National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

RECEIVED 2280
MAR - 4 2016
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. Name of Property

Historic name: Bewabic Park
Other names/site number: Bewabic State Park
Name of related multiple property listing: **N/A**

(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: 1933 West U.S. 2
City or town: Crystal Falls Township State: MI County: Iron
Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___**national** X **statewide** ___**local**

Applicable National Register Criteria:

X **A** X **B** X **C** ___**D**

Martha D. MacFarlane-Faes 3/1/16

Signature of certifying official/Title: **Date**

Brian D. Conway, Michigan State Historic Preservation Officer

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper — Date of Action 4.19.16

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private: ☐

Public – Local ☐

Public – State ☒

Public – Federal ☐

Category of Property

(Check only **one** box.)

Building(s) ☐

District ☒

☐

Site

Structure ☐

Object ☐

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
2	2	buildings
6	3	sites
2	3	structures
13	1	objects
26	9	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use
Historic Functions
(Enter categories from instructions.)
Recreation/Culture
Landscape

Current Functions
(Enter categories from instructions.)
Recreation/Culture
Landscape

7. Description

Architectural Classification
(Enter categories from instructions.)
Other – Rustic Park Architecture

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Stone -Fieldstone; Wood-Log

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Bewabic State Park is a 315-acre park located along U.S. 2 in Iron County west of Crystal Falls, Michigan, on the shores of Fortune Lake. The topography is gentle hills covered with hardwood trees. Originally a county park founded in 1923, it was developed by the Civil Works Administration and Civilian Conservation Corps from 1934 to 1937. The park follows the rustic park architecture and romantic landscape style developed by the National Park Service (NPS) for national park improvements built under New Deal federal relief programs. The park contains a log bathhouse that was featured in the NPS book *Parks and Recreation Structures*, as well as a stone toilet building, stone fireplaces, tennis courts, an island trail, bathing beach and a historic campground loop. The park is also significant for its role in the early conservation movement in Michigan, early highway development and automobile tourism, and for its association with Herbert F. Larson, Iron County Road Commission Manager-Engineer who established the first roadside park in America and initiated an amendment to Michigan state law that enhanced the

ability of counties to establish county park systems. The park retains a high degree of historic integrity.

Narrative Description

Bewabic State Park consists of approximately 315 acres of rolling hills covered in virgin hardwood. It is located in the western Upper Peninsula of the State of Michigan in Iron County on U.S. Route 2 about four miles west of the city of Crystal Falls and eleven miles east of the village of Iron River. It is on the east bank of Fortune Lake, a chain of four connected lakes with an irregular shoreline. The northern boundary is located on the south side of U.S. 2 and is distinguished by a serpentine wall of cut fieldstone—the only wall of its type in a Michigan state park. The western boundary fronts the east side of Idlewild Road while the southern boundary fronts the north side of Idlewild Road as it curves east before intersecting Cattail Road. The east boundary fronts the northwest shore of Fortune Lake.

The entrance drive leaves U.S. 2 and runs along the top of a large hill that slopes to the lakeshore. At the top of the hill is a parking lot that serves the day use picnic area, which is located on the grassy slope below. To the west of the parking lot, the entrance drive splits and a small section curves southeast down the hillside to the lakeshore where it provides access to a boat launch and small parking area. The main section of the entrance drive makes a gentle curve to the west, then curves south to provide access to three campground loops.

Day Use Area

The day use area is bisected into two distinct areas by a narrow line of trees. An oblong, 180-car parking loop at the top of the hill serves both sections. The parking loop was built on two levels. According to an article in the local newspaper this was done so that visitors could sit in their cars and listen to music being played in a bandstand that had been built in a natural amphitheater at the bottom of the hill. The levels of the parking loop are separated by a central grassy area in which large, widely spaced boulders are placed between mature trees. At the southwest end of the parking loop are the remains of a flagstone retaining wall and flagstone steps that provided pedestrian access to the southwest section of the day use area. Garden remnants found here include plantings of roses, lily of the valley, and daylilies.

Northeast Day Use Area & Island

The focus of the northeast section of the day use area is the bathing beach. A log bathhouse sits at the top of the hill and is oriented parallel to the lake shore. It is fronted by a long swath of grass that flows from the front of the bathhouse down the hill to the lake. A short fieldstone retaining wall built c. 1980 separates the grass from a man-made sandy beach. A log picnic shelter, built in 1974 on the original site of a shelter that burned, is located to the southwest of the bathhouse a little lower down the hill. Mature trees provide shade around the shelter. In between the bathhouse and picnic shelter is a semicircle of mature maple trees that was planted to create a small grove. Within the grove are a stone stove, picnic table and a distinctive green Halsey-Taylor drinking fountain. To the south of the grove is the remnant of a circular day lily garden. Scattered throughout the picnic area are five cobblestone L-shaped stoves, with low grill sections and tall stacks behind. Northwest of the

bathhouse is a cut limestone drinking fountain and a 4.5 x 16 foot log that, resting on the ground, serves as a memorial to the county's lumbering industry.

The log bathhouse was designed in 1937 by local architect Abraham Anderson of Ironwood, Michigan. It is featured as an example in the National Park Service publication *Park and Recreation Structures* (1938) by Albert Good. The bathhouse is a horizontal log structure on a three foot tall fieldstone foundation. It has a low pitched, side gable roof of wood shingles with exposed beam ends and vertical wood paneling in the gables. The building consists of a central body with two dropped wings. A central door, protected by a shed roof overhang supported on log knee braces, is flanked on each side by 12-light windows. Each wing has centered 12-light paired windows on the façade and entry doors in the gable ends. All windows are flanked by wooden shutters. The building has undergone alteration over the years. A decorative log railing once located on the roof line has been removed. The wings, which were once used as dressing rooms and canoe storage, were converted in 1970 to restrooms and at that time the paired windows were cut into the façade. The restroom stalls are of pine panels attached with standard plumber's pipe. Entry doors in the wing ends were originally double and made of vertical plank; today they are single doors of horizontal half logs. The body of the building is stained dark brown, while the doors are a light, orangey stained wood. The interior has a concrete floor and the walls are pine paneled.

The open picnic shelter was built in 1974 on the site of an earlier shelter built by the CCC that burned. It consists of a gabled, wood shingle roof on log supports. A low fieldstone wall was constructed between the supports. A large stone fireplace located in the center of a non-gable wall is the original fireplace built by the CCC. At the east end of the shelter is a grouping of three cedars, part of the original 1936 landscape design. Nearby is evidence of a stone floor or patio.

The Island

At the bottom of the day use hill, a low, curved fieldstone retaining wall built in 1970 separates the grassy hill from a sandy beach. The beach was originally created in the 1930s and today is accessed via shallow stone steps in the center of the retaining wall. A foot trail runs north along the lake from the beach and then to the east to access an island. It was originally a peninsula, but a canal was cut to create the island in 1933 by Civil Works Administration (CWA) laborers. The island is accessed by a short wood plank foot bridge with minimal wood railings. The original footbridge no longer exists but log pilings can still be seen at the base of the current bridge indicating the new bridge is in the same location. A packed earth foot trail loops around the southern end of the island. The loop is bisected by another foot trail. The northern end of the island is marshland. Cobblestone riprap and retaining walls constructed by the CCC are evident along the length of the trail. The island is hilly and stone fireplaces were placed on knolls at key viewsheds to provide vistas of Fortune Lake. Three fireplaces were identified on the island; two are small in scale while the third is quite large. The two small fireplaces are made of stone and are about knee height. Each resembles a wide, stone seat curved around a centered open fire pit. One is still in good repair. The large fireplace is located on a rise on the island's northwest side overlooking the bathing beach on the mainland. This fireplace is made of randomly coursed, rough cut fieldstone with raised mortar joints. It has a squat, square back and wide front wings that angle out. The fireplace opening at the vortex of these wings is narrow and the interior floor is banked. This fireplace, designed more as a gathering place than for cooking, is similar in style to a "Memorial" fireplace found in Good's *Park and Recreation Structures* book.

