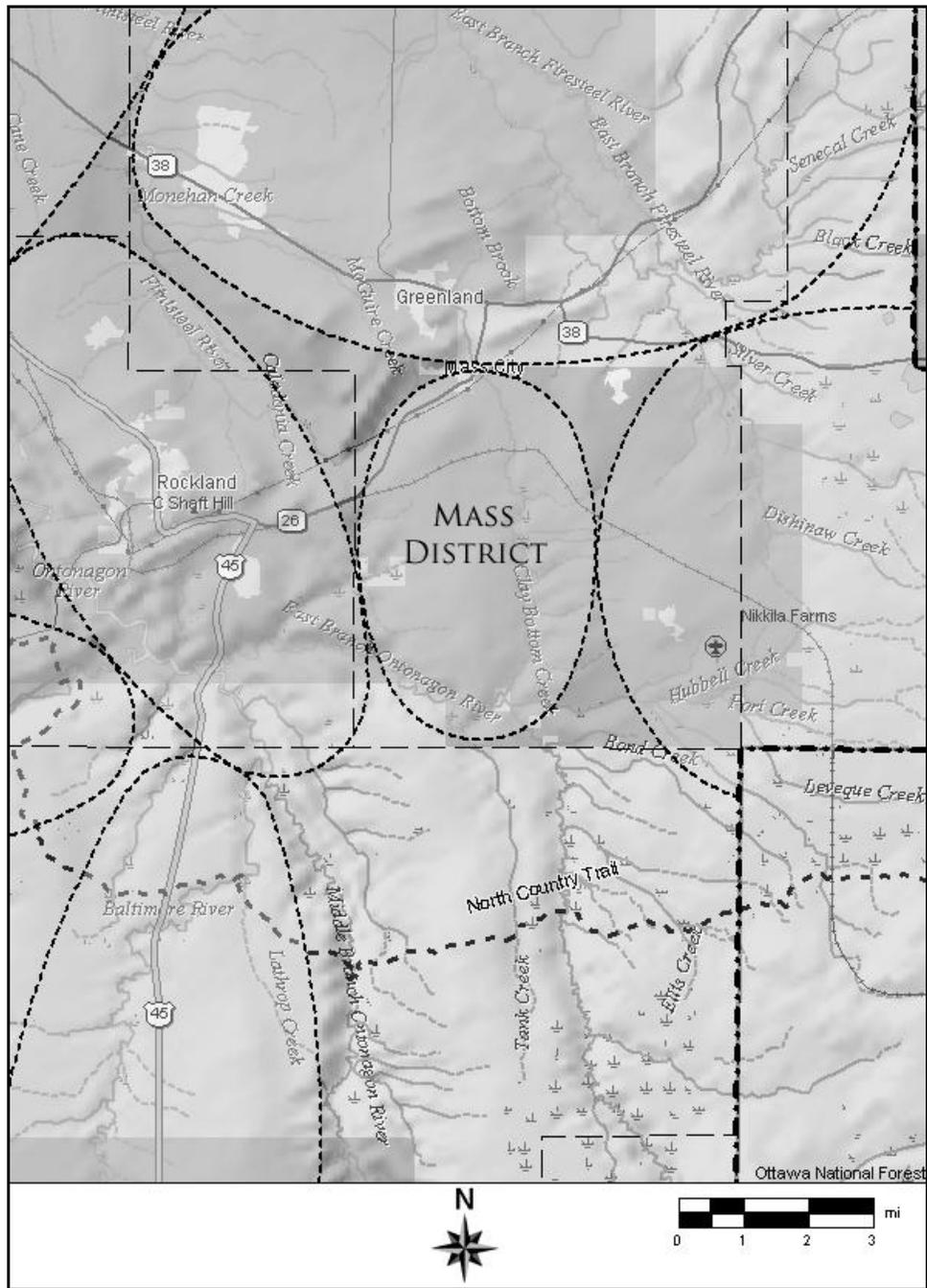
Houses on south side (west end) of Mass Ave., Mass City, looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Mass District\Mass Ave-Mass City (1)



Farm buildings on west side of East Branch Rd., looking west. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Mass District\East Branch Rd (1)



Mass mine site on west side of Ridge Rd., pond & dam, looking north. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Mass District\Ridge Rd (1-B)



Approximate area of Mass survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Misery Bay District

County: Ontonagon **Township(s):** Bohemia

Boundaries: From west end of Misery Bay Road to county line on east; north to Lake Superior shore; south to include local roads that intersect with Misery Bay Road.

Historic Use: Agriculture; Recreation and Culture; Domestic

Current Use: Recreation and Culture; Domestic

RESOURCE COUNT

Buildings: 130 **Structures:** 1 **Objects:** **Sites:** 9

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel; Wood/Shingle

Walls: Asphalt; Wood/Plywood; Wood/Log; Wood/Weatherboard

Other: Brick

Style:

Description: Misery Bay is a small district bordering Misery Bay in the northeast corner of Ontonagon County. Misery Bay Road—the only paved road—bisects the district east-west, extending from the Misery River access site on the west into Houghton County on the east. South/Lots Road, extending north-south, is the longest local road. A number of short roads extend from these two roads and along the lakeshore. There are no extant roads connecting the district to other parts of Ontonagon County. The Misery River crosses the western end of the district to enter Misery Bay. The landscape is relatively open inland and wooded along the lakeshore. Numerous recreational cottages line the lakeshore. Most of the older cottages are simple one-story gable-roof buildings with privies and other small outbuildings. Most have been extensively remodeled. There are also large, new vacation homes of recent construction. Approximately eight farm sites were counted along Misery Bay Road and other interior roads. Houses, barns, and outbuildings of log construction are common, although many of the farm buildings are dilapidated or in ruins. Misery Bay Hall stands at the intersection of Misery Bay and South roads, a one-story, hipped roof clapboard building.

Condition: Recreational cottages are mostly maintained and in good condition. Many farm buildings are in poor condition or collapsed.

Integrity: Recreational cottages have mostly been extensively remodeled. Farmhouses and outbuildings generally retain integrity.

Theme/Subtheme: Agriculture; Ethnic Heritage/Finnish; Entertainment/Recreation; Architecture;

Date Built: 1890s-1960s

Architect or Builder:

History: The Misery River was first named in the journals of the 1820 Cass expedition, but the explanation first appeared in journals of members of the 1832 Schoolcraft expedition, who attributed it to traders who suffered from starvation there. The river and bay also bore the name of Carver on some early maps, although eighteenth-century explorer Jonathan Carver never stopped there. Artifacts uncovered in the 1940s point to Misery Bay having been an Ojibway encampment, or at least landing area.

Finns began moving into the area to farm after 1890. The farms remained somewhat dispersed, due to the fact that only alternate sections of land were available for homesteading. The greatest expansion of farming in the area occurred in the 1930s and 1940s, but the community remained isolated. The only access by road is through Houghton County. In 1943, the Daily Mining Gazette reported: "Although the roads are kept plowed, many people do not leave their community for months in the winter. The mail comes in and twice a week the grocery wagon from Toivola makes house to house visits. The one-room school has a local teacher, who lives near enough so that school never has to close because the teacher was snowed in."

Although a few farms supplied produce to Winona and Painesdale, most of the farms there operated on a subsistence basis. Until the 1940s, most of the settlers were Finnish and the farms had a large number of small structures. Farm abandonment began in the 1950s, and by 1964 more than half of the farms in the adjacent Houghton County portion of Misery Bay had been abandoned or were occupied but not farmed. Selling farmland for conversion to hunting camps was a viable option. The beach remains an attraction.

References: Armas K. E. Holmio, History of the Finns in Michigan, Ellen M. Ryyanan, translator (1967; Detroit: Wayne State University Press, 2001); Harold A. Meeks, "Marginal Agriculture in Michigan's Copper Country" (Doctoral dissertation, University of Minnesota, 1964); Michigan Technological University Archives and Copper County Historical Collections, vertical files.

NR Status: Misery Bay Hall appears to be individually eligible for NR. There are remnants of at least three farmsteads with log buildings, but some of the buildings are ruined. Intensive level survey with contextual research needed.

Comments:

Surveyor: Jane Busch **Survey started:** 5/8/2009 **Survey ended:** 5/8/2009

Photos:



Farmstead on Misery Bay Rd., looking west. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Misery Bay District\Misery Bay Rd (1-A)



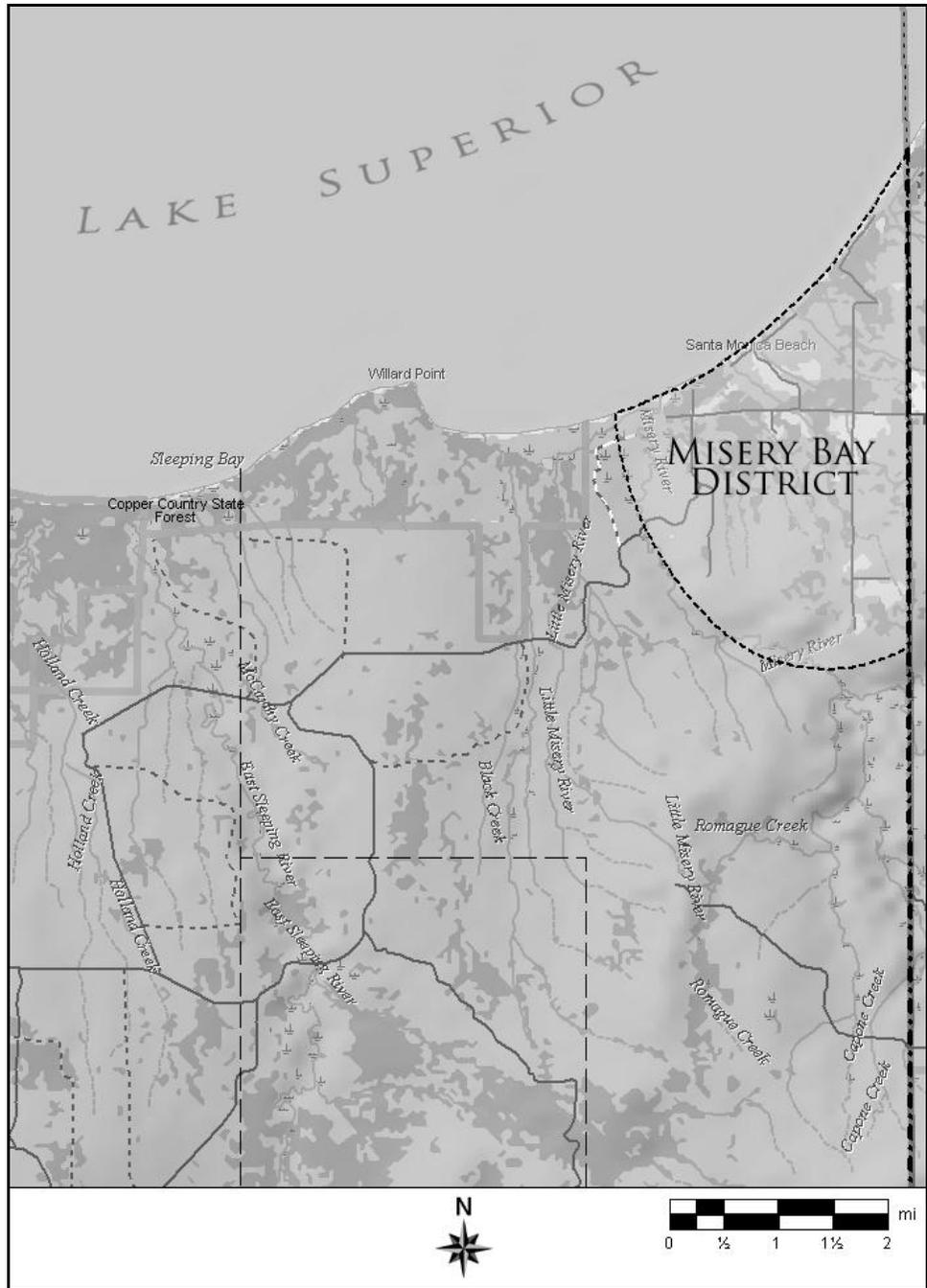
Farmstead on Misery Bay Rd., looking south. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Misery Bay District\Misery Bay Rd (1-B)



Misery Bay hall on South Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Misery Bay District\South Rd-Misery Bay Hall (1-A)



Lakeshore cottage on Kemppa Rd., looking north. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Misery Bay District\Kemppa Rd (1)



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

Copper Country Survey Phase I

District Name: Ontonagon Township District

County: Ontonagon **Township(s):** Ontonagon

Boundaries: From Ontonagon Village boundaries as shown on 1982 USGS map, west to Green district and White Pine district boundaries; south along Norwich Road to Matchwood Township line; southeast along U.S. 45 to Rockland Township line; southeast along M-38 to Greenland Township line; east and south along Firesteel Road to Greenland Township line, excluding Kangas Road; and north to Lake Superior shoreline, including Fourteen Mile Point lighthouse.

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

Current Use: Domestic; Recreation and Culture; Agriculture

RESOURCE COUNT

Buildings: 952 **Structures:** 10 **Objects:** 2 **Sites:** 124

MATERIALS

Foundation: Concrete

Roof: Asphalt; Metal/Steel

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

Other: Brick; Wood; Metal/Steel

Style: Arts and Crafts Style; Neo-Tudor

Description: The Ontonagon Township district is a large district that extends west, south, and east from the village of Ontonagon. Lake Superior borders the district on the north. Numerous rivers and creeks flow northward through the district into Lake Superior; the largest is the Ontonagon River, which bisects the village and the township. The terrain is relatively flat along the lakeshore and gently rolling to hilly in the southern parts of the district. Major roads are M-64, extending west from the village along the lakeshore; L. P. Walsh and Norwich Roads, extending south from M-64 on the west side of the district; U.S. 45 and M-38, extending southeast from the village; and Firesteel Road and Lakeshore Drive, extending east from the village. Local roads intersect these major roads, usually following section lines. The Chicago, Milwaukee, St. Paul & Pacific Railroad parallels U.S. 45. Recreational resources—commercial and private—predominate along the lakeshore. Away from the lakeshore, resources in the vicinity of the village are predominantly residential, both farm and non-farm. Away from the lakeshore and the village, the landscape is predominantly agricultural. The former community of Wood Spur is located on U.S. 45 at the intersection of Woodspur Road. There are some hunting camps in the more remote parts of the township. Fourteen Mile Point Lighthouse is on the lakeshore at the northeastern end of the district but is not accessible by road.

Near the village of Ontonagon, houses are the most common resource type, some of them associated with farms but many of them not. Older house types include one, one-and-a-half, and two-story front-gabled, cross-gabled, and side-gabled houses; bungalows; and foursquares. Craftsman style influence is seen in 3/1, 4/1 and 3/2 windows, bracketed eaves, and exposed rafter tails. There are a few Tudor cottages. In some places the streetscape has a suburban appearance with ranch houses, split levels, and mobile homes. Many of the mobile homes have add-ons. A small airport (1961 with additions) is located west of the village. Adjoining the village on the east is a nine-hole golf course with a ranch-style clubhouse (1958). There are a few mid-twentieth century commercial buildings on U.S. 45 and M-38. Evergreen Cemetery on M-38 is a landscaped cemetery with burials dating back to the 1850s.

Along the lakeshore west of the village, there are a number of tourist-related resources including pre-World War II tourist courts and mid-twentieth century motels. The lakeshore is lined with recreational cottages, mostly one-story gable-roof houses but also some ranch houses. Along the lakeshore east of the village there are private recreational

cottages but no tourist accommodations. Away from the lakeshore, there are scattered hunting camps in wooded areas on more remote roads. Some of these one-story gable roof buildings deserve the name shack, but others are more substantial.

Much of the district is an agricultural landscape. Within this landscape, the former community of Wood Spur is marked by a community hall and dilapidated Finnish church. On M-38, the former county poor farm (1900; designed by D. F. Charlton) is a U-shaped, two-and-a-half story brick building with cupola. Approximately 115 farm sites were counted in the district. Farm site features are various combinations of orchards, fences, pasture, windbreaks, ponds, and ruined and standing buildings. Some are working farms, and at least two are Centennial Farms. Barns have gable, gambrel, or less frequently Gothic roofs. Specific barn types include Wisconsin dairy barns and possibly Finnish cattle barns. Additional farm buildings and structures include garages, poultry houses, silos, grain bins, hay shelters, privies, root cellars, and others. Farmhouses include the same range of types as non-farm houses in the district. There are many examples of log farm buildings.

Condition: Building condition ranges from dilapidated to well maintained. Many homes are very well maintained with well tended yards. The Finnish church at Wood Spur is in poor condition. The county poor farm appears to be in fair condition. A number of farm outbuildings are in poor condition or ruins, but others—including some large barns—are in very good condition.

Integrity: Only a small minority of houses have original wood siding, and many have new windows. Some have had window openings changed. Farm outbuildings generally retain integrity, whereas houses are more often remodeled. Often it is buildings in poor condition that retain their historic character.

Theme/Subtheme: Agriculture; Ethnic Heritage/Finnish; Entertainment/Recreation; Architecture

Date Built: 1850s-1960s

Architect or Builder: D. F. Charlton

History: The history of Ontonagon Township is inseparable from the history of Ontonagon Village. But where the village's history has been defined by shipping, industry, and residential neighborhoods, the history of the township outside of village boundaries has been defined primarily by farming, secondarily by logging and recreation. The history of both begins at the Ontonagon River. When French explorers first visited the Ontonagon River in the seventeenth century, they found an Ojibwa village at the river's mouth and a sturgeon fishery several miles upriver. Subsequent explorers commented on the abundance of the sturgeon fishery and its importance to the Ojibwa; Henry Rowe Schoolcraft called the catch "astonishing." In 1843, James K. Paul opened a saloon on the east bank of the river mouth, the beginning of the Euro-American village of Ontonagon. In 1845 Daniel Cash established a farm a short distance upriver from Paul's saloon. Copper mining was the mainstay of Ontonagon County's economy, and the population of what is now Ontonagon Township was concentrated near the village, with its thriving shipping port. Nevertheless, some others followed Cash's example and established farms on the roads leading out from the village.

By the 1880s, the lumber industry had replaced copper mining as the county's major industry. In 1882 the county's first railroad—the Ontonagon and Brule River Railroad—connected the villages of Ontonagon and Rockland. The community of Wood Spur was established as a siding on the railroad line. During the lumber boom of the 1880s and 1890s, most of the pine that fed Ontonagon Village sawmills came from the southern part of the county. But when hemlock and hardwood logging became prominent in the early 1900s, intensive logging took place to the west of the village. The C. V. McMillan Company and its successor the Greenwood Lumber Company were the major operators. As the township's forests were depleted, cutover lands were sold to farmers, and farming grew in importance. The 1904 Farm and Business Directory listed eighty-eight farmers with Ontonagon Village post office addresses. The directory listed another twenty-two farmers with post office addresses at Flintsteel, a farming community east of Ontonagon Village. Flintsteel had its own post office from 1898 to 1906. Surprisingly, few, if any, of the farmers' names appear to be Finnish. In the decades that followed, however, Finns came to dominate farming in Ontonagon Township, operating both dairy and cattle farms. Wood Spur became a center for the Finnish farmers, who built a church there. With agriculture as the basis of the economy, the population of Ontonagon Township (exclusive of the village) grew, even during the Depression, from roughly sixteen hundred in 1900 to approximately thirty-seven hundred in 1940. Beginning in the

1920s, automobile tourism resulted in tourist courts and then motels along the Lake Superior shore, another source of income. Unlike much of Ontonagon County, the township's population remained fairly steady; in 1970 it still hovered at thirty-seven hundred.

References: Commonwealth Cultural Resources Group, "Phase I Archaeological Survey, Land Use History and Survey of Above-Ground Historic Resources, M-64 Bridge Replacement Project, Ontonagon, Michigan," (Jackson, MI: 1996); Roy L. Dodge, Michigan Ghost Towns, V. 3 Upper Peninsula (Troy, MI: Glendon Publishing, 1973); Armas K. E. Holmio, History of the Finns in Michigan, Ellen M. Rynnanan, translator (Detroit: Wayne State University Press, 2001); Bruce H. Johanson, This Land, the Ontonagon, 3rd ed. rev. (Ontonagon: Firesteel Publications, 2007); 1904 Farm and Business Directory of Houghton, Keweenaw, Ontonagon and Baraga Counties (Houghton, MI: Superior Publishing Co., 1904); Walter Romig, Michigan Place Names (Detroit: Wayne State University Press, 1986).

NR Status: County poor farm (1900) and golf club house (1958) appear to be individually eligible. Golf course may also be eligible. Evergreen Cemetery and some farms or farmsteads may be individually eligible.

Comments: Evergreen Cemetery burials date back to 1850s; buildings probably date beginning late 1800s. Did not visit Fourteen Mile Point lighthouse, visible from water; Jeremiah Mason has photos.

