

## Copper Country Survey Phase II

**District Name:** Allouez-Ahmeek District

**County:** Keweenaw / Houghton      **Township(s):** Allouez, Calumet

**Boundaries:** Extends north to North Farmer's Block Road (included); bounded on the west by Lake Superior; bounded on the south by Houghton County line, except at Allouez where Pine, Cherry, and Apple streets extend boundary south of the county line; extends east to intersection of U.S. 41 with No. 6 Road (included). Mohawk village and Cliff Drive excluded.

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

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

### RESOURCE COUNT

**Buildings:** 377    **Structures:** 9    **Objects:** 1    **Sites:** 25

### MATERIALS

**Foundation:** Stone; Concrete

**Roof:** Asphalt; Metal/Steel

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

**Other:** Brick; Metal/Steel; Stone

**Style:** Queen Anne; Gothic Revival; Italianate

**Description:** Allouez-Ahmeek district comprises the southwestern corner of Keweenaw County. Highway U.S. 41 (combined with M-26 in this area) is the district's only highway. Secondary roads that provide connection to the south include Dextrom and Copper City roads as well as Ahmeek Street. Additional secondary roads such as Five Mile Point Road, Cedar Bay Road, and Gratiot River Road extend to Lake Superior. Bumbletown, Farmer's Block, and Dextrom roads provide access to farms and forest properties. Most roads follow varied alignments in response to the rugged landscape of ridges and valleys. Numerous abandoned railroad and streetcar grades cross the district with some maintained and marked as snowmobile and ATV trails. The Gratiot River, Black Creek, and Hills Creek flow westward towards Lake Superior. Black Creek Nature Sanctuary is located on Lake Superior in the northwestern part of the district.

The district includes a few farms and cottages along Lake Superior, but its mining villages strongly define its character. Approximately 80 percent of resources reside in the incorporated village of Ahmeek and the unincorporated villages of Ahmeek Location, Allouez, New Allouez, and Bumbletown. These villages follow a variety of planning types from uniform grid arrangements at Ahmeek, Ahmeek Location, and New Allouez to winding streets with hillside lots in Bumbletown and Allouez. They range in size with the largest village at Ahmeek counting more than one hundred buildings (houses, shops, sheds, barns, garages) to New Allouez and Bumbletown at less than forty houses and outbuildings. Ahmeek also possesses the district's only commercial buildings; the other villages are exclusively residential.

Of interest for its buildings as well as its planning, Ahmeek Location exemplifies the hierarchy of housing characteristic of company towns. From U.S. 41, the western entrance to the unincorporated village includes an allee of trees along First Street, framing rows of one-and-one-half-story saltbox houses on both sides. This landscape gives way to a cluster of larger two-story foursquare houses with pyramidal roofs and full-width front porches. The largest house is the two-story five-bay manager's house, set back from the street and surrounded by mature trees and a fence of steel cable with cast concrete posts. This park-like enclosure extends around the location's most impressive building, the Classical Revival mine office (Paul Macneil, 1908), constructed of brick and Jacobsville sandstone with raised rusticated sandstone

basement, pedimented porch entry, and sandstone quoins. At the terminus of this processional landscape from workers' housing to managerial quarters are the surface works of Ahmeek mine No. 2 at the intersection with No. 6 Road, just outside of the village. Here stands a gable-front corrugated metal industrial building now with a garage door. A short distance farther, off of Ahmeek Street, are numerous concrete ruins and foundation walls along with two mine buildings, the most impressive of which is a gambrel-roofed industrial building of brick and sandstone construction. Returning to the village, Second and Third streets include one-and-one-half-story front-gable houses, larger in scale than the saltbox forms along First Street and commonly including attached garages as side additions. Both types of workers' housing feature replacement siding of fiberboard, asphalt, and vinyl overtop of wood clapboard (surviving in a couple of examples.) New windows of varying sizes and placement along with enclosed porches are common changes. Outbuildings appear throughout the village including freestanding garages, sheds, and saunas.

The village of Ahmeek has the greatest variety of resources in the district, boasting a commercial district on Hubbell Street, boardinghouses, foursquare and bungalow house types, front-gable houses, and a multitude of outbuildings. On the north side of Hubbell Street, about a dozen commercial buildings are mostly two stories high with either flat or front-gable roofs, storefronts at street level, and housing on the upper floors. Some have parapet walls and cornices, including some examples with Italianate brackets. The rich variety of materials is striking: brick, fieldstone, cast concrete block, wood clapboard, as well as asphalt and vinyl siding. An example with cast concrete block made to resemble cobblestone is particularly striking. The line of commercial buildings faces a park and playground and the former temperance hall and Lutheran Church building featuring wood clapboard siding and some of its earlier 3/2 double hung windows.

Houses line the five village streets of Ahmeek with back alleys between them. Numerous empty lots dot the village streetscape. Buildings include one-and-one-half-story front-gable houses as the predominant type, with a few examples of bungalow and foursquare houses. A few examples have Queen Anne details such as spindlework, turned porch columns, patterned shingles, and art glass windows. Some houses retain original wood clapboard siding, though asphalt, fiberboard, and wood shingles are the predominant siding types. A diverse range of outbuildings along the back lots and alleys includes garages, sheds, and barns. Of special note are several one-and-one-half-story log outbuildings that appear to be barns.

Along U.S. 41 in Ahmeek village is the Houghton County Traction Company streetcar station (National Register listed 2000), a two-story frame building with wood clapboard siding and hipped gable roof. The two-story town hall is a frame building with flat roof and Italianate cornice. The Sacred Heart Catholic Church is a nave plan building with bell tower and pointed arch Gothic Revival window openings and trim. Just north of Wright Street on U.S. 41 stands a row of one-and-one-half-story log houses, originally two rooms in plan, some with enclosed front porches and rear lean-to additions. A few include sheds or barns at the back of their lots. On the highway south of the village, the nave plan frame Methodist Church retains all of its pointed arch windows and trim.

In Allouez and Bumbletown there is a mix of housing types set on irregular streets that respond to the rolling terrain. House types include the one-and-one-half-story front-gable house, two-story front gable, upright and wing, and side-gabled duplex forms. Some retain original wood clapboard, with many featuring wood shingle, fiberboard, asbestos, and asphalt siding. Foundations include mine rock as well as a few examples of rusticated Jacobsville sandstone. There are numerous empty lots with several examples of dilapidated or collapsed houses. Bumbletown rises to one of the highest points in the area and features an FAA radio installation (1959) of four towers and an aluminum-sided gable-roof building on a hilltop.

New Allouez consists of two streets of houses, all sharing the same one-and-one-half-story front-gabled form. Many have attached garages as side additions as well as enclosed porches, newer fiberboard or vinyl siding, and replacement windows in various configurations. A metal clad, gable-roofed mine building is located immediately to the west of Second Street.

Outside of the villages there are a range of building types from mobile homes, one-and-one-half-story side-gabled houses, and upright and wing forms. These houses have few traces of architectural decoration and employ asphalt, asbestos shingle, and fiberboard siding. A few farms include houses, barns, sheds, saunas, and stables, some utilizing log construction. Farm sites (most inactive) include orchards, fence lines, and fields.

Others sites include Calvary Cemetery (1912) north of Ahmeek village on Five Mile Point Road, with granite and bronze markers dating from as early as the 1920s. In the south of the district on U.S. 41, a veterans' memorial constructed of Jacobsville sandstone is the centerpiece of a roadside park with rustic benches, mature cedar plantings, and stone walks.

Industrial sites outside of the villages include a large deposit of stamp sand visible from Gratiot River Road to the north of Ahmeek village. At Tamarack Waterworks on the Lake Superior shore in the southwestern corner of the district, a one-story front-gable brick industrial building is the only visible trace of the waterworks complex. The buildings at Ahmeek No. 3 and 4 mine site on U.S. 41 at its intersection with No. 6 Road include a small machine shop, a brick dry house, and steel truss hoist house. The original arched window hoods and windows of the dry house survive intact, but the south wall of the hoist house has completely collapsed.

**Condition:** The condition of buildings in the district ranges from fair to good in Allouez, Bumbletown, Ahmeek Location, and New Allouez and from fair to poor in the village of Ahmeek. There are several examples of dilapidated or collapsed houses across the district. Many garages and outbuildings appear in a dilapidated condition. There are a few farms in the western areas of the district that appear active and in good to fair condition.

**Integrity:** Each of the villages, especially Ahmeek, Ahmeek Location, and New Allouez retain their legibility as mine company towns through their street grids and recognizable building types. The commercial district along Hubbell Street in Ahmeek retains integrity of location, design, and setting, despite buildings with vinyl or asphalt cladding and some altered or enclosed storefronts. Most houses have undergone modifications—some more extensive than others—including rear and side additions and replacement windows and cladding. Many of the houses have altered window openings. Wood clapboard remains visible in a few examples, but fiberboard is the predominant material, with asphalt, vinyl, and asbestos as common alternatives. There are also numerous empty lots marking sites where houses and mine buildings once stood, resulting in some loss of historic character.

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

**Date Built:** 1860s-1960s

**Architect or Builder:** Paul Macneil

**History:** The history of the Allouez-Ahmeek District includes one of the first copper mining ventures on the Keweenaw as well as one of the last. The Allouez Mining Company opened its mine and founded the community of Allouez in 1859, and the Ahmeek Mining Company established Ahmeek location in 1902. Although farming seems to have been a significant activity in the area, mining remained the dominant industry until the mid 1960s.

The Allouez Mining Company's locations included Allouez, New Allouez, and Bumbletown. Work began at the Allouez mine in 1859; by 1873 the company had built additional worker housing and a stamp mill along Hill's Creek near Bumbletown. The company's need for housing increased as its operations expanded, and by 1908 construction of New Allouez had begun. The population of the three communities included many different nationalities and supported four churches—three Lutheran and one Methodist Episcopal—and two schools, which by 1900 served over four hundred students. Allouez was also a stop on the Hancock and Calumet and Mineral Range railroads, and by 1908 was connected to Mohawk by the Houghton County Traction Company streetcar line. Area residents, which included nearly forty farmers and their families, were well connected to Calumet, Hancock, and more distant communities.

Organized in 1880 by the Seneca Mining Company, the Ahmeek Mining Company opened Ahmeek location in 1902. The Mineral Range Railroad built a station at Ahmeek that year, which supported mine operations. Around that time, two real estate agents from Calumet platted a village next to the mine. Although the majority of mine workers chose to live in company homes in Ahmeek Location, many homes and businesses were soon built in the village, which incorporated in 1909 with a thriving commercial district. By that time, the streetcar line had been extended through Ahmeek; when a new station was built in 1913, the right-of-way was divided into sections and leased out as garden plots. A village park was set aside in 1915 and Calvary Cemetery in 1919. The village and location each had a school, and three churches served the community: Sacred Heart Catholic; Methodist; and a Finnish Evangelical Lutheran Church, a former temperance hall that had been moved to Ahmeek from Wolverine in 1920.

The Calumet and Hecla Mining Company (C&H) purchased the Allouez and Ahmeek mines in 1923 and opened the Kingston Mine in the early 1960s, but by the end of that decade all the mines had closed. Despite the economic decline that followed, Bumbletown, Allouez, New Allouez, and Ahmeek remain active, largely residential communities and provide services for visitors to Keweenaw County. Bumbletown has had the additional distinction of hosting Federal Aviation Administration towers since 1959.

**References:** Alison K. Hoagland, *Mine Towns: Buildings for Workers in Michigan's Copper Country* (Minneapolis: University of Minnesota Press, 2010); Larry Lankton, *Cradle to Grave: Life Work, and Death and the Lake Superior Copper Mines* (New York: Oxford University Press, 1990); Lawrence J. Molloy, *A Guide to Michigan's Keweenaw Copper District: Photographs, Maps and Tours of the Keweenaw—Past and Present*, (Hubbell, MI: Great Lakes GeoScience, 2008); Clarence Monette, *Allouez, New Allouez, and Bumbletown*, (Lake Linden, MI: private printing, 1994), and *A Brief History of Ahmeek, Michigan*, (Lake Linden, MI: private printing, 1981); Walter Romig, *Michigan Place Names: A History of the Founding and Naming of More than Five Thousand Past and Present Michigan Communities* (Detroit: Wayne State University Press, 1973); <http://www.keweenawcatholicmissions.org>, "Keweenaw Catholic Missions," accessed 22 June 2011.

**NR Status:** The Houghton County Traction Company Ahmeek Streetcar Station is National Register listed (2000). The villages of Ahmeek, Ahmeek Location, and New Allouez warrant intensive level survey as potential districts. In Ahmeek Location, the mine office on First Street appears to be National Register eligible. The Methodist church building on U.S. 41 may be individually eligible. Streets and clusters of housing in Bumbletown and Allouez, especially along Second Street, Sixth Street, and Bumbletown Road may include National Register eligible properties and need intensive level survey. Mine sites and buildings at Ahmeek No. 2, No. 3, and 4 also need further evaluation and documentation.

**Comments:** Several properties included county address markers at the roadside but resources were not visible from the road. Ahmeek and Ahmeek Location are examples of areas with important buildings and landscapes, including many with integrity, that may disappear in the near future due to neglect and declining condition.

**Surveyor:** Eric Gollanek      **Survey started:** 7/26/2011      **Survey ended:** 7/29/2011

**Photos:**



Commercial buildings on north side of Hubbell St. in Ahmeek, looking W. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Allouez-Ahmeek District\Hubbell St-Ahmeek Village (2)



Streetscape on east side of Third St. in Ahmeek Location, looking SE. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Allouez-Ahmeek District\Third St-Ahmeek Location (1)



Methodist Church on west side of U.S. 41, looking SW. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Allouez-Ahmeek District\US41 (1)



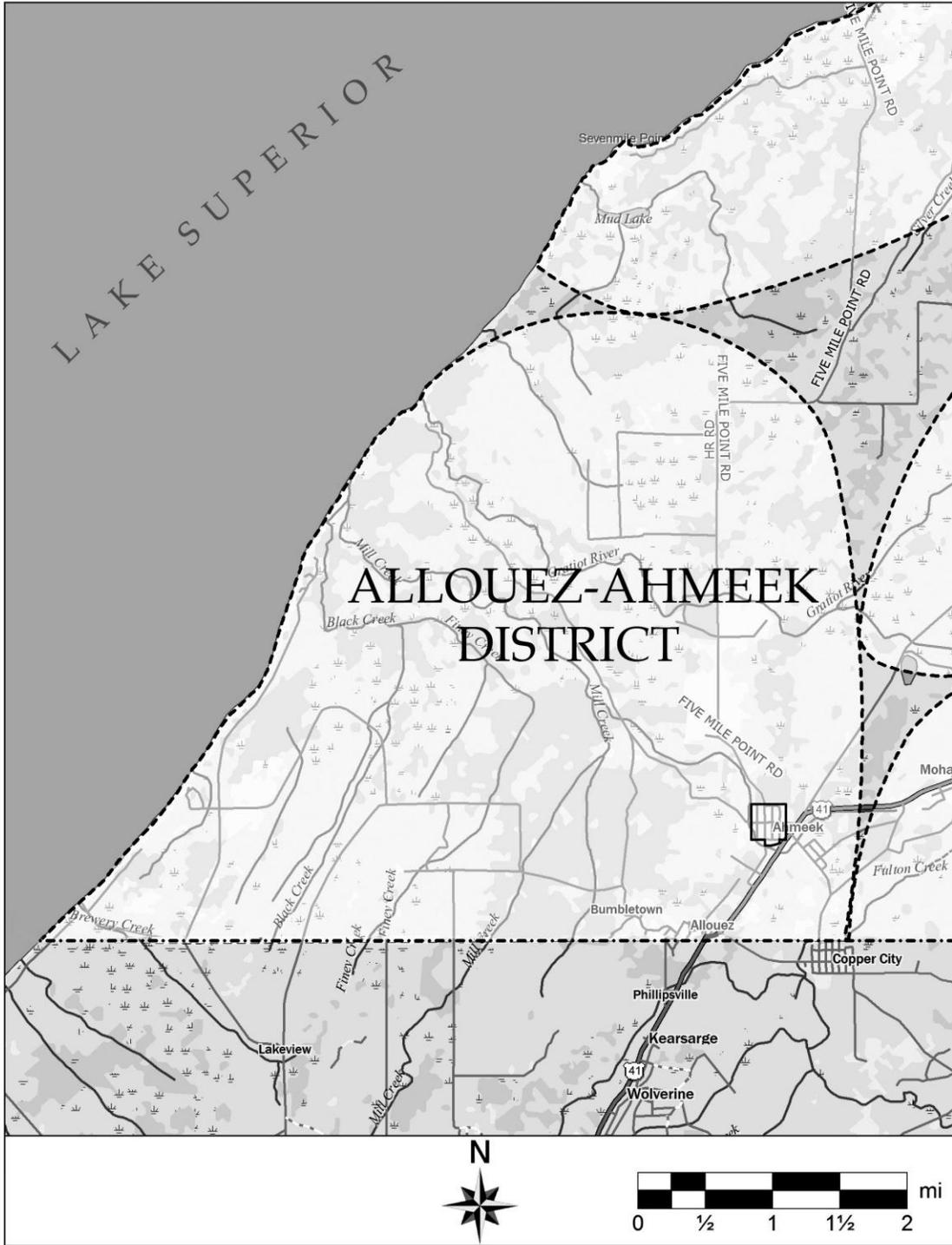
Ahmeek mine buildings on north side of U.S. 41, looking NE. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Allouez-Ahmeek District\US41 (3)