North of the island, east of the entrance drive, and south of U.S. 2 is a grassy area that once served as a Deer Park and later a campground. On a 1939 site plan it is labeled "Approved Present Day Campground Area." On an undated map labeled "Chicaugon Area Base Map Be-Wa-Bic Park" it is

labeled a "Deer Park" and consists of 26.5 acres. Newspaper accounts indicate that a deer park existed here until the 1940s. The deer park fence originally blocked public access to the island but the fence was removed by the CCC when they made improvements to the island.

Southwest Day Use Areas

The southwestern day use area accommodates multiple activities. At the top of the hill is a stone toilet building. A sixth stone stove is located nearby. The stone stoves at Bewabic resemble the early stoves found in the National Park Service's (NPS) *Park Structures and Facilities* (1935) by Albert Good. The L-shaped stoves are built of cobblestone. A metal stovepipe is imbedded in the chimney and there is a cast iron griddle plate for cooking. A small iron door in the base of the stove is labeled "Lake Shore Iron Works, Manistique, Michigan." The stove near the toilet building is the most intact; the others are in varying degrees of disrepair and have lost the iron door, metal stovepipe, and/or the griddle plate, which were replaced with standard grates. The design of these early park stoves lost favor with the NPS because of their height—according to Albert Good they created a forest of chimneys that rivaled the natural trees. NPS later adopted a low chimney design, like those found on the island at Bewabic State Park.

A belt of trees, which separates this section from the bathing/picnic area to the northeast, sweeps halfway down the hill to concrete tennis courts that are surrounded by a chain link fence. These are unique—the only tennis courts found in a Michigan state park. The courts were built by Civil Works Administration (CWA) workers in 1934. At the south end of the tree line, the long grassy slope forms a natural bowl that is used as an amphitheater; a band shelter was built here by the CWA in 1934 but it no longer exists. To the southeast of the tennis courts, near the lakeshore, is a small playground with a metal slide and swing set.

The toilet building at the top of the hill was designed by Abraham Anderson in 1936. The side gable building is constructed of random course fieldstone at its base which blends into more regular course, square cut stones under the roof line. The roof is of wood shake shingles. In each of the building's gable ends is a small pyramid of ventilation openings created by eliminating every other block in the course. A short, L-shaped stone wall about six feet tall screens each of the entry doors, which are located in the gable ends, from public view. A small window in the center of the building is flanked on each side by two 12-light windows. The interior is paneled in pine and has been updated over the years.

On the southwest slope of the hill is a curved, gravel loop road that accesses a boat launch and small parking area constructed c. 1973. A wooden fish cleaning station, a gable roof on two pillars, was built in 1978.

Campgrounds

There are three loop campgrounds at Bewabic State Park. One was constructed as part of the original 1936 CCC plan for the park and two were added in 1973.

North (A) Loop Campground

This single loop road, which provides access to campsites one through twenty-eight, was built by the CCC in 1936. Campsites are only found on the outer perimeter of the loop and a large, grassy communal area is located in the middle of the loop. At the time of construction, the individual

campsites were "separated by native shrubs to afford a certain amount of privacy to individual groups." Today the North Loop Campground is shaded by tall maples and other hardwood trees. Campsites are grassy and spacious and are separated from neighboring sites by thick vegetation. Standard features in the campground area include wood and tubular metal picnic tables, Halsey-Taylor drinking fountains, wood slat park benches, and square half-timber site markers. Across from campsite 28 is a small, grassy play area containing a clover leaf climbing apparatus and a slide. A stone toilet building once located at the northwest end of the loop has been demolished. It was replaced by a combination building constructed in 1973 located just outside the southeastern end of the loop. Two vault toilets are located in the southeast end of the loop's center. At the northeast end of the loop are two foot trails that enter the campground. One connects to the day use area; the other was originally the CCC-built entrance road to the campground.

The B and C-Loop Campgrounds

These campgrounds are located south and west of the historic North (A) Loop campground and were built after 1970. Camping sites are located on both sides of the loop roads in both areas. B-Loop contains forty-eight campsites and C-Loop contains fifty-five. There is no vegetation between the sites. They are geared to motor vehicle camping and contain large parking pads. Sites 81-103 contain horseshoe drives.

Contributing Resources

1. Entrance Wall (1936, CCC)
2. Entrance Road (1936, CCC)
3. Day Use Picnic Area (1936, CCC)
4. Tiered Parking Lot (1936, CCC)
5. Bathhouse (1936, CCC)
6. Stone Drinking Fountain (1936, CCC)
7. Waterline Markers (1936, CCC)
8. Memorial Log (1934, CWA)
9. Maple Grove (c. 1923)
10. Stone Toilet Building (1934, CWA)
11. 6 Stone Stoves, Day Use Area (1934, CWA; refaced in 1936, CCC)
12. Tennis Courts (1934, CWA)
13. Canal (CWA, 1934)
14. Island Trail (1936, CCC)
15. Large Stone Fireplace, Island (1936, CCC)
16. 6 Stone Picnic Fireplaces, Island (1936, CCC)
17. Campground Trail-original entrance road to campground (1936, CCC)
18. North (A) Loop Campground (1936, CCC)

Non-Contributing Resources

A. Contact Station, 2003
B. Service Area, 1992
C. Day Use Area Picnic Shelter, 1974
D. Stone Retaining Wall at Beach, c. 1978
E. Fish Cleaning Station, 1978
F. Boat Launch, c. 1973
G. Toilet/Laundry North Campground, c. 1973

H. B Loop Campground, c. 1978
I. C Loop Campground, c. 1978

14. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [x] B. Property is associated with the lives of persons significant in our past.
- [x] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Entertainment/Recreation
Landscape Architecture
Architecture

Period of Significance
1923-1967

Significant Dates
1923; 1933-1937; 1966; 1967

Significant Person
(Complete only if Criterion B is marked above.)
Herbert F. Larson, Sr.