Surveyor: Jane Busch **Survey started:** 5/15/2009 **Survey ended:** 5/17/2009

Photos:



County poor farm on north side of M-38, looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ontonagon Township District\M38 (2)



Farm on north side of Stimac Rd., looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ontonagon Township District\Stimac Rd (1-C)



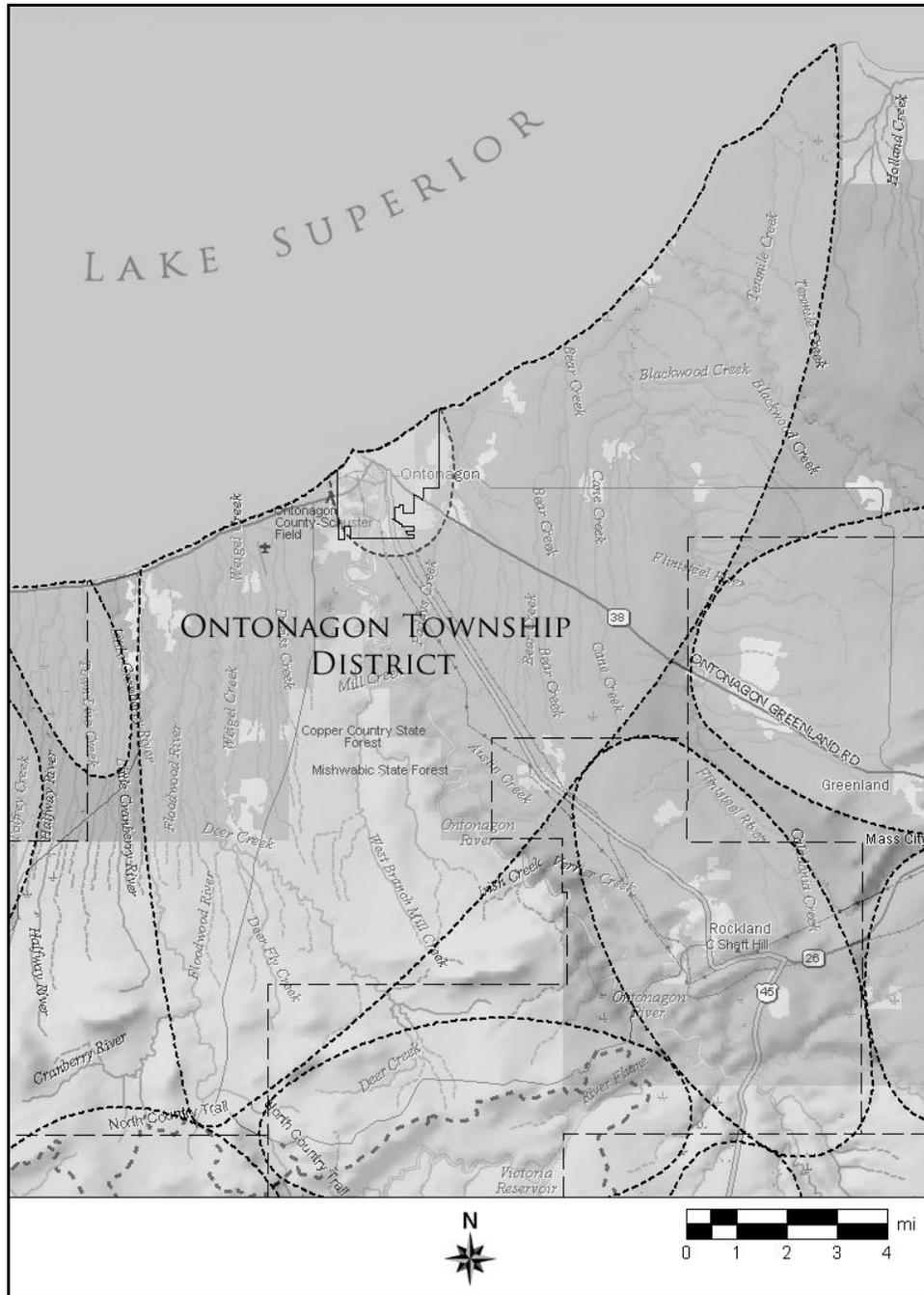
Andy's Cabins on north side of M-64, looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ontonagon Township District\M64 (1)



Camp Wana-Buck on west side of Lakeshore Rd., looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ontonagon Township District\Lakeshore Rd (1)



Golf course clubhouse on north side of Firesteel Rd., looking east. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ontonagon Township District\Firesteel Rd (4-A)



Approximate area of Ontonagon Township survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Ontonagon Village District

County: Ontonagon **Township(s):** Ontonagon

Boundaries: Boundaries of village of Ontonagon as shown on USGS maps.

Historic Use: Domestic; Commerce; Industry; Government; Fishing

Current Use: Domestic; Commerce; Industry; Government; Recreation and Culture

RESOURCE COUNT

Buildings: 1041 **Structures:** 6 **Objects:** 1 **Sites:** 17

MATERIALS

Foundation: Concrete; Stone

Roof: Asbestos; Metal/Steel

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

Other: Brick; Wood; Stone

Style: Queen Anne; Arts and Crafts Style; Neoclassical

Description: The Ontonagon Village district is a roughly rectangular district that extends south along the Ontonagon River from Lake Superior. The river divides the village into a predominantly industrial area on the west and commercial and residential areas on the east. There are relatively few roads west of the river. River Road follows the river; the others curve in an irregular pattern. Until 2006, M-64 extended northeastward from the western village boundary, crossing the river as Ontonagon Street and ending near the north end of River Street. Since 2006, M-64 has followed a more southerly route, crossing the new M-64 bridge to end at South Steel Street/U.S. 45 several blocks south of River Street.

Immediately northeast of the river, the original village plat (1854) is a tight rectilinear grid oriented at an angle to the cardinal directions. East and southeast of the original plat, late nineteenth and early twentieth century additions also use a rectilinear street grid, but the streets are oriented to the cardinal directions and the grids are not as regular. On the eastern end of the village, developed after World War II, major streets are widely spaced, running north-south and east-west, but smaller residential side streets curve in the manner characteristic of postwar suburbs. Rockland Road—extending south from South Steel Street—and Greenland Road—extending southeast from River Street—were two early thoroughfares connecting Ontonagon to the villages of Rockland and Greenland. Until 2006, M-38 followed Greenland Road to the road's beginning at River Street, but now M-38 departs Greenland Road farther south to connect with the new M-64 bridge. The Chicago, Milwaukee, St. Paul & Pacific Railroad enters the village in the southeast, follows the river northward and then divides near Lead Street with one branch crossing the river and the other roughly parallel to River Street.

The business district has been on River Street since the village began, and it was rebuilt there after the 1896 fire, extending onto adjoining streets. Late nineteenth and early twentieth century commercial buildings are predominantly two-story, frame buildings with false fronts. The brick Neoclassical Revival First National Bank (1921) is a prominent exception. Post-World War II commercial buildings include a motel, gas stations, and a few one-story modernist buildings built in the 1960s. Away from the central business district, Haring's store at the corner of South Steel and Mercury streets is a two-story, false-front frame building, the only commercial building to survive the 1896 fire. A few other scattered commercial buildings include Johnny's Bar on North 7th Street, a tourist court on Rockland Road, and the modernist UPPCO building on Greenland Road.

The remainder of the village east of the river is predominantly residential. With a few exceptions, residences are single-family homes of frame construction. Only twelve to fifteen houses were estimated to have survived the 1896 fire. There is a concentration of these houses south of Silver Street, along South Steel Street and nearby. A few of these display some Greek Revival influence, including the toll house, reputedly built in the 1850s, and the brick Scharf house (1870s) on South Steel Street. More commonly, houses dating from the 1890s and early 1900s are front-gabled with one, one-and-a-half, or two stories. Often these houses have front porches, but porches are lacking on the most modest examples, such as the identical Hawley worker houses on Gold Street. Less common house forms include upright and wing, L-plan, cross-plan, and side-gabled. Queen Anne style influence is frequently seen in the first generation of houses, and these houses often take an L-plan or more complex form. Queen Anne style details include bay windows, decorative shingles, porches with turned posts or columns, spindlework, and sunbursts. There are a few fully-developed Queen Anne style houses with features such as wraparound porches, Palladian windows, or corner towers.

There are several examples of Craftsman bungalows in the village and many more houses that show the influence of the bungalow form or display a few Craftsman details such as bracketed eaves or exposed rafter tails. Foursquare houses, both one- and two-story, are perhaps less common than bungalows but are not rare. A large, well-preserved stucco foursquare on Houghton Street could be interpreted as Craftsman or Prairie style. From the 1920s era there are examples of Cape Cod houses and Tudor cottages. A number of houses that are not otherwise Tudor style incorporate the distinctive steeply-pitched front gable of that style, sometimes with a curving slope over the front entrance. Post-World War II houses are concentrated on the eastern end of the village. There are many ranch houses and a smaller number of split levels. Garages are common domestic outbuildings, particularly from the early twentieth century. About half a dozen barns were counted, primarily on the eastern and southern outskirts of the village.

There are a small number of industrial resources in the village, mostly along the river and lakeshore. The Smurfit-Stone Container plant, built in the 1920s with numerous later additions, dominates the western lakeshore. East of the river, Lake Shore Inc. is a complex of five industrial buildings on the lakeshore. On Island Road on the east river bank, two front-gabled buildings may have been warehouses. Nearby on Iron Street, the Hawley lumberyard stands on the site of a late nineteenth-century lumber mill.

Government and institutional buildings are few in number but often imposing in presence. The brick Romanesque Revival county courthouse (1886, 1897) stands on Trap Street, with the 1960s modernist county sheriff's office nearby. The elementary school complex on Greenland Road consists of a three-story brick Neoclassical building (1913; 1929) with a two-story Art Deco addition (1938). On North Steel Street, the Ontonagon Township Memorial Building (1924) is a three-story brick building housing offices and an auditorium. On South Steel Street toward the southern end of the village, the Ontonagon County Road Commission garage is an unusual example of streamlined Art Moderne. Toward the eastern end of the village, on Parker Avenue at South 7th Street, the one-story brick high school is typical of the 1960s. Nearby on South 7th Street stands a medical complex with buildings characteristic of the 1950s and 1960s.

Five churches in the village appear to pre-date 1970, but only one of these pre-dates World War II: the Redeemer Free Lutheran Church at Silver and South Steel streets, a frame Gothic Revival church built in 1904. There are two cemeteries in the village: Riverside Cemetery on Old Norwich Trail and Holy Family Cemetery on Rockland Road.

Condition: There are a number of vacant buildings in the village, most noticeably in the central business district; nevertheless, buildings are generally maintained and in good condition.

Integrity: The historic street pattern of the village was altered in 2006 when the new M-64 bridge was built. Parts of the central business district on River Street have post-1970 infill. All of the historic commercial buildings have been remodeled; only a few retain the better part of their historic appearance. A majority of houses have replacement siding, although post-World War II houses are more likely to retain their original siding. Window replacements are common; changes in window openings somewhat less so. It is not difficult to find houses that retain integrity, but they are a minority.

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

Date Built: 1850s-1960s

Architect or Builder: D. F. Charlton; Derrick Hubert; Warren Holmes

History: When French explorers first visited the Ontonagon River in the seventeenth century they found an Ojibwa village at the river's mouth. Ojibwa continued to occupy this village seasonally into the nineteenth century. By the 1830s there was a U.S. trading post on the east side of the river mouth, opposite the Ojibwa lodges on the west side. In 1843, James K. Paul opened a saloon on the east bank of the river mouth, the beginning of the Euro-American village of Ontonagon. When the Minesota mine opened in 1848, the Michigan Legislature established Ontonagon County, with the village as the county seat. During the 1850s Ontonagon County led the region in copper mining, and the village of Ontonagon became the largest and most prosperous port on Lake Superior. In 1856 the village population was estimated at 1,500, compared to 389 for the entire county in 1850. After the Civil War, however, copper mining declined. By 1870 Ontonagon County's population had decreased by nearly 50 percent. The village experienced a smaller population decline of about 25 percent, sustained by lumber mills and commercial fishing when ore shipping diminished. At that time the lumber mills served a relatively local market, but railroad construction in the 1880s helped to open the county's timber resources to a national market. In 1882 the Diamond Match Company—a giant, match-making monopoly—purchased two lumber mills in the village. The village of Ontonagon incorporated in 1885.

By the early 1890s, Diamond's sawmills in Ontonagon operated around the clock, producing up to seventy million board feet of lumber per year and employing between 250 and 400 men at different seasons. Then, on August 25, 1896, a forest fire spread to the village and leveled it in four hours. An estimated 340 buildings were destroyed; about a dozen were left standing. Although only two people were killed, more than two thousand were left homeless. With the county's pine timber nearly depleted, Diamond decided not to rebuild its Ontonagon mills after the fire. Nevertheless, the residents of Ontonagon rebuilt their village, and new lumber mills opened to exploit the area's hardwood and hemlock forests. Fishing remained a minor industry, and Ontonagon was still the county seat. The village population grew from 1,267 in 1900 to 1,964 in 1910. In 1920, the Northern Fibre Corporation built a pulp mill in Ontonagon, and pulp and paper supplanted hardwood and hemlock. Although Northern Fibre was short-lived, the facility expanded under various owners and operated (most of the time) into the twenty-first century. With this plant as its major employer, the village population continued to grow at a modest rate through the 1960s. When the White Pine mine came online in the 1950s, many of its employees lived in Ontonagon, giving the village population and economy an added boost.

References: Commonwealth Cultural Resources Group, "Phase I Archaeological Survey, Land Use History, and Survey of Above-Ground Resources, M-64 Bridge Replacement Project, Ontonagon, Michigan," (Jackson, MI: CCRG, 1996); Bruce H. Johanson, *This Land, the Ontonagon*, 3d ed., rev. (Ontonagon: Firesteel Publications, 2007); Theodore J. Karamanski, *Deep Woods Frontier: A History of Logging in Northern Michigan* (Detroit: Wayne State University Press, 1989); Arthur W. Thurner, *Strangers and Sojourners: A History of Michigan's Keweenaw Peninsula* (Detroit: Wayne State University Press, 1994).

NR Status: Lighthouse, courthouse and harbor piers are NR listed. CCRG report identified the following as NR eligible: Hawley house historic district on S. Steel & Gold streets; Greenland Road historic district; Heard Farm, 215 Silver St.; Lutheran Church at Silver and South Steel streets; school complex at 301 Greenland Road; seven houses--418 S. Steel, 109 N. Steel, 502 Greenland Rd., 109 Mercury, 607 Old Rockland Rd., 102 River St., 210 S. Steel St.; four commercial buildings--601, 626, 745 River Street; 401 Quartz St. In addition, Hawley Lumber yard, Toll House may be NR eligible. Some houses are probably individually eligible and there may be some small districts on residential streets--need intensive level survey.

Comments: In 1996-97, Commonwealth Cultural Resources Group (CCRG) surveyed an area of the village extending roughly from Superior Way on the west to River Street/Greenland Road on the east. Although limited in scope, the survey area includes the historic business district and many of the oldest buildings in the village. The survey report provides valuable historical and architectural context.

Surveyor: Jane Busch, John Rosemurgy **Survey started:** 5/21/2009 **Survey ended:** 5/24/2009

Photos:



Commercial buildings on north side of River St., Ontonagon Village, looking NE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ontonagon Village District\River St-Ontonagon Village (4)



Hawley Lumber buildings on south side of Iron St., Ontonagon Village, looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ontonagon Village District\Iron St-Ontonagon Village (1-B)



Hawley houses on south side of Gold St., Ontonagon Village, looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ontonagon Village District\Gold St-Ontonagon Village (1)



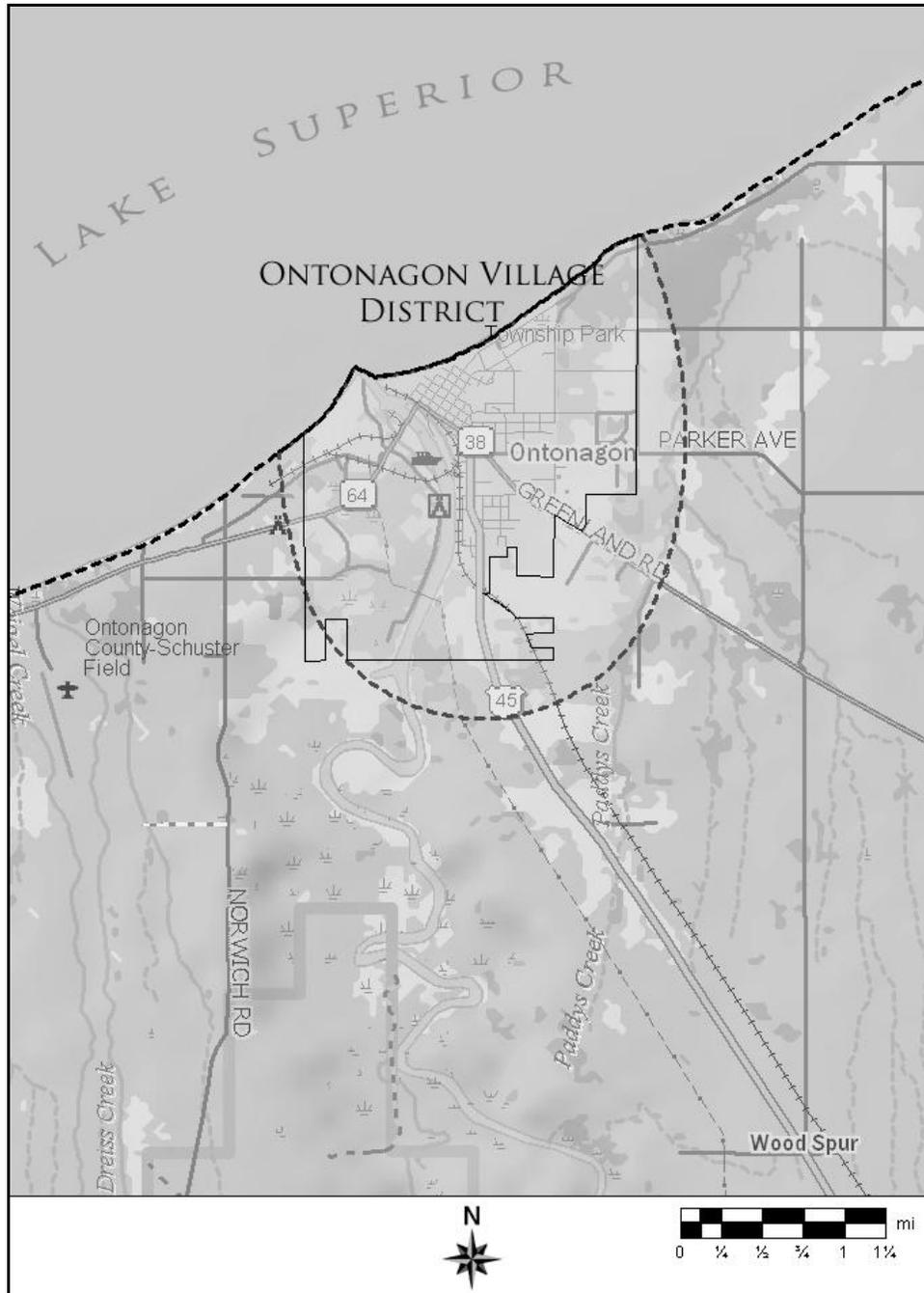
Houses on south side of Pennsylvania Ave., Ontonagon Village, looking SE. Credit: Jane Busch
Copper Country Survey Phase I\Ontonagon\Pictures\Ontonagon Village District\Pennsylvania Ave-Ontonagon Village (2-A)



Houses on south side of Greenland Rd., Ontonagon Village, looking west. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ontonagon Village District\Greenland Rd-Ontonagon Village (1)



School on north side of Greenland Rd., Ontonagon Village, looking north. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Ontonagon Village District\Greenland Rd-Ontonagon Village (2)



Approximate area of Ontonagon Village survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Paulding District

County: Ontonagon **Township(s):** Haight, Interior

Boundaries: Extends north to Bruce Crossing district boundary; extends east to Interior Township line and into Interior Township to include Bond Falls Flowage; extends south to Gogebic County line; extends west to County Line Lake Road and then north along McMillan Township line.

Historic Use: Industry; Agriculture; Recreation and Culture; Water and Power; Domestic

Current Use: Recreation and Culture; Water and Power; Domestic

RESOURCE COUNT

Buildings: 200 **Structures:** 3 **Objects:** 1 **Sites:** 36

MATERIALS

Foundation: Concrete; Stone

Roof: Asphalt; Metal/Steel

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

Other: Brick; Wood

Style: Arts and Crafts Style; Queen Anne; Neo-Tudor

Description: The Paulding district comprises much of Haight Township in southeastern Ontonagon County; on the east it extends into Interior Township. U.S. 45 runs north-south through the district. Toward the southern end, sections of old U.S. 45 parallel the current road. A number of local roads extend from U.S. 45 in the north. In the south the road pattern is more irregular. The unincorporated village of Paulding is located toward the south, at the intersection of U.S. 45 and Bond Falls Road. At the east end of Bond Falls Road is Bond Falls Flowage, a large reservoir. The middle branch of the Ontonagon River flows northward from the flowage. The Baltimore River flows northward from the northwestern part of the district. There are a number of ponds and creeks in the district, especially in the south where there are swampy areas. The terrain is rolling to hilly, and much of it is wooded. The landscape is somewhat more open in the northern part of the district where there are a number of farms. Recreational resources are found throughout the district with concentrations at Bond Falls Flowage in the southeast and County Line Lake in the southwest. Most of the district is in Ottawa National Forest.

