

Although the financial panic of 1857 devastated many Green Bay lumbermen and slowed the milling boom, good times returned in 1862, and the sawmills once more ran at full steam. Shingle making, once a home industry, became a commercial business as shingle mills proliferated. In 1870 Green Bay claimed the title of the world's largest shingle market, exporting 500 million shingles that year.

The great forest fires of 1871 hastened the end of the lumbering era. Scant snowfall during the winter, followed by an unusually hot, dry summer in 1871, turned the slashings left by lumbermen in Michigan and Wisconsin woodlands into a tinder box. Fires burned for weeks in the woods around Green Bay before the fateful day of October 8. Smoke hung over the waters of the bay, and dense smoke and ashes filled the air in Green Bay and Fort Howard. More than once during the early fall, flames entered the city limits of both, yet both escaped the savage fury of destruction on October 8, the day Peshigo burned (see site 74). According to one local observer, the burned district, where about a third of the standing timber was totally destroyed, extended 50 miles west and 70 miles north of the head of the bay, up the Door Peninsula as far as Sturgeon Bay, and south from Green Bay to Lake Winnebago in a strip 10 to 20 miles wide. Green Bay and Fort Howard became havens for fire victims from the surrounding countryside who flocked there seeking medical aid, food, and shelter.

Symptoms of decline had appeared in the Brown County lumbering industry well before the fires of 1871. Lumbermen had long since harvested

the pines and had begun cutting hardwoods. A number of Green Bay establishments made a variety of finished wood products. In 1866–1870 De Pere, Green Bay, and Fort Howard all became iron-smelting centers. Blast furnaces built along the Fox River utilized charcoal made from local hardwoods, local limestone, and Upper Peninsula ore to produce pig iron. The last of the furnaces closed in 1893.

A livelihood for some early Green Bay residents came from the exploitation of yet another natural resource, Lake Michigan's bountiful fish. Indians fished with net and spear in both the bay and the river. In the Fox River rapids at De Pere they used weirs. Settlers at De Pere adopted this Indian technique to catch enormous numbers of pike, whitefish, herring, and sturgeon. Between 1850 and 1870 catches here were said to have numbered in the hundreds of thousands of fish. When the railroad connected Green Bay and De Pere with Chicago, the fish were loaded into railroad cars and covered with ice for delivery to markets.

In 1854 Green Bay exported 2,236 barrels of fish. The take for all of Brown County in 1888 amounted to over 700 tons. The catch at Green Bay still numbered over a million fish in 1912, but more efficient nets, an increase in the number of fishermen, and wasteful methods had begun taking their toll in the late nineteenth century. Fishermen often caught more fish than they could market profitably. They selected the best and left the balance to rot on the beach or disposed of them for fertilizer. The sturgeon disappeared, and the whitefish yields declined. Well before the turn of the

century, fishing interests persuaded the state to go into the business of restocking the lake with millions of fry annually.

During 1880–1920 Lake Michigan's bounty furnished the raw materials for yet another big business. Green Bay, like many another Wisconsin lake and river town, developed an ice trade. In the 1880s and 1890s, Green Bay supplied 100,000 to 300,000 tons of ice a year to Chicago, the nation's railroad hub, which required ice for shipping meat. The business continued until about 1920, when perfected artificial ice-making methods caused its collapse. Shipbuilding, begun at Green Bay in the Civil War years, was yet another lake-oriented industry destined to prosper for many decades.

After lumbering languished, the city's business interests, like those in many Lake Michigan lumber ports, mounted a vigorous campaign to attract industry. In 1882 the business community, infused with new blood, organized a Business Men's Association. It worked not only to attract new businesses but also to improve the harbor and to secure rail connections with Minneapolis in hopes of capturing part of the wheat trade. The association published an *Exposition* to lure new investors, parading all of Green Bay's conceivable advantages: its fine harbor and railroad connections, healthful climate, mineral springs, fine schools and churches, low indebtedness and taxes, available labor supply, nearness to timber and iron ore, and potential as a wholesale distribution point and as a service, market, processing, and manufacturing center for northeastern Wisconsin's developing farms.

The campaign met with some im-



The paper industry in its infancy at the turn of the century ranked as the city's largest employer eighty years later. This aerial view of the Northern Paper Mills at Green Bay was made in 1948. Courtesy State Historical Society of Wisconsin. WHi(X3)39832

mediate success, and by 1910 Green Bay boasted almost a hundred small, diversified manufacturing businesses, some completely new. The breweries, flour mills, market gardens, fish-packing enterprises, stave and cooper-age mills, brickyards, and shipyards, the wagon and carriage company, and the firms that bottled waters of mineral springs were businesses of long standing. Firms making wood products had long been a part of the Green Bay scene, but new firms with new lines of wood products appeared. The city's two large sawmills were busy and very specialized in output compared with their production 50 years earlier. New were the company William Larson founded in 1890 to can peas, the three paper mills founded around the turn of the century, a wood-working

machine firm, and a gasoline engine company.

Green Bay's role as a wholesale and distribution center for a wide area was hardly new, but it assumed new proportions at the close of the nineteenth century, when the city became the central distributing point for three large railroads. Its harbor too was very busy, despite the loss of much freight business to the railroads. Bulk cargoes of coal and wheat accounted for most of the 1902 import and export total of 1,230,000 tons. Package freighters, fishing boats, passenger steamers, and pleasure craft as well kept the city's five miles of wharves busy.

By World War I the directions of future development of the new commercial-manufacturing Green Bay were visible. Paper milling would grow, and

so would the metal industry. The processing of food produced on farmlands that once nurtured fine stands of pine and hardwood would grow in succeeding decades to include enormous quantities of meat, cheese, and cannery crops. Green Bay's role as wholesale distribution, retail trade, service, and financial center for north-eastern Wisconsin and the Upper Peninsula too appeared well established.

City population figures reflected the economic transition. From a total of 4,666 residents in 1870, Green Bay grew to 9,000 in 1890. Twenty years later the population was more than 25,000. From the era of the fur trade to the disruption of European immigration in 1914, Green Bay attracted people from many nations. Families

with French Canadian backgrounds lingered after the United States assumed control at Fort Howard, and in the 1830s Green Bay attracted easterners with town-building ambitions. Before the close of the next decade, German and Irish immigrants arrived, and Dutch, Belgians, and Norwegians increased Green Bay's ethnic diversity by 1860. The town's first permanent Polish residents came in 1864. A decade later at least 38 Polish families lived in Green Bay, and at the turn of the century there were more than double that number. A substantial number of Danes came in the late nineteenth century.

The foreign-born came to Green Bay by choice and direction, not by accident. Shipping, railroad, and real estate interests deliberately sought them, and so did some industries. Letters from families and friends describing life in the Green Bay area also influenced those in search of better economic opportunities. In 1870 almost 40 percent of Green Bay's population was foreign-born. Although that percentage had declined to 11.5 by 1920, persons of foreign-born stock (the foreign-born and people with one or both foreign-born parents) were then still a majority, 53 percent of the city's population. The largest national groups were German, Belgian, Polish, and Irish, but none was large enough to dominate Green Bay's ethnic character. In addition to these larger groups, the early twentieth-century city was home for Austrians, French and British Canadians, Danes, Finns, French, Dutch, Hungarians, Italians, Russians, Scots, Swedes, Swiss, Turks, and Welsh.