Farm on north side of Sedar Hill Rd., looking N. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Allouez-Ahmeek District\Sedar Hill Rd (1)



Veterans memorial on south side of U.S. 41, looking SE. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Allouez-Ahmeek District\US41 (2)



Approximate area of Allouez-Ahmeek survey district. Credit: Ryan Holt

## Copper Country Survey Phase II

**District Name:** Cliff-Delaware District

**County:** Keweenaw    **Township(s):** Allouez, Eagle Harbor, Grant, and Houghton Townships

**Boundaries:** Bounded on the northeast by Upson Creek (excluded); extends north on Eagle Harbor Road to intersection with Delaware Shortcut Road (included); extends northwest on M-26 to Evergreen Cemetery (excluded); extends southwest on Cliff Drive to village of Ahmeek (excluded); extends along U.S. 41 from Gratiot Location Road (excluded) in the southwest to the eastern end of Lake Medora (included), including Phoenix Farms Road, and Lac La Belle Road to its intersection with Wyoming Road, included.

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

**Current Use:** Recreation and Culture; Domestic

### RESOURCE COUNT

**Buildings:** 110    **Structures:** 13    **Objects:**        **Sites:** 19

### MATERIALS

**Foundation:** Stone; Concrete

**Roof:** Asphalt; Metal/Steel; Wood/Shingle

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

**Other:** Brick; Concrete

**Style:** Queen Anne; Gothic Revival; Rustic

**Description:** The Cliff Range, with its six miles of rocky cliff face, runs from southwest to northeast and defines the Cliff-Delaware district. U.S. 41—combined with M-26 in the southwestern part of the district—is the district’s main highway, running parallel to the Cliff Range. Cliff Drive is an alternative route, seven miles in length and closer to the bluffs. At Phoenix, M-26 separates from U.S. 41 and travels northward to Eagle River. Eagle Harbor, Central, and Delaware Shortcut roads all extend northward from U.S. 41. Phoenix Farms and Lac La Belle roads extend southward from U.S. 41. A few sections of former railroad grades now serve as snowmobile trails in the district. The Eagle River, including its east and west branches, is the most significant river in the district, flowing from the interior to Lake Superior. The Montreal River flows along the southeastern boundary of the district. The Gratiot and Medora rivers cross the district along with Buffalo, Owl, Eliza, and Jacobs creeks. Medora Lake in the northeast is the district’s largest lake, followed by Meadow Lake, Gould Lake, Mud Lake, Copper Falls Lake, and Owl Lake.

The character of the Cliff-Delaware district is predominantly rural with dense second growth hardwood and conifer forest overtop of rugged hills and ridges. Visible traces of the district’s legacy of copper mining appear at several sites, including the piles of mine rock and stamp sand deposits seen at the Central, Phoenix, and Boston mine sites and ruins of mine buildings. The villages that grew alongside these industrial works, however, appear as fragments, with only a handful of buildings surviving the long interval between mine closure and the present.

Central, located at the center of the district, illustrates how mining communities in the Keweenaw have declined: it retains approximately 20 buildings within a site that once boasted 130 buildings and a population of twelve hundred before the mine closed in 1898. Houses in Central employ frame construction in side- and front-gable plans of one, one-and-one-half, and two stories. Wood clapboard is the predominant siding material, combined with mine rock foundations and brick chimneys. Most houses retain windows (including Queen Anne style cottage windows with art glass), doors, and porches from the nineteenth century and the closing of the mine; restoration by property owners and the Keweenaw County Historical Society makes Central one of the best preserved mining communities in the area. The

Central Methodist Church (1868, NR listed 1970) is a nave plan frame church with a crenellated square tower. Mine ruins include the stone walls and foundations of the hoist house, mine shaft No. 2, and powder house.

Although Central and Cliff share history as the earliest profitable copper mines of the nineteenth century, Cliff, in the southwest of the district, retains no standing buildings amid the numerous stone ruins of mine buildings, smokestacks, mine rock piles, and village site of Clifton. Some of these ruins may be from the North American mine site, located south of the Cliff mine site. Two cemeteries survive, partially overgrown by forest. The Methodist cemetery northeast of the historic village site contains marble gravestones as well as cedar board markers with painted inscriptions and the remains of wooden fencing. The Catholic cemetery, located to the south of the village site (accessed from U.S. 41), contains cast iron, granite, and marble gravestones as well as the stone foundation of the Church of the Assumption, which was moved to Phoenix village in 1898.

Phoenix is located northeast of Cliff and west of Central. The Church of the Assumption (1858; NR listed 2000) that was moved from Cliff is a frame Gothic Revival nave plan church with tower and steeple. The village retains eleven additional buildings, mostly houses, as well as the Phoenix general store, a two-story gable-roofed commercial building with false front and simplified Italianate cornice. Adjacent is a one-story pyramidal-roof service station building. Two one-and-one-half-story houses (one with visible evidence of log construction) face a fragment of an abandoned street alignment. Outside of the village on highway M-26, the Bammert blacksmith shop is a two-story side-gabled building with horizontal board siding, interpreted by the Keweenaw County Historical Society. There are several examples of one-and-one-half-story log houses in the vicinity.

Delaware mine, located in the northeastern area of the district, includes two frame houses on U.S. 41 of side- and front-gabled types. Delaware mine operates as an interpretive site, offering access to the mine shaft as well as stone walls and ruins of mine buildings and smokestacks. The stone front-gabled cottage on Delaware Shortcut Road may have been the mine's powder house.

In the north of the district, the historical village site of Mandan retains three examples of two-story front-gabled clapboard-sided houses, once part of a much larger community. The surviving examples retain original 2/2 double hung windows, porches, and brick chimneys. Cast concrete foundations mark two additional house sites.

North of Vansville on U.S. 41, in the center of the district, is a well-preserved example of one of the district's larger houses, a two-and-one-half-story front gable form with spindlework porch, older 1/1 double hung windows, bay window, and rear ell.

Numerous examples of recreational architecture appear in the district, including clusters of rental cabins as at Vansville, in the center of the district, and adjacent to the Cliff View Inn along U.S. 41. There are several one-story side-gable buildings, including some with gable-roof wings and vertical log or fiberboard siding. The side-gable, one story cottage is especially abundant around Lake Medora in the northeast. These seasonal cottages are clad in fiberboard, clapboard, novelty siding, and wood shingle with brick or block chimneys common. Exposed rafter tails reflect Arts and Crafts influence. Outbuildings include sheds, garages, and a few saunas.

Several road-related sites and structures appear in the district. Copper Falls Park on the Eagle Harbor Road includes a rustic log footbridge, stone fountain, and an observation tower. Originally erected as part of the lifesaving station at Eagle Harbor, the Coast Guard observation tower utilizes steel truss construction with a pyramidal-roof wood lookout, raked eaves, and scrolled brackets. It found a new home at the park after the station closed in 1950. A stone double-arched sandstone bridge over the Montreal River with impressive masonry work likely dates to the 1930s and relief work construction in the region. The Keweenaw Handicraft Shop, located at the southern terminus of Cliff Drive at U.S. 41, is a rustic style log building constructed by the Works Progress Administration (WPA) and now operated by the Community Action Agency. Rustic signs of log pole construction appear frequently along the roadside, including both directional and interpretive markers, such as the sign at the Cliff mine site.

**Condition:** The condition of buildings in Cliff-Delaware district ranges from poor to good. Many cabins, garages, and outbuildings appear in fair condition. There are numerous examples of abandoned or dilapidated buildings in the district.

**Integrity:** Many of the buildings and landscapes in the district retain integrity in setting and feeling. Individual houses in the mine settlements of Phoenix, Central, Delaware, and Mandan retain their original plan, scale, materials, and windows in many cases. In most cases, only a few buildings survive as representatives of the scores once present.

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

**Date Built:** 1840s-1960s

**Architect or Builder:**

**History:** Keweenaw County between Mohawk and Mandan is marked by the remains of numerous nineteenth-century copper mines and the communities that developed alongside them. Although a majority of these early mines became only marginal producers, two mines in this district became very profitable, and are considered to be among the most significant in Copper Country history: Cliff and Central.

In 1844 the Lake Superior Copper Company (LSCC) leased twenty-one square miles of land from the U.S. War Department and opened a mine on the banks of the Eagle River. Considered the first organization to begin industrial-era mining and milling in the Keweenaw, the LSCC's successes and failures were noted by other mining companies; they informed the development of more successful methods of extracting Keweenaw copper at other mines, including the Cliff (1845), which was owned by the Pittsburgh and Boston Mining Company. The Cliff garnered great attention and spurred development in the area when the company paid the Keweenaw's first dividend in 1849. That same year, the LSCC reorganized as the Phoenix Mining Company and located a mine just north of the Cliff mine; Cliff expanded its operations by organizing the North Cliff (1858) and acquiring the adjacent North American mine (1860). The Copper Falls and Delaware mines were also being developed in the 1840s, and while both were productive they, like most operations in the district, would be dwarfed by the Central mine. Opened in 1854, the Central mine was the first mine in the Copper Country to make a profit in its first year of operation.

The Mandan and Wyoming mines were both organized in the 1860s. Mandan was not explored extensively until 1905, and had the distinction of being the end of the line for the Keweenaw Central Railway (KCRR). Wyoming—with four saloons and a reputation for rowdiness—earned the nickname of “Helltown” in the 1870s and 1880s, but by 1900 the mine was no longer active. The Ojibway mine opened in 1907 and was also a stop on the KCRR. However, most mines in Keweenaw County would close by the end of the nineteenth century, including the Cliff and Central mines; the Mandan, Ojibway and Phoenix mines would follow suit in 1909, 1913, and 1917 respectively.

The residents of the mining communities that were established in the 1840s and 1850s were typically Irish and Cornish; all of the communities were developed by the mining companies and prospered and declined along with them. Clifton, the town associated with the Cliff mine, had a population of 700 in 1877 and boasted Catholic and Methodist Episcopal churches. Phoenix's population reached 1,000 at the same time, and Central mine was home to 1,300 people in 1887. Yet by 1898, houses at Clifton were being razed; its Catholic church was moved to Phoenix. Many of the people remaining in the Phoenix area turned from mining to farming—mostly potatoes—and its population actually increased from 100 in 1893 to 350 in 1905; however, by 1910 it had decreased to 46.

The area was considered a tourist destination as early as the late nineteenth century. The KCRR brought passengers to Crestview, an entertainment pavilion just west of Phoenix, until 1917 when the railroad folded; the park operated privately from 1917 until 1925, when it burned. Central has hosted annual reunions of former residents and their descendants since 1907. Visitors can explore the district's rich mining history at other sites as well, including the Cliff, Delaware, and Phoenix.

**References:** Anonymous, *A History of the Upper Peninsula of Michigan* (Chicago: The Western Historical Company, 1883); Don H. Clarke, “Copper Mines of Keweenaw No. 4, Lake Superior & Phoenix Mining Companies (private printing, 1974) and “Copper Mines of Keweenaw No. 6, Copper Falls Mining Company” (private printing, 1974); R.L. Dodge, *Michigan Ghost Towns of the Upper Peninsula* (Las Vegas, NV: Glendon Publishing, 1973); Lawrence J. Molloy, *A Guide to Michigan's Keweenaw Copper District: Photographs, Maps and Tours of the Keweenaw—Past and Present* (Hubbell, MI: Great Lakes GeoScience, 2008); Clarence J. Monette, “All About Mandan, Michigan” (Lake Linden: private printing, 1982), “Delaware, Michigan, Its History,” (Lake Linden: private printing, 1987), “Phoenix, Michigan's History” (Lake

Linden: private printing, 1989), "Central Mine A Ghost Town" (Lake Linden: private printing, 1995), "Keweenaw Central Railroad and Crestview Resort" (Lake Linden: private printing, 1997), "Clifton and the Cliff Mine" (Lake Linden: private printing, 1999); Horace J. Stevens, The Copper Handbook (Houghton, MI: private printing, 1900).

**NR Status:** National Register listed resources include: Church of the Assumption (2000) at Phoenix; Central Mine Historic District (1976) including twenty buildings (mostly houses) and the Central Methodist Church (listed 1970). The Central District nomination is in need of updating as it does not include descriptions of individual buildings. The integrity of restored and preserved landscapes and buildings connected with the nineteenth-century mine sites at Cliff, Central, Phoenix, Delaware, Mandan, and others warrant intensive level survey; they may constitute a large mining historic district. Central mine may be eligible as a traditional cultural property in connection with the Central reunion held on the site continuously for over one hundred years. Copper Falls Park with its landscape features, rustic bridge, stone fountain, and lookout tower may be eligible.

**Comments:** The trail from Copper Falls Road is believed to provide access to stone walls and ruins two miles from the road. There are no visible resources at the Ojibway mine site or at Wyoming. Extensive survey work and archaeology for some Cliff mine sites conducted by Industrial Archaeology program at Michigan Technological University in summer 2010 and 2011. High quantity of individual ruins within mine sites at Cliff warrants a detailed inventory (not undertaken in this survey work).