Cultural Affiliation
N/A

Architect/Builder
Abraham Anderson, Architect
Glenn Case Gregg, Landscape Architect

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Bewabic Park was established as a county park in 1923 by Iron County Road Commission Manager-Engineer Herbert F. Larson to conserve a stand of virgin hardwood in the county and to provide public access to a scenic area. At that time it was minimally developed as a county park and provided a place for early automobile tourists to camp along the newly developed Cloverland Trail (U. S. 2). In 1933 further development of the park was undertaken by the Civil Works Administration as part of the first federal relief program established under Franklin Roosevelt's New Deal during the Depression. Between 1934 and 1937 major developments to the park were undertaken by the Civilian Conservation Corps. Bewabic Park was purchased by the state of Michigan as part of a statewide effort to increase and improve Michigan's state park system to accommodate the baby boom generation in 1966 and the following year a purchase of forty additional acres brought the park to its present size. Bewabic State Park is significant under Criterion A for its association with the early conservation movement in Michigan; the Good Roads movement and early highway development; early automobile tourism; and the development of national and state parks under two federal New Deal programs: the Civil Works Administration and the Civilian Conservation Corps. It is significant under Criterion B for its association with Herbert F. Larson, Sr., who joined the Iron County Road Commission in 1914 and served as its Manager-Engineer from 1917 to 1956. Larson was instrumental in pushing to revise Michigan state law to enable counties to expand county park development. He is also credited with establishing the first roadside park in the United States. It is significant under Criterion C for its examples of rustic park architecture developed by the National Park Service for state and national parks during the New Deal 1933 to 1943. The period of significance encompasses the year the park was established (1923) to one year after its purchase as a state park (1966), when the final forty acres that make up the park today were purchased. It was during these years when the most significant park development took place.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The history of Bewabic Park reflects the history of a number of significant twentieth century movements at both the state and national levels including the history of county and state park development, the early conservation movement, the Good Roads movement and the establishment of state trunk lines, and the rise of automobile tourism.

History of County Parks

According to *County Parks,* a 1930 report by the Playground and Recreation Association of America, formal legislation associated with the development of county parks began with the creation of county fairgrounds in the late nineteenth century. County parks were pioneered in the state of New Jersey: the first county parks were established there in Essex County (1895) and Hudson County (1902). Early county parks were typically acquired through donated land. The first county park systems created through land acquisition by a county are attributed to Milwaukee County, Wisconsin (1910), Cook and DuPage Counties outside Chicago, Illinois (1915), and Muskegon County, Michigan (1915). According to *County Parks*, the number of county park commissions in America doubled from thirty-three in 1926 to sixty-six in 1929. Many of the earliest county park systems were developed in counties adjacent to major metropolitan areas.

In Michigan, the *Parks, Zoological Gardens, and Airports Act* (Public Act 90) of 1913 gave county boards of supervisors the authority to acquire property for the creation of parks. Wayne County began planning for a county parkway system, now known as Hines Drive, around 1915. One of the earliest parks in the system was Elizabeth Park for which land was donated in 1919. Significant work did not begin on the parkway until about 1925. Oakland County adopted a plan for a parkway system in 1925 that mirrored the groundbreaking Westchester County, New York, parkway plan. In 1929 Michigan, along with California, led the nation in the number of campgrounds available in county parks. According to *County Parks,* "the chief reasons for establishing some of these parks has been to provide facilities for tourists" (p. 85).

History of Michigan State Parks

The State of Michigan first accepted land for the creation of public parks in 1895 when Mackinac Island and Fort Michilimackinac were received from the federal government and placed under the Mackinac Island Park Commission. It wasn't until shortly after the turn of the twentieth century, with the sudden explosion of automobile travel, that it became clear the state needed to set aside recreation land for use by the public. To answer that need, Michigan's state park system was established in 1919 with the passage of Public Act 218, which created the Michigan State Parks Commission. By March 1921 fourteen sites had been approved by the commission for the creation of state parks. In 1922 the Michigan State Parks Commission was abolished and state parks were placed under the jurisdiction of the Department of Conservation.

At that time P. J. Hoffmaster, a graduate of the Michigan Agriculture College (MAC) and an employee of the Detroit Parks and Boulevards Department, was named the first superintendent of Michigan's state parks. He held that position until 1934 when he was named director of the Department of Conservation, a position he held until his death in 1951. Hoffmaster asked his former classmate at MAC, landscape architect Genevieve Gillette, to assist him in scouting scenic sites appropriate for establishing state parks. After graduating from MAC, Gillette had worked for a time in the office of Chicago landscape architect Jens Jensen before returning to Detroit in 1924. Jensen had worked with the Chicago-based conservation group Friends of Our Native Landscapes to create a state park system in Illinois and encouraged Gillette to participate in Michigan's state park efforts.

Three time periods stand out in the development of Michigan's state park system:

- **1919-1932** - The early state park development period is characterized by the acquisition of land and the undertaking of minimal improvements to make the land accessible and useable by the public. Buildings were typically wood frame in the Arts & Crafts style with exposed rafter tails. Landscape features, such as retaining walls and steps, were typically made of cobble or field-stone and bridges and benches were made of rustic wood and woven saplings.
- **1933-1943** - The Depression era is known as the golden age of park development when massive improvement programs were undertaken through Franklin D. Roosevelt's New Deal federal relief programs such as the Civilian Conservation Corps (CCC). Under the federal programs, states were required to closely follow the plans and designs developed by the National Park Service (NPS) for national parks when developing state parks. The NPS created a building style known as "Rustic Park Architecture," which utilized local materials. Park buildings in Michigan were typically made of log or stone with cedar shake roofs. The buildings were placed to blend into the landscape and not intrude on the natural beauty of the site. Numerous functions were combined into one building in order to reduce the number of buildings required. Landscape features were rustic; benches and tables were made of half-logs, drinking fountains of cut stone. Landscapes and trails were naturalistic; plantings created a romanticized, idyllic setting. Standardized features were used in all parks, such as the one-way loop roads in campgrounds and picnic areas. The majority of Michigan's state parks were improved during this period.
- **1944-1970** – Park construction halted during World War II as materials and labor became impossible to obtain and maintenance took a back seat to the war effort. After World War II, Michigan's legislature appropriated very little money for state park maintenance or acquisition. Record visits by baby boomer families throughout the 1950s put stress on Michigan's state parks. Lack of improvements, deferred maintenance throughout the Depression and war, and minimal funding put Michigan's state parks at risk. Efforts by Michigan's citizens caused the legislature to initiate a bond issue and institute a user fee that resulted in the implementation of a major improvement program in the late 1960s. Since federal funding for park development was no longer available, in Michigan very few parks followed the Mission 66 plan initiated by the National Park Service for modernizing the national parks after World War II. Michigan's only remaining Mission

66-influenced park of note is the Lower Trout Lake Day Use Area at Bald Mountain Recreation Area designed by architect Gunnar Birkerts.

Early Forest Conservation in Michigan

Michigan's forests seemed endless in the mid-nineteenth century when lumbering began. The state's earliest commercial lumbering industries were established in the Lower Peninsula in the 1850s and quickly spread across the state to locations where rivers and ports made moving logs possible. In the Upper Peninsula lumbering began at the port in Menominee. There were few checks and balances placed on the lumber industry at that time since it brought significant revenue to the State. Lumber companies were allowed to abuse the Homestead Act of 1862, hiring men to purchase government land that contained the best timber for only $1.25 an acre. When it was logged off, the companies moved on often leaving the barren land to revert back to the state for non-payment of taxes. The hope was that the cleared land could then be sold as farm land but in reality much of the land was unsuitable for farming. After the Chicago Fire of 1871, lumbering rapidly accelerated in Michigan to meet that city's rebuilding demands. The peak years for lumber production in Michigan were 1870 to 1890. By the early1900s Michigan's pine forests had been largely logged off. Commercial lumber companies began looking for new opportunities. Some headed to the Pacific Northwest and the South while others turned to logging Michigan's hardwoods, which were pretty much depleted by the 1920s.