In the mid-nineteenth century, lumbering-related and road, harbor,

canal, and railroad construction jobs provided work for unskilled immigrant labor. Others with skills found employment as tradesmen and mechanics, and some established a variety of small businesses. Thanks to Green Bay's industrial development at the turn of the century, paper mills, foundries, canneries, cheese factories, and packing plants required a large labor force, which immigrant labor helped to supply.

Expanding industry in the twentieth century has supported Green Bay's growing population. In 1980 this busy commercial-industrial city of 88,000 persons had 32 firms employing 100 or more workers each. Among them, the manufacturers of paper and paper products employed the largest number. Fort Howard Paper Company and Procter and Gamble Paper Products Company were the biggest employers, each with more than 2,000 on the payroll. Eleven companies each employed more than 100 in preparing, processing, and packing foods. The largest of these firms was Packerland Packing Company, producers of beef and meat products. Nine machinery and metal product companies, each with a payroll of more than 100, were noted in the 1980 Green Bay Chamber of Commerce listing. The biggest employer among them was the Paper Converting Machine Company, with more than 900 employees. Green Bay's major educational institutions, including the University of Wisconsin-Green Bay and Northeast Wisconsin Technical Institute, are also large employers.

Most Americans identify Green Bay with the Green Bay Packers professional football team, a member of the National Football League. Earl Louis

(Curly) Lambeau founded the team in 1919 with a \$500 contribution for sweaters and stockings from his employer, the Indian Packing Company, a short-lived meat-canning firm. Later Lambeau reminisced: "All they wanted was the name 'Indian Packing Co.' on the sweaters." The press promptly dubbed the team "the Green Bay Packers," a name that Lambeau tried to get rid of once the company folded. He failed and later commented: "It's a great name. But we didn't realize it then."

From a very modest beginning, the team grew in national prominence, reaching its greatest success under the management and coaching of Vincent Lombardi. In the decade after 1959, Lombardi led the Packers to five National Football League championships, six titles in the Western Division, and Super Bowl victories over the American Football League champions in 1967 and 1968. Lombardi Avenue (Hy W-32) in front of Lambeau Field commemorates his contribution to the Packers and the city of Green Bay.

Green Bay Sites of Interest

(1) Northern Voyageurs and Loggers Sculptures

201 North Monroe Avenue

These striking steel sculptures, located in front of the First Northern Savings and Loan building, stand as memorials to the fur trade and lumbering eras. The sculptor, Lyndon Pomeroy, completed "First Northern Voyageurs" in 1975 and "First Northern Loggers" in 1980, using more than six tons of steel.

(2) Brown County Courthouse**100 South Jefferson Street*

Built 1908–1910 to replace Green Bay's 1854 courthouse, the present building is an excellent example of Beaux-Arts architecture. Because the money allocated for its construction was not completely spent, the balance was used for artwork. Franz Rohrbeck, a German-born panorama painter of San Francisco and Milwaukee, did the murals on the walls and ceiling of the courthouse. He depicted figures and events in Green Bay history. For the dome he used the themes of justice, agriculture, commerce, and industry.

On the southeast corner of Courthouse Square stands an imposing statue, "Spirit of the North West," by Sidney Bedore, a student of Lorado Taft. The three figures represent Nicolas Perrot, Claude Allouez, and an Indian.

(3) The Neville Public Museum of Brown County*210 Museum Place*

For many decades housed in cramped quarters in the Neville Public Library, the museum now occupies spacious new quarters. An exceptionally fine display, "On the Edge of the Inland Sea," traces the history of northeastern Wisconsin from the ice age to the present utilizing 7,200 square feet of space to depict the region's history. The main art gallery and space for traveling exhibits occupy the first floor. Science, history, and art are the focuses of five galleries on the second. Open year round, Monday, Tuesday, Friday, and Saturday, 9:00 A.M.–5:00 P.M.; Wednesday and Thursday, 9:00 A.M.–9:00 P.M.; Sunday, noon–5:00 P.M. Free.

(4) Astor Historic District*

The Astor Historic District is a 39-block area bounded roughly by the Fox River on the west, East Mason Street on the north, South Van Buren Street and South Webster Avenue on the east, and Emilie and Grignon streets on the south. It lies in what was originally the town of Astor, laid out in 1835 by agents of the American Fur Company as a town site speculation. Historically known as "The Hill," this part of present-day Green Bay became the main residential area of the town's economic and political leaders from the time of settlement well into the twentieth century.

The district's influential residents included Charles de Langlade, an officer in the French and later the British armies, skilled in marshalling Indian support; Pierre Grignon, Sr., a French fur trader; Jacob Franks and John Lawe, English entrepreneurs; and Morgan L. Martin, an American prominent in Wisconsin's political life in the territorial period (see no. [5]). Between the Civil War and the 1890s, the businessmen who shaped Green Bay's economic development chose the Astor District for their fine homes. Many members of the Green Bay Business Men's Association (above) lived here, as did the pioneer paper mill owners of the turn of the century. Other influential residents represented industry, commerce, shipbuilding, business, politics, the professions, and finance.

Visitors who would like to sample the architectural richness of the district will find a concentration of interesting structures in the 900 block of South Madison, the 600–1100 blocks of South Monroe, and the 600–900 blocks of South Quincy.

(5) Hazelwood**1008 South Monroe Avenue (Hy W-57)*

The Neville Public Museum assumed responsibility for the home of Morgan L. Martin after the death of the last Martin family member. Hazelwood is both a lovely home and a structure of historical importance for both Green Bay and the state of Wisconsin. Morgan L. Martin was a member of the Wisconsin Territorial Council, the territory's representative in Congress, and president of the second State Constitutional Convention in 1847–1848. Later he served as a state senator and Brown County judge. Many of the original Martin family furnishings may be seen in Hazelwood. The house was built about 1837 in the Greek Revival style and is restored to the period 1830–1870. Open May through September, Wednesday–Sunday, 1:00–5:00 P.M., and the balance of the year Tuesday–Saturday during those hours. \$

(6) Green Bay Churches with Distinctive National Origins

Largely because of the variety of national groups in Green Bay in the nineteenth and early twentieth centuries, the city blossomed with handsome churches. Six Catholic churches had distinct national origins: French, German, Dutch, Irish, Polish, and Belgian. The Lutheran churches of Green Bay served German, Norwegian, and Danish national groups. French-speaking Belgians organized one of the city's Presbyterian congregations. The two Moravian congregations in Green Bay were Norwegian and German in origin. There were, in addition, a German and a Norwegian-Danish Methodist-Episcopal church and one German Reformed church on the city roster in 1906. Fearing that



Hazelwood, beautifully preserved, ranks among Wisconsin's finer and more significant historic homes. The Neville Public Museum of Brown County staff conducts high quality tours. Photo by Margaret Bogue.

their English-speaking children would lose the faith, concerned Green Bay Lutherans organized Grace Lutheran in 1909 as an English-speaking congregation; at the time, not one of the three Lutheran congregations in the city conducted services in English. As for the nineteenth century American-born Protestants, they belonged mainly to Episcopal, Presbyterian, Methodist, and Baptist churches.