In the northern part of the district, the agricultural landscape along U.S. 45 and adjoining roads is a continuation of the agricultural landscape to the north in the Bruce Crossing district. Situated prominently on U.S. 45, the Maple Grove Town Hall (1904) is a two story front-gabled building with 2/2 windows, bracketed eaves, and superimposed porches with columns below and turned posts above. The Maple Grove Cemetery is about a mile away at the intersection of U.S. 45 and Amber Lake Road, with burials dating from the early 1900s. Approximately twenty-five farm sites were counted in the Paulding district, all in the northern part. Farm site features are various combinations of fields, orchards, windbreaks, fences, and ruined and standing buildings. Houses are mostly gable-roof forms: front-gabled, side-gabled, cross-gabled, L-plan, and upright and wing. There are also a few foursquares, bungalows, ranch houses, and mobile homes. Barns have gable and Gothic roofs. Outbuildings include garages, a privy, a stone root cellar, and others. There is an abandoned motel on one farm on U.S. 45. There are a number of hunting camps, especially on the side roads.

The village of Paulding extends along U.S. 45 and old U.S. 45 in the vicinity of Bond Falls and Sleepy Hollow roads and for a short distance eastward on Bond Falls Road. The village has no clear boundaries. There is a two-story gable-roof commercial building (early twentieth century, remodeled), a one-story mid-twentieth century commercial building (a bar), a commercial garage, and a vacant motel. The remainder of the village consists of single-family houses of a variety

of forms: front-gabled, side-gabled, ranch, and mobile homes. A number of these houses appear to date to the post-World War II era. Other than a modernist ranch house and a Tudor cottage, there is no apparent stylistic influence.

There is a tourist court on U.S. 45 south of the village.

Bond Falls Flowage (reservoir) is about three miles long. It was created by the extant 1937 dam across the middle branch of the Ontonagon River. There are seven campgrounds around the reservoir; although the structures there are newer, the campgrounds themselves may be older. On Calderwood Road just to the northeast of the flowage is a group of private cottages and cabins. At Bond Falls State Scenic Site, the viewing platform and other structures are post-1970. East of the flowage, there is a flume along Roselawn Creek. Nearby at Barclay Cemetery, thirteen burials date between 1898 and 1904 but the markers appear to be later, possibly the 1940s.

Robbins Pond campground (1963) is located in a remote woodland east of the village of Paulding. The campground is at the site of a sawmill town dating to the 1890s. The current dam at Robbins Pond was constructed in 1955.

In the southwestern corner of the district, there is an enclave of lake cottages around County Line Lake, which extends across the county line into Gogebic County. The gable-roof cottages are mostly one story and appear to date from the 1920s to the 1950s.

Condition: Most of the buildings in the district appear to be maintained and in good condition. Some vacant commercial buildings, houses, and camps are rundown. Some abandoned farm buildings are in ruins.

Integrity: Artificial siding is the norm on houses and commercial buildings. New windows are common; changes in window openings somewhat less but not unusual. Most of the cottages around County Line Lake have artificial siding but retain integrity. Farm outbuildings are more likely to retain integrity than houses.

Theme/Subtheme: Entertainment/Recreation; Agriculture; Conservation

Date Built: ca. 1900s-1960s

Architect or Builder:

History: Much like the other lands of southern Ontonagon County, the thick pine forests of Haight Township both hindered access to the land and attracted people eager to exploit them. Railroads linked Ontonagon County to larger cities in Wisconsin, Minnesota, and Illinois in the latter years of the 1880s, allowing lumber to be shipped year round rather than only during the lake shipping season. The Milwaukee, Lake Shore & Western Railway (MLS&W) had tracks through Interior Junction by 1887. The Chicago & North Western Railway (C&NW) took over control of MLS&W and their tracks in 1893. Once they were connected by rail, lumber mills and camps became more permanent communities with homes, general stores, and post offices. The Paulding Lumber Company established a camp on the Military Road (now U.S. 45) in 1891; the railroad arrived in 1892 followed by the post office in 1893. Similarly, the communities of Barclay and Robbins grew around the mills of the Barclay and Robbins lumber companies. But by the time Haight Township was established in 1899, the white pine was nearing depletion. The “cut and get out” policies of the lumber companies left communities deserted. Barclay’s post office ceased service in 1904, the same year that Paulding’s mail service was rerouted to nearby Roselawn. The Robbins post office was decommissioned in 1911.

The establishment of Ottawa National Forest in 1931 put much of the land in Haight Township under the regulations of the U.S. Forest Service. The national forest excluded small tracts of land around the villages, which had been left in economic decline. National forest designation helped to attract tourists and ease some of the economic strain due to the end of pine logging. In addition, lumber companies shifted to cutting hardwood and pulpwood. In 1936 postal service resumed to Paulding, then a community of twenty-nine. Logging continues to be an important part of the local economy.

In 1937, the Copper District Power Company (CDPC), the predecessor to the Upper Peninsula Power Company, constructed a dam on the Middle Branch of the Ontonagon River creating the Bond Falls Basin, which fed the larger Victoria Dam located on the South Branch of the Ontonagon River. The diverted water increased the power output of the many electrical power stations built through the Ontonagon County Rural Electrical Association. Water diversion

negatively impacted not only aquatic life in the Middle Branch, but also Bond Falls, a popular tourist attraction. As tourism played an increasingly important role in the local economy, the CDPC agreed in 1939 to curtail diversion during the summer months. The CDPC also agreed to allow public access to the Bond Falls Basin, and it continues to provide a place of recreation for both locals and tourists.

References: Roy L. Dodge, Michigan Ghost Towns: Upper Peninsula Volume III (Tawas City, MI: Glendon Publishing, 1973); Knox Jamison, The History of Ontonagon County Towns – Ewen and South End Towns, Ontonagon, Rockland – Greenland – Mass, Bergland and Silver City (Ontonagon, 1967); Bruce H. Johanson, Ontonagon: The River and the Land-- An Essay on the History and Development of Ontonagon County (Ontonagon: Firesteel Publications, 1996); Bruce H. Johanson, This Land, the Ontonagon, (Iron Mountain, MI: Ralph W. Secord Press, 1984); Theodore J. Karamanski, Deep Woods Frontier: A History of Logging in Northern Michigan (Detroit: Wayne State University Press, 1989); Land Atlas & Plat Book Ontonagon County, Michigan, 9th edition (Rockford, Ill: Rockford Map Publishers, 1993); Graydon M. Meints, Michigan Railroads and Railroad Companies (East Lansing, MI: Michigan State University Press, 1992); Graydon M. Meints, Michigan Railroad Lines (East Lansing, MI: Michigan State University Press, 2005); Walter Romig, Michigan Place Names (Detroit: Wayne State University Press, 1986).

NR Status: Maple Grove Town Hall possibly eligible; appears to have had some minor alterations, but may be eligible under Criterion A.

Comments:

Surveyor: Jane Busch **Survey started:** 10/17/2009 **Survey ended:** 10/18/2009

Photos:



Farmstead on east side of U.S. 45, looking NE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Paulding District\US45 (1)



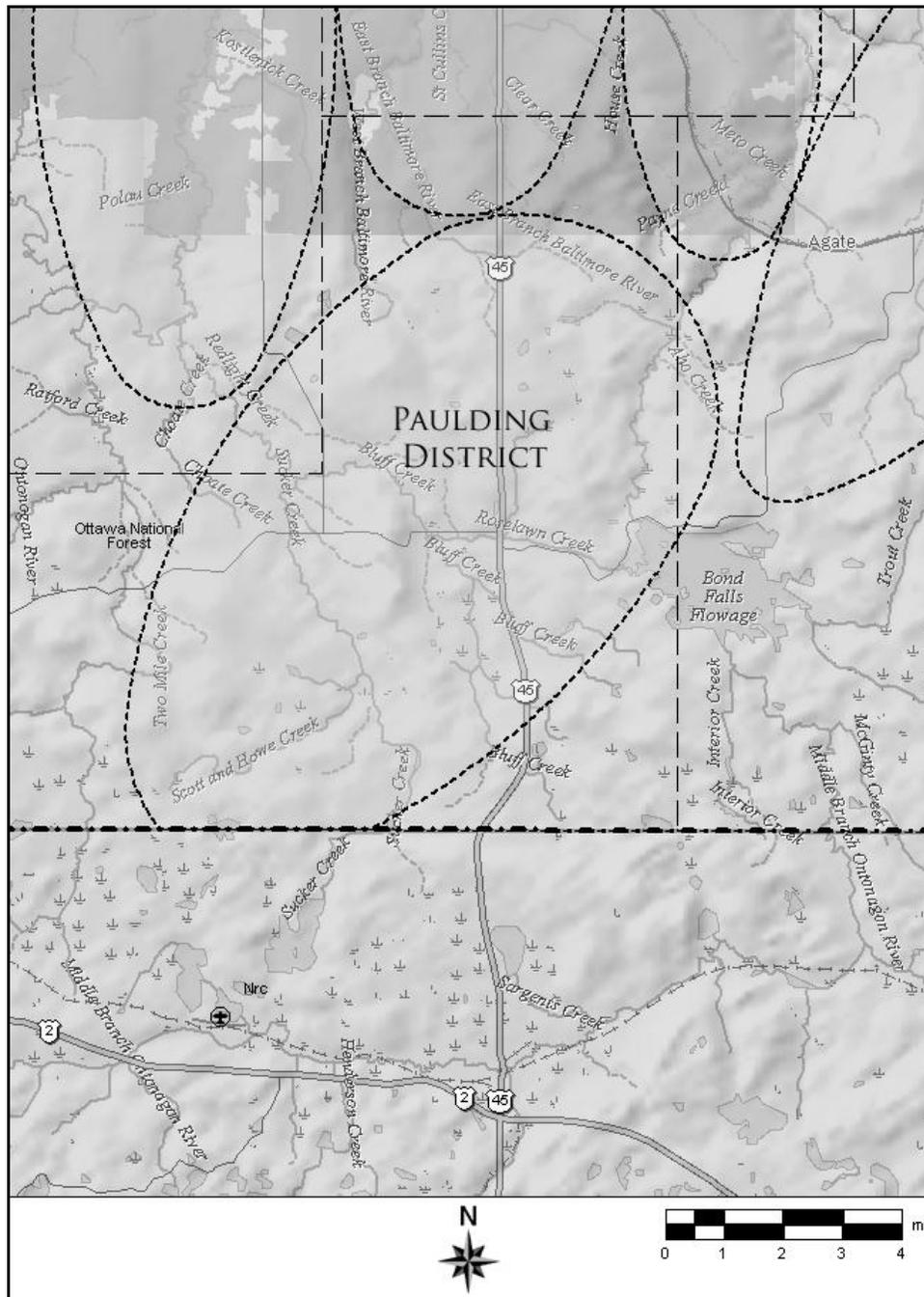
Maple Grove Town Hall on east side of U.S. 45, looking NE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Paulding District\US45 (2)



Dam on south side of Bond Falls Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Paulding District\Bond Falls Rd (2)



Lake cottage on east side of Merganser Lane, looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Paulding District\Merganser Lane (1-B)



Approximate area of Paulding survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Paynesville District

County: Ontonagon **Township(s):** Stannard, Haight, Interior

Boundaries: Extends north to north end of Gem Hill Road; extends east to east end of Keeler Hill Road; extends south to south end of South Paynesville Road; extends west to west end of Nurkkala Road and then north along Bruce Crossing district boundary.

Historic Use: Agriculture; Industry; Domestic

Current Use: Agriculture; Domestic

RESOURCE COUNT

Buildings: 240 **Structures:** 7 **Objects:** **Sites:** 63

MATERIALS

Foundation: Stone; Concrete

Roof: Metal/Steel; Asphalt

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

Other: Brick; Wood; Metal/Steel

Style: Arts and Crafts Style; Queen Anne; Gothic Revival

Description: The Paynesville district is located mainly in southern Stannard Township; its southern end extends into Haight and Interior townships. The Duluth, South Shore & Atlantic Railroad, now a snowmobile trail, runs diagonally through the southwest part of the district. M-28 parallels the railroad line. Paynesville Road is the main local road, running north to south through most of the district. A network of local roads covers much of the district, mostly following section and half-section lines. The terrain is rolling to hilly, much of it open although parts are wooded. There are no roads in the northeastern part of the district, where the middle branch of the Ontonagon River flows through. Ottawa National Forest extends slightly into that part of the district.

The unincorporated village of Paynesville is located at the intersection of M-28 and Paynesville Road, although there is not much to define it. The hipped roof school with large 6/6 windows and bracketed eaves was once a striking building, but it is nearing collapse. There is a small cluster of houses in the vicinity of the school. A short distance north on Paynesville Road there are two frame Gothic Revival Lutheran churches. The Paynesville Cemetery, with burials dating from the 1890s, is west of the village on Nurkkala Road.

On M-28 there is a vacant motel dating from the 1960s. The remainder of the district is agricultural. Approximately sixty farm sites were counted in the district. Farm site features are various combinations of fields, pasture, fences, fence rows, windbreaks, orchards, ponds, and ruined and standing buildings. Some of the farms are working. Barns have (in order of frequency) gambrel, gable, or Gothic roofs. Specific barn types include potato barns and Wisconsin dairy barns. Most of the houses are gable-roof forms, especially one-and-a-half or two-story front-gabled and L-plan houses. There are several one-story foursquares and one example of a saltbox house. Details include shed-roof dormers, enclosed front porches, exposed rafter tails, and 3/1 windows. Two houses show Queen Anne style influence. Most of the houses appear to date from the 1900s through 1910s. There are some ranch houses and mobile homes and one remodeled split level. Outbuildings and structures include garages, privies, saunas, a stone root cellar, silos, windmills, springhouses, poultry houses, and others. Log construction was visible on a number of buildings.

Condition: Most of the buildings are maintained and in good condition. The motel on M-28 is vacant and in fair condition. The school in Paynesville is nearly a ruin. On farms there are some buildings in poor condition or in ruins, yet many of the farm buildings are well maintained.

Integrity: Most houses have artificial siding and new windows. Often at least some of the window openings are changed. Some houses have siding, new window openings, and additions and it is difficult to tell if they are old or new construction. Nevertheless, compared to other districts, Paynesville seems to have more houses with integrity, perhaps a third. Barns and other farm outbuildings generally retain their integrity.

Theme/Subtheme: Agriculture; Ethnic Heritage/Finnish

Date Built: 1890s-1960s

Architect or Builder:

History: The lands within the Paynesville district represent a history similar to the rest of southern Ontonagon County. As a result of the lumber industry and the arrival of the railroads in the area, communities sprang up around sawmills and along rail lines. The Duluth, South Shore & Atlantic Railroad (DSS&A, later the Soo Line) had laid track through the area by 1888, aiding in the founding of Paynesville, North Paynesville, and Basco. Over the course of the next thirty years, farmers trickled into the area to establish their claims on lands cut over by the lumber companies or offered by the railroads. In many instances, railroad companies sold off tracts of land located along spurs left defunct by the cessation of timber harvesting.

Lumbering played a large role in the growth of the area. The Diamond Match Company harvested timber heavily during the mid-1880s, then tapered off by the turn of the century. Because the company's Michigan holdings were tangential to its primary operations in Minnesota and farther west, it contracted much of its harvesting to the Holt Lumber Company. In 1901, Holt took over Diamond's land holdings in the western Upper Peninsula. Holt's lumber camps along the Middle Branch of the Ontonagon River north of Paynesville sent logs down the twisted waterway. Holt Lumber Company constructed numerous spurs off of the DSS&A line in order to bypass the convoluted river and quickly transport its harvest to the main lines.

The community of Paynesville gained its name from the Payne family, who were among the first settlers of the new town. The Paynesville post office opened in 1890, and the town served as a siding location for the DSS&A railroad. In addition to the Payne general store, a blacksmith shop, creamery, gristmill, and icehouse provided necessary services to Paynesville and the surrounding communities. Schoolhouses in Paynesville, North Paynesville, and Keeler brought elementary education to the children of the area.

As in other areas settled by immigrant farmers in southern Ontonagon County, those of Finnish ethnicity dominated the population. In addition to the Finns came Poles, Yugoslavs, Italians, and others from central and eastern Europe. The Finnish settlers also brought cooperative organizations to the area, including purchasing cooperatives for domestic goods and cooperatives for sawmills, grain processing, threshing, and other farm-related ventures.

While the farms of the region prospered during the 1910s and early 1920s, during the 1930s droughts, soil depletion, and Brucellosis undulant fever took a toll. Changes in agricultural practices such as mechanized machinery and improved fertilizers and grain and hay stocks aided in reviving agriculture on the farms between Gem Hill Road and the border of the Ottawa National Forest during the 1950s and 1960s.

References: Bruce Crossing, MI., Centennial 1886-1986 (Negaunee, Michigan: Pellow Printing Company, [1986]); Knox Jamison, The History of Ontonagon County Towns – Ewen and South End Towns, Ontonagon, Rockland – Greenland – Mass, Bergland and Silver City (Ontonagon, 1967); Bruce H. Johanson, Ontonagon: The River and the Land--An Essay on the History and Development of Ontonagon County (Ontonagon: Firesteel Publications, 1996); Bruce H. Johanson, This Land, the Ontonagon, (Iron Mountain, MI: Ralph W. Secord Press, 1984); Theodore J. Karamanski, Deep Woods Frontier: A History of Logging in Northern Michigan (Detroit: Wayne State University Press, 1989); Land Atlas & Plat Book Ontonagon County, Michigan, 9th edition (Rockford, Ill: Rockford Map Publishers, 1993); Harold Austin Meeks, "Marginal Agriculture in Michigan's Copper Country," doctoral dissertation (University of Minnesota, 1964); Walter Romig, Michigan Place Names (Detroit: Wayne State University Press, 1986).

NR Status:

Comments:

Surveyor: Jane Busch **Survey started:** 10/14/2009 **Survey ended:** 10/14/2009

Photos:



Lutheran church on west side of N. Paynesville Rd., looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Paynesville District\N. Paynesville Rd (2)



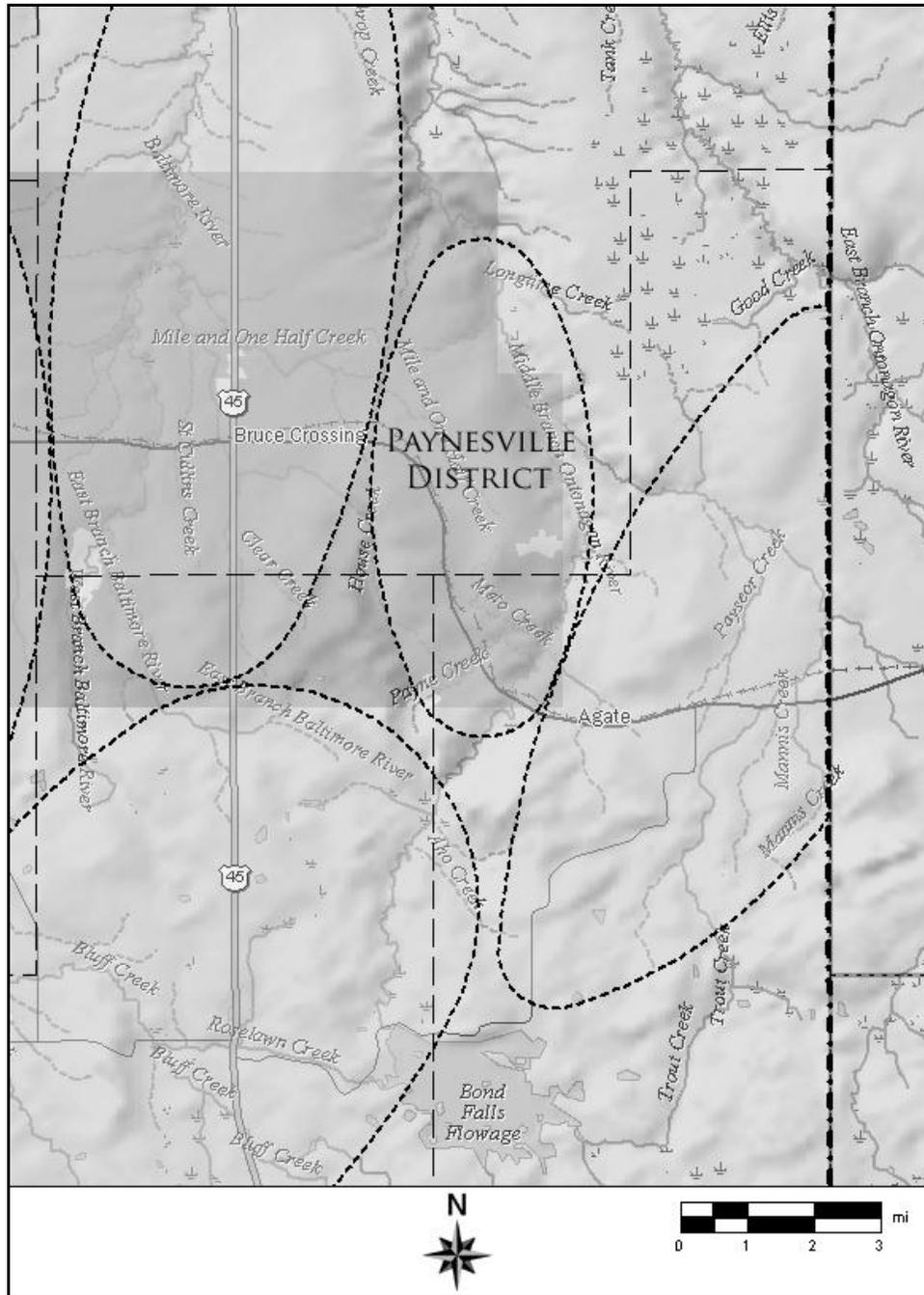
Abandoned school on east side of N. Paynesville Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Paynesville District\N. Paynesville Rd (1)



Farm on west side of N. Paynesville Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Paynesville District\N. Paynesville Rd (3)



Potato barn on east side of Keeler Hill Rd., looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Paynesville District\Keeler Hill Rd (2)



Approximate area of Paynesville survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Porcupine Mountains District

County: Ontonagon **Township(s):** Carp Lake

Boundaries: Boundaries are those of Porcupine Mountains Wilderness State Park within Ontonagon County. The western boundary is the Gogebic County line.