**Surveyor:** Eric Gollanek

**Survey started:** 8/9/2011

**Survey ended:** 8/10/2011

**Photos:**



Central Methodist Church on south side of Stagecoach Rd. in Central, looking SW. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Cliff-Delaware District\Stagecoach Rd-Central Village (1)



Keweenaw Handicraft Shop on east side of Cliff Dr., looking N. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Cliff-Delaware District\Cliff Dr (2)



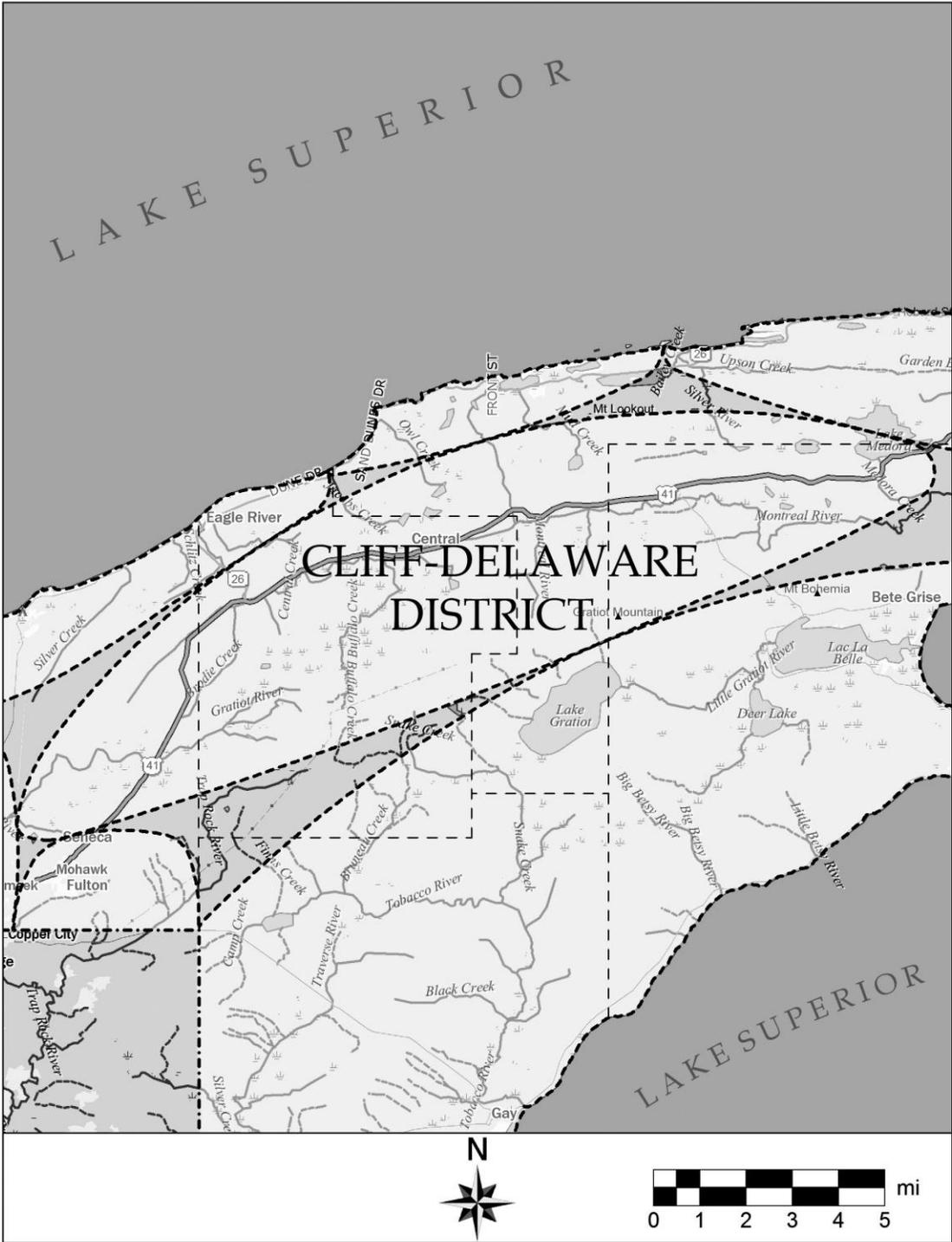
Mine building ruin at Delaware mine site, looking SE. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Cliff-Delaware District\Delaware Mine Rd (1-B)



Copper Falls Park on west side of Eagle Harbor Rd., looking E. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Cliff-Delaware District\Eagle Harbor Rd (1-A)



Cottage on Lake Medora on north side of U.S. 41, looking NE. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Cliff-Delaware District\US41 (4)



Approximate area of Cliff-Delaware survey district. Credit: Ryan Holt

## Copper Country Survey Phase II

**District Name:** Copper Harbor District

**County:** Keweenaw    **Township(s):** Eagle Harbor, Grant Townships

**Boundaries:** Bounded on the north by Lake Superior; extends west to east end of Lake Bailey (excluded); bounded on the southwest by Upton Creek (included); extends south to intersection of U.S. 41 and Lake Medora Road; thence east to Lake Superior shoreline; thence southeast along shoreline to north end of High Rock Bay. Includes Gull Rock and Manitou Island.

**Historic Use:** Commerce; Domestic; Industry; Recreation and Culture; Transportation; Military

**Current Use:** Commerce; Domestic; Recreation and Culture; Transportation

### RESOURCE COUNT

**Buildings:** 271    **Structures:** 15    **Objects:** 18    **Sites:** 22

### MATERIALS

**Foundation:** Concrete; Stone

**Roof:** Asphalt; Wood/Shingle; Metal/Steel

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

**Other:** Stone; Brick; Wood

**Style:** Rustic; Arts and Crafts Style

**Description:** The Copper Harbor district is located at the northeast end of the Keweenaw Peninsula. The rocky Lake Superior shoreline is the district's dominant feature. Copper Harbor is the largest of several harbors that punctuate the shoreline. There are some sandbars and small islands off the shoreline, notably Porters Island in Copper Harbor. Manitou Island is a large island and Gull Rock a smaller island off the eastern tip of the peninsula. There are a number of swampy areas and lakes in the narrow band of lowlands along the lakeshore. Lake Fanny Hooe south of Copper Harbor is the largest lake. From these lowlands, the land ascends sharply to hills and ridges. The Silver River and a few creeks flow northward through the district into Lake Superior. Most of the area is woodland and includes the Estivant Pines Nature Sanctuary, five hundred acres of virgin hardwoods and white pine in the south-central part of the district.

State highway M-26 extends eastward along the lakeshore from the district's western boundary, ending in the unincorporated village of Copper Harbor at the southwest end of Copper Harbor. Farther inland and roughly parallel to M-26, Brockway Mountain Drive is a scenic drive along the West Bluff. U.S. highway 41 extends from the district's southern boundary northward to the village of Copper Harbor, then eastward to the highway's end at Lake Fanny Hooe; Mandan Road, an unimproved road, continues eastward from the end of U.S. 41. Manganese Road extends southeast from the village to Lake Manganese and to Clark Mine Road. Along the lakeshore, the highways are sparsely developed with vacation homes, tourist lodgings, and roadside parks. In the village of Copper Harbor, tourist-oriented commercial buildings predominate; there are a smaller number of private homes. The Copper Harbor Cemetery and Keweenaw Mountain Lodge are on U.S. 41 south of the village. Fort Wilkins is east of the village on Lake Fanny Hooe. The Copper Harbor light station is located at the northeast point of Copper Harbor.

The village of Copper Harbor is laid out in a rectangular grid, with Wall Street, Gratiot Avenue (M-26/U.S. 41), Bernard Street, Brockway Avenue, and Harbor Lane running east to west and short numbered streets connecting them. Commercial buildings predominate on Gratiot Avenue and are numerous on Bernard Street and Brockway Avenue; there are a few more on side streets. Most of the commercial buildings date from the 1920s to the 1950s and are tourist-oriented, including motels, tourist cabins, restaurants, retail shops, and gas stations. Most of the retail shops are in gable-roof buildings that were built as houses; one is in a former barn. The Old Country Store (ca. 1880) on Gratiot

Avenue is an exception: a two-story, side-gabled building with clapboard siding, full-width front porch, 6/6 windows on the second story, and cornice returns. Even more unusual, a small hewn log building on Bernard Street has a sign stating that it was built in the 1880s as a blacksmith shop. Numerous tourist cabins usually have log or shingle siding.

There are a few miscellaneous building types in the village. The 1850 schoolhouse on Gratiot Avenue is a one-story gable-roof building with vinyl siding. There is a one-story flat-roof public sauna on Bernard Street and a log pumphouse on Brockway Avenue. On the lakeshore, the Isle Royale ferry building is one-and-one-half stories with a gable roof; it was a restaurant in the 1940s. Next to it is a front-gabled frame ice house. At the southeastern edge of the village, Our Lady of the Pines Chapel is a hand-hewn pine log building that Victor Oja of Mohawk constructed in 1952–53. A shrine to Virgin Mary adjoins the chapel.

The remaining buildings in the village are houses and their outbuildings. Most of the houses are one, one-and-one-half, or two stories with front or side gables. There is an occasional pyramidal, hipped, or gambrel roof. A few houses show the influence of the bungalow form. Most appear to date to the twentieth century, although on Bernard Street one log house with hewn timbers and dovetail corners likely dates to the nineteenth century. With the exception of a mobile home, the houses are frame or log construction. Small houses in the rustic style are common; these are characterized by log construction or log or shingle siding and exposed rafter tails. There are several ranch houses and a few houses with modern styling. Outbuildings are relatively scarce; they include garages, storage buildings, and a few boathouses.

West of the village on M-26, there are perhaps two dozen houses and domestic outbuildings; the Eagle Lodge and tourist cabins; and three roadside parks. The houses are predominantly post-World War II, one story with a gable roof; some have the low profile of ranch houses. The Keweenaw County Road Commission constructed the three roadside parks in the 1930s. Hebard Park, the northernmost of the three, has older pit toilets now rare at Michigan's roadside parks and a rustic pavilion overlooking Lake Superior. Although Esrey Park has newer vault toilets, it retains original stone steps and fireplace carved into the rock, two rustic shelters, and a bronze plaque commemorating the establishment of the park in 1933. At Silver River Falls, stone steps lead down to the falls and also provide an excellent view of the stone arch Silver River culvert (1930; NR listed).

Connecting to M-26 at each end, Brockway Mountain Drive forms a southern loop. Built beginning in 1933, the scenic drive is another Keweenaw County Road Commission project using federal relief funds. Scenic lookouts are located at intervals along the road along with numerous stone walls, rustic signs, and post and chain fences—some retaining their chains. The Sky Top Inn is located at the highest point—1328 feet above sea level. The current trailer was erected in 1966 when the original building (1935) burned; the original stone fireplace remains.

Copper Harbor Cemetery is a short distance south of the village on U.S. 41. Established in 1853, the Copper Harbor Cemetery has stone and iron gates and about a dozen stones dating from the 1850s to the 1870s; it is still in use. Continuing south, the Keweenaw Mountain Lodge (NR listed) consists of a golf course, tennis court, main lodge, twenty-two guest cabins, pro shop, and three support buildings. A stone wall fronts the property. Using federal relief money, construction of the golf course began in 1933, the lodge was built in 1934, and the majority of the cabins were completed by 1939. Louis Azzi of the WPA is the architect of record. Arts and Crafts influence is evident in the rustic log buildings with stone chimneys, particularly the main lodge.

The Lake Fanny Hooe Resort is just southeast of the village on Manganese Road. Gable-roof cottages at the resort are interspersed with newer buildings. Manganese Road continues past the Manganese Falls overlook to Lake Manganese where there is a picnic area; there are also wood and concrete remnants—perhaps from a dam—where Manganese Creek enters the lake. From the end of Manganese Road, Clark Mine Road travels eastward to the Clark mine site, marked by a tall stone chimney stack and an expanse of poor rock.

Immediately east of the village on U.S. 41 there are two one-story concrete block commercial buildings. Continuing eastward, Breezy Point Lodge (1938) consists of a one-and-one-half story side-gabled lodge building and six tourist cabins with bracketed eaves and exposed rafter tails in the Arts and Crafts style. Next is a former motel. Fort Wilkins State Park occupies the next mile-and-a-half of U.S. 41. Fort Wilkins (NR listed) consists of twenty-one log or frame buildings built primarily in 1844; some are reconstructions. Most of the buildings are arranged around the parade grounds within wooden palisade walls. The fort cemetery is east of the fort proper. Adjoining the fort are the state park's parking and picnic areas (ca. 1930), east campground (1939) and west campground (1968). The

toilet/shower/laundry building (1941) at the east campground and the fort store (1942) are red sandstone buildings in the rustic style designed by WPA architect Ernest Hartwick. Also within the park, the Copper Harbor rear range light station consists of a frame keeper's dwelling with light tower (1869), a garage (ca. 1870) converted to a dwelling, and a steel tower (1960s) now housing the light. The Fanny Hooe Creek bridge (1927; NR listed) is a concrete arch bridge with decorative stonework of mine rock and red sandstone.

In the vicinity of Horseshoe Harbor Road there are two petroglyphs, one believed to be Ojibwe and the other likely from the mid-twentieth century.

Through much of the Copper Harbor district there are rows of white posts—formerly part of post and chain fences—bordering the roads as well as rustic directional and interpretive signs made of logs. Originally constructed in the 1930s (many of the signs are reproductions), the posts and signs are important character-defining features.

**Condition:** Most of the buildings are maintained in good condition, but some—both in and out of the village—are empty and in fair to poor condition. Fort Wilkins buildings are in excellent condition. Keweenaw Mountain Lodge buildings are well maintained.

**Integrity:** There is a fair amount of new construction in the district: new buildings are interspersed with old in the village, and there are large new houses on the lakeshore. There are several new buildings at the Keweenaw Mountain Lodge and a large addition to the main lodge; most of the new construction is compatible in style to the old. Although there is little clapboard siding visible outside of Fort Wilkins, many buildings retain original log, board, and shingle siding. Many buildings dating pre- and post-World War II appear to retain original windows.

**Theme/Subtheme:** Industry/copper industry; Military; Maritime History; Entertainment/Recreation; Architecture

**Date Built:** 1840s-1960s

**Architect or Builder:** Louis Azzi; Ernest Hartwick; Victor Oja

**History:** Two significant events bookmark the history of the Copper Harbor district. The first took place in 1844, when the Pittsburgh and Boston Mining Company began sinking mine shafts on Hay's Point. The second was in 1971, when the state of Michigan launched its first rocket into space from a site near Keweenaw Point. The region's foray into space research was limited, however: Copper Harbor's history is characterized by copper mining, followed by tourism.

Petroglyphs near Horseshoe Harbor are indicative of a much older history, but when the copper rush began in 1844, Copper Harbor was the destination of choice for would-be miners and speculators. The area was already well-known for the vein of copper that extended into Lake Superior from Hay's Point, which was named La Roche Vert by voyageurs who traveled around Keweenaw Point in the late eighteenth and early nineteenth centuries. The U.S. War Department established a permitting office on Porter's Island in 1843, where it issued leases to the lands ceded by the Ojibwe in the Treaty of La Pointe signed the year before. A settlement developed next to the natural harbor, which facilitated the shipment of goods and people. The Pittsburgh and Boston Mining Company was the first leaseholder to begin mining in the area when it sank shafts near "the green rock" on Hay's Point in 1844, but it soon shifted focus to property next to Lake Fanny Hooe (then Garrison Lake) and Fort Wilkins. The fort was built in 1844 to provide law and order, but it closed in 1846—a testimony to the relatively peaceful conditions that prevailed in the district. Although the permitting office was relocated to Sault Ste. Marie in 1846, the village of Copper Harbor continued to develop: Daniel and Lucena Brockway built the area's first hotel across from Porter's Island in 1846; the cemetery was established in 1853; and a school was constructed in 1859. The Clark and short-lived Star mines near Lake Manganese (then called Lake Martha) were both in operation by 1859, and both companies had built small communities next to the mine. The Clark mine, which had been purchased by the Societe Francoise des Mines des Cuivres Natif du Lac Superieur in 1855, provided its town with lilacs, ornamental flowers, and a fountain in the town square.

During this time the settlement near Clark mine reportedly surpassed the village of Copper Harbor in prominence—even the post office relocated to the mine location—but despite its decline, the natural harbor ensured that the village remained a shipping port even after the last area mine closed in 1882. A prominent new lighthouse was built in 1866, replacing an earlier one constructed in 1849; Manitou Island and Gull Rock lighthouses began aiding navigation around Keweenaw Point in 1849 and 1867 respectively. Copper Harbor was an ideal place from which to travel to Isle Royale,

already becoming a vacation destination by the turn of the twentieth century. Other tourist-oriented developments were undertaken during the 1930s: the Keweenaw Mountain Lodge and Brockway Mountain Drive were both built to capitalize on the district's rustic, natural appeal, which continues to characterize the district.

**References:** Anonymous, *A History of the Upper Peninsula of Michigan* (Chicago: The Western Historical Company, 1883); Don H. Clarke, "Copper Mines of Keweenaw No. 2: Star Copper Company," (private printing, 1973), "Copper Mines of Keweenaw No. 3: Clark Mining Company," (private printing, 1974), "Copper Mines of Keweenaw No. 5: Pittsburgh and Boston Copper Harbor Copper Company," (private printing, 1974; Clarence J. Monette, "The History of Copper Harbor Michigan," (Lake Linden, MI: private printing, 1976); "Gull Rock," <http://www.gullrocklightkeepers.org/gullrock.htm>, accessed August 23, 2011; "Manitou Island Lighthouse," <http://www.terrypepper.com/lights/superior/manitou/index.htm>, accessed August 23, 2011; Lawrence J. Molloy, *A Guide to Michigan's Keweenaw Copper District: Photographs, Maps and Tours of the Keweenaw—Past and Present* (Hubbell, MI: Great Lakes GeoScience, 2008); Glen E. Swanson, "Spaceport Michigan: When Rockets Flew from the Great Lakes State: 1962-1971," <http://www.gt.org/keweenaw-rocket-base/spcprtmi.html>, accessed August 23, 2011; Horace J. Stevens, *The Copper Handbook* (Houghton, MI: private printing, 1900).