Interest in forest conservation in Michigan began around 1887 and the state established the first permanent State Forestry Commission in 1889. Forest conservation as a movement gained national prominence in 1900 when Gifford Pinchot established the Society of American Foresters, which was instrumental in making forestry a profession. The Michigan Agricultural College established the state's first forestry department in 1902 followed closely by the University of Michigan which established its program in 1903. That same year, the first state operated tree nursery was planted at Higgins Lake. The Michigan Commission of Inquiry, Tax Lands and Forests, created in 1908 to review the issue of tax reverted lands, recommended that the state use much of its tax reverted land to create state forest preserves since the soil was not suitable for farming. In 1909 the Michigan Public Domain Commission (which became the Department of Conservation in 1921) was created and that same year Theodore Roosevelt signed into being the Marquette National Forest in Chippewa County. The U.S. Congress passed the Weeks Act in 1911 that enabled the federal government to provide matching funds to assist states in purchasing lands for forest conservation.

According to historian Jack Hill in the *History of Iron County,* by 1911 Iron County's "pine forests had been completely stripped and the virgin stands of hardwood remaining consisted of isolated tracts. . . ." With the outbreak of World War I and the need for raw materials for the war effort, there was another rapid increase in timbering. This increase served as an impetus for forest conservation efforts in Iron County.

Early Road Development in Michigan

Michigan began to take the first serious action on improving its roads in 1892 when it appointed the State Highway Commission. To enable the construction of continuous, improved roadways in the state, the Michigan legislature passed the County Road Act in 1893 that enabled the citizens of a county to vote to establish a county road system. Eighteen counties in Michigan took advantage of the opportunity. The Michigan State Highway Department was established in 1905 and the first state funding for road construction was provided through the State Rewards Law. Through the Reward Road program, counties could receive funding for bridge and road construction if they agreed to build them to standards adopted by the State Highway Commission. With the passing of the State Trunk Line Act in 1913, the state was able to create a system of good roads connecting major population centers in the state by paying counties and townships double the regular reward amount for these trunk lines. The Covert Act passed in 1915 encouraged the construction of secondary roads connecting the trunk lines by enabling special assessments on adjacent property owners.

From its beginning, Michigan's state trunk line system was built with one of its purposes being attracting tourism to the state. A burgeoning resort industry established in northern Lower Michigan that relied on steamer and railroad travel was seen as an antidote to Michigan's economic downturn when lumbering ended in 1900. Astute state and local leaders saw the automobile emerging as the primary mode of transportation for the twentieth century. In order to expand the state's tourism industry, they realized that Michigan would not only have to build good roads, the roads would have to be scenic and provide amenities to tourists undertaking long automobile trips. Horatio Earle, the first head of the Michigan State Highway Department, strongly promoted the creation of scenic highways and subsequent state highway commissioners carried out Earle's vision until World War II changed how people thought about highway travel. Numerous articles in trade publications like *Michigan Roads and Forests* pointed out that road construction could not always be looked at "entirely from a dollars and cents standpoint" but must take into account that "people who come to this region for their summer are attracted by the scenic beauty." Even the State Highway Commissioner declared "Michigan's greatest asset is her natural beauty."

In Michigan at the turn of the twentieth century, the creation of good roads, forest conservation and state park development were all intertwined under the auspices of an economic development strategy based on automobile tourism. According to the State Highway Commissioner's twelfth annual report for 1927-1928:

> Good roads, automobiles, and state parks are closely allied as regard their purposes. It would seem then their growth should be somewhat proportional. Why build this great system of roads leading to our lakes, streams and forests if they cannot be made available? Unless these natural resources are available they are of no benefit and to the general public only publicly owned areas on our lakes and streams will assure the people of permanent access.

Once the initial roadways were established, the State Highway Department began a beautification program hiring C. F. Boehler as its first landscape architect in 1922. Reforesting the stump land along Michigan's new roadways was a high priority for the state highway department, which worked closely with conservationists. State parks were created at points of significant natural beauty along the trunk lines and the campgrounds associated with them were to provide places for automobile tourists to rest on their travels throughout the state.

Herbert F. Larson, Engineer-Manager, Iron County Road Commission

In 1875 mining companies began exploring for large iron ore deposits in the Menominee Mountain Range in Michigan's Upper Peninsula. Their success led to the platting of the city of Crystal Falls in 1880 and the creation of Iron County in 1885 from land that had formerly been part of Marquette and Menominee Counties. A discovery of iron ore by the Mastodon Mining Company of Crystal Falls brought new prosperity to the area in 1896. During this period, lumbering was the second largest industry in the region and lumber companies began to turn their attention to cutting hardwood trees once the pine forests had been logged off.

In Iron County the first road commission was appointed in 1893, though little work was undertaken until around 1906 when county officials began to see neighboring counties successfully utilizing the State Rewards program. The first mile of improved Reward Road opened in Iron County in 1910. Support for good roads in the county first came from local citizens who hoped that stump land could be used for agriculture; a good roads system would be important for such an endeavor to succeed. According to *A History of the Northern Peninsula of Michigan,* "Iron County, as a political body, has also acted broadly and promptly...and its $150,000 bond issue of May 1911 for the building, rebuilding, repairing, and extension of the county road system is a wisely incurred indebtedness" (p. 534).

With the appointment of Herbert F. Larson as engineer-manager of the Iron County Road Commission in 1917, the effort to combine road construction, conservation, beautification and park development began in Iron County. Larson was born in Chicago, Illinois, in 1889. His family later moved to Crystal Falls, Michigan, where Larson graduated from high school in 1907. He attended the Armour Institute of Technology in Chicago before entering the University of Michigan Civil Engineering program, from which he graduated in 1913. Larson took a job with the Iron County Road Commission in 1914 and was named Engineer-Manager in 1917, a position he held for 47 years. He was named to the Michigan Transportation Hall of Honor in 1971.

According to Larson in his book *Be-Wa-Bic Country*, a history of Iron County, with the onset of World War I,

> I realized that the hardwoods would go the same way as the pine forest had gone, only much faster. We had no solid forty of virgin pine left as a memorial to a past industry . . . I realized a solid tract of hardwoods should be preserved as well as the virgin timber which still stood along our main highways, so that posterity could see and enjoy what nature had richly bestowed upon us (p. 330).

Larson was unique--one of the few enlightened county level planners in Michigan who understood the need for forest conservation. According to Filbert Roth, head of the forestry department of the University of Michigan, most counties were mismanaging forests.

> The fetish of states' rights goes down to the equally baneful fetish of county rights. A few dozen local men have dictated to the state of Michigan what it may and what it may not do with its lands. The result has been that over one and one-half million acres of lands were simply thrown away by the state during the last fifteen years (*Forestry in Michigan*, p. 22).

The first area Larson identified for purchase was a half section of virgin hardwood owned by the Cleveland-Cliffs Mining Company in Bates Township. The county was able to purchase the land in 1918. The second purchase for conservation purposes consisted of strips of forest as wide rights-of-way along both sides of the Cloverland Trail (U.S. 2). This innovative practice was later adopted by the State Highway Department and other county road commissions around Michigan. According to the 1927-28 *Biennial Report of the State Highway Commissioner*

> Considerable work has been done in the Upper Peninsula toward conservation of virgin timber, both from a beautification and snow protection standpoint. Two hundred feet on each side of the road centerline, making a four hundred foot strip in all, are secured whenever possible. This depth, with the usual amount of undergrowth will preserve the illusion of the road traveling through unbroken timber land and affords nearly perfect drift prevention. This policy has met with complete sympathy of a number of large lumbering companies in the Upper Peninsula (p. 53).