Historic Use: Industry; Recreation and Culture

Current Use: Recreation and Culture

RESOURCE COUNT

Buildings: 8 **Structures:** 4 **Objects:** 4 **Sites:** 12

MATERIALS

Foundation: Stone; Concrete

Roof: Wood/Shingle; Asphalt

Walls: Wood; Wood/Weatherboard; Stone

Other: Brick; Stone; Wood

Style: Rustic

Description: The Porcupine Mountains district is a large district that extends southward from Lake Superior in the northwest corner of Ontonagon County. The district consists of all of Porcupine Mountains Wilderness State Park within Ontonagon County. The landscape is distinguished by three ranges of steep hills—the Porcupine Mountains—and extensive old-growth hemlock and hardwood forest. The Big Carp, Little Carp, and Union rivers flow through the district. There are numerous creeks and a number of waterfalls. The largest of many lakes are Lake of the Clouds and Mirror Lake. Former M-107 enters the district in the northeast, following the lakeshore along Union Bay and then continuing westward to end at Lake of the Clouds. South Boundary Road begins at M-107 at Union Bay, extending southward and then westward just inside the state park boundary. An extensive network of trails crisscrosses the district.

At least a dozen mine sites have been identified in the district. They are distributed through much of the district, and many of them are marked and interpreted by the state park. Mine site features include trenches, shaft openings, pits, poor rock piles, and ruins and foundations of buildings and structures.

The state park service area is located at Union Bay just north of M-107, near the recently-constructed park headquarters and visitor center. The service area contains five buildings built in the late 1940s and 1950s for park staff residences and activities. The buildings are rustic in style, incorporating features such as Waney siding, exposed rafter tails, wood shingles, and fieldstone. The Union Bay campground—the only campground with plumbing and electricity—is a short distance northwest of the service area. The shower and toilet building (1954) and entrance station both have Waney siding; the entrance station also has fieldstone veneer and retains its wood shingle roof. There are four rustic campgrounds (vault toilets) located along M-107 and South Boundary Road.

The ski area is located off of M-107, a short distance west of Union Bay. Developed beginning in the late 1940s, the ski area has two runs dating to that time and many more added later. The warming house, built in 1950, has had several additions and renovations. There are two designated scenic areas in the district. Lake of the Clouds overlook, in the northern part of the park, has been an attraction since the nineteenth century. The parking area was built in 1949 and a stone safety wall along the edge of the rock outcrop was built in 1965. Structures at Summit Peak scenic area, in the southern part of the park, post-date 1970 but the peak may have been an attraction before then. The trail system, developed beginning in the late 1940s, is largely intact although new trails have been added up to the present. Back

country camp sites and cabins are located along the trails. Twelve of these cabins pre-date 1970. They were not surveyed, but photos show them to be in a rustic style, some built of logs and others frame with Waney, half-log, or stained clapboard siding.

Condition: Park buildings and structures are maintained in good condition. Only ruins are left at the mine sites.

Integrity: Some of the park buildings are nearly intact. Others have been updated with vinyl windows and asphalt roofs in place of wood shingle. Nevertheless, extant buildings retain their integrity, at least to contribute to a district. The ca. 1935 staff dorm in the service area was demolished in 2004. There have been recent landscape changes to Lake of the Clouds overlook.

Theme/Subtheme: Industry/copper industry; Architecture; Conservation; Entertainment/Recreation

Date Built: 1840s-1960s

Architect or Builder: Ernest F. Hartwick

History: Known to Native American inhabitants for thousands of years, the Porcupine Mountains in northern Ontonagon County first entered the consciousness of western European explorers during the eighteenth century. In search of furs, these men heard tales of the native copper deposits long utilized by the Native Americans. After Douglass Houghton wrote his geological survey report in 1841, explorers shifted their focus from furs to copper.

As early as 1845, mining operations opened along the high ridges of what is now Carp Lake Township. Mining companies established more than forty mines in the Porcupine Mountains region over the course of the copper extraction boom from the 1840s to the 1910s. Many of the early mines lasted only briefly, and they went out of business before the 1860s. For some ventures, the Civil War provided the needed increase in copper prices to keep them solvent. With the war's end, however, companies quickly lost the ability to turn profits. A few mines operated into the twentieth century. Lakeshore communities such as Union Bay served as transportation hubs for the mines scattered throughout the township.

Among the more prominent mines, Cyrus Mendenhall opened the LaFayette mine in 1845 and worked it until 1848, utilizing prehistoric pits to guide his placement of adits and shafts. Work at the LaFayette location then ceased until the Civil War drove up copper prices. The Union mine (1846–1848) failed to produce a profit despite considerable investment that included the sinking of four shafts and construction of a stamp mill. The Carp Lake mine, operated primarily from 1858 to 1865, yielded sixteen tons of copper, making it the second largest producer in the Porcupines. The Nonesuch mine, operated from 1867 into the 1880s, was the largest producer, responsible for forty-two of the reported fifty-eight tons of copper from the Porcupines before the White Pine mine opened. One of the last mining operations in the Porcupines, the Halliwell Copper Company was organized in 1895. But despite a large investment in equipment and facilities, the Halliwell mine produced little copper and closed in the early 1900s.

There was little logging in Carp Lake Township. Those areas that were logged abutted Lake Superior, allowing ready access to lake transportation. Compared to the relatively level and accessible stands of pine in southern Ontonagon County, logging in the Porcupine Mountains required an output of materials, labor, and expense that did not warrant pursuit by the lumber companies.

Nevertheless, the threat of large-scale logging during the late 1930s launched efforts to establish a preserve in the area. The intent of Connor Land and Lumber Company (CL&LC) to harvest roughly five thousand acres of timber in Carp Lake Township led recreationists and national environmental groups to petition the Michigan Legislature to form a nature preserve encompassing the land targeted by CL&LC. In 1945 the Michigan Legislature established the Porcupine Mountains State Park with forty-six thousand acres. Ironically, the only major logging in the Porcupines followed a 1953 windstorm that leveled a nearly two-mile swath through the park; the state hired commercial loggers to clear the deadfall. The park has been an economic boon to the area, creating jobs for the construction and maintenance of park infrastructure and bringing in tourism revenue. In 1972 the legislature designated the park a wilderness area.

References: Amy L. Arnold, "Inventory of Historical Resources in Selected Michigan State Parks" (1998); Jim Dufresne, *Michigan's Porcupine Mountains Wilderness State Park* (Lansing: Thunder Bay Press, 1993); James K. Jamison, *The*

Mining Ventures of This Ontonagon Country (Ontonagon: Ontonagon Herald Company, 1950); Bruce H. Johanson, Ontonagon: The River and the Land--An Essay on the History and Development of Ontonagon County (Ontonagon: Firesteel Publications, 1996); Bruce H. Johanson, This Land, the Ontonagon, (Iron Mountain, MI: Ralph W. Secord Press, 1984); Theodore J. Karamanski, Deep Woods Frontier: A History of Logging in Northern Michigan (Detroit: Wayne State University Press, 1989); Land Atlas & Plat Book Ontonagon County, Michigan, 9th edition (Rockford, Ill: Rockford Map Publishers, 1993).

NR Status: Carp Lake mine site may be eligible due to stamp mill remains. In her report on historic resources in state parks (1998), Amy Arnold identified the state park service area as NR eligible. Since then one contributing building has been removed, but the area may still be eligible. Arnold also identified the trail system as NR eligible, with the rustic cabins and Lake of the Clouds overlook as contributing resources.

Comments: The state park extends into Gogebic County; only resources in Ontonagon County were surveyed. The survey sampled different types of resources. The following pre-1970 resources in the district were not inventoried: 7 mine sites; 12 rustic cabins; trail system and back country camp sites; 2 rustic campgrounds, date unknown; 2 picnic areas (outside of scenic areas), date unknown; Summit Peak, designated scenic area 1972, observation tower ca. 1987 but was probably a scenic attraction before 1970.

Surveyor: Jane Busch, Jo Urion **Survey started:** 9/4/2009 **Survey ended:** 10/19/2009

Photos:



Possible workshop at service area, looking NW. Credit: Scott See
Copper Country Survey Phase I\Ontonagon\Pictures\Porcupine Mountains District\ Service Area (1-A)



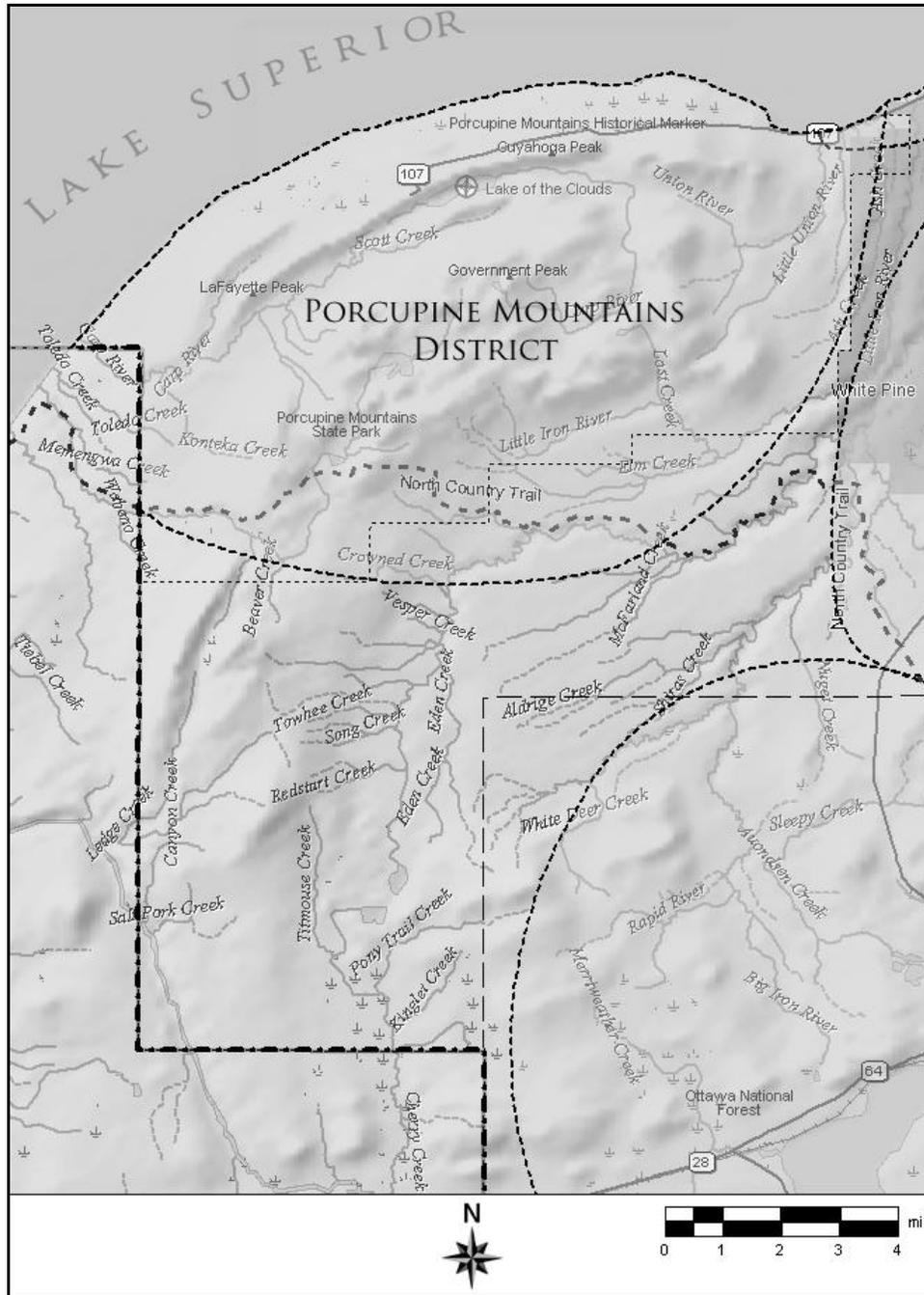
Campground entrance station at Union Bay Campground, looking NE. Credit: Scott See
Copper Country Survey Phase I\Ontonagon\Pictures\Porcupine Mountains District\Union Bay Campground (1-H)



Lake of the Clouds scenic overlook, looking east. Credit: Scott See
Copper Country Survey Phase I\Ontonagon\Pictures\Porcupine Mountains District\Lake of the Clouds (1-B)



Possible mill foundation at Nonesuch Mine site, looking south. Credit: Steve DeLong
Copper Country Survey Phase I\Ontonagon\Pictures\Porcupine Mountains District\Nonesuch Mine Site (1-F)



Approximate area of Porcupine Mountains survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Roads and Railroads District

County: Ontonagon **Township(s):** All townships in Ontonagon County.

Boundaries: Boundaries of Ontonagon County

Historic Use: Transportation

Current Use: Transportation

RESOURCE COUNT

Buildings: **Structures:** 25 **Objects:** 2 **Sites:** 3

MATERIALS

Foundation:

Roof:

Walls: Concrete; Metal/Steel; Wood

Other:

Style:

Description: The Ontonagon County roads and railroads district consists of state and federal highways and railroads as shown on the 2007 Ontonagon County road map. U.S. 45 is the only federal highway. State highways are M-26, M-28, M-38, M-64, and former M-107, which was transferred to the county in 2008. Where former alignments of these highways were identifiable they were included in the survey. The highways are all asphalt-paved. Some of the older alignments are paved while others are dirt or have some remnants of pavement. Sometimes a road that is marked on the map disappears into the woods. Seventeen bridges were counted, about half of them on M-64. The bridges are constructed of concrete and metal; some of them have plaques dating them to the 1940s or 1950s. In Interior Township, a bridge on M-28 over the middle branch of the Ontonagon River was constructed in 1929 and has a plaque commemorating its designation as a Michigan Historical Civil Engineering Landmark. There are three roadside parks that appear to have been constructed before 1970, although most of the buildings and structures in these parks were constructed more recently.

Railroads are the Chicago, Milwaukee, St. Paul & Pacific Railroad; Copper Range Railroad; Duluth, South Shore & Atlantic Railway; and Minneapolis, St. Paul, & Sault Ste. Marie Railroad. The Copper Range Railroad and the eastern portion of the Duluth, South Shore & Atlantic Railway—from Matchwood Township eastward—no longer have tracks, but the railroad beds are visible and in use as snowmobile trails. Four railroad trestle bridges were counted in addition to the Pratt through truss bridge over the Ontonagon River in the village of Ontonagon.

Condition: Current highways are paved and maintained. Older alignments are sometimes paved, others are dirt but graded, some are now two tracks, and some are nearly obliterated. There are undoubtedly more of the latter that weren't identified. Railroads with tracks are maintained and in use. Others are maintained as snowmobile trails, at least where they were visible from public roads.

Integrity: It appears that all of the highways have had changes in alignment. It is possible to follow the old alignments in many places, but undoubtedly there are others that can't be identified without research. A number of the bridges have been altered with new concrete or metal walls or barriers. Some of the railroads no longer have tracks and have been altered for use as snowmobile trails. Railroad bridges that were surveyed appear to have integrity.

Theme/Subtheme: Transportation; Engineering

Date Built: 1850s-1960s

Architect or Builder:

History: Whereas waterways served as the earliest routes for transportation, the arrival of permanent European American settlers called for the development of reliable overland routes. The earliest of these came in the form of footpaths. In 1845 a wagon trail was built for mail delivery between Green Bay and Ontonagon. In 1863 Congress authorized a military road connecting Fort Howard (Green Bay) with Fort Wilkins (Copper Harbor); construction began that year.

Local roads radiating outward from the village of Ontonagon were constructed beginning in the 1850s. Four main roads--the Rockland Road, formerly known as the Ontonagon Plank Road; the Greenland Road, previously the Miners' Road; the Norwich Road; and the Iron River Road, today often called the Porcupine Mountains Road--linked the village with outlying areas of the county. These roads can be followed today: U.S. 45 follows the Military Road north through Bruce Crossing to the U.S. 45/M-26 junction, where it continues north to Ontonagon as the Rockland Road. M-26 picks up the Military Road where U.S. 45 leaves off and continues to Fort Wilkins. M-38 follows the Greenland Road south from Ontonagon to Greenland and then east to Baraga. M-64 follows the old Iron River Road, skirting the shore of Lake Superior until it turns south at Silver City. From Silver City, the former M-107 continues along the remainder of the Iron River Road route. The state of Michigan transferred M-107 to the county in 2008. The Norwich Road still follows roughly its original route.

Local rail lines existed within Ontonagon County by the early 1880s. The first was the Ontonagon and Brule River Railroad (O&BR), which connected Ontonagon to Rockland and Mass by the end of 1882. By 1889, O&BR tracks connected Mass with Sidnaw in southern Houghton County. Also in 1889, the Milwaukee & Northern Railroad (M&N) linked with the O&BR lines, connecting Ontonagon County with Wisconsin. M&N bought control of the O&BR tracks in 1890. The Chicago, Milwaukee & St. Paul Railway (CM&StP) took ownership of the line in 1893, giving Ontonagon its first direct rail connection to Chicago. A structural reorganization in 1928 resulted in the formation of the Chicago, Milwaukee, St. Paul & Pacific Railroad, also known as the Milwaukee Road.

The Duluth, South Shore & Atlantic Railroad (DSS&A) began their planned expansion into the county in 1886 and entered into perpetual lease of the Marquette, Houghton & Ontonagon Railroad (MH&O) lines in 1887. The following year MH&O, working under the direction of DSS&A, constructed tracks connecting Ewen with Superior, Wisconsin. DSS&A purchased MH&O in 1890. Around the same time, DSS&A acquired control of the Mineral Range Railroad (MR), and in about 1900 began constructing new lines running east from Evergreen in Greenland Township to the Houghton County line. Eventually, this track connected the Mass mine with its stamp mill located on Keweenaw Bay in Baraga County. The DSS&A took complete ownership of the MR in 1949. The DSS&A merged with two other rail companies to form the Soo Line in 1961.

The Milwaukee, Lake Shore & Western Railway (MLS&W) constructed track into the southeastern section of the county, reaching Interior Junction by 1887 and Choate by 1892. In 1893, the Chicago & North Western Railway (C&NW) purchased MLS&W and took control of their lines throughout the county.

The Copper Range Railroad (CR) took control of the Northern Michigan Railroad Company (NM) in 1898. NM intended to connect Houghton, Rockland, and Watersmeet. Construction, however, did not take place until after consolidation with CR, with track work beginning in 1900. By 1902 CR tracks connected Mass City with Houghton. The majority of the CR line in Ontonagon County was removed from service by the early 1940s.

References: Roy L. Dodge, *Michigan Ghost Towns: Upper Peninsula Volume III* (Tawas City, MI: Glendon Publishing, 1973); James K. Jamison, *This Ontonagon Country* (Ontonagon: Ontonagon Herald Company, 1939); Knox Jamison, *The History of Ontonagon County Towns – Ewen and South End Towns, Ontonagon, Rockland – Greenland – Mass, Bergland and Silver City* (Ontonagon, 1967); Bruce H. Johanson, *This Land, the Ontonagon*, (Iron Mountain, MI: Ralph W. Secord Press, 1984); Theodore J. Karamanski, *Deep Woods Frontier: A History of Logging in Northern Michigan* (Detroit: Wayne State University Press, 1989); Graydon M. Meints, *Michigan Railroads and Railroad Companies* (East Lansing, MI: Michigan State University Press, 1992); Graydon M. Meints, *Michigan Railroad Lines* (East Lansing, MI: Michigan State University Press, 2005).

NR Status: Bridge over middle branch of Ontonagon River is civil engineering landmark, probably NR eligible. Railroad trestle bridge at Agate Falls may be NR eligible. Possibly other railroad and/or highway bridges--need to be evaluated in context.

Comments:

Surveyor: Jane Busch **Survey started:** 5/8/2009 **Survey ended:** 10/19/2009

Photos:



Roadside park on north side of M-28, McMillan Township, looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Roads and Railroads District\M28-McMillan Township (1-C)



Bridge over the middle branch of the Ontonagon River, M-28, Interior Township, looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Roads and Railroads District\M28-Interior Township (1)



Bridge over the Little Cranberry River, M-64, Ontonagon Township, looking west. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Roads and Railroads District\M64-Ontonagon Township (1-C)



Chicago, Milwaukee, St. Paul & Pacific RR, south end of Dishneau Rd., Bohemia Township, looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Roads and Railroads District\M64 Chicago, Milwaukee, St. Paul &
Pacific RR-Bohemia Township (2)



Duluth, South Shore & Atlantic RR, trestle bridge over Agate Falls, Interior Township, looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Roads and Railroads District\ Duluth, South Shore & Atlantic RR—
Interior Township (2)

Copper Country Survey Phase I

District Name: Rockland District

County: Ontonagon **Township(s):** Rockland, Greenland

Boundaries: Extends north along U.S. 45 to Ontonagon Township line; northeast on French Shanty Road into Greenland Township; east along M-26 to Greenland Township line; south along U.S. 45 to Stannard Township line; southwest to Victoria district boundary; west to Ontonagon Township line.