St. Mary of the Angels Catholic Church,
645 South Irwin Avenue

For almost a quarter-century before the construction of St. Mary of the Angels, the Polish Catholics of Green Bay struggled to establish a separate parish served by a Polish-speaking priest. The first permanent Polish settlers in Green Bay date from 1864, and Poles arrived in sufficient numbers

during the seventies to attempt organization of a separate parish. In the panic year of 1873, the newly organized Polish parish of at least 38 families began gathering funds to build St. Stanislaus Kostka church. The frame structure, completed and dedicated in 1875, served its Polish congregation very briefly, for hard times made it impossible to pay the church debt. Sold at public auction to satisfy a mechanic's lien, the building was repurchased by the bishop of Green Bay and sold to the Poles of Pine Grove, a small, rural Polish community southeast of Green Bay. They dismantled, moved, and rebuilt it there, and it served their needs for many years.

Until 1898 the Polish people of Green Bay worshiped at St. Francis Xavier Cathedral. Then, with the encouragement of the Franciscan Fathers

at Pulaski (site 71), they made a second attempt at establishing a separate parish and church. As a result, the stone Gothic Revival Franciscan Monastery and St. Mary of the Angels Church were built in 1901–1903. The parish then comprised 80 families, 76 of them Polish and the balance Bohemian, German, and French. Not all of Green Bay's estimated 100 Polish families chose to worship there. Although the parish has lost much of its original ethnic character, as late as 1954, 48 percent of the membership was of Polish or partly Polish descent.

Grace Presbyterian Church,
612 Stuart Street

Organized in 1873, with 31 charter members, as the French Presbyterian Church, this French-speaking Belgian congregation occupied several sanctuaries before building a church at Stuart and Monroe Streets in 1910. That structure remains in use, along with a 1929 addition that presently serves as the sanctuary. While the congregation has grown over the years, about 90 percent of Grace Presbyterian's current members are descendants of the Protestant Belgians who came to Green Bay and the Door Peninsula in the nineteenth century. The congregation is a rarity among Presbyterian churches because its members are mostly blue-collar workers employed in Green Bay industry. The businessmen and professionals so prominent in most Presbyterian congregations are absent.

St. John the Evangelist Catholic Church, 413 St. John Street

The original St. John the Evangelist Church, built in 1832 at Shantytown, a settlement on the Fox River between De Pere and Green Bay, was designed

by Father Samuel Mazzuchelli, a Dominican missionary generally associated with the lead-mining region of Wisconsin, Illinois, and Iowa. Initially the congregation was mainly French, but by the 1840s immigrants from Ireland and Germany also worshiped at St. John's. The Mazzuchelli church burned down in 1847, and St. John's relocated in a small frame structure, formerly used by the Methodists, very near the site of the present church. The congregation built a beautiful twin-towered red brick Gothic Revival structure to meet the needs of the growing parish in 1873. After fire completely destroyed it, construction began in 1912 on the brick Romanesque sanctuary currently used by St. John's parishioners. St. John's is the mother church of Green Bay's Catholic parishes. The Germans, Dutch, and Flemish in St. John's congregation were the first to depart to form their own churches (see below).

St. Francis Xavier Cathedral,
139 South Madison Street

The history of the cathedral is closely connected with the numerous German Catholics who settled in the Green Bay area in the mid-nineteenth century. Initially members of St. John the Evangelist parish, they experienced such language difficulties that they began planning for a church and parochial school headed by a German-speaking priest. In 1851, 65 German families established a new parish, the Annunciation of the Blessed Virgin Mary. They built Old St. Mary's, as it was popularly known, and a parochial school on South Madison Street.

In 1868, when the diocese of Green Bay was created, its first bishop selected Old St. Mary's as his procathe-



St. Francis Xavier Cathedral, July 1984. Photo by Margaret Bogue.

dral. His successor, Francis Xavier Krautbauer, who became the second bishop in 1875, set about replacing St. Mary's "a wooden building shaken by every storm, of which every peasant congregation . . . would be ashamed." He drew up plans for a new cathedral patterned after St. Ludwig's in the Bavarian city of Munich.

The cornerstone for this beautiful red brick Romanesque church was laid in 1876, and the structure was consecrated in 1881. Two years earlier it had been named St. Francis Xavier in honor of the patron saint of the first Catholic mission established in the Green Bay area in 1671–1672. The towers, initially finished only to the belfry section, were completed in 1903. Some original interior ornamentation remains. Of special merit are stained glass windows from Innsbruck, Austria, and a mural, "The Crucifixion," painted by Johann

Schmitt, an emigrant to the United States from the Duchy of Baden who had studied painting in Munich and Vienna.

Over the years the interior and the exterior of the cathedral have been modified somewhat. Murals were added. Marble replaced the simulated marble of the sanctuary. Gold leaf was restored. New front entrances were added. A sacristy addition was built in 1917. These have on the whole complemented the original structure.

St. Willebrord's Catholic Church,
209 Adams Street

In 1864 the Dutch and Flemish Catholics of Green Bay organized their own parish, adapting a frame building formerly used as a school, town hall, and courthouse for their church. After conversion, the small Greek Revival structure served as a place of worship until 1889, when the congregation of 200 families began construction of a much larger church on the same site. The cornerstone for St. Willebrord's present church was laid in 1891. The handsome brick Gothic Revival structure has served the parish, with changes and alterations, for 90 years.

First Evangelical Lutheran Church
(original), Cherry and Van Buren Streets

For 94 years, from 1863 to 1957, the First Evangelical Lutheran congregation met for worship on Cherry Street in a church building that has now been adapted for commercial use. The German Lutherans of Green Bay organized as a congregation in 1862 after almost a decade of meeting as the Lutheran Society in the East Moravian Church. The original church structure, built in 1863, was enlarged and modified over the years, evolving into a

white clapboard structure, eclectic in style, with a beautiful steeple and stained glass windows. The congregation established a Christian day school in 1869.

German continued to be used exclusively in the church until 1917, when English services began to be held every other Sunday. German was dropped completely in 1948. When the congregation moved to its new church in 1957, the sanctuary on Cherry Street became the Central Assembly of God Church. In 1981, after the Central Assembly built a new church, old First Lutheran was adapted for use as a bridal chapel.

Ss. Peter and Paul Catholic Church,
710 North Baird Street

In the spring of 1875, the Belgian and German families living on what was then the eastern boundary of Green Bay received permission to organize a parish and build their own church. By 1876 the congregation of 150 families, having done much of the work with their own hands, completed the church and attended dedication services. But at the end of that year, because of misunderstandings between the parishioners and the church authorities, the church was closed. Reopened in 1892, it served until 1910, when a new, larger church, Romanesque Revival in style, was completed to meet the needs of more than 250 families. The original parochial school was built in 1901.