**NR Status:** Fanny Hooe Creek bridge, Fort Wilkins, Gull Rock light station, Keweenaw Mountain Lodge, Manitou Island light station, and Silver River culvert are listed in the National Register of Historic Places. The Copper Harbor light station has been nominated to the National Register (passed by State Historic Preservation Review Board 1/20/12). A nomination has been prepared for the Copper Harbor range lights. At Fort Wilkins, the ca. 1930s state park campground, parking area, picnic area, and associated buildings appear to be eligible for the National Register. Brockway Mountain Drive appears to be eligible. The three roadside parks could contribute to a non-contiguous district of Keweenaw County Road Commission resources in Keweenaw County; contextual research is needed. Our Lady of the Pines Chapel appears to be eligible.

**Comments:** The following resources were not visited during fieldwork. The Copper Harbor light station, accessible by boat, consists of the 1848 keeper's dwelling, 1866 lighthouse, privy, and 1933 steel tower. The front range light is on the lakeshore near the light station. Club Superior is a log cabin on the eastern shore of the district; photo was taken by Ryan Holt in 2007. Two concrete pads remain at the site of the Keweenaw rocket range (1960s) just north of High Rock Bay. Additional mine sites exist within the district; whether any of these have above-ground resources is unknown. Gull Rock light station (NR listed) consists of a lighthouse (1867) and privy; photos were taken by Jeremiah Mason in 2009. Manitou Island light station (NR listed) consists of a steel light tower and frame keeper's dwelling built in 1861, brick oil storage building (1895), boathouse (1901), concrete fog signal building (1930), and landscape features. Photo was taken by Jeremiah Mason in March 2011.

**Surveyor:** Jane Busch    **Survey started:** 8/23/2011    **Survey ended:** 8/31/2011

**Photos:**



Bella Vista cabins on south side of Bernard St. in Copper Harbor, looking SE. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Copper Harbor District\Bernard St-Copper Harbor Village  
(2)



Shops on south side of Gratiot Ave. in Copper Harbor, looking NE. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Copper Harbor District\Gratiot Ave-Copper Harbor Village  
(2)



Sign at West Bluff on Brockway Mountain Dr., looking NW. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Copper Harbor District\Brockway Mountain Dr (5-A)



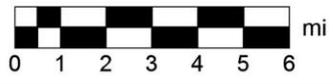
Picnic shelter at Hebard Park on north side of M-26, looking SW. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Copper Harbor District\M26 (3)



Rear range light station on north side of U.S. 41, looking N. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Copper Harbor District\US41 (3-A)

L A K E S U P E R I O R

COPPER HARBOR DISTRICT



Approximate area of Copper Harbor survey district. Credit: Ryan Holt

## Copper Country Survey Phase II

**District Name:** Eagle Harbor District

**County:** Keweenaw    **Township(s):** Eagle Harbor

**Boundaries:** Bounded on the north by Lake Superior; extends east to the east end of Lake Bailey; extends south on Eagle Harbor Road to the intersection with Delaware Shortcut Road; extends southwest to and including Jacob's Creek.

**Historic Use:** Domestic; Transportation; Commerce; Recreation and Culture; Education;

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

### RESOURCE COUNT

**Buildings:** 200    **Structures:** 3    **Objects:** 6    **Sites:** 6

### MATERIALS

**Foundation:** Concrete; Stone

**Roof:** Asphalt; Metal/Steel; Metal/Tin

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

**Other:** Brick; Wood; Stone

**Style:** Greek Revival; Gothic Revival; Arts and Crafts Style

**Description:** The Eagle Harbor district extends along the northern shore of the Keweenaw Peninsula in north-central Keweenaw County. The Lake Superior shoreline with its sandy beaches and rocky outcrops is the district's dominant feature. From west to east the shoreline is punctuated by Great Sand Bay, Cat Harbor, Eagle Harbor, and Grand Marais Harbor. State highway M-26 is the east-west route through the district; it follows or parallels the shoreline. The highway is built over sand dunes in places; vegetation on the dunes tends to be low and scrubby. Elsewhere the roadside is wooded with a mix of deciduous trees and conifers, particularly cedars. The highway is sparsely developed with vacation homes and tourist lodgings. The unincorporated village of Eagle Harbor is located on the west side of Eagle Harbor. Within the village, commercial resources are concentrated along M-26; the remainder is predominantly residential. Pine Grove Cemetery is a short distance southwest of the village, and the Eagle Harbor light station is on the northeast village outskirts. Eagle Harbor Road—one of the oldest roads in the Keweenaw—extends southward from the village; the few buildings on the road are in the vicinity of the village. The Coast Guard station and a recently-constructed marina are located on the east side of Eagle Harbor. Swampy areas with numerous lakes characterize the landscape between the lakeshore and the ridge along the southern boundary of the district. Lake Bailey is the largest lake, followed by Long Lake and Eliza Lake. Jacobs, Owl, Eliza, and Cedar creeks flow northward through the district into Lake Superior.

The village of Eagle Harbor retains the grid plan that was platted in the mid-nineteenth century. Commercial buildings, mixed with houses, are located on North and Front streets (both designated M-26); there is a public swimming beach on the harbor side of Front Street. On North Street, the Eagle Harbor Inn consists of a restaurant and motel that were built in the 1950s as Fletcher's restaurant and motel, one of three extant mid-twentieth century motels in the village. The motel walls are clad in stone veneer and vertical log siding; full-height angular brackets lend a modern appearance. Also on North Street, the Foley Brothers general store (1859) is a two-story front-gabled commercial building; asbestos siding and replacement windows have diminished its historic character, but it retains its large, multi-pane shop windows. The Lake Breeze Hotel, located on the lakeshore on an extension of North Street, was built as a warehouse in 1859 and converted to a hotel in 1923. The long frame building has a large lobby, wraparound porch, and second story guest rooms that face the harbor.

On Front Street near the corner of North Street, the Eagle Harbor Agate Shop is a one-story front-gabled concrete block building in the modern style, with large plate glass windows filling the façade. Adjoining the Agate Shop on Front Street, two two-story front-gabled frame houses may originally have been shop-house combinations. To the south of these, the Eagle Harbor House was built as a hotel in 1845 and is the oldest building remaining in the village. The two-story, side-gabled, six-bay log building has vinyl siding, replacement windows, and a wraparound screened porch that have obscured its character-defining features. Near the southern end of Front Street, the Shoreline Resort consists of three buildings: former gas station (1939), restaurant (ca. 1945), and motel (ca. 1953). The gas station and restaurant retain their original log siding.

In the center of the village, the fire department and township hall are located in a gable-roof frame building on Center Street, on the north side of an open public square that contains a picnic area and playground. Across Third Street from the town hall, the Eagle Harbor School (1853; NR listed) is a one-room frame schoolhouse with 6/9 windows, cornice and returns, and belfry. A granite monument (1931) in the center of Third Street commemorates Justus Rathbone, who created the Knights of Pythias while he was teaching at the school. A new Eagle Harbor School was built in 1872 at the southeast corner of the village; it was recently restored as a community building. The two-story front-gabled building with belfry retains its clapboard siding, original windows with Italianate window hoods, and pointed arch openings in the belfry. There are two churches in the village. At the end of South Street, Holy Redeemer Church (1854; NR listed) has pointed arch windows, cornice returns, and steeple with metal-clad spire; it is the oldest standing Catholic church in northern Michigan. On Third Street, St. Peter's By the Sea has pointed arch windows with tracery, an art glass window in the front gable, and sits on a raised concrete block basement with buttresses.

On Second Street, the Rice Hotel (1857) is a two-story, side-gabled, Greek Revival style building with a wide band of trim at the eaves, cornice with returns, and front door with sidelights. The remainder of the buildings in the village are single-family houses. Except for a mobile home or two, they are log or frame construction. The oldest houses, dating to the 1840s and 1850s, are concentrated on the east side of the village near the harbor. These side-gabled houses ranging from one to two stories have Greek Revival details such as cornice returns, frieze-band windows, and sidelights flanking doorways. A large proportion of the houses in the village appear to date from the early twentieth century. Some of these one- and one-and-one-half-story front- and side-gabled houses show bungalow influence in their low profiles, dormer windows, and front porches. Arts and Crafts details include stickwork in gable ends, exposed rafter tails, bracketed eaves, and wood shingle siding. Post-World War II houses are found primarily on the western and southern streets in the village; most of these are one-story houses, some with the low profile of the ranch house. Other house types in the village include two-story front-gabled; one-, one-and-one-half-, and two-story pyramidal roof; and one- and one-and-one-half-story cross-gabled. There are a few detached garages. A number of houses have small one-story cottages as outbuildings.

Southwest of the village, Pine Grove Cemetery—established in the 1850s—is surrounded by a picket fence; many plots within have picket or iron fences. Markers include iron crosses and ornate marble and granite gravestones. On the northwest outskirts of the village, the Eagle Harbor light station (NR listed) consists of six buildings: the brick, Gothic Revival lighthouse and keeper's dwelling (1871); two assistant keeper's dwellings; oil house; foghorn building; and garage. Across the harbor from the light station, the former Coast Guard station boathouse (1938), now a museum, is a one-story, hipped roof Colonial Revival-style frame building with dormer windows, pilasters, and three large boat bays facing the water.

M-26 west of the village is sparsely developed with vacation homes, mostly small gable-roof cottages; one of these is now the Jampot bakery. M-26 east of the village is similarly developed with vacation homes plus a few other resources of note. The former rear range lighthouse is located in a row of lakeshore cottages just east of the village. The one-and-one-half-story clapboard-sided lighthouse has 6/6 double hung windows and a wooden lantern at one end of its tin shingle roof. Built in 1877, the light was discontinued in 1912, and in 1932 the building was moved to its current location to serve as a summer cottage. The brick oil storage building remains farther east near the original location of the range lights. Cedar Creek culvert (1930; NR listed) is a stone arch highway bridge. Cedar Point Cabins (1950s) on Lake Bailey consists of four log and board and batten tourist cabins.

Throughout the Eagle Harbor district, there are rows of white posts—formerly part of post and chain fences—bordering the roads as well as rustic directional and interpretive signs made of logs. Originally constructed in the 1930s (many of the signs are reproductions), the posts and signs are important character-defining features.

**Condition:** Most of the buildings in the district are well maintained. A few vacant buildings are in fair condition. Pine Grove Cemetery is becoming overgrown.

**Integrity:** Probably most of the buildings in the village retain the better part of their historic appearance. But only a minority retain their original siding materials. Many buildings, especially the older ones, have newer windows and some have had window openings changed. Some houses have been remodeled to the point where their original appearance is difficult to discern. Along the lakeshore, new parking areas, large new vacation homes, and the monastery have impacted the historic landscape. Many of the rustic signs are reproductions of the originals.

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

**Date Built:** 1840s-1960s

**Architect or Builder:**

**History:** Like many early Keweenaw communities associated with copper mining, Eagle Harbor had a reputation as a rough town: one historian even described it as a place where “intemperance ran riot.” Its protected harbor made it an ideal shipping port and supply town, and its saloons drew miners, traders, and settlers from throughout the area. Unlike many Keweenaw communities, however, Eagle Harbor continued to thrive after mining ended.

Although a dock and warehouse were constructed in 1844, the development of the village of Eagle Harbor can be traced to 1845, when the Eagle Harbor Mining Company began exploring their property and digging shallow mine shafts. Several houses and a smithy were built that year, as was a road to the Copper Falls mine two miles away. The population was barely more than thirty in 1846, but by 1850 the community had grown enough to warrant a post office, large boardinghouse, and two churches—Methodist Episcopal and Catholic. The next decade would see the addition of a lighthouse (1851), hotel (1852), school (1854), and a new Catholic church, Holy Redeemer, built in honor of Bishop Baraga in 1854; it remains one of the oldest surviving Catholic churches in northern Michigan. A general store and cemetery were both established in 1859.

Eagle Harbor continued to grow in the 1860s, reaching a population of three hundred and twenty by 1864; another community, called Irish Town, was established just south of the village. Residents had access to several newspapers between the 1860s and 1870s, and while they may have been short-lived publications, they indicate that a print shop was in operation. The Military Road from Green Bay, Wisconsin, to Copper Harbor, Michigan, came through Eagle Harbor by 1871 and improved overland travel through the region. The community’s ability to ship goods over water was enhanced when the harbor was improved and deepened in 1877. Although the Eagle Harbor Mining Company closed in 1872, the community was still an important shipping port for inland mines and locations until they too began to close in the 1880s and 1890s.

In 1912, the United States Life-Saving Service—which became part of the United States Coast Guard in 1915—established a life-saving station on Eagle Harbor. It was used until 1951 and then sat idle until the late 1960s when it was turned into a public marina. Long before then, the community had begun capitalizing on its natural beauty and history, reinventing itself as a tourist destination. A primary example of its economic evolution is the Lake Breeze Hotel, an 1859 warehouse converted to a tearoom in 1922; the hotel followed in 1923. The cottages and vacation homes that line the harbor also demonstrate the village’s transformation from a rowdy shipping port to summer resort.

**References:** Anonymous, *A History of the Upper Peninsula of Michigan* (Chicago: The Western Historical Company, 1883); Don H. Clarke, “Copper Mines of Keweenaw No. 8: The Eagle Harbor Mining Company” (private printing, 1975); Copper Country Media LLC, “Eagle Harbor,” *Copper Country Explorer*, <http://www.coppercountryexplorer.com/guide/location/eagle-harbor/>; Paul LaVanway and Bob Carlton, “The History of the Military Road and Beyond,” (private printing, 2008); Paul LaVanway, “Corporate Retribution in the Keweenaw: The Case of Calumet & Hecla, Dr. Abrams, and the Building of Eagle Harbor’s Shoreline Resort,” (private printing, 2009);

Lawrence J. Molloy, *A Guide to Michigan's Keweenaw Copper District: Photographs, Maps and Tours of the Keweenaw—Past and Present* (Hubbell, MI: Great Lakes GeoScience, 2008); Clarence J. Monette, "The History of Eagle Harbor, Michigan," (Lake Linden, MI: private printing, 1977); Terry Pepper, "Eagle Harbor Range Lights," *Seeing the Light: Lighthouses of the Western Great Lakes*, <http://www.terrypepper.com/lights/superior/eaglerange/eaglerange.htm>.

**NR Status:** Holy Redeemer Church, the 1853 Eagle Harbor School, the Eagle Harbor light station, and the Cedar Creek culvert have been listed in the National Register of Historic Places. The Coast Guard boathouse has been nominated to the National Register (passed by State Historic Preservation Review Board 1/20/12). The Lake Breeze Hotel, the 1872 Eagle Harbor School, the former rear range lighthouse, and Pine Grove Cemetery may be eligible for the National Register of Historic Places. There may be a historic district in the village of Eagle Harbor; intensive level survey is needed.