Historic Use: Industry; Domestic; Commerce; Agriculture

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

RESOURCE COUNT

Buildings: 241 **Structures:** 2 **Objects:** **Sites:** 31

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel

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

Other: Brick; Wood; Metal/Steel

Style: Queen Anne; Italianate; Arts and Crafts Style

Description: The Rockland district centers on the unincorporated village of Rockland in northeastern Rockland Township. U.S. 45 runs north-south through the middle of the district and through the middle of the village of Rockland. North of the village of Rockland, the landscape is relatively open, and there are a number of farms on U.S. 45 and on the local roads that extend from U.S. 45. South of the village, U.S. 45 is mostly wooded and nearly devoid of buildings. The road passes North and South Military Hill and crosses the west branch of the Ontonagon River. M-26 extends eastward from U.S. 45 into Greenland Township. From the village of Rockland, Cemetery Road and Victoria Dam Road extend westward from U.S. 45 (National Avenue). The Chicago, Milwaukee, St. Paul & Pacific Railroad roughly parallels U.S. 45 in the northern part of the district, then turns eastward along M-26. The terrain is hilly, with the village of Rockland on a plateau surrounded by hills. Mine sites are located northeast, east, and immediately south of the village.

North of the village, on U.S. 45 and adjoining local roads, the landscape is predominantly agricultural. Approximately twenty farm sites were counted in this portion of the district. Farm site features are various combinations of fields, fences, ponds, windbreaks, orchards, and ruined and standing buildings. It is common to find a single farm located at the end of a local road. Some of the farms are working. Barns have Gothic and gambrel roofs; one Wisconsin dairy barn is dated 1935. House types include various gable-roof forms, ranch, and mobile homes. One frequent type is a one-and-a-half story front-gabled house with a shed-roof wing. There is some Craftsman and Tudor cottage influence.

In the village of Rockland, U.S. 45 is marked National Avenue, and it functions as the village main street. Streets to the east and west of National Avenue are laid out in a rectilinear grid. The central business district extends along National Avenue roughly three blocks from Elm to Townsend Street and contains a concentration of false front commercial buildings, mostly Italianate style, built ca. 1900. Although these buildings have been altered to various degrees, most convey their historic character with features such as cornices and decorative window hoods. Other public buildings on National Avenue include the town hall (1899), built originally as a hotel of brick with sandstone trim; the fire department (1950); and the library-museum (1967).

Since the historic Methodist Church was recently destroyed by fire (and reconstructed), one historic church remains in the village: the Gothic Revival St. Mary's Catholic Church (1891) on Elm Street. On the eastern edge of the village, Rose

Cemetery has burials dating from the 1860s. There are two working farms in the village, one on the east side and one on the west. On the west end of River Street, the Davey Farm is a Centennial Farm with farmhouse, two barns, a full complement of outbuildings, and cows pastured on a hill overlooking the village.

Aside from these resources, the village is composed almost entirely of single-family houses. Numerous vacant lots give the landscape an open appearance; some of these lots have been made into gardens. There is a wide variety of house types. On McClellan Avenue, a one-and-a-half story front-gabled house with a shed-roof wing is believed to have been built in 1856, the oldest house in the village. Other gable-roof forms are side-gabled, L-plan, T-plan, cross-plan, and upright and wing, with one, one-and-a-half, and two stories. A group of two-story L-plan houses on Cedar Street may be mine worker houses. There are a few bungalows and foursquares and some postwar ranches and mobile homes. Queen Anne style influence is evident in a number of houses. On some houses the Queen Anne style is limited to a detail or two such as a bay window, shingles in the gable end, or turned porch posts, but there are also large, ornate examples with features such as corner turrets and wraparound porches. On National Avenue, the Stannard-Meader house (ca. 1900) is eye-catching with its unusually steep shingled front gable and dormer. Despite some swags and a paneled brick chimney, the house might be considered Shingle Style. On Victoria Avenue, a row of "mansions" includes examples of both Queen Anne and Colonial Revival style. Colonial Revival details include columns, pediments, urns, and modillion blocks. There is some Craftsman influence on village houses, though it does not seem as common as Queen Anne.

East of the village, Woodlawn Cemetery is a landscaped nineteenth-century cemetery (still in use). On U.S. 45 south of the village, Irish Hollow Cemetery also dates from the nineteenth century, and several family plots are visible amid the encroaching woodlands. Nearby, the Minesota mine site is marked by a sign. A pond, rock piles, and a cement slab are visible from a parking area at the site. There is one abandoned farm site on this section of U.S. 45.

Condition: Most of the buildings are maintained in good condition; some houses are in excellent condition. Some buildings in the village are neglected or abandoned and in poor condition. There are some ruined farm outbuildings. Rose and Irish Hollow cemeteries are suffering from encroaching vegetation.

Integrity: Many vacant lots in the village indicate a greater density of buildings than is present today. All of the historic commercial buildings have been altered to some degree by artificial siding and changes in window openings, but overall they retain their historic character. The majority of houses in and out of the village have artificial siding, but wood clapboards are not difficult to find--perhaps on about 10 percent of houses? New windows are common and there are a number of changes in window openings. Yet some of the village "mansions" are intact or nearly so.

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

Date Built: 1850s-1960s

Architect or Builder:

History: In 1858, the Minesota Mining Company set aside eighty acres, divided it into lots, and named it Rosendale. Now known as Rockland, the small community remains the center of a district whose early history revolved around the Minesota and several other mining operations. Nestled in a picturesque valley and surrounded by farming areas, its modern economy is primarily related to tourism.

In 1848, the Minesota mine was opened over a series of prehistoric pits. It was soon considered "the richest mine ever opened," and other interests quickly followed: the National, Rockland, Hazard, and Nebraska mines were all operational by 1854. The Minesota was also involved in the development of the Flint Steel, Lake Superior, West Minnesota, and Peninsula mines by the 1860s. The Rockland mine established its own neighborhood of company housing called Webster, which joined Rosendale in 1864 to form the community of Rockland. Mining companies also operated farms on cleared land, growing potatoes, turnips, and oats to support the growing population: in 1858, over nine hundred people lived in the community. Hay meadows provided feed for livestock. A landing on the Ontonagon River nearby was built to unload supplies and transport copper ore to Ontonagon. Rockland's standing as one of the most important communities in Ontonagon was solidified when it became the site of Michigan's first telephone exchange in 1877. Rail service connected Rockland and Ontonagon in 1882, but mine production had largely declined by the 1880s.

In 1899, the newly formed Michigan Copper Mining Company acquired the then silent Minesota, Rockland, and Superior mines during what is sometimes called "the second copper rush." It even explored the non-producing Bee property until 1917. The population increased as the mine prospered: in 1911, the company employed 450 and by 1915 was working five shafts. Rockland's renaissance lasted until 1920, when commercial mining activity in the county essentially ceased. In some respects, the Caledonia mine might be considered an exception. The Caledonia was formed in 1863 through a reorganization of the Nebraska mine; its owner continues to remove ore from the mine and, for a fee, provides access to several rock piles for mineral collecting. Rockland's historic mining industry has become in many ways a very real part of its modern tourist industry.

In 1960, a former resident described Rockland as ghost town. Today, its population is just over three hundred.

References: Don H. Clarke, *Copper Mines of Keweenaw No. 11: Minesota Mining Company* (private printing, 1978); Ellis W. Courter, *Michigan's Copper Country* (Lansing, MI: Michigan Department of Environmental Quality, 2005); Grant L. Day, "Copper Mines and Mining in Ontonagon County, Michigan," Vol. II (Houghton, MI: Michigan Technological University, 1996); Armas K. E. Holmio, *History of the Finns in Michigan*, Ellen M. Ryyananan, translator (Detroit: Wayne State University Press, 2001); Knox Jamison, *A History of Rockland-Greenland Mass and other Towns in Rockland, Greenland, and Bohemia Townships in Ontonagon County, Michigan* (Privately printed, 1969); Bruce H. Johanson, *This Land, the Ontonagon, (Iron Mountain, MI: Ralph W. Secord Press, 1984)*; Theodore J. Karamanski, *Deep Woods Frontier: A History of Logging in Northern Michigan* (Detroit: Wayne State University Press, 1989).

NR Status: Davey farm, Meader house appear to be individually eligible. "Oldest house" and Reynolds house on McClellan Avenue may be eligible. There is likely an eligible business district on National Avenue. A potential residential district on Victoria Avenue may extend to some intersecting streets. Woodlawn Cemetery may be eligible. Rose Cemetery and Irish Hollow Cemetery may be eligible--restoration needed first?

Comments: Visited Minesota mine site. Mine sites not visited: Hazard, Bumble Bee, Caledonia, Flint Steel, Michigan, National, Nebraska, Peninsula.

Surveyor: Jane Busch **Survey started:** 5/23/2009 **Survey ended:** 5/24/2009

Photos:



Commercial buildings on west side of National Ave., Rockland Village, looking SW. Credit: Jane Busch
Copper Country Survey Phase I\Ontonagon\Pictures\Rockland District\National Ave-Rockland Village (1)



Houses on west side of McClellan Ave., Rockland Village, looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Rockland District\McClellan Ave-Rockland Village (1)



Meader House on east side of National Ave., Rockland Village, looking SE. Credit: Jane Busch
Copper Country Survey Phase I\Ontonagon\Pictures\Rockland District\National Ave-Rockland Village (5)



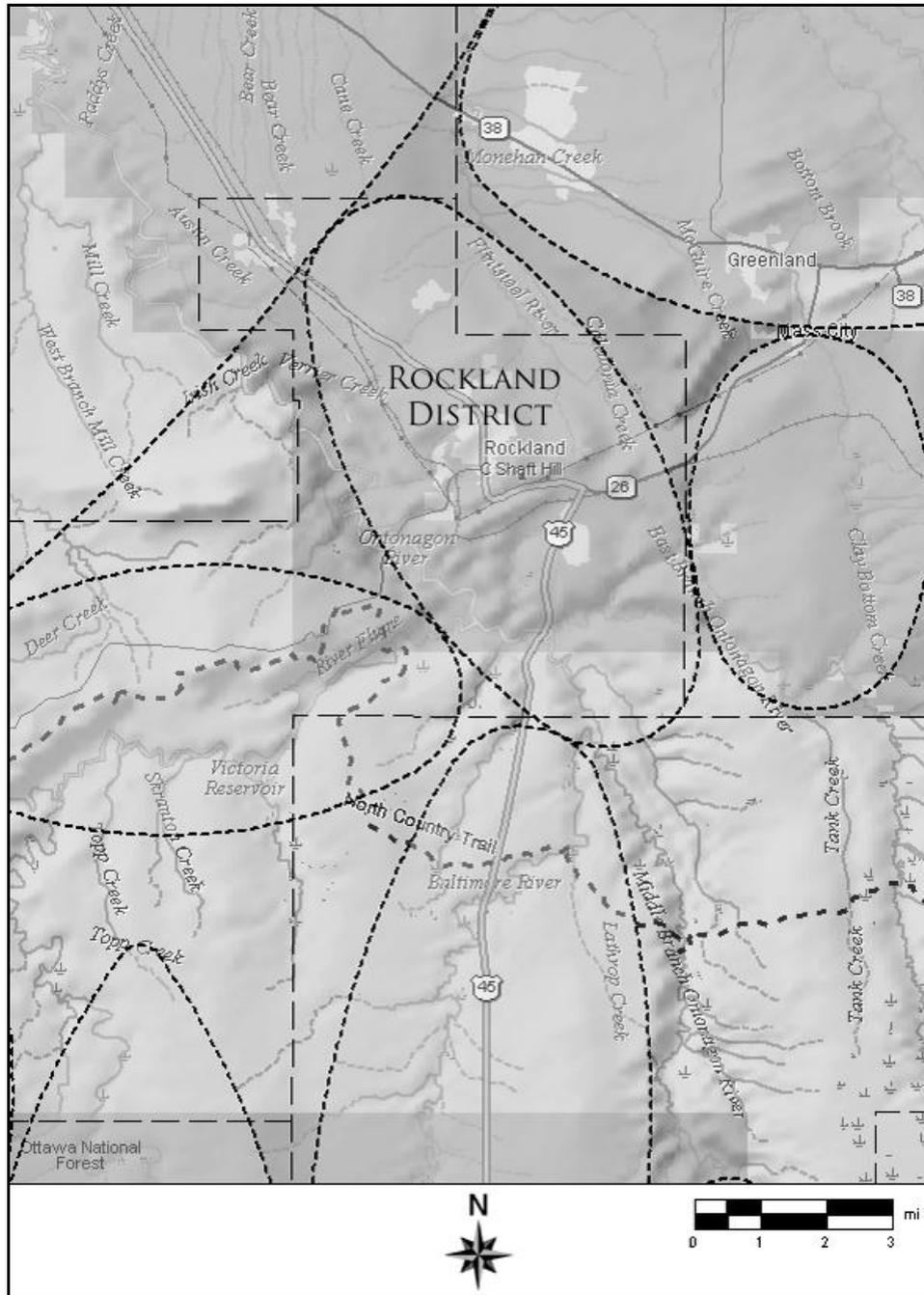
Davey Farm on west end of River St., Rockland Village, looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Rockland District\River St-Rockland Village (1-C)



Farm on west side of U.S. 45, looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Rockland District\US 45 (1)



Minnesota mine site on north side of U.S. 45, looking east. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Rockland District\US 45 (3)



Approximate area of Rockland survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Silver City District

County: Ontonagon **Township(s):** Carp Lake

Boundaries: From Mineral River extends west along Lake Superior shore to Union River. Southern boundary follows M-107, extending south to include streets in Silver City and south one half mile on M-64, then follows M-64 along lakeshore to Mineral River. Overlaps with Porcupine Mountains district on western end.

Historic Use: Industry; Recreation and Culture; Fishing; Domestic

Current Use: Recreation and Culture; Domestic

RESOURCE COUNT

Buildings: 89 **Structures:** **Objects:** 1 **Sites:** 4

MATERIALS

Foundation: Concrete

Roof: Asphalt; Metal/Steel

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

Other:

Style: Arts and Crafts Style

Description: The Silver City district is a small, linear district that extends along Lake Superior from the Mineral River on the east to the Union River on the west. M-64 parallels the lakeshore, crossing the district from the Mineral River to just east of the Big Iron River, where it turns south. From that point, former M-107 continues along the lakeshore into Porcupine Mountains State Park. Just east of the Big Iron River and south of M-107, a small, rectangular grid of streets marks the village of Silver City. M-107 is marked Lincoln Avenue within the village. To the west of the village, the Little Iron River, Ash Creek, and Mud Creek flow northward across the district into Lake Superior. The land is fairly level along the lakeshore roads, rising gently to the south.

Buildings along M-64 and M-107/Lincoln Avenue are predominantly recreational, including both commercial and residential. Tourist-oriented buildings include two tourist courts with cabins, two mid-twentieth century motels, a restaurant, a laundromat, and a few stores. Most of the houses are probably summer cottages—simple gable-roof houses with one or one-and-a-half stories. A large house on Lincoln Avenue with 2/2 windows may be a remodeled Queen Anne. South of Lincoln Avenue, buildings within the village of Silver City are all single-family homes ranging from gable-roof houses to ranch houses and mobile homes. Most, if not all, appear to be for recreational use. Garages are the most common outbuildings.

Condition: There are a number of vacant commercial buildings, but they are generally being maintained in good condition. Residences in fair to good condition.

Integrity: A large majority of buildings, residential and commercial, have artificial siding. Most tourist cabins, however, have their original log or permallog siding. New windows are common. Motels and tourist cabins in the district convey their historic appearance, but with some other commercial buildings can't tell if new or old construction. The same is often true of the recreational cottages.

Theme/Subtheme: Entertainment/Recreation

Date Built: Late 1800s-1960s

Architect or Builder:

History: The settlement that grew at the mouth of the Big Iron River mirrors the various stages of Ontonagon County's development as a whole. Native Americans utilized the area at the mouth of the Big Iron River for centuries. The early French explorers and missionaries noted both the river and the local inhabitants as early as 1672. Trappers for the American Fur Company built the first structure on the banks of the river around 1810, and their trading post remained standing into the 1920s. The fur era waned during the 1840s, and surveyors and mineral explorers took the place of the trappers in the woods along the river. The community of Iron River emerged as a social and supply center for copper miners in the Porcupine Mountains.

In 1872 Austin Corser announced that he had discovered silver in the bed of the Little Iron River, touching off the silver boom. Of the many speculative ventures, only four actively pursued silver extraction. Between 1872 and 1876, the mining companies built boarding houses, constructed substantial bridges across the Big Iron and Little Iron rivers, and built a stamp mill for silver processing. Captain Daniel Beaser, who had been purchasing property along both sides of the Big Iron River, platted a new settlement in 1872, naming it Silver City. Beaser's plan for Silver City incorporated the settlement of Iron River, adding new homes and services. During the boom years, about three hundred silver mine workers lived in Silver City. By 1875, Silver City had a lumberyard, boarding houses, and some residences. A post office, general store, and hotel followed in 1877. By then, however, the silver boom had gone bust. The population of Silver City dropped to fewer than thirty people, but the community revived when logging began in the area in the early 1890s.

During the logging years, loggers lived in the Silver City boarding houses that were left empty by the mining bust. The lands closest to Lake Superior were logged first (around 1890), and supplies were dropped off along the shore for the men. As camps moved farther inland, supplying them became more difficult, and logging tapered off. The construction of a spur of the Ontonagon Railroad Company connecting to the existing Chicago, Milwaukee & St. Paul Railroad in 1904 made it easier to ship inland, and a second wave of logging began. In addition to the impact of the Great Depression, forest fires affected much of the county during the 1930s and again curtailed logging. With increased tourism in the area during the 1930s, more and more people began to spend summers in Silver City, but few maintained permanent residences. In 1941 a Michigan travel guide described Silver City as a fishing village with a population of twenty-five. Logging picked up during the late 1940s and into the 1950s, although at a reduced scale. The opening of the White Pine mine in the 1950s brought more permanent inhabitants to Silver City, as the community housed the water plant for the mine and its employees.

References: Roy L. Dodge, *Michigan Ghost Towns: Upper Peninsula Volume III* (Tawas City, MI: Glendon Publishing, 1973); James K. Jamison, *The Mining Ventures of This Ontonagon Country* (1950; Ontonagon: Ontonagon County Historical Society, 1996); Knox Jamison, *A History of Silver City, Ontonagon County, Michigan* (1963); Bruce H. Johanson, *This Land, the Ontonagon*, (Iron Mountain, MI: Ralph W. Secord Press, 1984); Theodore J. Karamanski, *Deep Woods Frontier: A History of Logging in Northern Michigan* (Detroit: Wayne State University Press, 1989); *Land Atlas & Plat Book Ontonagon County, Michigan*, 9th edition (Rockford, Ill: Rockford Map Publishers, 1993); Graydon M. Meints, *Michigan Railroads and Railroad Companies* (East Lansing, MI: Michigan State University Press, 1992); Graydon M. Meints, *Michigan Railroad Lines* (East Lansing, MI: Michigan State University Press, 2005); Michigan Writers' Project, *Work Projects Administration, Michigan: A Guide to the Wolverine State* (New York: Oxford University Press, 1941).

NR Status:

Comments: Hunt's Guide to the Upper Peninsula says that the remains of Austin Corser's cabin are visible by hiking along the Little Iron River. In *The Mining Ventures of This Ontonagon Country* (1950), James Jamison describes silver mine sites on the Big Iron River. These sites are not shown on the USGS map.