Trinity Lutheran,
333 South Chestnut Avenue

At Fort Howard in January, 1867, a group of 34 Norwegians organized Den Norske Evangeliske Lutheran Menighed congregation. Among them were two shipbuilders, a Great Lakes

sea captain, and a merchant. While information about the founders is scanty, they were apparently persons of some substance, for they immediately raised money to build a modest frame church. Enlarged, moved, and modified over the years, it served Green Bay's growing Norwegian-speaking congregation until 1915, when plans for a new church required its removal. By then the original church had evolved into a modified Gothic clapboard structure with an unusual steeple and stained glass windows. In the sanctuary hung a model of a three-masted ship, a memorial to the Norwegian sailors and shipbuilders who had helped found the congregation.

The cornerstone for the new sanctuary, a modified Gothic stone structure, was laid in 1916, and the building was completed and dedicated the next year. The present church is an enlargement of the 1916 structure with substantial exterior and interior alterations.

For more than four decades after 1867, services were held in Norwegian, and the church served as a social and cultural as well as a spiritual association for Green Bay's first-generation Norwegian Americans. By the early twentieth century, change became essential, and language became a major issue. Because many children spoke English but not Norwegian, some families had left in search of an English-speaking church. In 1911 English was sanctioned for two services per month, and a decade later for three. With the introduction of English, persons of different national backgrounds joined the congregation, an important factor in the 1917 decision to change the church name to

Trinity Lutheran. Debates over the razing of the old church, the language question, and the new church name all signaled the diminishing Norwegian character of the congregation. Yet 100 years after its founding, a high proportion of Trinity Lutheran members had Norwegian names.

St. Patrick's Catholic Church,
211 North Maple Avenue

The Irish of Fort Howard (a separate town until its incorporation into Green Bay in 1895) decided in 1864 that they needed a parish of their own on the west bank of the Fox River. They set about raising funds to build St. Patrick's Church, a white frame clapboard structure that was completed in 1866 except for the steeple, which was added later. St. Patrick's was the smallest of the Green Bay parishes. It limped along in the late nineteenth century, not really fulfilling the hope that it would serve the English-speaking Catholic population of both Green Bay and Fort Howard. The majority of its parishioners were members of Irish families living in Fort Howard where many found jobs with the railroads. Unlike Green Bay's other Catholic parishes, St. Patrick's remained too poor to provide a parochial school.

When St. Patrick's acquired an energetic new priest in 1893, he found an "old and rickety church building," unattractive for worship, and a congregation with "very little enthusiasm." That year marked a turning point in St. Patrick's history. A new sanctuary was given high priority. The present St. Patrick's dates from 1893, when work began on an imposing Gothic Revival brick church. A parochial school was added in 1906.

East Moravian Church (see no. [7])

(7) Heritage Hill State Park
off Hy W-57 at 2640 South Webster Avenue

Heritage Hill State Park contains a group of historic Green Bay buildings moved here to ensure their preservation, maintenance, and accessibility to the public. Replicas of other pioneer buildings have been added to the outdoor museum complex. The 43-acre site was the location of Camp Smith in 1820–1822 and years later became a truck garden operated by the Wisconsin State Reformatory. In 1971 the land was transferred to the Wisconsin Department of Natural Resources. The Brown County Historical Society began the process of moving the historic buildings to the park, which opened in 1977. Facilities for camping are planned for the future. Open Memorial Day–Labor Day, Tuesday–Sunday, 10:00 A.M.–5:00 P.M.; May 1–Memorial Day and in September after Labor Day, weekends, 10:00 A.M.–5:00 P.M. \$

Roi-Portier-Tank Cottage

Believed to be the oldest extant building constructed in the state of Wisconsin (the Dudley J. Godfrey, Jr., Home in Milwaukee, moved there from New Hampshire, is older), the original portion of the cottage was built in 1776 by Joseph Le Roi, a French fur trader. Later covered with clapboard, its original construction was wattle and daub, a method in which boughs and twigs are woven between upright supports and plastered over with mud and clay. Judge Jacques Poirier, a justice of the peace in Green Bay and reputedly Wisconsin's first schoolteacher, purchased the one-and-a-half-story cottage in 1805



Roi-Portier-Tank Cottage. Photo by Margaret Bogue.

and lived here until 1850.

At that time Nils Otto Tank bought it. Tank, a retired Moravian missionary, led a Scandinavian Moravian group to Green Bay in order to establish a communal colony. Calling themselves the "Ephraim" congregation, which means "the very fruitful," the group soon became disenchanted with Tank's management. With their spiritual advisor, Rev. Andreas M. Iverson, the Ephraim congregation left Green Bay to begin anew in Door County (see site 59), leaving Tank and his family alone in their cottage. Tank added one-story wings at each end of the building, one to be used as kitchen and dining room and the other for Moravian church services.

After the deaths of Mr. and Mrs. Tank, the cottage was donated to the city of Green Bay in 1909 and moved to Union Park, southwest of the cottage's original location on the west bank of the Fox River. The city in turn donated it to Heritage Hill. At the

park, a small bake oven has been attached to a corner of the left wing of the cottage, although it was not originally part of it.

*Fort Howard Buildings**

Because the place where the Fox River enters into Green Bay had strategic advantages, the French and British built fortified fur-trading posts there. When the Americans took possession, they chose the same location on which to build Fort Howard in 1816. The regional need for federal troops no longer existed in 1863, when the fort was abandoned and sold for a railroad yard. Most of the fort buildings were razed, but at least two of them have survived because they were moved several blocks away and used as residences. A rear wing detached from the Fort Howard hospital building has been restored to suggest its original use as a hospital and ward. The kitchen formerly attached to the commanding officer's quarters has

been moved to the park and furnished as the quarters for Fort Howard officers. A replica of the Fort Howard school is included in the fort complex.

*Baird Law Office**

When Henry Baird acquired this building for his law office in 1841, he had it moved across Main Street to a site near his home. Samuel W. Beall had built the one-story Greek Revival building in 1835 for the federal land office. Baird, who has been called the "father of the Wisconsin bar," was the first lawyer to practice in territorial Wisconsin and its first attorney general. He used the building as a law office until his retirement in 1865. It was moved a few blocks away and used as a residence until Brown County moved it in 1953 to the courthouse lawn. Fire regulations, however, made it necessary to remove the frame building from the downtown area. So it was moved again, this time to the grounds of the Cotton House, and opened to the public. With the development of Heritage Hill State Park, the little law office became part of a streetscape on the park's north edge.

*Cotton House**

When the site for Heritage Hill was chosen, the Brown County Historical Society rejoiced that the Cotton House would not have to be moved again. Judge Joseph P. Arndt had the house built for his daughter, Mary, and his son-in-law, Lt. John Cotton, about 1849 roughly a mile north of its present site. Cotton spent some time at Fort Howard, and at other frontier forts, during his career with the U.S. Army and returned to Green Bay upon his retirement. When his beautiful Greek Revival home was about to be razed in 1938, the Brown County Historical

Society bought it, moved it to its present location, and opened it to the public, long before Heritage Hill was planned.

*East Moravian Church**

Members of the Scandinavian Moravian group who came to Green Bay under the leadership of Nils Otto Tank and Rev. Andreas M. Iverson built this beautiful white frame church in 1851–1852. It is considered a fine example of the blending of Greek Revival and Gothic styles. Historically it is an impressive reminder of the efforts of Scandinavian Moravians to develop an ideal community based on common ownership of property under the philanthropic leadership of Tank, a retired Moravian missionary. When the experiment failed and many of the group left to settle at Ephraim and Sturgeon Bay (see site 59), some Moravians remained at Green Bay and others joined them. For years the congregation used this sanctuary. In 1981 the structure was moved from 518 Moravian Street to Heritage Hill State Park.