Larson is given credit for the establishment of the first roadside park in America which, according to his book *Be-Wa-Bic Country*, was an idea he conceived when unable to find a public picnic area along a road in Wisconsin while on vacation. To ensure this did not happen to travelers in Iron County, in 1919 he chose a site on Stager Lake and created a semi-circular drive with picnic tables and stoves. Its success, and the subsequent overuse of the Stager Lake facility, led Larson to look for larger tracts of land for public use leading to the purchase of the future site of Bewabic Park on Fortune Lake. The roadside park concept was later adopted by state highway departments around the country, including Michigan's. Larson claims "Michigan is credited as being the first state to place picnic tables along her " (p. 333). By 1935 Michigan had thirty-three roadside parks, which were created using the one percent funding required for highway beautification by the federal aid act. According to the 1937-38 *Biennial Report of the Michigan State Highway Commissioner,* "In 1935 the Road Division inaugurated a new feature in landscape development—the roadside parking sites," which led to the construction of sixty-three new roadside parks between 1935 and 1937 bringing the state total to ninety-three. The first state developed roadside park was built on U.S. 27 between Vanderbilt and Wolverine along the Sturgeon River.

Larson was also instrumental in amending state law to enable the expansion of county parks in Michigan. He began working with Iron County's state legislators in 1922 to introduce a bill that

would amend the state's *Parks, Zoological Gardens and Airports Act* (Public Act 90) of 1913 to make County Road Commissions the trustees of county parks. According to Larson, "At that time the amount of money which could be raised for Park purposes was very limited." The amendment was adopted by the Michigan Legislature in 1923 because, according to Larson, "It was recognized that public parks and roads belonged together." According to the Playground and Recreation Association of America's 1930 report *County Parks:*

> Michigan, it is believed, is the only state in which the law provides that a certain number of members of the county governing board shall be designated as the park administrative body. In this state, three county park trustees are appointed by the county board of supervisors from their own number, except in counties under the county road system. These trustees, although members of the county board, in many respects have powers and duties similar to those of county park boards or commissions.

Bewabic Park

Bewabic Park's establishment and development was the direct result of Herbert Larson's efforts. Upon his recommendation, Iron County acquired land along Fortune Lake in 1923 and Chicagon Lake in 1924. The astute Larson encouraged park trustees to preserve park land on Iron County's lakes,

> realizing that as years go by lake frontages would be rapidly taken up by private people and the time would soon come when a family could not stop, set up a tent for the night, or have a basket lunch without trespassing on private property. . . .

The Chicagon Lake site, now known as Pentoga Park, was once an Indian village inhabited by the Ojibwa. Larsen purchased the land in order to preserve a burial ground that still existed at the site.

The site purchased on Fortune Lake, located along a state trunk line, Highway 2, became known as Bewabic Park. At the time of purchase, it was a farmstead owned by a Reverend Poyseor and consisted of 120 acres, sixty of which was still virgin hardwood. A large farmhouse and several barns existed on the site. Originally, the County intended to turn the farmhouse into a clubhouse for a proposed nine-hole golf course. The course was never built and the farmhouse was instead used as a residence for a paid caretaker. Early improvements to the site were minimal. Historic photographs show that a dramatic log entranceway comprised of four massive vertical logs topped by two smaller horizontal logs was built. A bathing beach was cleared on the lakeshore and a diving board constructed in the lake. A playground and automobile parking lot were built. A twenty-acre deer park was created along Highway 2 at the east end of the park. A channel was cut to make a small peninsula located in the northeast section of the park into an island. However the fencing required for the deer park precluded the island from being used by the public at that time. To the west of the deer park was a camping area for auto trailers.

While these improvements made the site accessible, real development at Bewabic Park did not occur until a federal work-relief program was implemented in Iron County in November 1933.

Civil Works Administration and Bewabic Park

The first national emergency program established to relieve the suffering of millions of Americans due to the onset of the Great Depression was put into place soon after Franklin D. Roosevelt was inaugurated as President in 1933. His campaign promise of a New Deal was instituted with the passing of the Federal Emergency Relief Act of 1933 (FERA) which provided $3 billion for food coupons and other direct assistance. Unfortunately, the stigma of being on "the dole" caused many Americans to avoid participating in the program. To counteract the negative connotations of federal assistance, FERA administrator Harry Hopkins developed work-based relief programs under which unemployed Americans would perform tasks related to public improvements. The first such work relief program was the Civil Works Administration (CWA) which was instituted on November 9, 1933. This early program was geared to unskilled labor and typically involved simple tasks such as clearing brush and repairing roads, which caused opponents to label it a "make work" program. For the 12.5 million Americans then out of work, it was a ray of hope. According to Robert Leighninger, Jr. in his book *Long Range Public Investment: The Forgotten Legacy of the New Deal,*

> Compared with traditional work relief, the CWA was unique and unprecedented.There were no means tests nor home visits. Workers were paid in cash, not vouchers or coupons, and were free to spend it as they chose. Wages were "real" in the sense that they were based on prevailing standards and not calculated to meet the minimum subsistence requirements of the worker's family. CWA also paid workman's compensation in the event of on-the-job injuries or deaths. This was unheard of in a work-relief program (p. 49).

Though the program helped return self-respect to its participants, it was fraught with financial difficulties and was too expensive to maintain. According to Leighninger, "Brought to life in just two weeks and allowed to live only four and a half months, the CWA's demise would also be quick" (p. 50). The CWA was created to meet an immediate need and served as a counterpoint to the Public Works Administration, whose purpose was to develop major construction projects that required months of planning and the use of skilled labor. The CWA was soon replaced with other programs like the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC).

When the CWA program was first announced, state and county officials sprang into action to quickly find qualifying projects. The federal government had put control of the CWA projects into the hands of state highway departments. Of the $150,000,000 appropriated nationwide, $400,000 in CWA funding went to the State of Michigan. More than half was to go to road improvement projects. Herbert Larson, engineer-manager for Iron County, was one of the county road commissioners summoned to Lansing to discuss how CWA funds would be dispersed. At that meeting he was informed that much of the non-road monies would be used for county and state park maintenance. The projects undertaken were to result in lasting and worthwhile improvements to the parks. Work was to begin almost immediately and by February 1934 Larson had 800 workers, out of the total of 1850 CWA workers in Iron County, working on park and

road projects. Two of the largest projects were the improvement of the parks at Fortune and Chicagon Lakes.

The CWA provided one hundred and seventy men with work in Bewabic Park. Projects included construction of a footbridge and trail to access the island, filling swamp land on and near the island, landscaping, and the addition of stoves and tables to the picnic area. The CWA laborers built an 80' x 30' wooden picnic shelter known as "The Wigwam." The name was spelled out in sapling letters above its roofline. They also built a rustic bandstand, two concrete tennis courts, and a shuffleboard court.

In January 1934, Michigan officials received notice that work under the CWA program would be stopped as of March 1934. Though no new projects could be undertaken, projects already under construction could be completed. At Bewabic Park, a big gun that had stood in front of the American Legion quarters at the Crystal Inn in Crystal Falls was moved to the park in March. The bandstand was completed in July and the tennis and shuffleboard courts opened in August.