Surveyor: Jane Busch **Survey started:** 10/6/2009 **Survey ended:** 10/6/2009

Photos:



Two-story house on south side of Lincoln Ave., looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Silver City District\Lincoln Ave-Silver City (1)



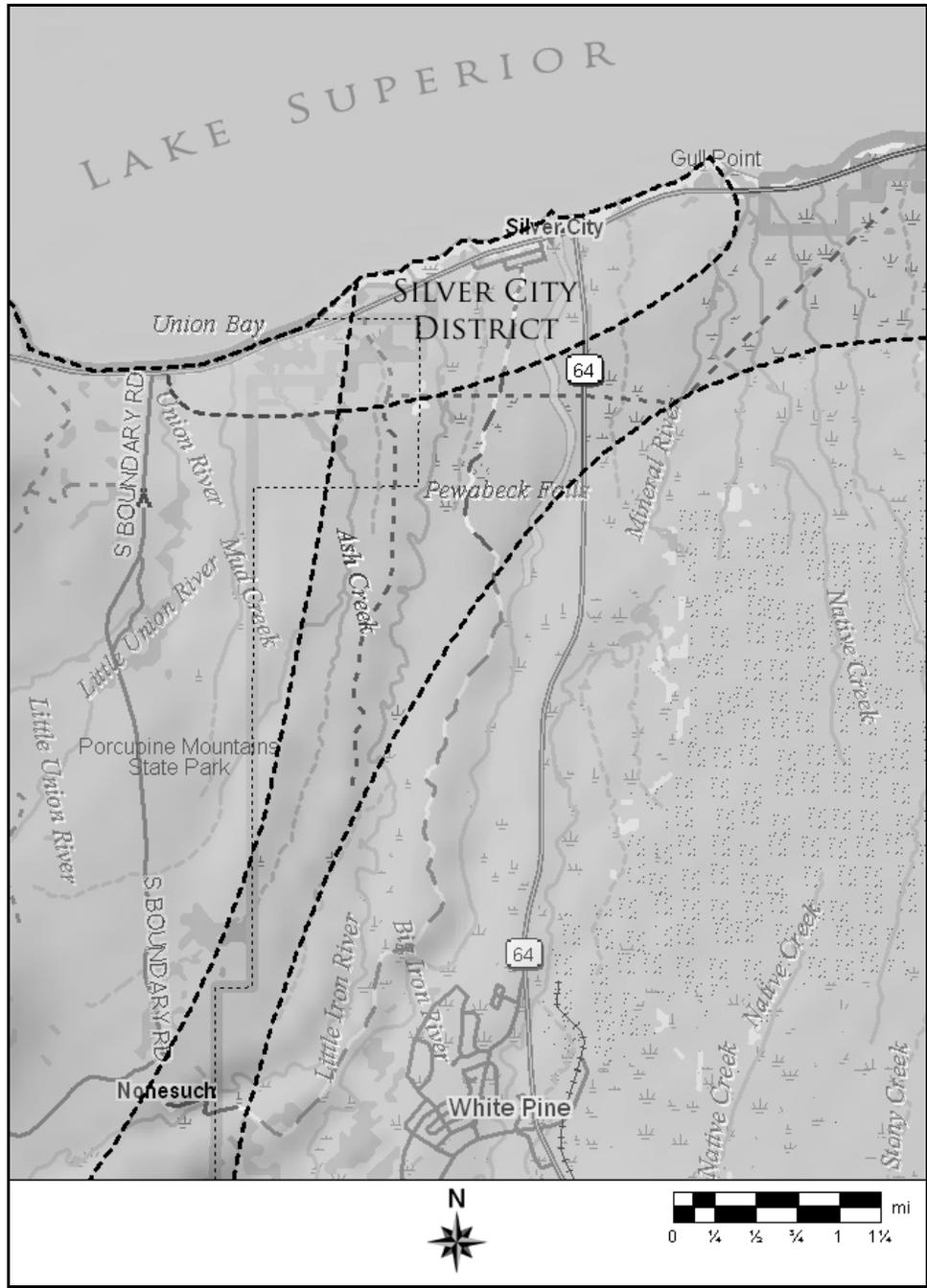
House with stone veneer on south side of Lincoln Ave., looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Silver City District\Lincoln Ave-Silver City (2)



Rainbow Lodge Motel on south side of M-64, looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Silver City District\M64 (1)



Lake of the Clouds Cabins on south side of M-107, looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Silver City District\M107 (1-A)



Approximate area of Silver City survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Topaz-Matchwood District

County: Ontonagon **Township(s):** Matchwood, Rockland

Boundaries: West boundary where East Shore Road intersects with M-28; extends south to include local roads within Matchwood Township; extends east to McMillan Township line, including Malnar and Novak roads; follows Norwich Road north, extending into Rockland Township to include Goldberg and Cove roads; includes mine sites in northern Matchwood Township; then south along Norwich Road and west to include local roads north of M-28 in Matchwood Township.

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

Current Use: Agriculture; Recreation and Culture

RESOURCE COUNT

Buildings: 267 **Structures:** 4 **Objects:** **Sites:** 32

MATERIALS

Foundation: Concrete; Stone

Roof: Asphalt; Metal/Steel

Walls: Wood; Wood/Fiberboard; Vinyl; Wood/Weatherboard; Wood/Log

Other: Brick; Wood

Style: Arts and Crafts Style

Description: The Topaz-Matchwood district occupies much of Matchwood Township; on the east side a small area extends into Rockland Township. M-28 runs from northwest to southeast through the southern part of the district. There is little to mark the former communities of Topaz and Matchwood that were once located on this road. The Duluth, South Shore & Atlantic Railroad, now a snowmobile trail, closely parallels M-28. Old M-28 follows a separate route to the south of the current highway. Norwich Road is the primary north-south road, extending from M-28 north to the northern end of the district. In the southern part of the district, a network of local roads extends from M-28 and Norwich Road, but the latter is the only road in the north. The west branch of the Ontonagon River flows through the northwestern part of the district, and several creeks also flow through the district. In the south the terrain is gently rolling, much of it an open agricultural landscape with numerous farms. There are also wooded areas, where recreational camps tend to be located. Northward along Norwich Road the roadside is wooded. A steep bluff towers over Norwich Road near the Ontonagon Township line. All of the mine sites are located in the northern part of the district, which is in Ottawa National Forest.

On M-28 there are a few remnants of the former communities of Topaz and Matchwood, which are both marked by road signs. At Topaz there is a community hall, a front-gabled frame building with enclosed entry and clapboard siding. An early twentieth century garage stands nearby, and there are a few non-farm houses. At Matchwood, only two non-domestic storage buildings hint at anything other than farms. There is an isolated tavern on M-28 and a large wooden L-plan storage building with openings under the eaves.

Approximately thirty farm sites were counted in the Topaz-Matchwood district. Farm site features are various combinations of fields, fences, windbreaks, ditches, ponds, orchards, and ruined and standing buildings. A number of the farms are working. Barns most frequently have gambrel roofs, but there are also some gable and Gothic roofs. Some of the barns are quite large. There are several farmsteads with half dozen or more buildings. Farm outbuildings and structures include garages, silos, equipment sheds, saunas, springhouses, poultry houses, a root cellar, and others. Log construction is visible in a number of outbuildings. Farmhouses are a variety of gable-roof forms, ranch houses, and

mobile homes. There is at least one Craftsman bungalow and several other Craftsman houses that might be called bungalows except that they have two full stories and more steeply pitched roofs. These houses have bracketed eaves, shed-roof dormers, and front porches. Other houses have exposed rafter tails and 3/1 or 3/2 windows.

Recreational camps occupy less space than farms, but there are many of them in the district, typically consisting of a house or mobile home, a privy, and storage shed. The houses are almost always one-story gable roof buildings, sometimes well-maintained but some of them dilapidated.

Condition: Condition ranges from ruins--especially farm outbuildings--to well maintained. Many of the farms are well maintained. Some of the farms are run down, a few with junkyards.

Integrity: Many of the houses are altered with siding; some also have new windows and/or new window and door openings. There are, however, several Craftsman style farmhouses with integrity. Farm outbuildings usually retain integrity, and there are some farmsteads with multiple outbuildings.

Theme/Subtheme: Agriculture; Architecture; Entertainment/Recreation; Ethnic Heritage/Finnish;

Date Built: 1900s to 1960s

Architect or Builder:

History: The modern history of the Topaz-Matchwood area consists of four general periods, each characterized by a different type of land use. The early years were dominated by copper mining, which was followed by a booming logging era. Homesteaders established farms on cutover lands. Later, the arrival of the United States Forest Service brought forest conservation and recreation in the Ottawa National Forest.

The Norwich mine was the district's most significant mining operation, producing nearly five hundred tons of copper between 1850 and 1917. It was established in 1845 by the American Exploring, Mining, and Manufacturing Company of Vermont, whose holdings included the Derby, Sharon, Hudson, and Windsor mine properties. While the Derby and Sharon each produced one ton of copper and the Clifton four, the Pittsburg, Clinton, and Cascade mines were more exploratory in nature. The Eureka operation, adjacent to the Hudson, also failed to produce.

In 1888, the Diamond Match Company established Matchwood along the Duluth, South Shore, and Atlantic Railroad line. The town supplied logging camps and a growing number of farmers settling on cutover lands. By 1890, Matchwood had churches, a school, two general stores, saloons, a hotel with a restaurant, and a brothel in addition to several sawmills. Meanwhile, Stindt's Corner, a farmers' "milk stop" on the railroad west of Matchwood, was formally named Topaz when a depot was established there in 1902. Topaz's main building served as school, church, post office, and depot for the farmers, who provided hay, horses, and milk for Bergland residents.

Matchwood was completely destroyed by fire in 1893, but the town quickly rebuilt. The Diamond Match Company had forty-eight logging camps at work; productivity peaked in 1894-1895. More settlers began farming, and in 1897 Matchwood Township was created. By 1900, the township recorded 166 residents, and 70 percent of its population relied on agriculture for a living. Farming had replaced logging as the district's dominant industry. Indeed, the Diamond Match Company cut its last log in 1904; when much of Matchwood burned again in 1906, it was not rebuilt. Finns began farming around World War I, most typically establishing dairy farms.

The Ottawa National Forest was established in 1931 as the federal government, beginning in 1928, acquired cutover lands. It was created, in essence, to rebuild the forests that had been clear cut, to protect fish and game, and to benefit the communities within its boundaries. The northern part of Matchwood Township, including the former Norwich mining district, is within national forest boundaries. The southern part of the township was excluded from the national forest because of the farms.

References: Ellis W. Courter, *Michigan's Copper Country* (Lansing, MI: Michigan Department of Environmental Quality, 2005); Grant L. Day, "Copper Mines and Mining in Ontonagon County, Michigan," Vol. II (Houghton, MI: Michigan Technological University, 1996); Knox Jamison, *A History of Bergland, Ontonagon County, Michigan* (S.I.: Jamison, 1965); Theodore J. Karamanski, *Deep Woods Frontier: A History of Logging in Northern Michigan* (Detroit: Wayne State

University Press, 1989); Marco Lulich, Akogibing: At, In, From, or To a Lake Called Akogib (n.p., 1998); Western Upper Peninsula Planning and Development Region, An Economic Diversification Study of the Forest Interior Heritage Area in Michigan's Western Upper Peninsula, Volume II: the Historical Narrative (October 1996).

NR Status: Some of farms or farmsteads may be NR eligible. Some have multiple outbuildings; some have Craftsman style homes with integrity. Perhaps a rural district? Needs intensive level survey. Topaz community hall may be eligible under Criterion A.

Comments: There do not appear to be extant resources representing logging. Mine sites not visited: Cascade, Clifton, Derby, Eureka-Hudson, Norwich, Pittsburg, Sharon

Surveyor: Jane Busch **Survey started:** 5/11/2009 **Survey ended:** 5/12/2009

Photos:



Topaz community hall on north side of M-28, looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Topaz-Matchwood District\M28 (1-B)



Farmstead on south side of Old M-28, looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Topaz-Matchwood District\Old M28 (1)



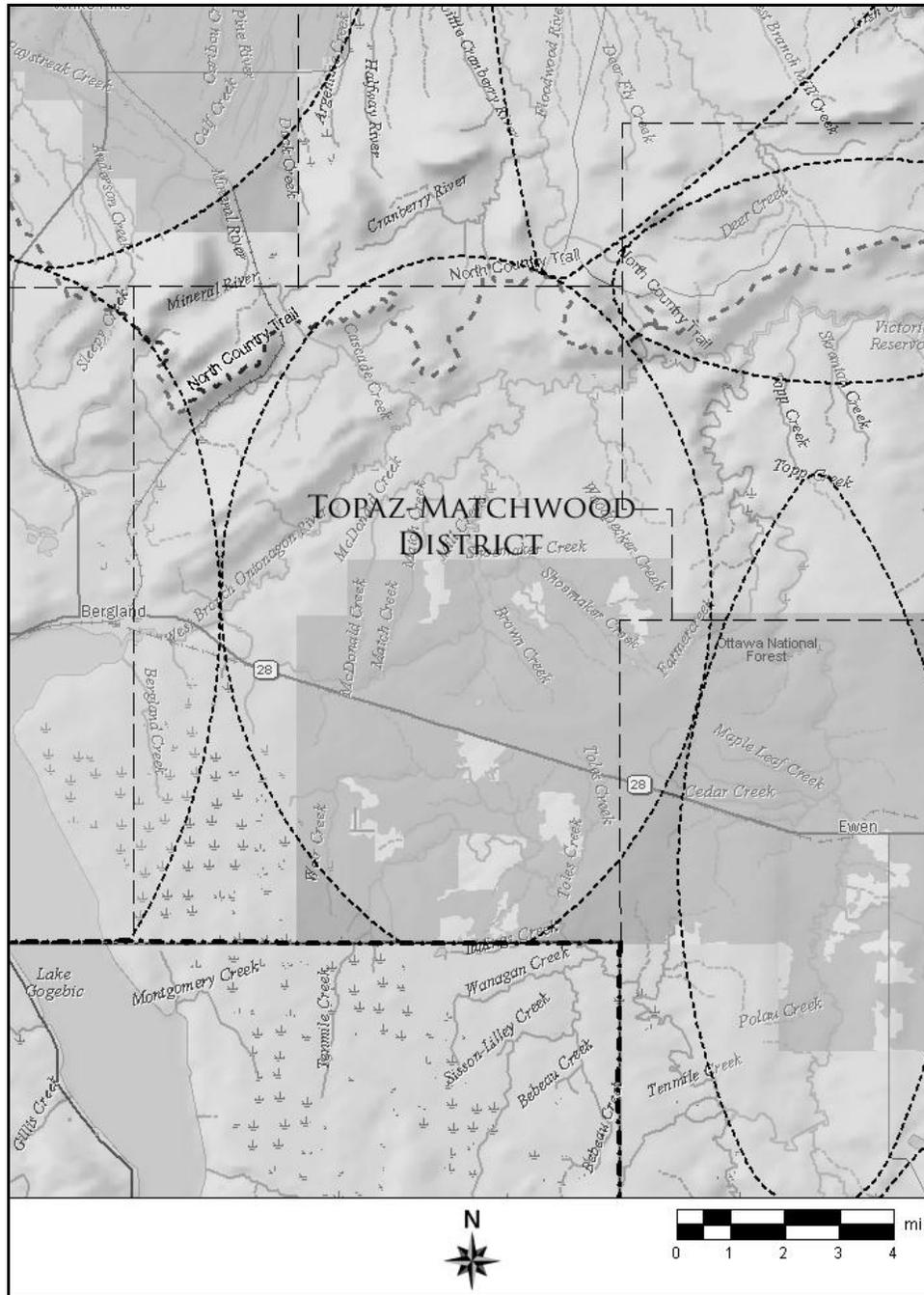
Farmstead on south side of Old M-28, looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Topaz-Matchwood District\Old M28 (2-A)



Log farm buildings on south side of Powell Rd., looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Topaz-Matchwood District\Powell Rd (1)



Camp house on east side of Norwich Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Topaz-Matchwood District\Norwich Rd (1)



Approximate area of Topaz-Matchwood survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Trout Creek District

County: Ontonagon **Township(s):** Interior

Boundaries: Extends north to include east-west section of Gardner Road just north of Jack Pine Lake; extends east to Houghton County line; extends south to intersection of Calderwood and Bond Falls roads; extends west to end of Goldfinch Road and northwest to Paynesville district boundary.

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

Current Use: Domestic; Recreation and Culture; Agriculture

RESOURCE COUNT

Buildings: 322 **Structures:** 6 **Objects:** **Sites:** 60

MATERIALS

Foundation: Concrete; Stone; Brick

Roof: Asphalt; Metal/Steel

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

Other: Brick; Wood; Concrete

Style: Neo-Gothic; Gothic Revival; Arts and Crafts Style

Description: The Trout Creek district is located in Interior Township in the southeastern corner of Ontonagon County. M-28 crosses east-west through the southern part of the district. Toward the east, Old M-28 follows a divergent path to the north of the current highway. The Duluth, South Shore & Atlantic Railroad, now a snowmobile trail, parallels Old M-28. The unincorporated village of Trout Creek is located at the intersection of Old M-28 and Gardner Road, which runs north-south and is the main local road in the district. A network of local roads extends from Gardner Road and old and current M-28. Agate Falls is on the middle branch of the Ontonagon River, which crosses the northwestern corner of the district. Trout Creek and Payseor Creek follow an irregular course through the district. Jack Pine Lake and Duck Lake are at the district's northern end. The terrain is rolling to hilly with both open and wooded areas. Although the area surrounding Trout Creek is excluded, the outlying areas of the district are in Ottawa National Forest. The village of Trout Creek contains commercial buildings, churches, public buildings, and residences. In the vicinity of the village, resources are primarily non-farm residential. Farms and farm sites are throughout the district but especially on the side roads. Recreational camps are found on Gardner Road and in the more remote parts of the district. There are two cemeteries, Trout Creek Cemetery on County Line Road and Agate Cemetery on South Agate Road.

Gardner Road is marked Division Street in the village of Trout Creek, and it serves as the village main street. The village extends along Division Street from M-28 in the south, across Old M-28, to just past Second Street in the north. Between M-28 and Old M-28, a few side streets extend from Division Street; north of Old M-28 there is a small grid of streets. There are sidewalks and street trees along Division Street and sidewalks on some of the side streets. The business district is on Division Street in the vicinity of Old M-28 and contains the one-story brick Trout Creek State Bank (ca. 1921); a two-story front-gabled frame general store that housed the Settlers' Co-op (1920s); and three false-front frame commercial buildings, including the post office (1936). There is also a large two-story gable roof frame building that may have been a warehouse.

Farther south on Division Street, the library is a one-story frame building that was originally the mill office but has been remodeled. The brick Collegiate Gothic style school is two stories on a raised basement. A one-story front-gabled frame schoolhouse was most recently a restaurant. There are three churches on Division Street. First United Presbyterian Church (1949) and Calvary Temple Assembly of God are both Gothic Revival frame churches. Trinity Lutheran Church

(1960) is a modernist design with an oversize A-frame front. At the corner of Division Street and Old M-28, the railroad station is a frame building with shiplap siding and a hipped roof with deep, bracketed eaves. On Crescent Street behind the school, the former fire hall is a side-gabled frame building with shiplap siding, large front and rear dormers, eaves returns, and three front doors for fire trucks.

The remainder of the village consists of single-family residences, mostly small one- and one-and-a-half story gable roof houses (front-gabled, side-gabled, L-plan, and cross-gabled). There are two one-story foursquares and a few larger two-story houses. There is an occasional ranch house, but more common are mobile homes with add-ons. There are two groups of early twentieth-century mill worker houses. On Division Street there is a row of four one-story front-gabled houses. On Weidman Street, named for the nearby Weidman mill (burned), there are four front-gabled one-and-a-half story houses and one foursquare house on each side of the wide street (ten houses total). The mill owner's house once stood on a hill at the end of the street, but it burned and has been replaced by a newer house. There is little stylistic influence on houses in Trout Creek. One of the larger houses has decorative shingles in the gable end and a bay window. Some houses have 3/1 or 3/2 windows. Garages are the most common domestic outbuildings.

There are two additional mill worker housing clusters just outside of the village. South of the village on the south side of M-28, Pine Street and Hemlock Street are located next to an extant mill pond; the Weidman mill site is across from the pond on the north side of M-28. There are nine dwellings on these two streets, a combination of one-story front- and side-gabled houses and mobile homes. East of the village, Hardes Avenue curves southward from Old M-28 into a loop composed of High and Spring streets, which connects to M-28 by way of Wall Street. This is very likely the Red Town built in the early 1900s by George Hardes, owner of the Trout Creek Manufacturing Company. Concrete walls at the north end of Hardes Avenue near the railroad tracks may be the remains of Hardes's lumber shed. There is a farm site off of Hardes Avenue. About ten houses around the loop are one- and one-and-a-half story front-gabled and two-story upright and wing.

On M-28 and on Gardner Road north of Trout Creek, there are a number of non-farm residences including a variety of gable-roof forms but also ranches houses and a split level. Elsewhere, most houses seem to be associated with farms or former farms. A majority of these farmhouses appear to date from the early twentieth century. Gable roof forms predominate, especially front-gabled but also side-gabled, L-plan, and upright and wing with one, one-and-a-half, and two stories. There are a number of one-story foursquares. Details include 3/1 windows, exposed rafter tails, and shed-roof dormers. Some houses have eaves returns, occasionally combined with a diamond window in the gable end. Post-World War II house types include ranch houses and mobile homes. Camps are generally small one-story gable-roof houses or mobile homes; one is an A-frame.

Approximately fifty farm sites were counted in the district. Farm site features are various combinations of orchards, windbreaks, fields, fences, fence rows, stone walls, ponds, and ruined and standing buildings. Some of the farms are working. Barns gave gambrel (most common) or Gothic roofs. Additional farm buildings and structures include garages, privies, saunas, a silo, and a stone root cellar. Log construction is visible on some ruined outbuildings.

Agate Falls was developed as a tourist attraction beginning in the 1930s. A motel (1955, remodeled) remains from that development. The railroad trestle bridge (ca. 1899) above the falls is extant. Agate Falls remains a scenic attraction with a recently-constructed overlook.

Condition: Many buildings in the village of Trout Creek are vacant and in fair condition. Occupied buildings in the district are generally in good condition. There are some ruined buildings on farmsteads.

Integrity: Commercial buildings in the village are mostly heavily remodeled with artificial siding and changes in window and door openings--even the brick bank has had window and door openings changed. A large majority of houses in the district have artificial siding, and many have window opening changes. Some have additions also, and it is difficult to tell if they are new or old construction. There are a few prominent buildings in the village with integrity--the brick school, fire hall, and railroad station. Although individual houses are altered, the clusters of mill worker housing may have integrity as districts.