**Comments:**

**Surveyor:** Jane Busch    **Survey started:** 8/22/2011    **Survey ended:** 8/23/2011

**Photos:**



Monument and Eagle Harbor School on north side of Center St. in Eagle Harbor, looking NE. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Eagle Harbor District\Center St-Eagle Harbor Village (1)



Agate Shop on west side of Front St. in Eagle Harbor, looking NW. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Eagle Harbor District\Front St-Eagle Harbor Village (2)



Former Rice Hotel and houses on west side of Second St. in Eagle Harbor, looking SW. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Eagle Harbor District\Second St-Eagle Harbor Village (1)



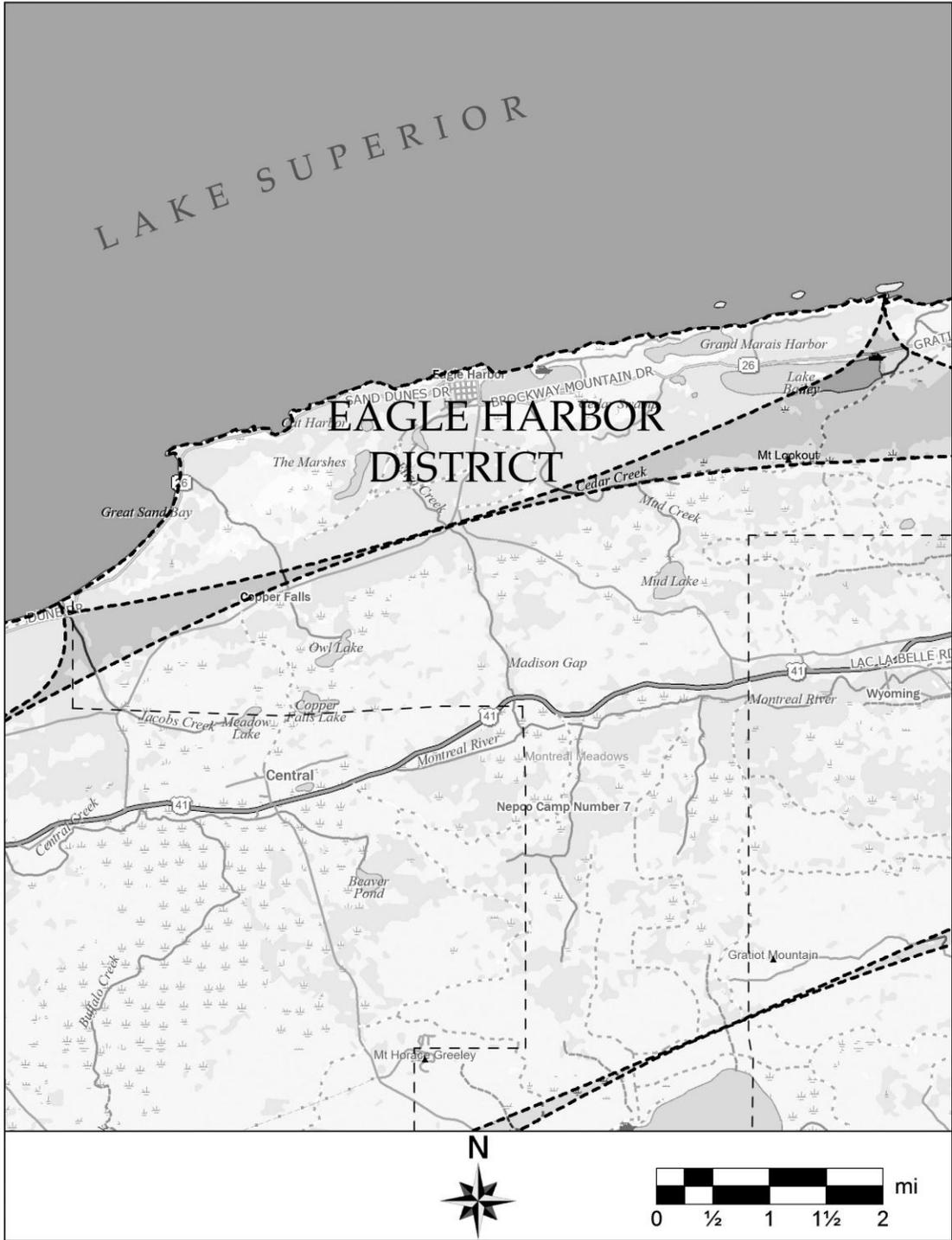
Pine Grove Cemetery on north side of Pine St., looking NW. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Eagle Harbor District\Pine St (1-B)



Former rear range lighthouse on north side of M-26, looking NW. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Eagle Harbor District\M26 (5)



Cedar Point Cabins on south side of M-26, looking W. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Eagle Harbor District\M26 (3)



Approximate area of Eagle Harbor survey district. Credit: Ryan Holt

## Copper Country Survey Phase II

**District Name:** Eagle River District

**County:** Keweenaw    **Township(s):** Allouez, Houghton Townships

**Boundaries:** Bounded on the north by Lake Superior; extends southwest to the intersection of North Farmer's Block Road (excluded) and Five Mile Point Road (included) and includes Kezele, Seven Mile Point, and Sunset Bay Beach roads; extends south on M-26 to Evergreen Cemetery (included); bounded on the southeast by Garden City Creek (included); bounded on the east by Jacobs Creek (excluded).

**Historic Use:** Commerce; Domestic; Government; Transportation; Recreation and Culture; Industry

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

### RESOURCE COUNT

**Buildings:** 127    **Structures:** 3    **Objects:** 2    **Sites:** 11

### MATERIALS

**Foundation:** Stone; Concrete

**Roof:** Asphalt; Metal/Steel

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

**Other:** Brick; Stone/Jacobsville Sandstone; Wood

**Style:** Colonial Revival; Rustic; Queen Anne

**Description:** The Eagle River district is located on the northwestern shore of the Keweenaw Peninsula; its focal point is the unincorporated village of Eagle River. As the county seat of Keweenaw County, the village includes resources significant in the history of settlement, commerce, government, and industry in the region. The Lake Superior shore includes low rocky cliffs and short stretches of sandy beachfront. In the interior, hills and steep bluffs rise dramatically, making overland road travel difficult. The Eagle River flows from the eastern highlands, dropping over a high rocky ledge at Eagle River Falls in the village that bears its name. Garden City Creek east of the village of Eagle River and Silver Creek to the west also flow into Lake Superior. Five Mile Point Road enters the district from the southwest, then runs along the Lake Superior shore to the village of Eagle River. Highway M-26 enters the district from the south, runs north to the village and then east along the lakeshore. The gravel-surfaced Garden City Road is a secondary road east of the village.

Eagle River village contains more than 80 percent of the district's resources. About half of the village is in the Eagle River Historic District, which contained thirty contributing properties dating from the 1840s to the early twentieth century when listed in the National Register in 1984. The village is primarily residential (most of these seasonal properties) with a few shops on East Main Street, M-26, and Maple Street. Originally laid out as a grid of streets on a hillside site oriented to the banks of the Eagle River, the village was reconfigured following a fire in 1867. Changes in road alignment with the building of highway M-26 and new bridges in 1909, 1915, and the 1990s also reoriented the village. A row of public buildings faces Fourth Street from two open squares: the county and public squares. The most impressive of these are the county courthouse (1866) and adjoining sheriff's residence and jail building (architect J. B. Sweatt, 1886). In 1925 the two buildings were remodeled in the Georgian Revival style: the courthouse gained fully articulated cornices, pilasters, fanlight transom window, and a two-story portico with Doric columns; the sheriff's residence and jail saw similar updates including entrance vestibules, pilasters, and dormers. Iron gates and fencing surround the courthouse complex. At the rear of the site, a hipped roof wood clapboard garage (1925) sits behind the jail. To the west of the county square, the school and town hall (c. 1912) is a two-story clapboard-sided building with a gable-on-hipped roof, octagonal cupola, and entrance porch.

East Main Street was a commercial district in the mid-nineteenth century. Its seven surviving buildings include a former saloon (c. 1860), warehouse (c. 1850), and houses (1850-1870s). The Joseph Long House/German Hotel (1846) is a two-and-one-half-story rectangular plan gable-roofed building with clapboard siding. The uppermost story retains interior fittings connected with its use as the Keweenaw County jail until 1886. Anton Sibilsky's general store (c. 1865) is a two-story false front building clad in wood shingles. The shed-roof porch protects original storefront windows.

Closer to Lake Superior on Front Street, the Eagle River Inn—a two-story frame hotel and restaurant (1957, remodeled 1980)—is situated along the beach on pilings; across the street is the site of the Phoenix Hotel (1850s, burned 1912) with a sandstone chimney and foundations. Nearby is the site of the c. 1840s wharf with rows of wooden pilings visible on the beach. On West Main Street, on a bluff overlooking the lake and river mouth, the Eagle River Lighthouse (1855), is a gable-roofed brick building that retains its square light tower though it has been remodeled as a private house. The houses surrounding the lighthouse date from the 1870s to 1930s, consisting of front- and side-gable one-and-one-half- and two-story houses built on a curving street, abandoning the earlier alignment of West Main Street after the 1867 fire.

Additional house types in Eagle River village include upright and wing, one-story front gabled, bungalows, and ranch houses. Most of these utilize asphalt, fiberboard, or asbestos shingle siding, and many retain original windows. Stylistic features include a house with cornice returns and a Queen Anne style porch and a house with Italianate-style window hoods. There are also several barns, garages, sheds, and small houses or cottages situated in back lots. A log cabin built in the rustic style is a well-preserved example of a recreational house. Camp Gitche Gumee (c. 1930-1960) located on the eastern edge of the village consists of thirty resources including log cabins, halls, tabernacle building, baseball field, log bridge, and fencing. The two historic bridges over the Eagle River are notable examples of steel highway bridge construction: the North Bridge (also called Main Street or Lower Bridge) is a single-span Pratt pony truss bridge (1909, Joliet Bridge and Iron Company), and the South Bridge (also called Lake Shore Drive or Trunk Line Bridge; 1915, Wisconsin Bridge and Iron Company) over the gorge utilizes a single 105-foot long Warren deck truss set on concrete piers.

The Eagle River Falls, visible to the south of the Trunk Line Bridge, were utilized by the Lake Superior Fuse Company factory (1862) and Knivel Brewery (1855). Remains include the wooden dam above the falls and a gable-roofed sandstone building used by the brewery.

Two monuments are of note in Eagle River village. The Douglass Houghton monument stands at the intersection of West Main Street and M-26, dedicated in 1914 to commemorate the death of Houghton at Eagle River in 1845. It consists of an iron fence enclosing a bronze plaque on a monument constructed of irregular pieces of rock from the Upper Peninsula's copper and iron ranges. A second stone marker and plaque (dedicated 1938) commemorates Joseph Blight, the founder of the Lake Superior Fuse Company factory on the bluffs overlooking the falls.

Located south of Eagle River village, Evergreen Cemetery (established in 1849) contains marble and granite monuments dating from the 1840s to at least the 1970s, with several plots enclosed within ornate cast iron fences. The Garden City dam site east of Eagle River village consists of a concrete dam set above earlier log and stonework remains.

There are numerous recreational properties along the Lake Superior shoreline, most of which post-date 1970. Sunset Bay Campground appears to date from c. 1940s-1950s and is comprised of one-story cabins and duplexes clad in board and batten or vertical log siding; one building incorporates a sandstone chimney. Other buildings include outhouses, sheds, an ice house, and boathouse with boat launch.

Sand Hills Light Station (lighthouse completed 1919; NR listed 1994) currently serves as a bed and breakfast and may be the largest surviving lighthouse on the Great Lakes. The light station has five historic buildings: lighthouse, barn, boathouse, fog signal station, and oil storage shed, in addition to a breakwall. The yellow brick lighthouse consists of a triple keepers' dwelling and square tower seventy feet tall; it combines simplified Classical Revival details with functional design.

**Condition:** The condition of buildings in the Eagle River district ranges from fair to good. Many garages and outbuildings appear in fair condition. There are few abandoned or dilapidated buildings in the district.

**Integrity:** The village of Eagle River, Sand Hills Light Station, and camps at Sunset Bay and Gitche Gumee retain integrity of setting, feeling, and location. Landscape features including fences and plantings contribute to the historic character of the village. Many houses have undergone modifications with rear and side additions and some partially or fully enclosed porches. Some of the houses have new windows, though many retain original windows even in houses with newer siding. Wood clapboard is a common cladding material with wood shingle, asphalt, fiberboard, and asbestos as alternatives.

**Theme/Subtheme:** Architecture; Maritime History; Politics/Government; Entertainment/Recreation; Transportation

**Date Built:** 1840s-1960s

**Architect or Builder:** J. B. Sweatt

**History:** Eagle River is one of the oldest Euro-American settlements in the Keweenaw. Its name, however, predates the 1843 establishment of the village. According to one local historian, the Ojibwe occupying the area called it Me-qu-zeh Se-bah. When it became a popular meeting place for French Canadian voyageurs during the seventeenth century, they called it the same thing, but in French: La riviere nid d'aigle. Appropriately, the Lake Superior Copper Company (LSCC) also kept the name when it acquired the area in 1843, but in its English translation: Eagle River.

Eagle River was established by the LSCC as a shipping port; it supported operations at their mine, which was located about two miles upriver. It gained attention in 1845 as the site where Douglass Houghton, Michigan's first state geologist and the man credited with sparking the copper rush, drowned during an October storm. News of his death was likely carried from Eagle River's post office, which had opened earlier that year. A warehouse was built near the river's mouth to store goods, which were transported to and from ships via a pier. A bell was used for signaling ships and village residents from 1854 to 1855, when the lighthouse was built. Although only one hundred people lived in Eagle River in 1846, its economy expanded and diversified as more mines opened in the area, particularly the Cliff mine, and during the 1850s and 1860s a brewery, potash plant, and fuse factory opened alongside the hotels, saloons, and general store that had been built during the 1840s.

Eagle River developed as a seat of government and administration. When Houghton County was created in March 1845, Eagle River was named the seat, and its township was called Houghton as well. Not surprisingly, given the community's early beginnings, Eagle River also has one of the oldest cemeteries in the area: Evergreen Cemetery, which replaced an even earlier burial ground, was begun in 1849. By 1858 the community boasted a one-room school that also served as the meeting place for the local Methodist Episcopal congregation; local Catholics held mass in private homes. In 1861, Keweenaw County was split off from Houghton, and Eagle River became the seat of the new county. The courthouse was built in 1866 on a bluff above the village, and in 1886—with a township population of just over one thousand—a jail and sheriff's residence was constructed next to it. By the late 1860s, however, the mines that had relied on Eagle River were being eclipsed by operations closer to Portage Lake, and as the mines declined, so did Eagle River. By 1908 the lighthouse had been decommissioned: its location set back from shore was never ideal.

Eagle River's diminishing importance as a shipping port was confirmed when the new lighthouse was built in 1920 not in Eagle River but at Sand Point; 5 Mile Point Road had not been opened yet, which meant that construction material was brought to the site by boat. Indeed, Eagle River is perhaps better known for being the place where Douglass Houghton died than as a once-bustling and rowdy shipping port: in 1914, a monument built of rocks from the copper and iron ranges was erected at the entrance to the community to honor Houghton's memory.

Eagle River has reinvented itself as a small, quiet, historic resort community. The Gitche Gumee Bible Camp opened in 1930 on the site of an even earlier tourist camp; privately owned camps line the lakeshore outside of town. The community also contains a number of seasonally occupied homes, although a small number of residents remain year-round; Houghton Township's population in 2000 was just over two hundred people.

**References:** Anonymous, *A History of the Upper Peninsula of Michigan* (Chicago: The Western Historical Company, 1883); Keweenaw County website, <http://keweenawcountyonline.org/township-houghton.php>; David J. Krause, *The Making of a Mining District: Keweenaw Native Copper, 1500-1870* (Detroit: Wayne State University Press, 1992); Larry Lankton, *Beyond the Boundaries: Life and Landscape at the Lake Superior Copper Mines, 1840-1875* (New York: Oxford

University Press, 1999); Lawrence J. Molloy, *A Guide to Michigan's Keweenaw Copper District: Photographs, Maps and Tours of the Keweenaw—Past and Present* (Hubbell, MI: Great Lakes GeoScience, 2008); Clarence J. Monette, "The History of Eagle River Michigan," (Lake Linden, MI: private printing, 1978); Horace J. Stevens, *The Copper Handbook* (Houghton, MI: private printing, 1900).

**NR Status:** Eagle River is an impressive community, counting many early resources within its borders. The Eagle River Historic District (NR listed 1984) encompasses about half of the village, extending on both sides of Eagle River to include East and West Main Street, south from Front Street to Fourth Street. The district should be revisited to determine whether it should be expanded. In addition, further study could reveal new information about architecture in the mid-nineteenth century Keweenaw. Outside of the Eagle River Historic District, the Lower and Trunk Line bridges are exceptional resources both owing to their significance as well as remarkable state of preservation. Both camp properties, at Sunset Bay Campground and Gitche Gumee may be potentially eligible. Evergreen Cemetery, listed in the state register, may be eligible to the National Register based on its significance as an historic landscape and as one of the oldest and most intact cemeteries in the Keweenaw.