Civilian Conservation Corps and Bewabic Park

With the demise of the CWA, Iron County park trustees had been asked to submit an outline of proposed park improvements to the National Park Service. In June 1935, the 3615th Company of the Civilian Conservation Corps (CCC) was formed at Camp Wells in nearby Menominee County and transferred to a newly created CCC camp (Bewabic SP-18) on the eastern shore of Fortune Lake. The CCC camp was built on the site of a Bible camp with the stipulation that the Bible camp would inherit the buildings for their use when the CCC's work was completed (this is now the Fortune Lake Lutheran Camp). Under the direction of Sidney E. Johnson of Detroit, one hundred and eight CCC men began work at Bewabic Park. Camp Bewabic was in operation until midnight October 1, 1937, when it was closed by the National Park Service. By then, the majority of the plans developed for Bewabic Park had been implemented.

According to *The Diamond Drill,* Crystal Falls' newspaper, a four and a half year improvement program had been outlined for Bewabic Park when the CCC took over its development. The park was "to be rustic in every detail." Buildings were designed by a local architect, Abraham Anderson of Ironwood. Landscaping was supervised by Glenn Case Gregg of Michigan State College (Gregg went on to become the regional parks director for Marquette County and, later, the Deputy Director of Recreation for the Michigan Department of Natural Resources). Many changes occurred to the park under the CCC. The Poyseor farmhouse was moved away from the center of the park, the barns were torn down, and the day use picnic area was expanded to the west. A log bathhouse that included dressing rooms and store rooms for canoes and racing boats was built. The bathhouse was featured in *Park and Recreation Structures*, a three volume survey of good examples of park architecture and design compiled by Albert Good of the National Park Service. The existing parking lot at the top of the hill overlooking the bandstand and tennis courts was expanded and improved. According to the local newspaper the two-tiered parking lot was, "A unique and convenient feature in that being on the side hill, people sitting in their cars can watch the bathing beach and listen to music from the bandstand." A stone toilet building was constructed at the top of the hill to the west of the parking lot. Playground equipment was

installed at the base of the hill near the shoreline and a log, two-story platform high dive was erected in deep water offshore, just to the north of the play area. Rustic cut stone drinking fountains were constructed and new cobblestone facing was installed over existing stoves in the picnic area. Other picnic area features included half-log benches with back rests, log picnic tables, and two twenty-foot barbecue tables. Willows were planted along the lake shore and the bathing beach was expanded and covered with "imported" sand. The deer park and fence were removed to enable public access to the island via a footbridge. A foot trail on the island was created using cobblestone riprap and at least three stone fireplaces were constructed, one a large memorial style fireplace that overlooked the bathing beach on the opposite shore.

Camping was relocated to a new single loop campground constructed on the west side of the park. A stone combination building for camper use was erected. The local newspaper noted:

> Both tent and trailer campers will be provided with complete facilities such as running water and individual tables and stoves. The camping lots will be separated by native shrubs to afford a certain amount of privacy to individual groups. Roadways to these lots will be surfaced with gravel. . . .

In the service area, a log storage building was constructed.

In addition to park improvements, the CCC built over 150 rustic wooden signs advertising the park and other local points of interest, which were placed throughout the county. These signs were a unique feature along roadways throughout Iron County for many years.

Purchase of Bewabic Park by the State of Michigan

After World War II, outdoor recreation became very popular with the public and Michigan's state park system was highly utilized. Unfortunately, lack of investment in the parks by the state legislature resulted in stress to the facilities and limited services for patrons. Coupled with overcrowded conditions, the state's parks quickly fell into disrepair. In 1956 an article was published in *Motor News* entitled "Our State Parks Are Sick!" Based on a report compiled by the American Automobile Association (AAA) it began with the gloomy proclamation "Michigan's state parks system is in trouble. Its present health is precarious. And its future life is uncertain." AAA had conducted a survey of visitors to Michigan's state parks and when the results revealed shockingly poor conditions in the parks, they sent a cinematographer to film them. To amass money for park maintenance, AAA proposed initiating a sticker fee system for park day users. In 1959, Genevieve Gillette, the landscape architect that had been instrumental in establishing the state park system in the 1920s, formed the Michigan Parks Association with the purpose of promoting the "acquisition and development of parks which are fully adequate to meet the needs of the people, both present and future." She and her associates lobbied hard for funding for the parks. As a result, the *State Park Motor Vehicle Permit and Bond Authorization Act* (Public Act 149) of 1960 was passed enabling parks to charge a $2.00 annual fee and a 50 cent daily fee for all motor vehicles The legislature also approved the sale of $5 million in bonds, of which $4 million would be used for park improvements and $1 million for land acquisition to expand the state park system. The bond issue was approved by a resounding 70% margin and much of the

acquisition money was spent for the creation of P. J. Hoffmaster State Park in West Michigan. In 1962 AAA published a three part article in its *Motor News* magazine entitled "Our State Parks are Still Sick," which reported that, while funding was being put in place, after six years "distressing little progress" had been made toward actual physical improvements in the parks. The article pointed out, "Park users won't see what their sticker fee money is buying until 1963."

In 1964 Parks and Recreation Chief Arthur Elmer reported that "Michigan state parks continued to lead all other state park systems in the country in the number of overnight visitors" with 934,181 campers in 1963. Still, a record number of campers were being turned away due to a lack of available campsites, a trend that continued through 1965 when over 266,000 campers were turned away in that year alone.

Bewabic Park was purchased by the state of Michigan in 1966 as part of the acquisition program to improve the state park system in order to meet the demands of the baby boom generation. An additional forty acres was added to the park in 1967. A master plan for the park was developed and approved in 1966. As a result, in 1971 the CCC built bathhouse was remodeled and in 1975 two new campground loops were constructed to the south and west of the original CCC-built campground, for a cost of more than $407,000.

Today, Bewabic State Park is a unique blend of park landscape history combining features and ideas that span almost a century of park design and development. In 1996 the Michigan State Historic Preservation Office (SHPO) undertook a survey of ten state parks in southern Michigan and in 1997 twenty state parks throughout the Upper Lower and Upper Peninsula, of which Bewabic State Park was one. The parks surveyed were chosen after review of the *Department of Conservation Biennial Reports (1921-1950)* and phone interviews with state park staff to determine the parks with the highest probability of extant historic resources. The SHPO survey found that Bewabic State Park was significant "due to its high level of historic landscape and structural resources, many constructed by the CCC and CWA." In 2003 the Michigan Department of Natural Resources (MDNR) issued a strategic plan for the preservation of historic resources in Michigan state parks. For Bewabic State Park, the MDNR plan indicated that "Given the integrity and high degree of historic significance of the historic district. . . all elements, historic objects and features, including landscape design, should be preserved as a cultural resource" (p. 27).

15. Major Bibliographical References

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_____Miscellaneous Drawings, Maps, and Plans of Bewabic Park 1936-1939. Parks and Recreation Division, Michigan Department of Natural Resources.

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

__X__ State Historic Preservation Office
__X__ Other State agency –Department of Natural Resources
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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16. Geographical Data

Acreage of Property ___315_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 46.094798 Longitude: -88.440094
2. Latitude: 46.094673 Longitude: -88.415415
3. Latitude: 46.080699 Longitude: -88.429800
4. Latitude: 46.081044 Longitude: -88.439839

Or
UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

Verbal Boundary Description (Describe the boundaries of the property.)