Theme/Subtheme: Industry/lumbering industry; Agriculture; Ethnic Heritage/Finnish; Entertainment/Recreation;

Date Built: ca. 1890-1960s

Architect or Builder:

History: Settlement of the southeastern lands of Ontonagon County remained sparse until the arrival of the railroads in the latter half of the 1880s. Through the active promotion of lumber companies including Diamond Match Company and the Interior Lumber Company, spurs of the Duluth, South Shore and Atlantic Railroad (DSS&A), the Chicago and Northwestern Railway (C&NW), and the Milwaukee, Lake Shore and Western (MLS&W), connected the small communities that sprang up to serve the logging camps and sawmills. In the spring of 1889, the Interior Lumber Company sponsored the formation of Interior Township in order to finalize the construction of a spur of the Milwaukee, Lake Shore and Western Railway to their mill. The merger of the MLS&W and the C&NW in 1893 consolidated the operations of the companies, and C&NW took control of the existing MLS&W tracks.

Trout Creek, the principal settlement of the township, was platted in 1891 alongside a spur of the Duluth, South Shore and Atlantic Railroad. The community grew as a hub for sawmills and logging camps. Calderwood, settled around 1900 to service a lumber mill at the site, grew once connected by a spur built after 1906. Other siding communities, including Josephine, Jasper, Fuller, Agate, and Finland, were established to support the lumber industry. Individual contractors still harvest timber in the region, and milling provided employment well into the 1930s before tapering off.

The rivers played a major role in the electrification of the region during the late 1930s. Formation of the Copper District Power Company (CDPC), precursor to the Upper Peninsula Power Company, coincided with the Rural Electrification Act of 1936. Water diverted from the Middle Branch of the Ontonagon River increased the power output of the many electrical power stations built through the Ontonagon County Rural Electrical Association. Water diversion negatively impacted not only aquatic life in the Middle Branch but also Agate Falls, a popular tourist attraction. As tourism played an increasingly larger role in the local economy, the CDPC agreed in 1939 to curtail diversion during the summer months.

Farming peaked in Interior Township during the first three decades of the twentieth century. Finnish immigrants spread throughout the region, purchasing cutover lands from lumber companies. Both the companies and the immigrants established churches. Schools in North Agate, South Agate, Trout Creek, Calderwood, and Falls Siding educated the children. Cooperatives followed the Finnish communal assistance model for purchasing everything from farming equipment and livestock to dry goods and groceries to lumber milling equipment. Farming, logging, tourism, and power stations provided employment into the 1960s and 1970s.

References: Local History Class of Interior Township, Trout Creek Centennial, 1888-1988 (Trout Creek, [1988]) online at <http://lynn.boston-baden.com/lvb/tc/>; Roy L. Dodge, Michigan Ghost Towns: Upper Peninsula Volume III (Tawas City, MI: Glendon Publishing, 1973); Knox Jamison, The History of Ontonagon County Towns – Ewen and South End Towns, Ontonagon, Rockland – Greenland – Mass, Bergland and Silver City (Ontonagon, 1967); Bruce H. Johanson, This Land, the Ontonagon, (Iron Mountain, MI: Ralph W. Secord Press, 1984); Land Atlas & Plat Book Ontonagon County, Michigan, 9th edition (Rockford, Ill: Rockford Map Publishers, 1993); J. T. Nachazel, Plats of Ontonagon County (Rockford, Ill: W. W. Hixson & Co., 1955).

NR Status: Railroad station (restored) appears to be NR eligible. Brick school, condition fair, probably eligible if windows restored. Possibly a village of Trout Creek historic district; there are integrity issues but there is a lot of historic fabric. There are some impressive barns and found one stone root cellar but not sure that there's a complete farmstead with integrity.

Comments:

Surveyor: Jane Busch **Survey started:** 10/15/2009 **Survey ended:** 10/17/2009

Photos:



Railroad station & commercial buildings on east side of Division St., Trout Creek Village, looking NE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Trout Creek District\Division St-Trout Creek Village (3)



Houses on west side of Division St., Trout Creek Village, looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Trout Creek District\Division St-Trout Creek Village (4)



Weidman St., Trout Creek Village, looking NW. Credit: Ryan Holt

Copper Country Survey Phase I\Ontonagon\Pictures\Trout Creek District>Weidman St-Trout Creek Village (1-B)



Farmstead on north side of Five Mile Rd., looking NE. Credit: Ryan Holt

Copper Country Survey Phase I\Ontonagon\Pictures\Trout Creek District\Five Mile Rd (1)



Cemetery on west side of County Line Rd., looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Trout Creek District\County Line Rd (1)

Copper Country Survey Phase I

District Name: Victoria District

County: Ontonagon **Township(s):** Rockland

Boundaries: Bounded on north by north line of section 20 in T50NR39W; bounded on east by east lines of sections 20 and 29 in T50NR39W; extends south to tip of Victoria reservoir; extends west along Victoria Road to Ontonagon and Matchwood Township lines.

Historic Use: Industry; Water and Power; Recreation and Culture

Current Use: Water and Power; Recreation and Culture

RESOURCE COUNT

Buildings: 21 **Structures:** 2 **Objects:** **Sites:** 5

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Wood/Shingle

Walls: Wood/Log; Wood/Weatherboard; Vinyl; Stone; Wood/Shingle

Other: Brick; Metal/Steel

Style:

Description: Located in western Rockland Township, the Victoria district generally follows Victoria Dam Road and Victoria Road from northeast to southwest. The Ontonagon River crosses the northern end of the district. Victoria Dam Road ascends from the river in the north to a plateau at Victoria location (Old Victoria) and then to a high point at the Victoria mine site. A small cluster of buildings marks the community of Victoria at the junction of Victoria Dam and Victoria roads. From there, Victoria Dam Road descends to Victoria dam and reservoir on the west branch of the Ontonagon River in the southern part of the district. Additional mine sites are generally located near Victoria Dam and Victoria roads.

At Victoria location, now preserved as the Old Victoria Restoration Site, four log workers' houses (ca. 1899) have been restored, and there are ruins or foundations of six additional houses. Some privies are also extant. The two-track Sawmill Road connects Victoria location with the sawmill site where there are ruins of additional log houses. The road continues to the Victoria mine site where there are poor rock piles and foundations and ruins of a number of buildings and structures, including the standing stone walls of the hoist house. Additional mine worker housing was located to the south of the mine site along Victoria and Victoria Dam roads. The large U-plan mine captain's house is extant along with a few front-gabled houses. There are a few additional houses built after the mine closed.

Victoria reservoir was created in 1931 when the Victoria dam and hydroelectric plant were built. The dam was replaced in 1991 and the flume (pipeline) has been replaced twice, most recently in 2001. The access road leading to the power plant is gated, but the 1931 brick power plant is reportedly extant.

Condition: The majority of the buildings and structures at Victoria mine site, the sawmill site, and Victoria location are in ruins. Four log houses at Victoria location have been restored. Most of the houses near the intersection of Victoria and Victoria Dam roads are in good condition.

Integrity: Victoria mine site, the sawmill site, and Victoria location are relatively undisturbed. Four of the log houses at Victoria location have been restored. The mine captain's house--the most prominent extant building from the community of Victoria--was recently sided with vinyl.

Theme/Subtheme: Industry/copper industry; Archaeology/historic--Non-aboriginal; Engineering/power generation engineering; Architecture

Date Built: 1850s-1930s

Architect or Builder:

History: The history of the Victoria district is dominated by the Victoria Copper Mining Company, which was established in 1898. However, the district's history begins much earlier than that: it was explored between 1771 and 1772, and after a series of prehistoric mining pits was uncovered in 1850, development began in earnest. The community of Victoria arose as operations expanded. Copper production continued until 1921, when the mine finally closed. Today, the Victoria district includes the remnants of Victoria's industrial operations and residential neighborhoods, and the Victoria dam and reservoir.

Alexander Henry attempted mining just south of Victoria during 1771-1772 near the original location of the famous mass of native copper known as the Ontonagon Boulder. C.C. Cushman began exploring the area in 1849, but like Henry's, his attempts to locate a working mine were unsuccessful. W.H. Stevens had better luck: he opened the Glen mine in 1850, in a ravine just to the south of a high ridge. That same year, Stevens uncovered a series of prehistoric pits along the ridge top. When land title issues were resolved, the company reorganized as the Forest Mining Company and began developing its property.

The Forest operated for eight years. In that time, it continued working the Glen mine, even building several log homes which became known locally as Frenchtown. Other mining interests included the Arctic, United States Mining District, and Colling mines, which had substantial, but ultimately unprofitable and short lived, operations. In 1852, the Forest organized the Devon, Tremont, and Shirley companies to explore two sections of land to the southwest. It also built a surface plant, several dwellings, and developed an important landing along the Ontonagon River to the north. The landing included a dock, complete with crane to load and unload supplies, as well as a kiln house, stamp mill, and other mining-related structures. A forest fire and flood devastated the company, and it was purchased by the Victoria Mining Company in 1858.

The Victoria worked the property intermittently until 1898, when growing copper markets encouraged its backers to reorganize as the Victoria Copper Mining Company. This new incarnation included the Glen, Arctic, and Vulcan mines' holdings. The property needed to be rebuilt after years of neglect; under the direction of Thomas Hooper, a school and twenty log homes, each with a garden plot, were constructed. A new steel truss bridge over the Ontonagon River replaced the old Forest landing, and the wagon road to Rockland was improved, with a stage coach providing access to Rockland. By 1906, a stamp mill, sawmill, and windmill were added to the mine's surface plant, which was powered by a state-of-the-art hydraulic power plant on the Ontonagon River, which had been dammed in 1902 and again in 1903 at the falls. A post office and company store, supplemented by a local homesteader with dairy cattle, served Victoria, whose population had grown from approximately 400 in 1905 to 750 in 1917. By 1921, a shrinking market and diminishing returns led management to close the mine, and most of Victoria's residents departed.

In 1929, the Copper Range Mining Company and the Middle West Utilities Company formed the Copper District Power Company and built a hydroelectric power plant at the Victoria Dam. It provided power primarily to area mining and forest industries. In 1947, the company became the Upper Peninsula Power Company and continues to operate the facility to this day. The reservoir behind the dam provides recreational opportunities, which is the other primary industry in the district. While the original location of the Ontonagon Boulder is now submerged under the waters of the reservoir, Victoria's later history is being preserved at the Old Victoria Restoration Site. There, visitors have access to several log cabins, ruins, and trails that remain from Victoria's heyday.

References: Ellis W. Courter, *Michigan's Copper Country* (Lansing, MI: Michigan Department of Environmental Quality, 2005); Grant L. Day, "Copper Mines and Mining in Ontonagon County, Michigan," Vol. II (Houghton, MI: Michigan Technological University, 1996); Richard A. Fields, *Range of Opportunity: A Historic Study of the Copper Range Company* (Hancock, MI: Quincy Mine Hoist Association, 1997); Bruce Johanson, *Victoria, the Gem of the Forest Hill: The Story Behind the Victoria Mine of Ontonagon County* (Rockland, MI: Society for the Restoration of Old Victoria, 1993); David

Krause, The Making of a Mining District: Keweenaw Native Copper, 1500-1870 (Detroit: Wayne State University Press, 1992).

NR Status: Victoria location and Victoria mine site NR eligible.

Comments: Forest River landing site and Glen/Cushman site not discernible from road. Mine sites not visited: Arctic, Colling, Devon, Tremont, U.S. Mining District. Power plant at Victoria Dam not accessible or visible. Did not drive Victoria Road past the village of Victoria--road quality questionable and USGS map showed no buildings there.

Surveyor: Jo Urion, Jane Busch **Survey started:** 5/23/2009 **Survey ended:** 5/23/2009

Photos:



Old Victoria site on northwest side of Victoria Dam Rd., looking east. Credit: Ryan Holt
Country Survey Phase I\Ontonagon\Pictures\Victoria District\Victoria Dam Rd (2-A)



Captain's house on east side of Victoria Rd., looking NE. Credit: Ryan Holt
Country Survey Phase I\Ontonagon\Pictures\Victoria District\Victoria Rd (2)



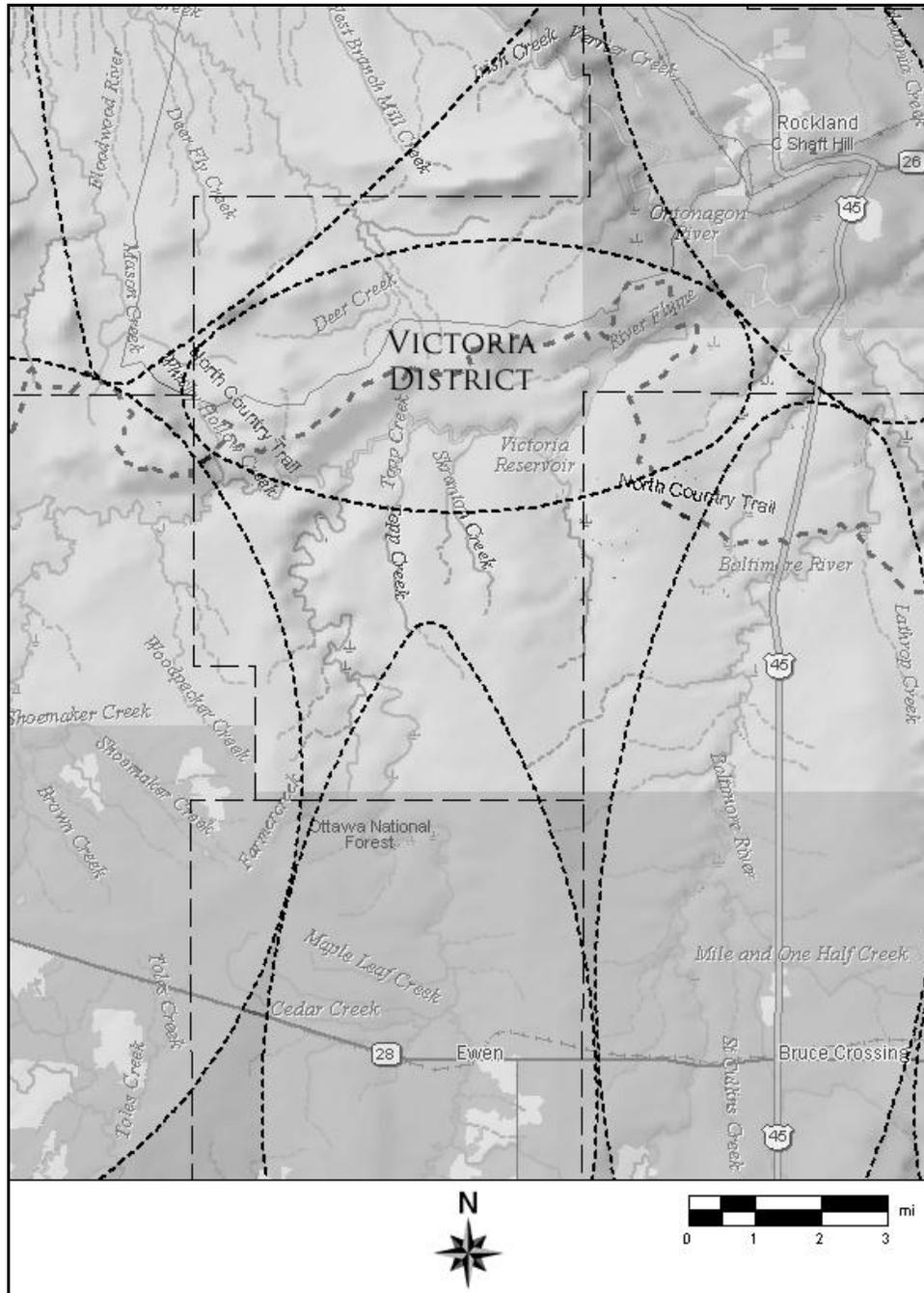
Hoist house ruins on south side of Mine Rd., looking SE. Credit: Ryan Holt
Country Survey Phase I\Ontonagon\Pictures\Victoria District\Mine Rd (4-B)



House ruin on north side of Sawmill Rd., looking NW. Credit: Ryan Holt
Country Survey Phase I\Ontonagon\Pictures\Victoria District\Sawmill Rd (1)



Victoria Dam at end of Victoria Dam Rd., looking SE. Credit: Ryan Holt
Country Survey Phase I\Ontonagon\Pictures\Victoria District\Victoria Dam Rd (4-A)



Approximate area of Victoria survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: Wainola-Rousseau District

County: Ontonagon **Township(s):** Greenland, Bohemia

Boundaries: Bounded on north by M-38 plus local roads that extend north from M-38; bounded on east by Houghton County line; bounded on south by Pori Road, Beaver Trail Road, and Stannard Township line; bounded on west by Mud Creek/Post Office Road, including resources on both sides of road.

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

Current Use: Agriculture; Recreation and Culture

RESOURCE COUNT

Buildings: 449 **Structures:** 4 **Objects:** **Sites:** 90

MATERIALS

Foundation: Concrete

Roof: Metal/Steel; Asphalt

Walls: Wood; Asphalt; Vinyl; Asbestos; Wood/Log

Other: Brick; Wood; Metal/Steel

Style: Arts and Crafts Style; Gothic Revival

Description: Wainola-Rousseau is a roughly rectangular district that is divided into two distinct areas by Dishneau Road, which runs north-south. East of Dishneau Road is Ottawa National Forest—mostly wooded with many small ponds. West of Dishneau Road the landscape is open, with numerous farms. In both areas the terrain varies from gently rolling to hilly. The west branch of the Firesteel River begins at Sudden Lake in the northern part of the district. There are a number of creeks throughout. The Chicago, Milwaukee, St. Paul & Pacific Railroad—still operating—crosses diagonally through the southwest corner of the district. The former communities of Wainola, Wasas, Rousseau, and Pori are located along the railroad line. M-38 runs along the northern edge of the district. The main local roads are located in the western portion of the district: Mud Creek/Post Office Road and Simar-Wasas Road run north-south, and Rousseau Road mostly parallels the railroad. A network of local roads intersects these roads. There are few roads east of Dishneau Road.

The community of Wainola was located at the intersection of Post Office and Rousseau roads. A set of large concrete steps and concrete slabs mark the site of a building at the northwest corner of this intersection. The Gothic revival, frame Wainola Church is located on Post Office Road. Farther down the railroad line, Wasas was located at the intersection of Simar-Wasas and Rousseau roads. There are two gable-roof, frame commercial buildings at this intersection; a sign identifies one as the Mass Co-op Company.

The Wainola and Wasas town sites are located in the midst of an agricultural landscape. Approximately eighty farm sites were counted in the area between Mud Creek/Post Office and Dishneau roads. Farm site features are various combinations of windbreaks, fences, orchards, fields, pasture, ponds, and ruined and standing buildings. Some of the farms are working. Barns have gable, gambrel, or Gothic roofs. Specific barn types include potato barns, hay barns, and Wisconsin dairy barns. Additional farm outbuildings and structures include saunas, privies, garages, poultry houses, a root cellar, spring house, silos, grain bins, and others. Most of the houses are gable roof with one, one-and-a-half, or two stories. Two distinctive house types are a one-and-a-half story gable-roof house with shed-roof dormers and a one-story foursquare house with pyramidal or hipped roof. There are several examples of upright and wing houses and bungalows. Some houses show Craftsman influence in their bracketed eaves, exposed rafter tails, and 3/1 windows.

Ranch houses and mobile homes are less common than earlier house types but not unusual. Log construction is visible in a number of farm outbuildings and a few houses.

The predominantly wooded landscape along Dishneau Road and to the east is strikingly different than to the west. The majority of buildings are recreational homes and camps, including several A-frames. There is a campground at Courtney Lake. At the southern end of Dishneau Road, a small cluster of buildings marks the community of Rousseau. There are several houses, the Bohemia Township hall, a bar, and sidewalks; the Rousseau cemetery is located a short distance to the southeast on Pori Road. Pori is located on the Houghton County line. Although it is officially in Houghton County, the railroad stop is in Ontonagon County. The railroad stop is the only visible remnant of the community.

Condition: There are a number of ruined buildings, mostly on farmsteads. Buildings that are standing are generally in fair to good condition.

Integrity: A large majority of houses have artificial siding. Many of them have new windows and/or new window openings. Farm outbuildings generally retain their historic appearance.

Theme/Subtheme: Agriculture; Architecture; Ethnic Heritage/Finnish; Entertainment/Recreation; Conservation

Date Built: 1900s-1960s

Architect or Builder:

History: Settlement of the Wainola-Rousseau area was predicated on the railroad, which came through the area in the 1880s. The Ontonagon and Brule River Railroad laid the tracks. The Milwaukee & Northern Railroad took ownership of the line in 1890, followed by the Chicago, Milwaukee & St. Paul Railway (CM&StP) in 1893. In 1928 the CM&StP was reorganized as the Chicago, Milwaukee, St. Paul & Pacific Railroad, otherwise known as the Milwaukee Road. Along this line, from northwest to southeast, were the towns of Wainola, Wasas, Rousseau, and Pori. Although Pori is officially listed as in Houghton County, its railroad stop is in Bohemia Township in Ontonagon County.