Also in the park are a replica of Wisconsin's first courthouse, Allouez Town Hall, a blacksmith shop, a general store, a firehouse, a fur trader's cabin, and Green Bay's first Young Men's Christian Association building.

(8) National Railroad Museum

2285 South Broadway

Although the railroads have experienced serious economic problems in the face of competition from trucks and airlines, visitors at the National Railroad Museum can enjoy railroad-ing's past. The museum opened in 1958 with a collection donated by a railroad buff. Now there are more than 60 pieces on display. Among

them are steam locomotives, passenger coaches, freight cars, and other specialized railroad cars. A train ride around the 11-acre site is a memorable experience. At the old railroad depot, now a visitors' center, railroad memorabilia are on display. Tape-recorded, self-guided tours are planned for individuals in the future, but groups may arrange for guides. Open daily, May 1–October 1, 9:00 A.M.–5:00 P.M. \$

(9) Green Bay Packer Hall of Fame

1901 South Oneida Street, off Hy W-32

The economy of Green Bay has benefited greatly from the Green Bay Packers, an NFL professional football team organized in 1919. Each year during the football season, win or lose, fans fill the Packer stadium (Lambeau Field). In season or out, the Green Bay Packer Hall of Fame attracts fans. Although the team's memorabilia have been displayed informally since 1968, a permanent display was opened in 1976 at ceremonies attended by President Gerald Ford. A wide-screen presentation on nine projectors tells the story of the founding of the Packers. In the Playing Field the visitor may learn more about professional playing techniques and attempt to kick a winning field goal. The Hall of Fame itself displays many team trophies earned throughout the years.

The Green Bay Packer Hall of Fame is open year round, 10:00 A.M.–5:00 P.M. \$



This silver Perrot ostensorium given by Nicolas Perrot to the St. Francis Xavier Mission in 1686 is now on display in The Neville Public Museum of Brown County at Green Bay. Courtesy Neville Public Museum.

68. De Pere

Hy W-57

De Pere, like Green Bay, is one of Wisconsin's very old settlements. Here, at a series of rapids in the Fox River, Father Claude Allouez in 1671–1672 established the first Jesuit mission on the river, the mission of St. Francis Xavier, as a base for his work among the Indians. French soldiers sent to guard the missionaries and fur traders called the site “*les rapides des pères*,” and from this the city has taken its name. The Fox Indians burned the mission in 1687. The Jesuits rebuilt it and remained at this location until

1717, when, in the face of protracted warfare between the French and the Fox, they moved closer to the protection of Fort La Baye. A tablet at the eastern end of the Claude Allouez Bridge memorializes the work of the pioneer Jesuit missionaries. (See pp. 17–18.)

In the decades following the abandonment of the Jesuit mission, the rapids remained a favored place for Indians and fur traders. The Indians, using weirs, harvested the bountiful fish of the Fox River. By 1830 settlement was about to change all this. Prospects for the village of De Pere looked bright in the 1830s for the planned Fox-Wisconsin waterway seemed to place it in a very strategic position for trade and commerce. Construction on the first federally built dam in the project began at the De Pere rapids in 1836, and to the ire of Green Bay residents, in 1837 De Pere became the county seat of Brown County, an honor it retained until 1854. But the speculative excesses of investors, the financial panic beginning in the fall of 1837, and the destruction of the dam in 1847 slowed the community's development. A new dam, built in 1849, and the return of better times ushered in a period of moderate growth. The De Pere population in 1860 was about 500 persons. Separate towns developed on the east and west banks of the Fox River (West De Pere became an incorporated village in 1870) but finally consolidated in 1890 to form a town with a population of 3,600.

Like Green Bay, De Pere prospered during the lumbering boom of the 1850s and 1860s. The town acquired a gristmill, sawmills, and lath and shingle mills. The millions of feet of lum-

ber sawed annually found ready markets in Milwaukee and Chicago. Fishing emerged as an important industry (see p. 240). So did iron smelting, from the late 1860s until the last blast furnace closed at De Pere in 1893.

The town experienced all the difficulties of other lumbering centers in making a transition to new ways of life once the timber was gone. De Pere's water power continued to be one of its major assets as an industrial location. So did its access to the outside world. In the 1870s two railroad lines and the Fox River served as avenues of delivery for local products. Industrial development in the late nineteenth century reflected De Pere's growing ties with the developing farmlands that surrounded it and the transition from lumber, shingle, and stave production to paper making. Early in the twentieth century, the roster of local industries included grain elevators, a flour mill, creameries, a hay press and warehouse, and a cannery. *Polk's Wisconsin Gazetteer* for 1901–1902 claimed for De Pere “one of the largest writing paper mills in the world.” Its metal industries—an iron and steel mill and a boiler works—then held a modest place in the roster of De Pere manufacturing establishments, but by 1929 they had expanded to include gas and gasoline engines, power transmission machinery, and hardware-producing plants. De Pere grew modestly from a town of 3,625 in 1890 to one of about 5,500 in 1929.

The importance of paper and paper-related industries, agribusiness, and metal-based manufacturing clearly apparent in the 1920s has continued to the present. The city's greatest population growth came between World War

11 and 1970, when the number of people living in De Pere more than doubled, from 6,300 to 13,300. The 1980 census showed a population of almost 14,900.

De Pere's 1980 industries produced a wide variety of paper, metal, and food products. Metal- and wood-related industries are the most numerous and the largest employers. Six companies have more than 100 persons each on the payroll. The largest among them, employing 400, is Nicolet Paper, which markets a wide variety of paper products; the second-largest is TEC Systems, employer of 350, which makes dryers for printing, paper, and converting industries and air-pollution-control systems.

De Pere Sites of Interest

(1) St. Norbert College and St. Norbert Abbey

A striking part of the city's profile at the Fox River Bridge, St. Norbert College reminds visitors of De Pere's religious beginnings. Well over two centuries after the coming of the Jesuit fathers, Norbertine missionaries came to Green Bay from Holland in 1893, at the invitation of the bishop of Green Bay, to do missionary work among the Belgian Catholics under his care. The Premonstratensians, or "white canons," as the Norbertines were called because of their distinctive white habits, agreed to serve Brown County parishes if an abbey was established for them. The decision to train students for the priesthood, resulted in the founding in 1898 of St. Norbert College, now a liberal arts college with an enrollment of about 1,500 students. At St. Norbert Abbey, a few miles north of De Pere on Highway

W-57, there are six large bells, cast in Holland, in the carillon.

(2) White Pillars

*403 North Broadway, and North Broadway Street Historic District**
Built in 1836 as the office of the De Pere Hydraulic Company, White Pillars houses the museum and research center of the De Pere Historical Society. During its long history it has served as a school, store, church, warehouse, and residence. In 1973 the Fort Howard Paper Company donated it to the historical society. Originally White Pillars was a far simpler example of Greek Revival architecture. Both the present pediment and columns replaced the simpler originals when it was converted into a residence in 1913.