**Comments:**

**Surveyor:** Eric Gollanek      **Survey started:** 8/5/2011      **Survey ended:** 8/5/2011

**Photos:**



North Bridge and former lighthouse on west side of E. Main St. in Eagle River, looking NW. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Eagle River District\E Main St-Eagle River Village (1-A)



Streetscape of east side of East Main St. in Eagle River, looking N. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Eagle River District\E Main St-Eagle River Village (2)



Courthouse and sheriff's residence on north side of Fourth St. in Eagle River, looking NE. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Eagle River District\Fourth St-Eagle River Village (1)



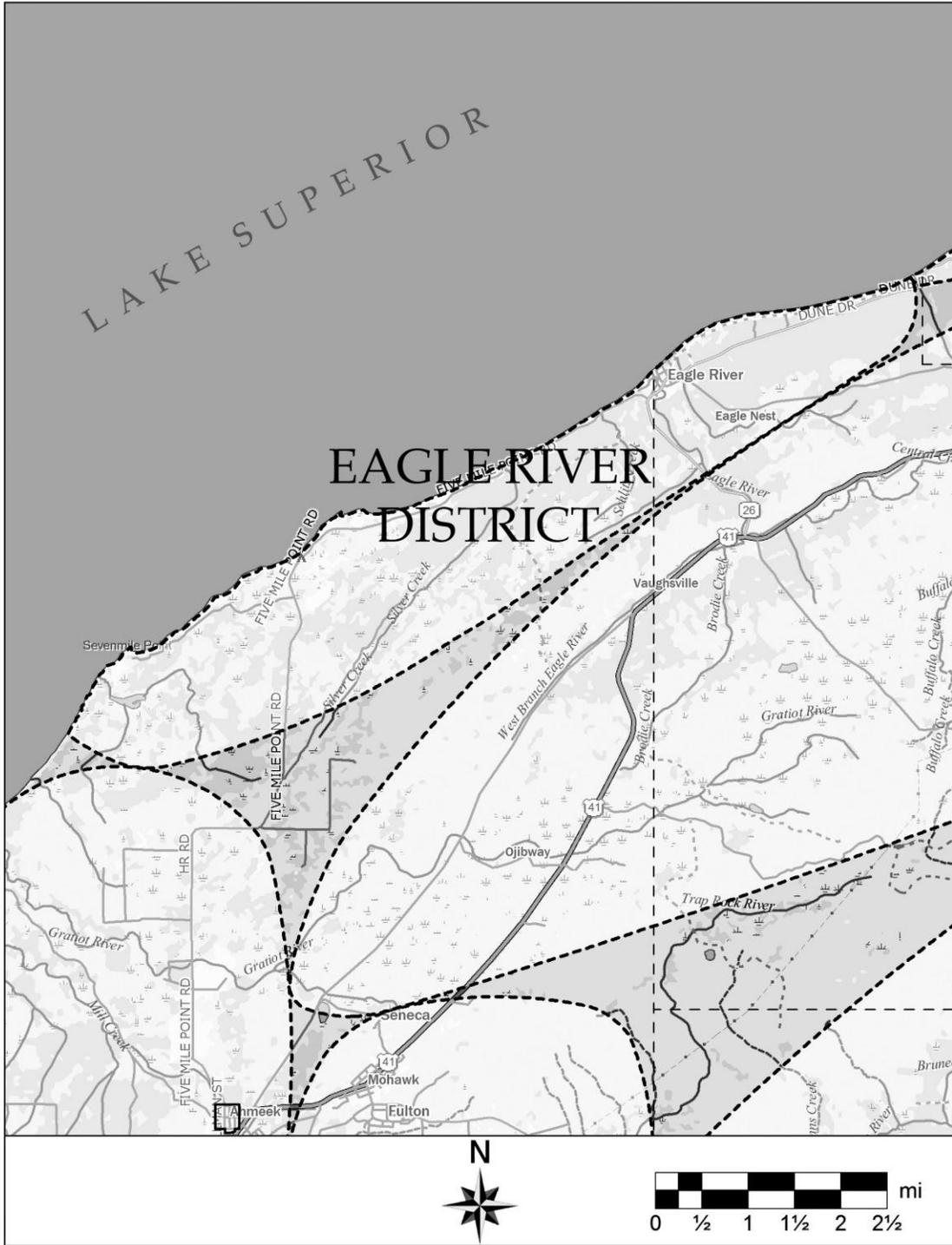
Houghton memorial and houses on north side of M-26 in Eagle River, looking NE. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Eagle River District\M26-Eagle River Village (1)



Evergreen Cemetery on west side of M-26, looking SW. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Eagle River District\M26 (1-A)



Cabins at Sunset Bay Campground, looking N. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Eagle River District\Sunset Bay Beach Rd (1-A)



Approximate area of Eagle River survey district. Credit: Ryan Holt

## Copper Country Survey Phase II

**District Name:** Isle Royale District

**County:** Keweenaw    **Township(s):** Eagle Harbor and Houghton townships

**Boundaries:** Boundaries of Isle Royale National Park

**Historic Use:** Industry; Fishing; Recreation and Culture; Transportation

**Current Use:** Recreation and Culture; Transportation

### RESOURCE COUNT

**Buildings:**      **Structures:**      **Objects:**      **Sites:**

### MATERIALS

**Foundation:**

**Roof:**

**Walls:**

**Other:**

**Style:**

**Description:** The following is synthesized from the Isle Royale National Park General Management Plan and Environmental Impact Statement (1998). Thus the cultural resources it describes pre-date 1948. (They were fifty years old in 1998.)

Isle Royale National Park, in the northwestern section of Lake Superior, is a remote island archipelago with a northeast/southwest orientation. The archipelago consists of one large island about forty-five miles long and nine miles wide that is surrounded by about four hundred small islands. Isle Royale is comprised of a series of parallel ridges and valleys. Swamps, bogs, lakes, and streams are common. Isle Royale is densely forested, with northern boreal spruce-fir forest near the shoreline and northern hardwoods inland.

There are approximately 180 buildings and structures more than fifty years old [as of 1998] in the park.

There are four lighthouses in the park, all listed in the National Register of Historic Places. The Rock Harbor lighthouse (1855) is the oldest structure on Isle Royale; it consists of a light tower with attached keeper's dwelling. The Isle Royale light station on Menagerie Island consists of a light tower with attached keeper's dwelling (1875) constructed of Jacobsville sandstone, oil storage house, and two outbuildings. The Passage Island light station consists of stone light tower with attached keeper's dwelling (1882), tramway, turntable, winch house, landing, fog signal building, oil storage building, privy, helicopter landing pad, radio tower, boathouse, and dock. The Rock of Ages lighthouse (1908) is a concrete light tower with steel skeleton; keepers' quarters are within the tower.

Fisheries (inactive) remain at Fishermans Home, Crystal Cove, Washington Harbor, Tobin Harbor, Wright Island, and Johnson Island. Many fishing camps retain fish houses, net houses, cabins, docks, and boats. The Edisen fishery (built between 1895 and 1934; NR listed) at Rock Harbor consists of fish house, residence, honeymoon cabin, net house, sleeping cabin, chicken coop, privy, docks, and the fishing boat Belle.

Summer vacation cabins are concentrated at Tobin Harbor. On Barnum Island, the Johns Hotel, a front-gabled log building, was built in 1892—the first hotel within what is now the national park. A log house also remains at the site.

Many park administrative facilities, some dating from the Civilian Conservation Corps (CCC) and early park period, are over fifty years old. This includes offices and residences on Mott Island.

Mine sites including Minong mine, Island mine, Siskowit mine, Wendigo mine, and Haytown mine have shafts, rock piles, dams, road and tramway remains, and ruins of buildings and structures.

**Condition:**

**Integrity:**

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

**Date Built:** 1850s-1960s

**Architect or Builder:**

**History:** Legislated in 1931 and dedicated in 1946, Isle Royale National Park preserves and interprets the natural and cultural resources of the Isle Royale archipelago, which consists of a main island—Isle Royale—surrounded by over four hundred smaller islands. Although it is often described as a wilderness park—even designated a U.S. Biosphere Reserve in 1980—the park contains a wide range of cultural resources that document a lengthy human history: mining, logging, commercial fishing, and tourism have all been important activities over time.

Archeological evidence from sites throughout the park, including the Minong mine site, indicates that Native Americans mined copper from Isle Royale over four thousand years ago. They used it to make tools, jewelry, and other items. When European explorers and fur traders arrived in the eighteenth century, the island was Ojibwe territory; they hunted, fished, gathered berries, and made maple sugar. The Ojibwe also worked with fur trading companies. The Hudson's Bay Company, the Northwest Company, and the American Fur Company operated on the islands, but the Ojibwe retained title to them until the Treaty of 1842 and the 1844 Isle Royale adhesion to that treaty. Industrial copper mines operated from the late 1840s until the mid-1890s, when commercial fishing and logging operations began in earnest throughout the archipelago. Tourists began visiting the islands in the early 1850s; their numbers rose when the canal at Sault Ste. Marie opened in 1855, and increased significantly in the 1890s. Four lighthouses were built as the numbers of ships traveling to and around the islands increased: Rock Harbor on the main island (1855); Isle Royale on Menagerie Island (1875); Passage Island (1882); and Rock of Ages (1908).

By the early 1900s, more than one hundred families lived seasonally in summer cottages throughout the islands that comprise Isle Royale; only a few, including the Edisen family of commercial fishermen, stayed year round. The Johns family on Barnum Island supplemented the income they received from fishing by opening a hotel in 1892—the first summer resort within the archipelago. Soon, other resorts were built at Tobin Harbor, Rock Harbor, and Washington Island. Vacationers also built summer cabins. When the national park was legislated in 1931, the National Park Service began purchasing property and entering into life-leases with their former owners. The National Park Service is determining the best way to manage these and other cultural resources within the park by preparing a Cultural Resource Management Plan, which is scheduled to be completed in 2012.

**References:** Timothy Cochrane, *Minong—the Good Place: Ojibwe and Isle Royale* (East Lansing: Michigan State University Press, 2009); Department of the Interior, National Park Service, *Isle Royale National Park General Management Plan and Environmental Impact Statement* (Washington, D.C.: 1998).

**NR Status:** The following are listed in the National Register of Historic Places: Rock Harbor lighthouse, Isle Royale light station, Passage Island light station, Rock of Ages lighthouse, Edisen fishery, Johns Hotel, Minong Mine Historic District.

**Comments:** Fieldwork was not conducted at Isle Royale National Park. The description here is derived from the Isle Royale National Park General Management Plan and Environment Impact Statement (1998). The park is in the process of preparing a cultural resources management plan.

**Surveyor:**            **Survey started:**            **Survey ended:**

**Photos:**



Steam hoist at Island mine site, looking N. Credit: Seth DePasqual  
Copper Country Survey Phase II\Keweenaw County\Pictures\Isle Royale District\Isle Royale (1)



Edisen Fishery in Rock Harbor, looking SE. Credit: Seth DePasqual  
Copper Country Survey Phase II\Keweenaw County\Pictures\Isle Royale District\Isle Royale (2)



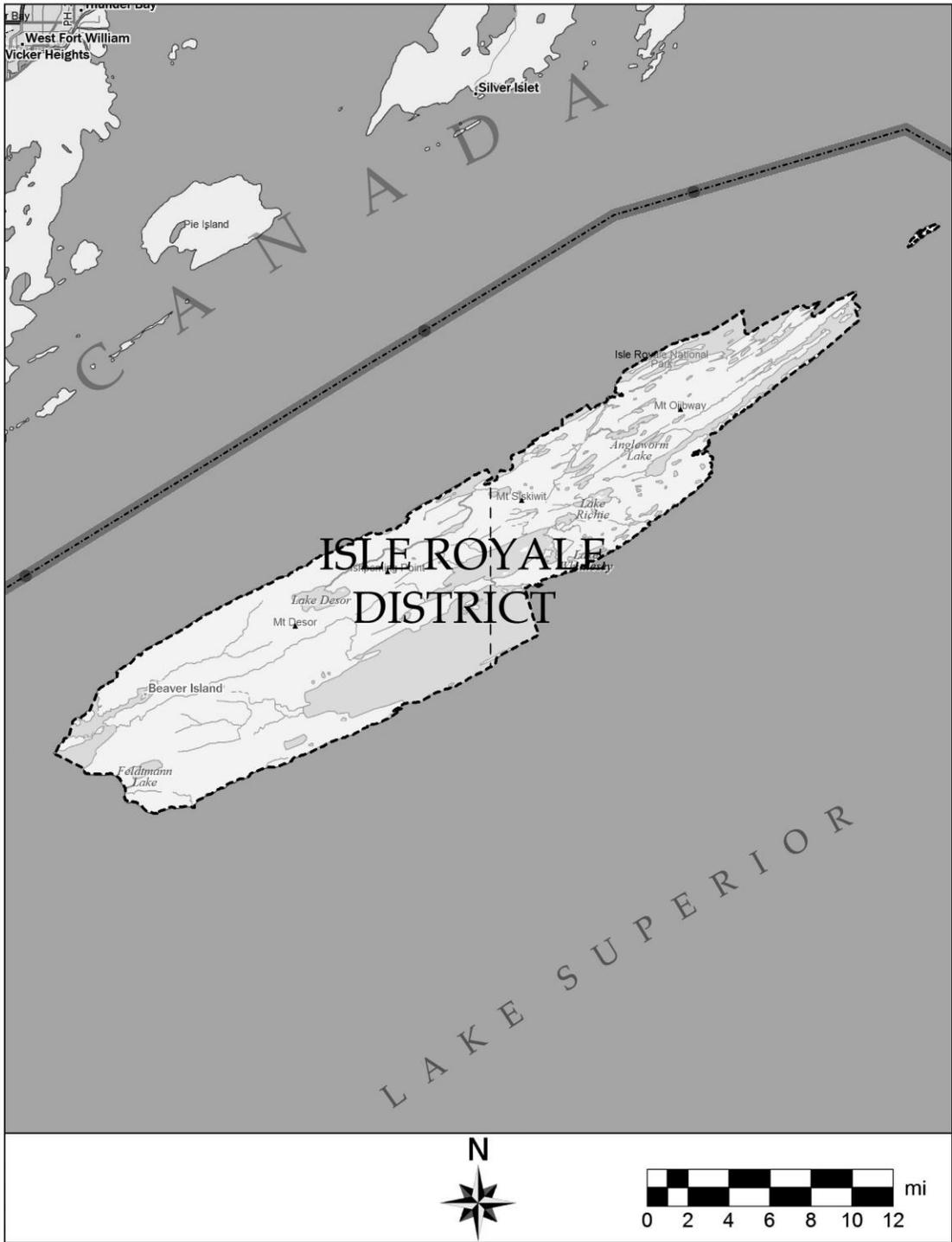
How cottage in Tobin Harbor, looking NE. Credit: Seth DePasqual  
Copper Country Survey Phase II\Keweenaw County\Pictures\Isle Royale District\Isle Royale (3)



Isle Royale Lighthouse on Menagerie Island, looking NE. Credit: Seth DePasqual  
Copper Country Survey Phase II\Keweenaw County\Pictures\Isle Royale District\Menagerie Island (1)



Isle Royale NPS administration building on Mott Island, looking E. Credit: Mark Romanski  
Copper Country Survey Phase II\Keweenaw County\Pictures\Isle Royale District\Mott Island (1)



Approximate area of Isle Royale survey district. Credit: Ryan Holt

## Copper Country Survey Phase II

**District Name:** Mohawk District

**County:** Keweenaw    **Township(s):** Allouez

**Boundaries:** Extends north to intersection of U.S. 41 and Gratiot Location Road (included); extends west to intersection with U.S. 41 at No. 6 Road (excluded); bounded on the south by Houghton County line; bounded on the east by Allouez Township line. No. 5 Road included.