Rousseau and Pori, in Bohemia Township, appear to have been established first, during the lumber boom of the 1880s. Rousseau began in 1882 with John Hubbell's sawmill and became known as Hubbell's Mills. By 1892, when the post office opened, the town was called Rubicon. In 1920 Rubicon was renamed Rousseau for long-time Bohemia Township supervisor Edward Rousseau. The town hall was located at Rousseau, which remained a lumber town; the population was 325 in 1927. Pori, another lumber town, was named for a city in Finland. The post office opened in 1889 and closed in 1904. In 1893 the population of Pori was 150. In the 1920s the headquarters camp of the Porterfield and Ellis lumber company was located near Pori. Three miles to the east in Houghton County, Camp Pori was established as a Civilian Conservation Corps camp during the 1930s and was used as a prisoner of war camp during World War II. Along with most of the land in the district east of Dishneau Road, Pori and Rousseau became part of Ottawa National Forest in the 1930s, and sustainable forestry and recreation became the basis of the economy.

Wainola and Wasas, in Greenland Township, developed as part of the large farming community to the south of Mass City. Wainola was first settled in 1887. According to Armas Holmio in *History of the Finns in Michigan*, the first settlers were German, with Finns arriving in the early 1900s. By 1914 the Finns had organized a church and by the following year had constructed a meeting hall. Wainola had its own post office from 1914 to 1939. The population was 300 in 1915 and had increased to 425 by 1927, an indication of the prosperity of area farms. Finnish farmers established Wasas about a mile down the railroad line from Wainola. A branch of the Mass Co-op operated in Wasas from 1929 to 1969.

References: Roy L. Dodge, *Michigan Ghost Towns, V. 3 Upper Peninsula* (Troy, MI: Glendon Publishing, 1973); Armas K. E. Holmio, *History of the Finns in Michigan*, Ellen M. Rynanan, translator (Detroit: Wayne State University Press, 2001); Theodore J. Karamanski, *Deep Woods Frontier: A History of Logging in Northern Michigan* (Detroit: Wayne State University Press, 1989); 1904 Farm and Business Directory, Houghton, Keweenaw, Ontonagon and Baraga Counties (Houghton, MI: Superior Publishing Co., 1904); Walter Romig, *Michigan Place Names* (Detroit: Wayne State University Press, 1986).

NR Status: Mass Co-op Company on Simar-Wasas Road appears to be NR eligible. Wainola Church has vinyl siding but may be eligible under Criterion A. Some individual farms may be eligible. There may be a rural agricultural historic district extending from west of Dishneau Road into the Mass district--needs intensive level survey.

Comments:

Surveyor: Jane Busch **Survey started:** 5/19/2009 **Survey ended:** 5/20/2009

Photos:



Commercial buildings (Mass Co-op Company) on east side of Simar-Wasas Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Wainola-Rousseau District\Simar-Wasas Rd (3-A)



Farm on east side of Simar-Wasas Rd., looking NW toward Simar-Wasas Rd. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Wainola-Rousseau District\Simar-Wasas Rd (1-C)



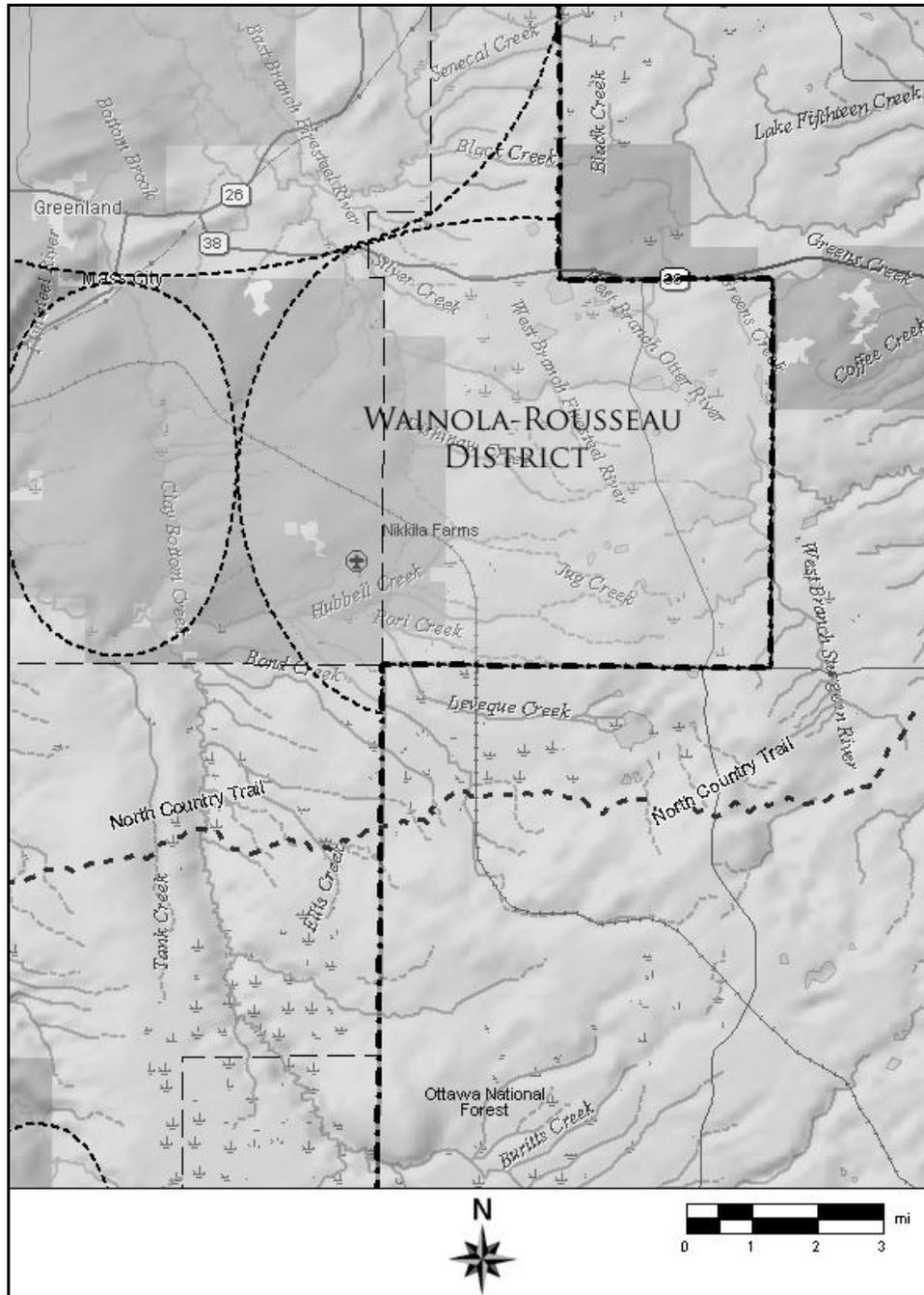
Log farmhouse and outbuildings on east side of Simar-Wasas Rd., looking SE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Wainola-Rousseau District\Simar-Wasas Rd (2-A)



House in Rousseau on east side of Dishneau Rd., looking east. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Wainola-Rousseau District\Dishneau Rd (1)



A-Frame camp house and privy on west side of Dishneau Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\Wainola-Rousseau District\Dishneau Rd (3)



Approximate area of Wainola-Rousseau survey district. Credit: Ryan Holt

Copper Country Survey Phase I

District Name: White Pine District

County: Ontonagon **Township(s):** Carp Lake

Boundaries: Northern boundary roughly along north line of sections 19 to 23 in T51NR42W; bounded on east by (and including) Potato Farm Road; southern boundary follows L. P. Walsh Road, extending south along M-64 to Bergland Township line; western boundary is about 1/2 mile west of White Pine Village.

Historic Use: Industry; Domestic; Commerce

Current Use: Domestic; Industry; Recreation and Culture

RESOURCE COUNT

Buildings: 403 **Structures:** 3 **Objects:** 6 **Sites:** 9

MATERIALS

Foundation: Concrete

Roof: Asphalt; Metal/Steel

Walls: Wood/Fiberboard; Vinyl; Wood; Brick; Asbestos

Other: Brick; Metal/Steel; Concrete

Style: International Style; Arts and Crafts Style

Description: The White Pine district is a roughly rectangular district in eastern Carp Lake Township; in the southeast it extends into Ontonagon Township. M-64 is the major road, running north-south in the western portion of the district. L. P. Walsh Road extends eastward from M-64 near the southern edge of the district. Two dirt roads—Bay Road and Potato Farm Road—extend from L. P. Walsh Road in the southeastern corner of the district. The Minneapolis, St. Paul & Sault Ste. Marie Railroad enters the district near the intersection of M-64 and L. P. Walsh Road, extending northward to the White Pine mine. The Big Iron River is the largest of numerous rivers and streams that flow northward through the district toward Lake Superior. The district's resources are concentrated in the unincorporated village of White Pine on the west side of M-64 toward the southern part of the district. The White Pine mine is on the east side of M-64, across from the village. White Pine shaft #3 is located on L. P. Walsh Road, a few miles southeast of the main mine site. In the southern part of the district there are a small number of resources that are not mine-related.

The village of White Pine was laid out in the 1950s with a curvilinear street pattern characteristic of postwar suburbs. From M-64, the main approach to the village is on Main Street. Between Main Street and M-64, the Mineral River Plaza (1970–71) contains a flat-roof, brick indoor mall and the Konteka motel, restaurant, and bowling alley. Continuing into the village, most of the public buildings—one-story, flat-roof buildings—line Main Street, including the fire station, township hall, and municipal building. Two large two-story, flat-roof buildings with concrete cladding were originally apartments or dormitories. All of these austere, flat-roof buildings show the influence of the International Style. The brick White Pine high school stands in an open space between Main and Cedar streets. The school's modernist design is evident in the Miesian bands of windows with steel mullions and turquoise spandrels and the zigzag form of the roof over the indoor pool. A second, slightly older school is farther into the village, on Tamarack Street. Two modernist churches stand near the outskirts of the residential area, and a vacant A-frame building may have been a third church. There is some type of multi-family dwelling (remodeled) on Michigan Avenue and an American Legion Hall on Hemlock Street. There is a trailer park, now largely vacant, toward the north end of the village near M-64.

The remainder of the postwar village consists of single-family houses—probably hundreds of ranch houses and a smaller number of split levels. The ranch houses are generally small rectangular-plan houses although some larger houses are L-plan. They have hipped, gable, or flat roofs, picture windows, and usually attached garages. Some retain their original

redwood siding. The residential streetscape is fairly dense in the center of the village. On the outer streets there are many vacant, wooded lots and some houses built after 1970.

Within this postwar village there are a few remnants of the White Pine mine location built in the 1910s. On Alder Lane and Cherry Street there are two Craftsman style bungalows and several one-and-a-half and two-story front-gabled houses with front porches. The impressive remains of the mill site are located off of Aspen Road. There are numerous concrete foundations and ruins at the site along with six iron ball mills, still in situ.

There was no access to the White Pine mine, but the refinery smokestack is visible for miles. Other features visible from the adjoining county road include the Miesian style main office building, the railroad depot, water tower, and several industrial buildings that appear to date at least in part to the 1950s. There was no access either to the huge tailings pond to the north of the mine site; reportedly it is being revegetated. The entrance to White Pine shaft #3 was gated and nothing was visible from L. P. Walsh Road.

South of the village and mine, there are about a dozen houses on M-64 and L. P. Walsh roads: gable roof, ranch, and mobile homes. One standing and one ruined barn testify to farming in the area. On Potato Farm and Bay roads there are a number of one-, one-and-a-half, and two-story gable roof houses that appear to be year-round residences. Two farm sites were identified, including one with a sign on the barn reading "Northwest Potato Farms." There are also one-story camp shacks with privies.

Condition: Although there are a number of vacant buildings in White Pine, they are generally maintained and in good condition, sometimes just fair condition.

Integrity: Most of the buildings from the White Pine townsite of the 1950s and 1960s seem to be standing, although according to Bob Sprague there was a third large apartment building at what is now the Mineral River Lodge. These buildings have concrete walls, but one was in the process of being re-sided with Waney siding. The water tower appears to be gone. A majority of the houses in White Pine have been re-sided. Replacement windows and doors, including garage doors, are common. Changes in window openings are less common but not unusual. A few houses have pop-top additions. Although most of the houses were built with attached garages, there are a number of large, new freestanding garages. At the White Pine mine, a guard said that many buildings were torn down after the mine closed.

Theme/Subtheme: Industry/copper industry; Community Planning and Development; Architecture

Date Built: 1900s-1960s

Architect or Builder: Pace Associates; Alden B. Dow; Herman Gundlach

History: Like other small communities in northern Ontonagon County, White Pine began as a copper mine location. In 1865 trader Frank Cadotte discovered the copper-bearing Nonesuch shale, resulting in the opening of the Nonesuch mine. In 1879 Thomas Hooper, manager of the Nonesuch mine, sank a shaft farther east on the Nonesuch lode, naming it the White Pine mine. Although his operation closed in 1881 due to a lack of funding, the mine's potential led the Calumet & Hecla Mining Company (C&H) to purchase the property. C&H began exploratory drilling around Hooper's shaft and in 1909 organized the White Pine Copper Company as a subsidiary. The company sank three more shafts and built a stamp mill and sawmill. Rail lines connected the mine with C&H processing facilities in Houghton.

The demand for copper remained steady from the late 1890s through World War I and then declined following the war. The White Pine mine operated profitably during the war, but processing technology at the time limited the amount of the fine-grained copper that could be removed successfully from the surrounding rock. In 1920 C&H suspended operations at the mine and sold it to the Copper Range Company in 1929.

Copper Range envisioned new methods for mineral extraction, and began exploratory work, including geological and metallurgical studies, during the early 1930s. The Depression put a halt to the work, but experimental drilling began in 1937. World War II also caused a temporary halt to operations. Work resumed in 1945 with the sinking of a new shaft and a return to milling and processing. With the 1950 outbreak of the Korean War, Copper Range received funds from the federal Reconstruction Finance Corporation (RFC) to make the White Pine mine operable. The RFC loaned \$57 million and Copper Range matched this with \$13 million. One of the conditions tied to the loan was construction of a

town site for mine workers. Copper Range hired PACE Associates to design a modern town; construction began in 1952. The original town plan called for about 500 homes; however, about 250 homes were completed by 1964. This number included both new construction and refurbished homes built at the site during the 1910s. In addition to freestanding houses, the company built a dormitory for single men, a motel, hospital, restaurant, schools, and service station. Miners brought the first ore to the surface of the White Pine mine in 1953, and commercial production began in 1955.

The White Pine mine and community expanded during the 1960s and early 1970s. The number of employees grew during that time from roughly seventeen hundred in 1964 to around three thousand by the early 1970s. The village population continued to grow well into the 1970s, as many employees relocated there. Other employees commuted from across nine counties in two states. When the Vietnam War ended in 1975, a glut of foreign copper brought plunging copper prices, and the White Pine mine cut back production.

References: Ellis W. Courter, *Michigan's Copper Country* (Lansing: Michigan Department of Environmental Quality, 2005); Kathryn Bishop Eckert, *Buildings of Michigan* (Oxford: Oxford University Press, 1993); James K. Jamison, *The Mining Ventures of This Ontonagon Country* (Orig. pub. 1950; Ontonagon County Historical Society, 1996); Bruce H. Johanson, *This Land, the Ontonagon* (Iron Mountain, MI: Ralph W. Secord Press, 1984); Bruce H. Johanson, *Ontonagon: The River and the Land--An Essay on the History and Development of Ontonagon County* (Ontonagon: Firesteel Publications, 1996); Bruce H. Johanson, *This Land the Ontonagon*, 3rd ed. Rev. (Ontonagon: Firesteel Publications, 2007); *Land Atlas & Plat Book Ontonagon County, Michigan*, 9th edition (Rockford, Ill: Rockford Map Publishers, 1993); Larry Lankton, *Hollowed Ground: Copper Mining and Community Building on Lake Superior, 1840s-1940s* (Detroit: Wayne State University Press, 2010); White Pine Copper Company, *The White Pine Story* (White Pine, MI: White Pine Copper Company, [1967]).

NR Status: White Pine town site probably NR eligible. There don't seem to be many losses, although many of individual buildings lack integrity. Ball mill site eligible.

Comments: Boundaries were drawn to include property owned by White Pine mine. Were not permitted into White Pine mine but were able to view some of it from the county road. No access to White Pine shaft #3. Bay and Potato Farm roads were included in the district because of their proximity to White Pine shaft #3 and the belief that they might have mine worker housing. However, there is nothing on these roads that appears to relate specifically to the mine. If there is future survey work these roads should be included in the Ontonagon Township district. Historical notes: per Bob Sprague, houses in White Pine in 1950s were 2, 3, & 4 bedroom, but only a few of the 4 bedroom. Houses had redwood siding. Per Jo Urion, many of upper level management lived in village of Ontonagon. The buildings at Mineral River Plaza were designed by Alden B. Dow and Associates and built by Herman Gundlach Inc. in 1970-71.

Surveyor: Jane Busch **Survey started:** 10/7/2009 **Survey ended:** 10/8/2009

Photos:



Mineral River Plaza on Mall Circle, White Pine Village, looking south. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\White Pine District\Mall Circle-White Pine Village (2-A)



White Pine High School on north side of Main St., White Pine Village, looking west. Credit Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\White Pine District\Cedar St-White Pine Village (4)



Houses on south side of Maple St., White Pine Village, looking SW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\White Pine District\Maple St-White Pine Village (1)



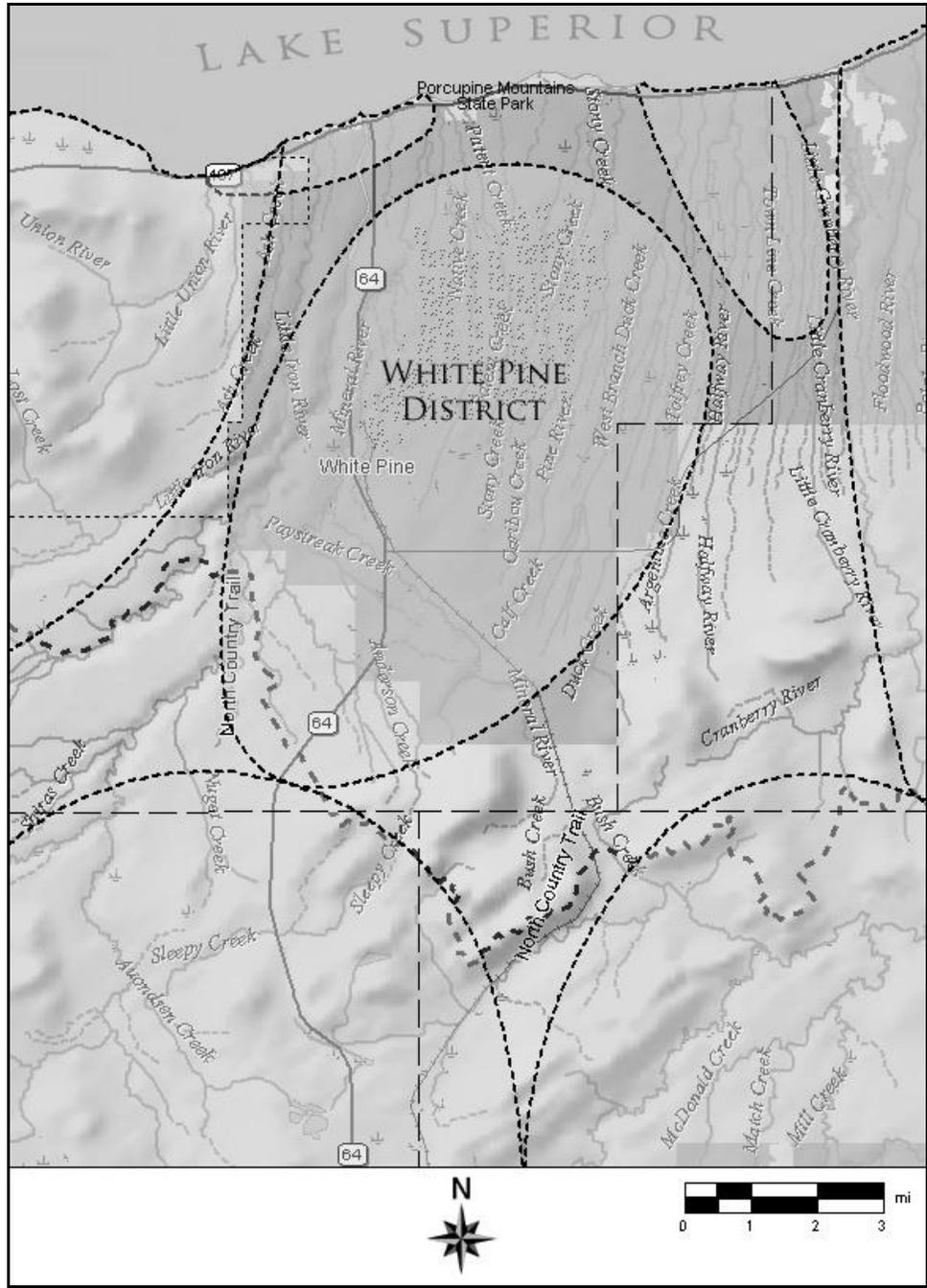
Houses on north side of Alder Lane, White Pine Village, looking north. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\White Pine District\Alder Lane-White Pine Village (1)



Ball mills at ball mill site on west side of Aspen Rd., White Pine Village, looking NE. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\White Pine District\Aspen Rd-White Pine Village (1-G)



Industrial buildings on west side of Wilcox Rd., White Pine mine, looking NW. Credit: Ryan Holt
Copper Country Survey Phase I\Ontonagon\Pictures\White Pine District\Wilcox Rd (1-A)



Approximate area of White Pine survey district. Credit: Ryan Holt