The society's extensive collection includes maps from the early French period to the present, government records, newspapers, photographs, military equipment, and many other tangible reminders of the area's long history. Open March–January, Monday–Saturday, 2:00–5:00 P.M., and in February at those hours, Monday and Thursday. Free.

White Pillars lies within the *North Broadway Street Historic District*, a five-block area of North Broadway Street extending from Cass Street to several blocks north of Randall Avenue. It includes 54 buildings, primarily residences. Here business, professional, civic, and social leaders of the community of the late nineteenth and early twentieth centuries built their homes. While many are altered from their original appearance, many are not, and North Broadway still reflects the atmosphere of a prestigious residential neighborhood.



Eleazer Williams, from a pencil sketch of the original portrait by J. Stewart of Hartford, 1806. Courtesy State Historical Society of Wisconsin. WHi(X3)1226

69. Lost Dauphin State Park (now closed)

5 miles south of De Pere on County Trunk D

Lost Dauphin State Park, recently closed by the Wisconsin Department of Natural Resources, is named for a colorful and controversial man who lived on the park site. Eleazer Williams, a man of British, French, and St. Regis Indian lineage, was born at Sault St. Louis, Quebec, received training for missionary work in Massachusetts, studied at Dartmouth College, and after the War of 1812 went into Episcopal mission work among the Oneida Indians of New York as schoolmaster, catechist, and lay reader.

When the idea of removing the New

York Indians westward was noised about in 1818-1820, Williams championed it. In 1821 he came west with a delegation of Oneidas and members of other tribes to plan a settlement and perhaps an Indian empire west of Lake Michigan. Williams continued his missionary work, may have become an ordained Episcopal priest, married one of his students, and settled on the west bank of the Fox River. Many of his Indian followers held him in high esteem, but many came to regard him as an opportunist and traitor. Once he became convinced that he was the lost son of King Louis XVI of France, Williams became a stormcenter of controversy. Most who heard him speak on the subject scoffed at his claim, and Williams died in 1858, alone and impoverished, in a small town in New York State. Honor came to him in 1947 when, in recognition of his work with the Oneidas, his remains were reburied in the churchyard of Holy Apostles Episcopal church at Oneida, Wisconsin.

When the land on which the original Eleazer Williams cabin stood became a state park, a replica of it was constructed. Recently, because of budgetary problems and vandalism, the Department of Natural Resources closed the park. It may become part of the Brown County park system. Although there are no facilities for visitors, it is worthwhile to climb the hillside from County Trunk D and look at the historical marker. The view of the Fox River is beautiful.



Iroquois longhouse, Oneida Indian Museum. Photo by Margaret Bogue.

70. Oneida Indian Reservation

Hy W-54, west of Green Bay

Approximately 1,980 Oneida Indians lived on or near the 2,580-acre reservation west of Green Bay in 1972. They are the descendants of the Oneidas famous in American colonial history as one of the Five (later Six) Nations of the powerful League of the Iroquois living in what is now upper New York State. Allies of the British in the fur trade and in their struggles against New France, the Iroquois divided in their loyalties during the American Revolution. Afterward part of the Iroquois remained in the United States, and part, intensely loyal to the British cause, moved to Canada, among them some of the Oneidas.

Immediately after the War of 1812,

pressures for settlement and development of the New York lands of the Iroquois led such American officials as President James Monroe and Secretary of War John C. Calhoun to advocate the removal of the Indians far to the west. Eleazer Williams (see site 69) led the first group of New York Indians westward to the Green Bay area in 1821. A long series of negotiations with the Menominee for lands for the Oneida and other tribes began in 1821 and continued in 1827 and in 1833. The treaty ratified in 1838 established an Oneida reservation of 65,000 acres, much of it richly timbered with hardwoods. Over time the Oneidas lost much of this land through the sale of allotments by individual Indian owners, often pressured and cheated by the unscrupulous and land-hungry. By 1934 their holdings had dwindled to

less than 1,000 acres. Under the Indian Reorganization Act of 1934, the tribe reorganized and has since purchased some additional land.

Oneida Sites of Interest

(1) Holy Apostles Episcopal Church

This lovely stone church, built in 1886, is a lineal descendant of the log church built under the direction of Eleazer Williams, missionary to the Oneidas, in 1825. In 1938 a stone from the tribal altar of the Iroquois Confederation in New York was presented to the Wisconsin Oneidas to use as part of their church altar. Eleazer Williams' grave is beside the church.

(2) Oneida Indian Museum

5 miles southwest of Oneida at the intersection of Outagamie County Trunks E and EE

Near the village of Oneida the Oneida tribe has developed an excellent museum that displays the history and culture of the Iroquois. A museum building, stockaded grounds, and long house portray the formation of the League of the Iroquois, Oneida culture, the move westward with Eleazer Williams, the establishment of the reservation, the loss of reservation land, and twentieth-century efforts to increase tribal holdings.

Open all year, Tuesday–Friday, 9:00 A.M.–5:00 P.M.; Saturday, 10:00 A.M.–5:00 P.M. Also open on Sundays, Memorial Day–Labor Day, 10:00 A.M.–5:00 P.M. \$

71. Pulaski

Hys W-29 and W-32
from Green Bay

Northwest of Green Bay lies a prosperous farming area distinguished by dairy herds and well-kept fields. The farmers are descendants of Polish settlers who came to the area in the late nineteenth century.

The settlements grew from the promotional efforts of the J. J. Hof Land Company, which dealt extensively in Wisconsin cutover lands. To attract Polish immigrants to the area, Hof helped secure the establishment of a Franciscan monastery at Pulaski. He advertised the farmlands in glowing terms in the national press. Polish settlers came in the 1880s and 1890s from many American cities: Milwaukee, Chicago, Denver, San Francisco, and Pittsburgh. By 1905, 650 Polish families had settled on Hof's land.

Zachow, Krakow, Kunesh, Sobieski, and Angelica are other towns in this district. At Pulaski visitors find the town's profile dominated by the Church of the Assumption of the Blessed Virgin Mary, completed in 1923. Modified Romanesque in style, with twin towers and gold-leaf domes, the red brick church has fine stained glass windows and a small shrine to the Virgin Mary. Adjacent is the Franciscan monastery. This church is the heart of the Polish farming community.

Take County Trunk B just south of Pulaski, following it east to Hy US-41. As you travel this road, you will see many fine farms. Watch for shrines adjacent to farmhouses.



The Church of the Assumption of the Blessed Virgin Mary. Photo by Margaret Bogue.

72. Pensaukee River and the Village of Pensaukee

Hy US-41

Four rivers on the Wisconsin western shore of Green Bay—the Pensaukee, the Oconto, the Peshtigo, and the Menominee—served as main arteries for the delivery of logs and lumber to Green Bay's shoreline in the late nineteenth century. All four flowed through fine stands of white pine. The most extensive were the pineries of the Menominee River's 4,000-square-mile watershed. On all four rivers, lumbering companies developed extensive sawmilling operations. Pensaukee, Oconto, Peshtigo, Marinette, and Memonimee grew as husy lumber

ports, their harbors crowded with lake vessels that carried lumber to markets lying to the south.