**Historic Use:** Industry; Domestic; Agriculture; Religion/Funerary

**Current Use:** Domestic; Religion/Funerary

### RESOURCE COUNT

**Buildings:** 389    **Structures:** 3    **Objects:** 0    **Sites:** 17

### MATERIALS

**Foundation:** Stone; Concrete; Brick

**Roof:** Asphalt; Metal/Steel

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

**Other:** Brick; Concrete

**Style:** Queen Anne; Gothic Revival; Modern

**Description:** The Mohawk district comprises the southeastern corner of Allouez Township. Highway U.S. 41 (combined with M-26 in this area) is the district's only highway. Seneca Location Road, Gratiot Location Road, and No. 5 Road provide connection to mine sites. The Mohawk Gay Road provides for east-west travel; a few short farm access roads extend from Mohawk Gay Road. Numerous abandoned railroad grades cross the district with some maintained and marked as snowmobile and ATV trails. Low lying wetlands fill much of the northern part of the district. Seneca Location is located in the northwest. Mohawk village is on U.S. 41 in the western part of the district, with the village of Fulton located immediately to the south on Mohawk Gay Road. To the south of Fulton, Fulton Creek flows to the west across the district.

The district includes two surviving farms, but the unincorporated mining villages at Mohawk, Fulton, and Seneca Location define its character. Each of the villages follows a linear or grid plan with houses laid out in rows. The gently sloping terrain of Mohawk contrasts with the hilly lots to the south in Fulton where the earliest development took place along Fulton Creek. The villages are primarily residential with a few commercial buildings in Mohawk and one in Fulton.

Mohawk is the largest village, spread along U.S. 41/M-26, which is named Stanton Avenue in the west of the village and Mohawk Street in the east. Mohawk's role as a center for community life is evident from its two Gothic Revival churches, American Legion Hall, and Modern style school (1969). Along U.S. 41, a restaurant, motel, and commercial building all date from the mid-twentieth century. The two-story upright and wing, two-story front-gabled side entrance house, and front-gabled two-story duplex are the most common house types. Some examples of ranch, foursquare, and mobile homes also appear. Houses employ vinyl, fiberboard, wood shingle, and asphalt siding overtop of wood clapboard (surviving in several examples); one house is built of brick. Mine rock foundations are common, with several houses utilizing Jacobsville sandstone. The influence of the Queen Anne style appears evident in houses on Stanton Avenue that have octagonal bays, art glass and leaded glass, porch columns, asymmetrical massing of gable-roofed dormers, and contrasting use of wood shingle and clapboard. One house embraces eclecticism in its use of ogee arches in its shingled front porch. There are numerous outbuildings in the village, including garages, sheds, and barns; outbuilding construction is wood frame, log, and a distinctive type of stone wall with brick corners.

Two different settlement patterns are evident in the village of Fulton. In the northern part of the village, the same house types seen in nearby Mohawk are arranged on an orderly grid of streets. In the southern part of the village along Horseshoe Bend, Manhattan, and Seneca streets, the density of housing is greater, and lots and house placement follow an irregular pattern. Facing Fulton Creek, the house types on these streets include front- and side-gabled one-and-one-half-story and two-story houses of frame and log. Unusual in their form and possibly dating from the mid-nineteenth century, two one-story front-gabled houses on Ballman Street employ heavy stucco over saddle-notched log walls. A diverse range of outbuildings along the back lots in Fulton includes garages, sheds, and barns. Of special note are several one-story outbuildings, two bays in width, resembling the double barn form (although they appear to be sited on single house lots).

Seneca Location consists of one row of houses, all sharing the same one-and-one-half-story front-gabled form. Many have attached garages as side additions as well as enclosed front porches, newer fiberboard or vinyl siding, and replacement windows in various configurations. Outbuildings include sheds, garages, barns, a shed-roofed chicken house, and a side-gabled log building with central brick chimney and 6/1 windows at the rear of a house lot.

There are approximately one dozen buildings outside of the villages. A two-story front-gabled house, bungalow, and L-plan house are among the examples. These houses have few traces of architectural decoration and employ asphalt, fiberboard, and vinyl siding. Two inactive farm sites include resources such as houses, gambrel-roofed barns, garages, and sheds along with orchards, fence lines, and fields.

There are several mine sites in the district comprised of buildings, concrete ruins, and rock piles. At Gratiot Location along U.S. 41 in the north of the district there is a mine shaft capped with a steel bat-cage. On No. 5 Road in the south of the district there are multiple ruins including steel and concrete smokestacks and concrete walls. In Mohawk, the concrete block two-story Keweenaw County Road Commission garage (1916) surrounded by rock piles occupies one of two Mohawk Mining Company buildings (the second built c. 1900) on the mine site at the corner of Fourth and Shop streets.

**Condition:** The condition of primary buildings in the district ranges from fair to good in Mohawk, Fulton, and Seneca Location. There are several dilapidated houses across the district and numerous houses that appear in disuse. Many garages and outbuildings appear in fair to poor condition.

**Integrity:** Each of the villages of Mohawk, Fulton, and Seneca Location retain their legibility as mine company towns through their recognizable building types. Most houses have undergone modifications—some more extensive than others—including rear and side additions and replacement windows and cladding. Many of the houses have altered window openings. Wood clapboard remains visible in a few examples, but vinyl is the predominant siding material with wood shingle, asphalt, fiberboard, and asbestos as common alternatives. The original forms of the two churches in Mohawk village remain visible, and they retain details such as Gothic Revival windows and glass, but the buildings have been altered with new siding and additions.

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

**Date Built:** c. 1850s-1960s

**Architect or Builder:**

**History:** The history of the Mohawk area has been dominated by copper extraction. Prehistoric mining efforts led mid-nineteenth century prospectors to open mines in the Mohawk district as early as 1847, and mining continued until 1966. During that time, the village of Mohawk, along with Fulton, Seneca, and Gratiot locations, rose and declined along with the regional mining industry. Since 1966, they have become primarily residential communities for people working in neighboring towns.

The roughly one hundred-odd years of Mohawk district's mining history can be divided into three periods. The first period is between the 1840s and 1890s, when the Fulton and Seneca mining companies were forming and becoming marginal producers. In 1844, the U.S. Mineral Land Agency granted Robert Forsythe a lease for property known locally as Silver Hill. By 1847 Forsythe had opened a mine on a small fissure vein; he reorganized the company in 1853 as the Fulton Mining Company. Although the company sank several shafts, it remained a small producer. The Seneca Mining

Company incorporated in 1866 with over three thousand acres, and while it had engaged in some work by 1867, it seems not to have produced any copper. In 1880 Seneca created the Ahmeek Mining Company to explore and develop eight hundred of those three thousand acres, but the Seneca mine was not producing.

The second period begins in the early 1900s, when the Mohawk mine was opened, which prompted renewed interest in older mines and sparked investment in new properties. In the course of constructing a road to haul logs for use in the mines, Joseph Gay found an outcropping of the Kearsarge amygdaloid lode. Gay, along with William Paine and John Stanton of the Copper Range group of mines in Houghton County, formed the Mohawk Mining Company in 1898—absorbing the Fulton—to work this lode. Although their initial success came from extracting a new and rare mineral—dubbed mohawkite for the mine in which it was discovered—the mine became an important copper producer. The Mohawk mine's success seems to have encouraged the Seneca mine to spin off another mine in 1906—the Gratiot—just north of the village of Mohawk. By 1909 the Mohawk Mining Company operated the most productive mine in Keweenaw County, and employed one thousand men at the mine and in its mills on Traverse Bay. In addition to shaft houses, warehouses, and other industrial structures at the mine location, Mohawk soon had single houses and boarding houses, general stores, and Protestant and Catholic churches, and served as the primary commercial and cultural center for the adjacent Seneca and neighboring Gratiot mines.

The last period of the Mohawk district's mining history begins in the 1930s when the Mohawk mine closed and ends in the 1960s when all the area mines were shut down. Once considered the most efficiently run mine in the copper district, the Mohawk closed in 1932; its holdings were taken over by Copper Range in 1934. By 1945, the Calumet and Hecla Mining Company had assumed control of the Seneca and Gratiot mines, which it continued to operate until 1966. No other industry has replaced mining in the Mohawk area, but company-built housing continues to provide homes for a small number of residents.

**References:** Anonymous, *A History of the Upper Peninsula of Michigan* (Chicago: The Western Historical Company, 1883); Don H. Clarke, *Copper Mines of Keweenaw No.12: Mohawk Mining Company* (private printing, 1978); Richard A. Fields, *Range of Opportunity: A Historic Study of the Copper Range Company* (Hancock, MI: Quincy Mine Hoist Association, 1997); John Gaertner, *The Duluth, South Shore & Atlantic Railway: A History of the Lake Superior District's Pioneer Iron Ore Hauler* (Bloomington: Indiana University Press, 2009); Larry Lankton, *Cradle to Grave: Life, Work and Death at the Lake Superior Copper Mines* (New York: Oxford University Press, 1990); Lauri and Christine Leskinen, with major revision by Dan Leskinen, *A Billion Years of Copper Country History* (private printing, 2011); Lawrence J Molloy, *A Guide to Michigan's Keweenaw Copper District: Photographs, Maps and Tours of the Keweenaw—Past and Present* (Hubbell, MI: Great Lakes GeoScience, 2008); Clarence Monette, *Early Days in Mohawk Michigan* (Lake Linden, MI: private printing, 1980); Horace J. Stevens, *The Copper Handbook* (Houghton, MI: private printing, 1900).

**NR Status:** The villages of Fulton and Mohawk warrant intensive level survey as potential districts. The largest concentrations of historic buildings appear to be along Central Street, Second Street, and Seneca Road in Fulton and along Stanton Avenue in Mohawk. The two log houses on Ballman Road may yield important information about log construction and house forms with further study.

**Comments:** Several properties had county address markers at the roadside, but resources were not visible from the road.

**Surveyor:** Eric Gollanek

**Survey started:** 8/3/2011

**Survey ended:** 8/4/2011

**Photos:**



Barn on south side of Ahmeek St. in Mohawk, looking S. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Mohawk District\Ahmeek St-Mohawk Village (3)



Houses on north side of Cliff St. in Mohawk, looking NE. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Mohawk District\Cliff St-Mohawk Village (1)



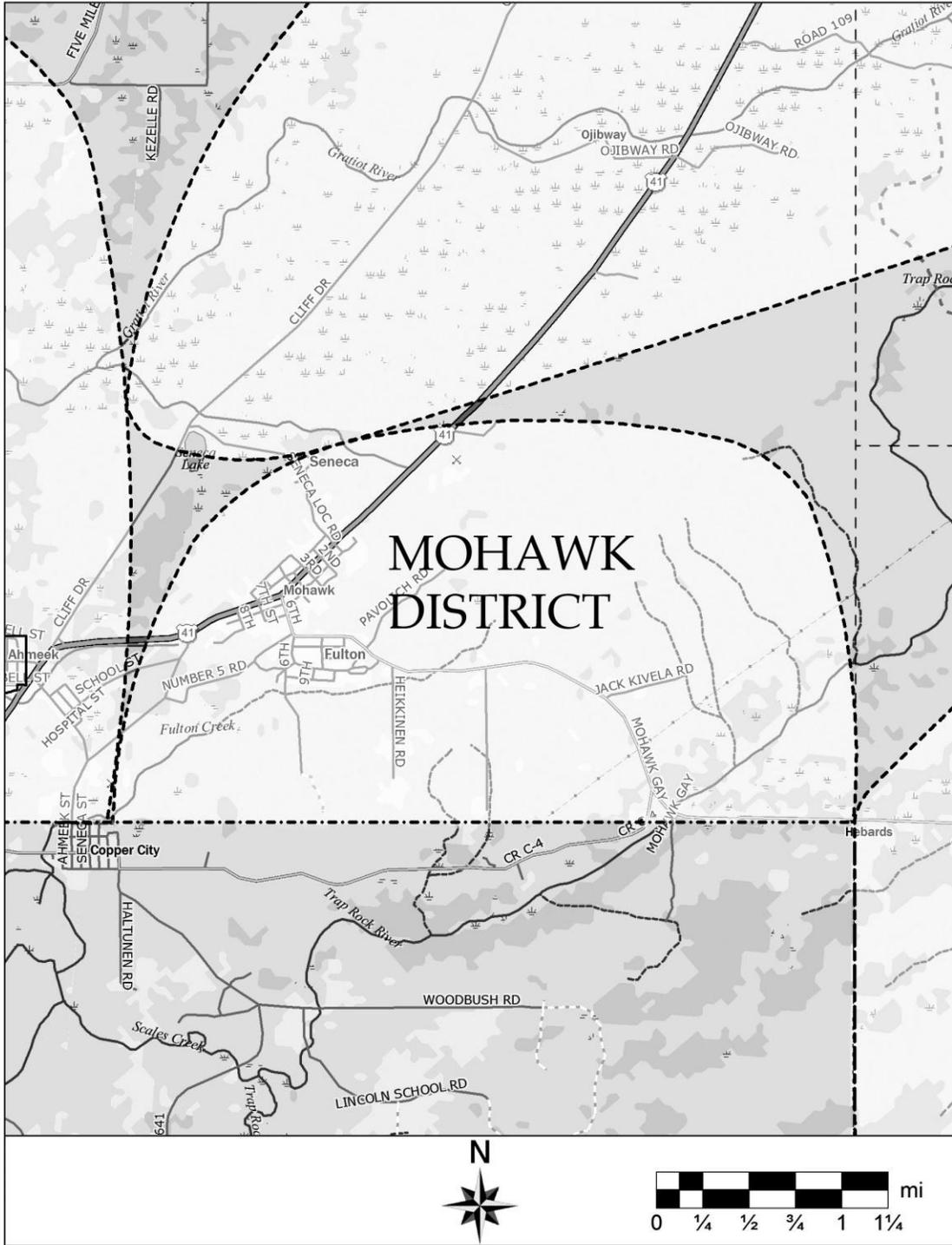
School and rock pile on east side of Stanton Ave. in Mohawk, looking E. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Mohawk District\Stanton Ave-Mohawk Village (2)



American Legion Hall and church on east side of Stanton Ave. in Mohawk, looking E. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Mohawk District\Stanton Ave-Mohawk Village (3)



Houses on north side of Horseshoe Bend in Fulton, looking N. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\Mohawk District\Horseshoe Bend-Fulton Village (1)



Approximate area of Mohawk survey district. Credit: Ryan Holt

## Copper Country Survey Phase II

**District Name:** South Shore District

**County:** Keweenaw    **Township(s):** Eagle Harbor, Grant, Houghton, and Sherman Townships

**Boundaries:** Extends north to Wyoming Road (excluded); bounded on the northeast by Lac La Belle and Bete Gris roads (included), extending eastward to the mouth of the Montreal River; bounded on the east and south by Lake Superior; bounded on the southwest and west by Sherman Township line; bounded on the northwest by Mohawk Gay Road (included).