Entire Bewabic State Park within Sections 27, 28, and 33, and including an island in Fortune Lake within Section 34 of T 43 N – R 33 W, Iron County, MI. Bounded by Fortune Lake and Birch Point Drive on the east (excluding some waterfront lots west of Birch Point Drive), north by US-2, west and south by Idlewild Rd. between US-2 and east line of SW quarter of NE quarter of Sec. 33. Park includes all of NE quarter of Sec. 33 north of Idlewild Rd. except any property in SE quarter of NE quarter.

Boundary Justification (Explain why the boundaries were selected.)

Includes the entire park.

17. Form Prepared By

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organization: Michigan State Historic Preservation Office
street & number: 702 W. Kalamazoo
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date: 8/10/2015

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Bewabic State Park
City or Vicinity: Crystal Falls Township
County: Iron State: Michigan
Photographer: Lisa Gamero
Date Photographed: June 4, 2009 **(conditions have been field verified as matching those shown in 2009 as of summer 2015)**

Description of Photograph(s) and number, include description of view indicating direction of camera:

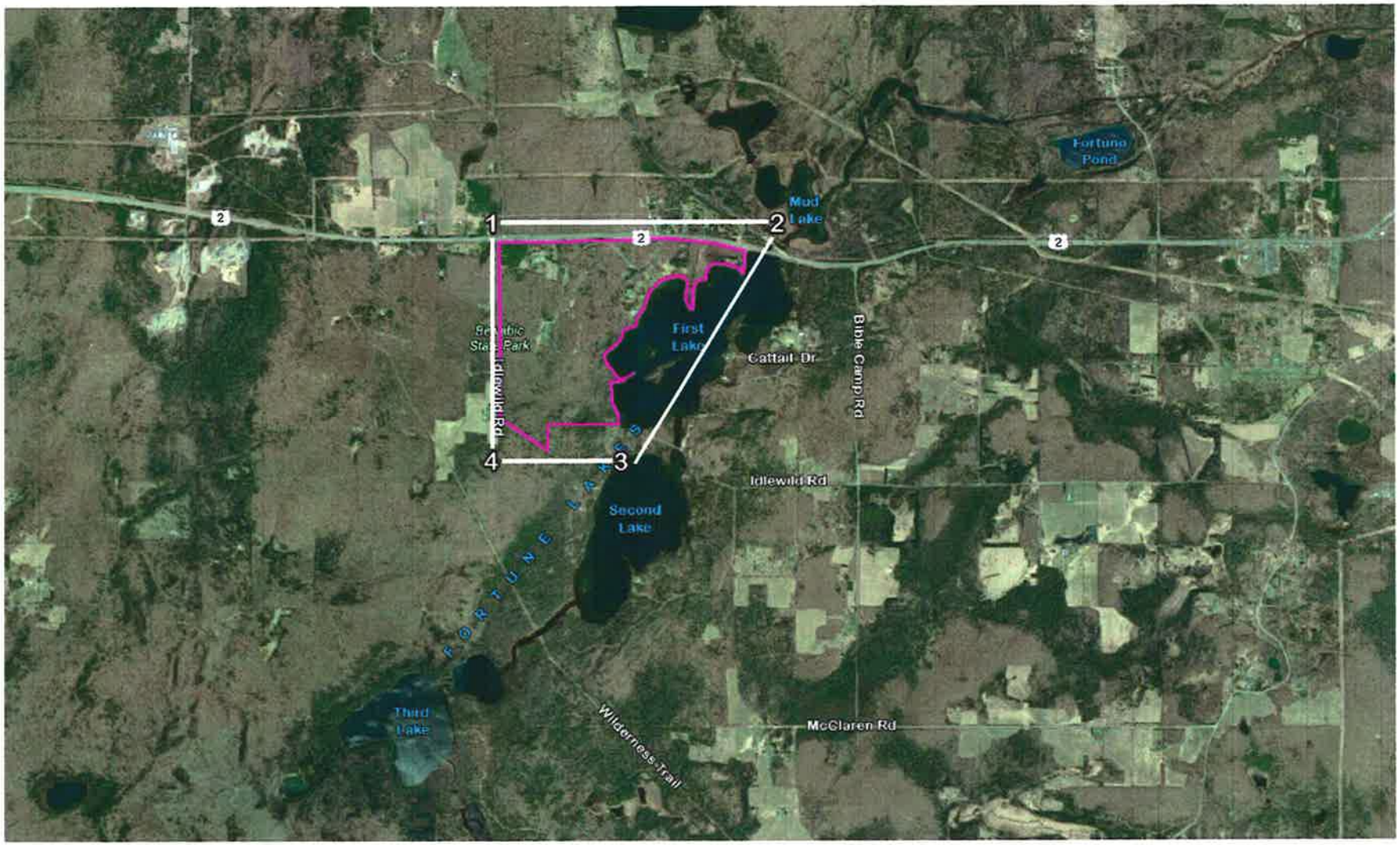
1 of 42: Park entrance landscape setting, view from US-2, camera facing SW

MI_Iron_Bewabic State Park Historic District_0001
2 of 42: East entrance wall, north and west elevation, camera facing S
MI_Iron_Bewabic State Park Historic District_0002
3 of 42: North campground loop, landscape setting on large campsite, camera facing E
MI_Iron_Bewabic State Park Historic District_0003
4 of 42: North campground loop, native vegetation buffer between campsites, camera facing N
MI_Iron_Bewabic State Park Historic District_0004
5 of 42: North campground loop, road layout original to master plan, camera facing E
MI_Iron_Bewabic State Park Historic District_0005
6 of 42: North campground loop play area, metal slide, camera facing N
MI_Iron_Bewabic State Park Historic District_0006
7 of 42: Day use parking lot, bi-level, camera facing W
MI_Iron_Bewabic State Park Historic District_0007
8 of 42: Stone toilet, south and east sides, camera facing N
MI_Iron_Bewabic State Park Historic District_0008
9 of 42: Stone toilet, north and west sides, camera facing S
MI_Iron_Bewabic State Park Historic District_0009
10 of 42: Outdoor Stove #6, south and east sides, camera facing N
MI_Iron_Bewabic State Park Historic District_0010
11 of 42: Outdoor Stove #6, north and west sides, camera facing S
MI_Iron_Bewabic State Park Historic District_0011
12 of 42: Tennis courts area from day use parking lot, camera facing S
MI_Iron_Bewabic State Park Historic District_0012
13 of 42: Tennis courts with landscape plantings, camera facing SE
MI_Iron_Bewabic State Park Historic District_0013
14 of 42: Outdoor Stove #5, south and east sides, camera facing N
MI_Iron_Bewabic State Park Historic District_0014
15 of 42: Outdoor Stove #5, north and west sides, camera facing SE
MI_Iron_Bewabic State Park Historic District_0015
16 of 42: Outdoor Stove # 5, interior close-up, camera facing N
MI_Iron_Bewabic State Park Historic District_0016
17 of 42: Outdoor Stove #4, east and north sides
MI_Iron_Bewabic State Park Historic District_0017
18 of 42: Outdoor Stove #4, west and south sides
MI_Iron_Bewabic State Park Historic District_0018
19 of 42: Outdoor Stove #3, south and east sides
MI_Iron_Bewabic State Park Historic District_0019
20 of 42: Outdoor Stove #3, north and west sides
MI_Iron_Bewabic State Park Historic District_0020
21 of 42: Outdoor Stove # 2, east and north sides
MI_Iron_Bewabic State Park Historic District_0021
22 of 42: Outdoor Stove #2, north and west sides, Bathhouse in background
MI_Iron_Bewabic State Park Historic District_0022
23 of 42: Outdoor Stove #1, south and east sides