Of these five lumbering centers, Pensaukee suffered the greatest loss of population and the greatest economic decline at the end of the lumbering era. A sawmill village with a population of about 360 in 1860, it weathered two natural disasters in the 1870s. The great fire of 1871 consumed all the lumbering camps in the township. In 1877 a tornado left the town a heap of ruins. The Gardner House, a three-story brick hotel, "well-planned, modern and elegant, the show place of Oconto County," a sawmill, planing mill, flour mill, boarding house, school, depot, 25 dwellings and barns, and several hundred thousand feet of sawed lumber were destroyed. Pensaukee rebuilt and continued to produce lumber and shingles until the late 1880s when milling ceased.

In 1892 *Polk's Wisconsin Gazetteer* reported that the village population had dropped to 150 from the 1886 high of 400. Thereafter, commercial fishing assumed new importance in village life. Eight commercial fishermen lived at Pensaukee in 1896, and 15 in 1928. Until the early 1950s herring were the major catch at Pensaukee, then perch, and now alewives. Millions of pounds are caught and processed into pet food and fish meal annually. A dozen commercial fishermen operated from the port of Pensaukee in 1981. The village population is 150 persons, most of whom commute to work in Green Bay and Oconto.

73. Oconto Hy US-41

Long before the days of its lumbering glory, Oconto was the site of a Menominee Indian village and a Jesuit mission founded by Father Claude Allouez in 1669. Frequented by French fur traders in the mid-seventeenth century and the location of a trading post of the American Fur Company in the 1820s, Oconto began to develop as a town in the 1840s.

It grew into a town of some consequence because of its location on the Oconto River near the place where it empties into Green Bay. The river provided a ready-made avenue for delivering logs from the rich virgin timber stands along its banks. Lake Michigan provided a natural avenue for low-cost delivery of lumber to rapidly growing communities farther south. Oconto served as a processing and shipping point for the log harvest.

From one mill in 1849, the town's capacity to saw the logs from the surrounding pineries grew to 14 mills in the 1870s. Oconto became the county seat in 1851 and a chartered city in 1869. More fortunate than Peshtigo, Oconto escaped the ravages of the fire of 1871 except for minor damage at the northern edge of town. The city's most prosperous period occurred in the 1880s and 1890s, when lumbering was at its height.

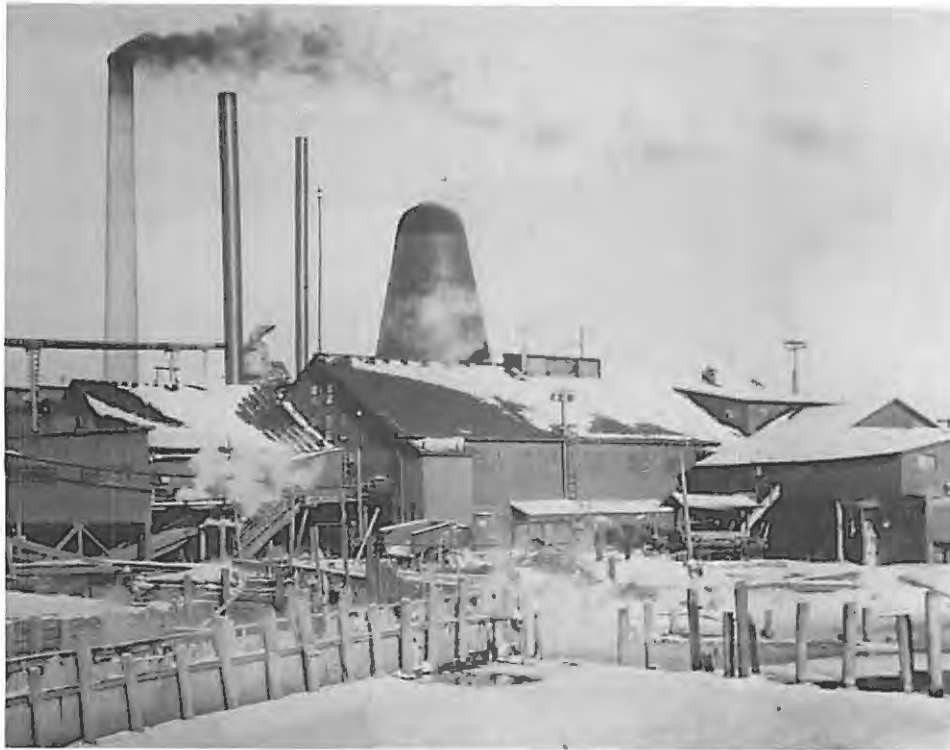
Lumbering was a diminished but still important industry in 1915. Thereafter it dwindled rapidly, and business leaders faced the problem of how to keep the town alive. Oconto has gradually made a transition, becoming more a rural residential town than an industrial one. Commercial fishing, a venerable industry at Oconto, con-

tinued for a long time, as did the brewery operations dating from 1858. The Oconto Canning Company, founded in 1899, promised a profitable new line of business. It became the Bond Pickle Company in 1915 and remains an important employer with almost 100 on the payroll. Of the four other businesses with sizable workforces, three developed after World War II: a cruiser boat construction company, a manufacturer of ice machines, and a leather glove factory. The fifth, Great Lakes Shoe, employing 60, dates from 1938. Most members of Oconto's working population commute to jobs elsewhere. The 1980 population was 4,505 persons.

Oconto's ethnic origins are quite varied. Norwegians came as commercial fishermen. French Canadians, Germans, Irish, and Bohemians provided labor for the pine timber harvest along with an assortment of American-born workers.

The glories of the lumbering era are still very obvious in Oconto's many fine nineteenth-century buildings. The town includes the home of Edward Schofield, (no. [6]), last of Wisconsin's lumber baron governors (1897-1901). Other architectural reminders of the boom years are the Farnsworth Public Library, a former lumber company office, and the churches established to meet the needs of lumber workers of many nationalities.

Visitors to Oconto should stop at the Tourist Information Booth on Hy US-41 or at the Oconto County Historical Museum and Beyer Home at 917 Park Avenue and secure the *Lumber Era Oconto Tour*, a booklet published by the Committee for the Preservation of Historic Oconto. It is a very useful guide to the many worthwhile sites in



The Holt sawmill at Oconto, probably about 1900. Courtesy State Historical Society of Wisconsin. WHi(W6)13623

town, only a few of which are listed below.

Oconto Sites of Interest

(1) St. Peter's Catholic Church*

516 Brazeau Avenue

This beautiful red brick Romanesque church, erected in 1899, is the second sanctuary built in Oconto to serve the French community. The first, a frame building, was erected in 1857. Although Oconto's ethnic differences are less obvious today than in the nineteenth century, when they caused real cleavages in its Catholic population, St. Peter's French origins are ob-

vious from the inscriptions below its stained glass windows and on the entry plaque.

(2) Allouez Cross

Brazeau Avenue (Hy US-41) near intersection with Mill Street

The cross commemorates Father Claude Allouez, S. J., who landed at the site of Oconto in 1669. (See pp. 17-18.)