**Historic Use:** Industry; Recreation and Culture; Fishing; Domestic; Transportation; Military

**Current Use:** Recreation and Culture; Domestic

### RESOURCE COUNT

**Buildings:** 214    **Structures:** 9    **Objects:** 0    **Sites:** 6

### MATERIALS

**Foundation:** Stone; Concrete

**Roof:** Asphalt; Metal/Steel;

**Walls:** Wood/Fiberboard; Asphalt; Wood/Shingle; Wood/Log; Vinyl

**Other:** Brick; Stone/Jacobsville Sandstone; Concrete

**Style:** Queen Anne; Colonial Revival; Rustic

**Description:** A primarily rural district, South Shore encompasses the south-central portion of Keweenaw County, bordering Lake Superior on the eastern shore of the Keweenaw Peninsula. The unincorporated village of Gay is the only place of size or density of resources. Lac La Belle, Big Betsy, Bete Grise, and Hebard are now recreational communities with little sense of village character. The Gay Lac La Belle Road is the principle means of travel in the district with its alignment following the shoreline of Lake Superior. Gratiot Lake Road, Mohawk Gay Road, and Lac La Belle Road provide connections to the interior. Short spur roads provide access to individual properties along Lake Superior and Lac La Belle as at Niva Road, Jarve Road, Montgomery Point Road, and Plantés Road. The interior is rugged with ridges and dense second-growth forest cover. Mount Bohemia, Gratiot Mountain, and Mount Horace Greeley are prominent peaks in the district. The rocky shoreline gives way to intermittent stretches of sandy beach at Brunette Park, Tobacco River Park, and Bete Grise Bay. Lac La Belle and Gratiot Lake are the largest of several lakes in the district, with cottage properties fronting onto Gratiot Lake along Gratiot Lake Drive. The Tobacco River, Big Betsy River, and Betsy Creek flow into Lake Superior in the central part of the district. A double-arched stone bridge (c. 1930s) crosses Betsy Creek along the Gay Lac La Belle Road. Other creeks and rivers include Black Creek (tributary of the Tobacco River) and Little Gratiot River (flowing between Lake Gratiot and Lac La Belle). The Traverse River flows across the southwestern corner of the district. Several smaller creeks, including Eister and Sucker creeks, feed into Gratiot Lake in the center of the district. Numerous small streams flow through the low lying wetland areas north of Gay village in the southwestern part of the district; wetlands also surround Lac La Belle in the northeast. A canal constructed in 1866 connects Lac La Belle with Lake Superior at Bete Grise Bay.

Located in the southwestern part of the district, the village of Gay holds the greatest concentration of resources in the district. Approximately seventy-five buildings sit on numbered streets and perpendicular cross streets in the village. Front-gabled and L-plan one-and-one-half- and two-story houses are the most common building types. Other types include ranch houses and mobile homes from the mid-twentieth century. A few examples retain original wood clapboard siding, though many have wood shingle, asphalt, fiberboard, or vinyl cladding. Foundation materials include mine rock, concrete block, and a few examples utilizing Jacobsville sandstone. Chimneys of brick or concrete block are

common. There are several examples of log buildings and outbuildings that may date from the late nineteenth century. Several buildings of frame and log construction may have been barns or stables.

Second Street is the main road through Gay and includes a concentration of prominent buildings. The former Gay school building (1927) utilizes a two-story L-plan configuration with gable-on-hipped roof inspired by the Colonial Revival with its octagonal cupola and pedimented entrance porch. At the corner of Second and Lake streets, the former superintendent's house (now a bar) for the Mohawk mine stamp mill retains its Queen Anne asymmetrical form and tower. The mill doctor's office, a one-and-one-half-story building with gable on hipped roof, is currently in use as the Sherman Township Hall. The neighboring community hall, built by the Wolverine Mining Company in 1906, is a front-gabled building with a raised basement and art glass windows. The most prominent structure on the landscape is the concrete smokestack (1921) towering over the village. Equally impressive are the stamp sands spread out along miles of the Lake Superior coastline.

Northeast of the village of Gay on the Lake Superior shore, Tobacco River Park occupies the site of a pumping station that supplied water to the Mohawk and Wolverine mills. The Jacobsville sandstone foundation for the pumphouse is located by the road, and two wooden cribs extend into the lake, marking the location of the water intakes.

To the northeast along the lakeshore, at the mouth of the Big Betsy River, there is a cluster of approximately two dozen houses, sheds, and cabins. A stone breakwall at Kaupps Dock along the river's shore and the numerous sheds relate to the community's history as a fishing village. On Niva and Betsy Cottage roads, several examples of one- and one-and-one-half-story houses face Lake Superior, either clustered near the river's mouth or along the lakeshore, with most used as seasonal recreational camps. Both side- and front-gabled types are common with a few utilizing hipped roofs. Outhouses and other small one-story outbuildings are common as part of camp sites. Log walls, asphalt, wood shingle, fiberboard, and wood clapboard all appear. One example has a sandstone chimney; other buildings utilize brick or concrete block.

The area of Lac La Belle includes numerous houses around the lake's edge. The pilings of an abandoned wharf extend into the lake from its northwestern shore. On the northern shore of the lake, the community of Lac La Belle consists of overgrown and unimproved fragments of streets marked with signs numbered First, Third, Fourth, and Fifth Streets; not enough remains to indicate the extent (if any) of a village plan. Less than a dozen buildings remain in this area, including several small one-story gable roof sheds or houses utilizing vertical log, asphalt, or corrugated metal cladding. Farther east around the lake there are examples of one- or one-and-one-half-story side-gabled houses—some built of logs—bungalows, and a ranch house; at least some of these were built for recreation. The mill site at Haven Falls Park on the northwestern shore of Lac La Belle contains stone foundations and stamp sand deposits.

Long expanses of sandy beach characterize Bete Grise Bay at the northeastern edge of the district. Mendota Lighthouse (established 1870; rebuilt 1895; decommissioned 1960) is visible from across the Mendota Ship Channel (1866) connecting Bete Grise Bay with Lac La Belle. In addition to the two-and-one-half story brick lighthouse with square tower and octagonal lantern, the light station retains a board and batten boathouse, an oil house, two-story barn, privy, and two docks. There are few additional historic resources visible in the immediate area.

There are few resources in the interior of the district. Approximately twenty buildings appear in the area around Gratiot Lake with evidence of another two dozen properties not visible from the road. Most of these are side-gable one-and-one-half-story recreational properties including several examples of log construction. One of the larger houses in the interior of the district is seen at the end of Lizzardo Road, west of Gratiot Lake, a one-and-one-half-story side-gabled house with shed dormer and side addition. There is little trace of agricultural activity in the district. One farmstead along the southern border of the district at Hebard Road consists of eight buildings including a hipped roof garage, log barns, sheds, and possible sauna along with remnants of an orchard and fence line.

**Condition:** Properties in the village of Gay range in condition from fair to good. Lakeshore properties are generally well maintained. The majority of properties in the district appear to be used as seasonal homes.

**Integrity:** Integrity varies across the South Shore district. Many buildings retain their original form, materials, and craftsmanship. Window replacements are common, and sometimes window openings have been changed. Outbuildings such as sheds and garages generally retain integrity. Although there are a few buildings remaining from the historic

community of Lac La Belle, it is no longer recognizable as a village. The village at Gay has some vacant lots but generally retains integrity as an industrial mill town through planning, feeling, and association.

**Theme/Subtheme:** Industry/copper industry; Entertainment/Recreation; Maritime History

**Date Built:** c. 1860s-1960s

**Architect or Builder:**

**History:** The South Shore district's resources document a long and distinct history within Keweenaw County, and can be divided into two periods: prehistoric and early industrial mining operations in the northeast portion of the district, near Lac La Belle; and late nineteenth century logging and milling in the southwest portion, near Gay. During the 1950s, the United States Air Force established a surveillance station atop Mt. Horace Greeley. Perhaps no other district in the Copper Country can claim such a diverse history.

The northeast portion of the district, primarily the Lac La Belle area, has one of the longest records of human activity in the Keweenaw. Human occupation began thousands of years ago, as evidenced by an archeological site near Mt. Bohemia. The copper artifacts, fabric, and other material that were found indicate that the site was used for thousands of years; archeologists believe that it is the oldest known worked-copper site in North America. Mining companies opened shafts in the area during the 1840s, but it was not until 1866 that a canal was built to connect Lac La Belle with Lake Superior. This allowed large ships to dock at the west end of Lac La Belle, where the Delaware (later called Conglomerate) Mining Company built three stamps mills between 1861 and 1880. By 1870, the Mendota lighthouse was in operation at the entrance to the canal, near Bête Grise beach, but was decommissioned the same year as the failure of the Mendota and Lac La Belle mines triggered a marked decline in shipping; it sat idle until 1895, when it was replaced with a new lighthouse. However, by 1910 the mines had closed and the population of the Lac La Belle area had declined. By 1940, only ten people lived there, primarily fishermen and their families; an additional fishery operated by the Smith family was located on the Lake Superior shore between Lac La Belle and the Montreal River. By the 1940s, the area—including Bête Grise—was becoming a resort destination; the Lac La Belle Resort was built in 1939, and summer homes were being built around Bête Grise Bay in the 1940s.

The history of the southwest portion of the district is dominated by the community of Gay. The Bammert family began logging along the Tobacco River in the 1880s, and established a small community at the river's mouth. Charles Hebard operated a sandstone quarry in the same area from 1894 to 1896. In 1898, the quarry company's railroad—the Traverse Bay Red Sandstone Company Railroad—was purchased by the newly formed Mohawk Mining Company for transporting copper ore to stamp mills, which would be built on the lakeshore in 1902. Hebard Station was built along the line in 1903 and another stop, Snowshoe, was added in 1910. The Mohawk and Wolverine mining companies added over one hundred company homes to the several logging company homes that were already there and named the community after Mohawk's president, Joseph Gay. The mills were the main employers in town; Gay's population rose and declined along with the productivity of the mines and mills, peaking at eight hundred in 1915. The Wolverine mill closed in 1922, but the Mohawk mill would continue operating until 1932. Gay's population began a slow decline in 1932, even though its economy was sparked when logging resumed in 1933: Onsimé Dion opened his sawmill in Gay that year and operated it until the 1960s. Commercial fishing was another ongoing activity: Big Betsy and Pumphouse, just north of Gay, were once active fishing villages.

In response to post-World War II international relations, the U.S. Air Force built the Calumet Air Force Station on top of Mt. Horace Greeley. The site included housing, a commissary, and even a playground. Although it closed in 1988, it serves as a base for communication antennas and remains a prominent feature on the landscape.

**References:** Anonymous, *A History of the Upper Peninsula of Michigan* (Chicago: The Western Historical Company, 1883); R.L. Dodge, *Michigan Ghost Towns of the Upper Peninsula* (Las Vegas, NV: Glendon Publishing, 1973); Kathryn Bishop Eckert, *The Sandstone Architecture of the Lake Superior Region* (Detroit: Wayne State University Press, 2000); David Mac Frimodig, *Keweenaw Character: The Foundation of Michigan's Copper Country* (Lake Linden, MI: John H. Forster Press, 1990); Susan R. Martin, ed., "20KE20: Excavations at a Prehistoric Copper Workshop," *The Michigan Archaeologist* 39(3-4): 1993; Lawrence J. Molloy, *A Guide to Michigan's Keweenaw Copper District: Photographs, Maps and Tours of the Keweenaw—Past and Present* (Hubbell, MI: Great Lakes GeoScience, 2008); Clarence J. Monette, "The

Gay, Michigan Story,” (Lake Linden, MI: private printing, 1988), and “Lac la Belle,” (Lake Linden, MI: private printing, 1990).

**NR Status:** The Mendota Lighthouse (listed 1980) is the district’s only National Register-listed property. The adjacent Mendota Ship Canal still connects Lac La Belle to Lake Superior at Bete Grise Bay; it warrants further research to evaluate National Register eligibility. The village of Gay warrants intensive level survey for both potential lumber-industry related buildings as well as the numerous resources connected with its history in the copper industry, especially through its houses, outbuildings, and public buildings. Resources at Big Betsy and possibly Lac La Belle warrant further study as historic fishing communities.

**Comments:** There are no visible resources on Mt. Bohemia; the fire tower is no longer standing and all of the mine shafts/adits on the hillside have been filled, covered, or capped. Drs. Patrick and Susan Martin prepared a National Register nomination for the Lac La Belle archeological site, but the property owner declined to submit it. Access was not obtained to visit Mt. Horace Greeley, a former Air Force base and later correctional school containing potential resources, and the site was not surveyed. The mill sites at Gay village were posted with no trespassing signs, so this survey was not able to identify concrete foundations or other ruins. Likewise, Smith Fisheries is private and inaccessible; there are reportedly remnants of a pier and a few remodeled buildings at the site.

**Surveyor:** Eric Gollanek      **Survey started:** 8/11/2011      **Survey ended:** 8/12/2011

**Photos:**



Houses on west side of Lake St. in Gay, looking SW. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\South Shore District\Lake St-Gay Village (3)



Government buildings on south side of Second St. in Gay, looking W. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\South Shore District\Second St-Gay Village (3)



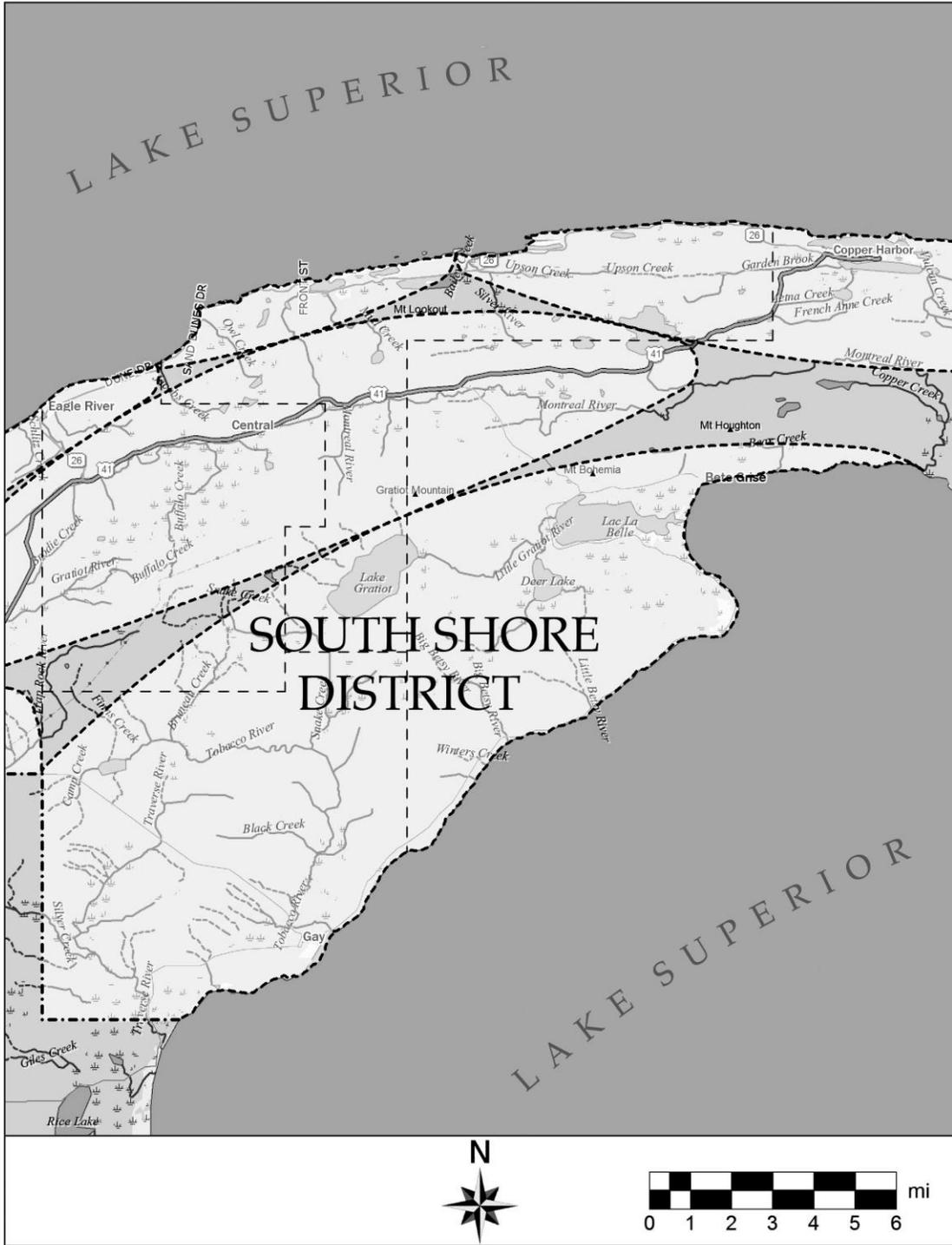
Stamp sands on south side of Gay Park Rd., looking SW. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\South Shore District\Gay Park Rd (1)



Houses at the end of Niva Rd., looking SW. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\South Shore District\Niva Rd (1)



Cottages on Lac La Belle, looking NE. Credit: Ryan Holt  
Copper Country Survey Phase II\Keweenaw County\Pictures\South Shore District\Third St (1-A)



Approximate area of South Shore survey district. Credit: Ryan Holt