MI_Iron_Bewabic State Park Historic District_0023
24 of 42: Outdoor Stove #1, north and west sides
MI_Iron_Bewabic State Park Historic District_0024
25 of 42: Halsey-Taylor drinking fountain in maple grove, camera facing W
MI_Iron_Bewabic State Park Historic District_0025
26 of 42: Stone drinking fountain, north and west sides
MI_Iron_Bewabic State Park Historic District_0026
27 of 42: Stone drinking fountain, south and east sides
MI_Iron_Bewabic State Park Historic District_0027
28 of 42: Bathhouse, rear view, east and north sides
MI_Iron_Bewabic State Park Historic District_0028
29 of 42: Bathhouse, front view, west and south sides
MI_Iron_Bewabic State Park Historic District_0029
30 of 42: Bathhouse interior, restroom, camera facing SW
MI_Iron_Bewabic State Park Historic District_0030
31 of 42: Bathhouse, pebble glass window on north wall
MI_Iron_Bewabic State Park Historic District_0031
32 of 42: Bathhouse interior, knotty pine changing booth, camera facing N
MI_Iron_Bewabic State Park Historic District_0032
33 of 42: Bathhouse interior, row of changing booths, camera facing N
MI_Iron_Bewabic State Park Historic District_0033
34 of 42: Beach area developed by CCC, retaining wall built 1980, camera facing W
MI_Iron_Bewabic State Park Historic District_0034
35 of 42: Island footbridge, replacement bridge built over CCC bridge pilings, camera facing N
MI_Iron_Bewabic State Park Historic District_0035
36 of 42: Fireplace on island near bridge, north side
MI_Iron_Bewabic State Park Historic District_0036
37 of 42: Fireplace on island, rear view from trail, south and east sides
MI_Iron_Bewabic State Park Historic District_0037
38 of 42: Island fireplace #1 ruins, located off trail, camera facing N
MI_Iron_Bewabic State Park Historic District_0038
39 of 42: Island fireplace #2 ruins, located adjacent to trail, camera facing NE
MI_Iron_Bewabic State Park Historic District_0039
40 of 42: Island fireplace #3, located on top of hill, north and west sides
MI_Iron_Bewabic State Park Historic District_0040
41 of 42: Island fireplace #3, south and east sides
MI_Iron_Bewabic State Park Historic District_0041
42 of 42: Island fireplace #4 ruins, located at base of hill, camera facing E
MI_Iron_Bewabic State Park Historic District_0042

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



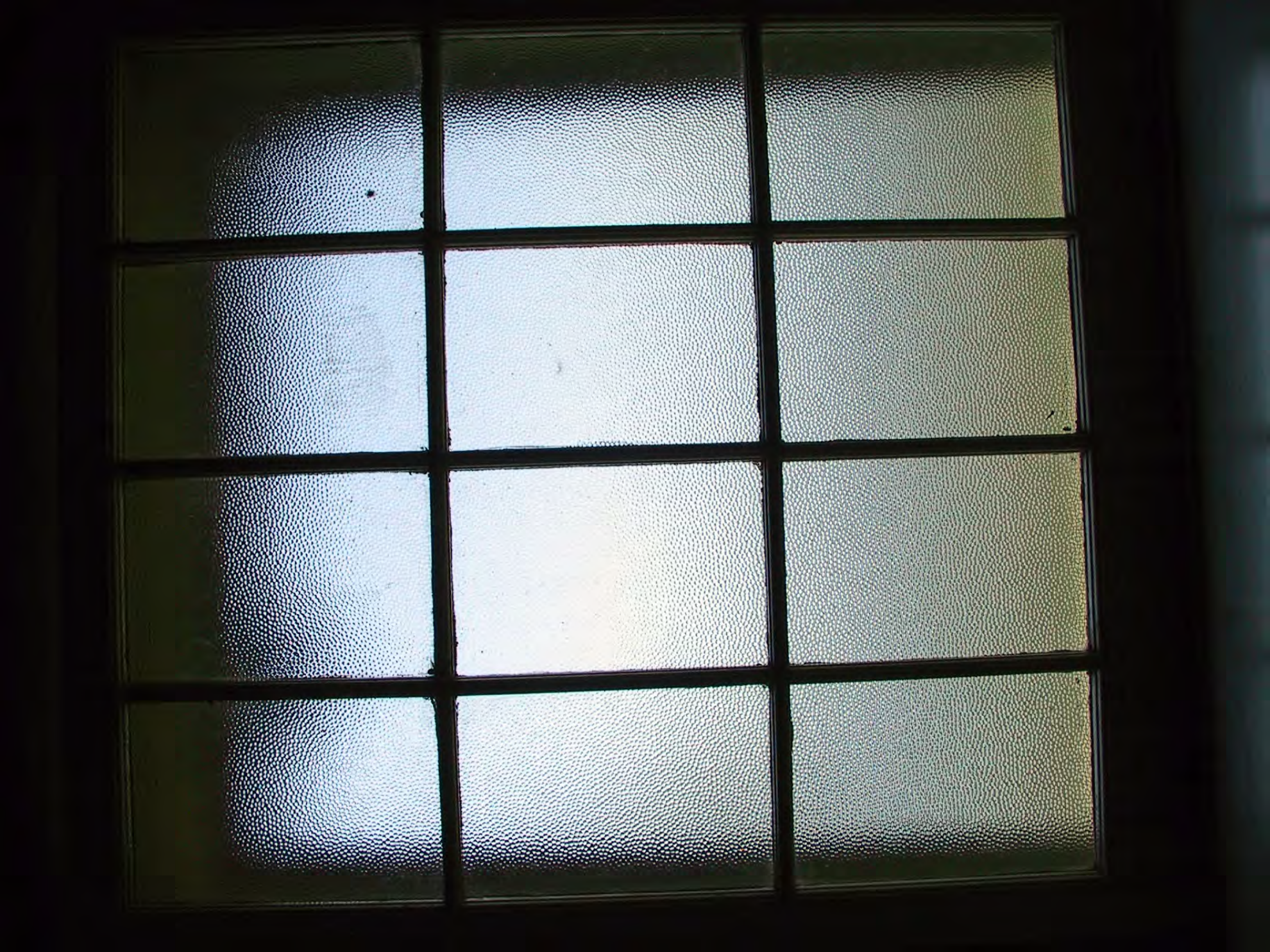
Bewabic Park

720 Idlewild Road, Crystal Falls, Iron County, Michigan

Lat./Long. 1: 46.094798, -88.440094
Lat./Long. 2: 46.094673, -88.415415
Lat./Long. 3: 46.080699, -88.429800
Lat./Long. 4: 46.081044, -88.439839

one inch = 2000 feet

0 1000 ft 2000 ft

BEWABIC
STATE PARK

Women 1