(3) Copper Culture State Park*

take Hy W-22 off Hy US-41 (Brazeau Avenue) and turn left on Mill Street

The park is the site of a cemetery of Old Copper Culture people, who lived in the northern Midwest about 2500

B.C. Discovered in 1952 by Donald Baldwin, a 13-year-old who was digging in an old gravel pit, the site drew the attention of both the Oconto County Historical Society and the Milwaukee Public Museum staffs, who proceeded to investigate it. The site had already been partially destroyed by the gravel quarry, but digs revealed 21 remaining burial pits. As many as 200 persons may have been buried here. The contents of the graves helped archaeologists learn more about the Old Copper Culture people. Artifacts from these digs are on display at the Oconto County Historical Society's Museum (see no. [8]).

The park, owned by the state of Wisconsin, is a quiet and beautiful site. It includes a small, brick Belgian-styled house built in the 1920s, where visitors may see small displays of Copper Culture and Woodland Indian artifacts.

(4) First Church of Christ, Scientist*

102 Chicago Street

Built in 1886, this Carpenter Gothic structure with board and batten siding was the first church built specifically to serve a Christian Science congregation. The building has been restored to its original appearance.

The church stands close to the homes of James and Henry Sargent, who were lumber merchants and landowners. Laura and Victoria Adams Sargent, their wives, deeply interested in the teachings of Mary Baker Eddy, helped to organize the Christian Science congregation in Oconto in 1886. Henry and Victoria Adams Sargent donated the land and plans for the church. Laura Adams Sargent later served as Mary Baker Eddy's secretary-companion.



The Beyer Home. Photo by Margaret Bogue.

The reading room is open on Monday, Wednesday, and Friday during the summer, 2:00–5:00 P.M. Notice the hand-hewn stone horse-watering fountain in the little triangular park in front of the church. The Oconto Women's Club erected it in 1916.

(5) West Main Street Historic District*

400 and 500 blocks of Main Street

The 21 houses and one church in the West Main Street Historic District date mainly from 1860 to 1905. In the heyday of Oconto's lumbering boom, Main Street became an upper-middle-class residential district where lumbermen, professionals, and merchants

lived in relatively high style. A variety of Victorian architectural styles are represented. The district includes two structures on the national Register of Historic Places: the First Church of Christ, Scientist, noted above, and the Governor Edward Scofield House, described below. West Main Street, although not as plush as in its heyday, remains a very impressive reminder of Oconto's lumbering days. A walk along the 400 and 500 blocks is worthwhile.

(6) Governor Edward Scofield House*

610 Main Street

Built about 1868, this buff brick Italianate house served as Edward

Scofield's home from 1883 to 1925. The structure is now much the same as then except for the removal of a wrap-around veranda that extended across the front and partially along both sides. Scofield was prominent in both the business and the political life of nineteenth-century Wisconsin. A Civil War veteran, he came to Oconto in the late 1860s and rose from foreman in a local lumber company to partner in the Scofield and Arnold Manufacturing Company, a very successful lumbering business. He served as state senator from 1887 to 1890 and as governor of Wisconsin, from 1897 to 1901.

(7) Nicolas Perrot Monument
intersection of Main and Congress Streets

The stone monument in the form of an Indian tepee honors Nicolas Perrot, the French fur trader and explorer, who passed through the Oconto area in 1668. (See p. 17.)

(8) Beyer Home Museum* and Museum Annex

917 Park Avenue

Captain Cyrus Hart, builder of the red brick Beyer home, made his livelihood from a variety of businesses, among them the Hart Steam Boat Line and the *Oconto Reporter*. George Beyer, a later owner, did a flourishing business in land, lumber, banking, and insurance. Originally Italianate when built in 1868, the house was changed to Queen Ann style in the 1890s. The home is furnished in the Victorian style of the middle-to-late nineteenth century. The Museum Annex has excellent displays relating to the Old Copper Culture people, the fur trade, lumbering, and a nineteenth-century

“main street.” The Oconto County Historical Society owns and operates the home and museum. Open daily, May 31–Labor Day, 9:00 A.M.–5:00 P.M. \$

(9) St. Joseph’s Catholic Church*

705 Park Avenue

St. Joseph’s congregation was an offshoot from St. Peter’s (see no. (1)) in 1869. The story of its formation is a very familiar one in many American cities where Catholic immigrants of different nationalities settled. St. Peter’s congregation used French in its services. When Irish, German, Dutch, and Bohemian immigrants later came to Oconto to work in the lumber mills and camps, they did not feel at home in the French congregation. In 1869 a German priest established a new church, St. Joseph’s, where sermons were delivered in English, Dutch, German, and Bohemian according to an established schedule. High Victorian Gothic in style, this strikingly beautiful church initially catches the eye because of its red and cream brickwork. The structure was built in 1870 and altered in 1895. Its stained glass window inscriptions reflect the German, Irish, and Bohemian origins of the people it served.

(10) Holt-Balcom Lumber Company Office*

106 Superior Avenue

The Holt-Balcom Lumber Company Office is the only office remaining of the 14 lumber companies that operated at Oconto during the lumber boom years of the late nineteenth century. Built in 1854 by Samuel B. Gilkey, in 1863 this frame building became the branch office of the Holt-Balcom Lumber Company, which was organized in 1862 with headquarters

in Chicago. The business grew to be very important, with hundreds of thousands of dollars invested in Oconto and Marinette County pine-lands, mills, farms, boarding houses, ships, and logging camps. Two of its subsidiaries were the Oconto River Improvement Company and the Oconto Electric Company. The company ceased business in 1938.

74. Peshtigo

Hy US-41

Like Oconto, Peshtigo grew and prospered because of its river and port location in the richly timbered northern Lake Michigan country. The town developed as a sawmill center for the logs delivered downstream by the river’s extensive, meandering waters. Lumber schooners filled their holds for delivery points downlake.

By 1871 the town boasted a population of 1,700, a woodenware factory owned and operated by a Chicago millionaire, William G. Ogden, a sawmill, a sash, door, and blind factory, stores, hotels, homes, a school, and two churches.

The town’s history dramatically illustrates the wasteful, destructive impact of the lumbering industry at its worst. Peshtigo burned to the ground on the night of October 8, 1871, in a vast conflagration that consumed 2,400 square miles of timberland along the western and eastern shores of Green Bay. The great fire resulted from the indiscriminate cutting, which left heaps of slash on the forest floor, and the carelessness of hunters, lumberjacks, farmers, and railroad workers. The season had been extremely dry, and a northeast-

erly storm with high winds fanned small fires into a holocaust. The great forest fire has been called the Peshtigo Fire because there the fire seems to have been most intense and to have caused the greatest loss of human life.

At least 800 perished at Peshtigo, and the town virtually disappeared in a roaring inferno. Only a few structures survived. Father Peter Pernin, who along with many others survived by rushing into the river upstream from the Highway US-41 bridge, wrote a vivid account of the “tempest,” “the strange and terrible noise,” “the neighing of horses, falling of chimneys, crashing of uprooted trees, roaring and whistling of the wind, crackling of fire,” and the people struck dumb with terror.

The town rebuilt rapidly, woodenware factory and all. Lumbering continued to be the major industry in the late nineteenth century, but the end of the big cut was close at hand. Peshtigo adapted by becoming a town that served the market needs of farmers struggling to tame the cutover. Wood products, however, continued to a lesser degree to be important in Peshtigo’s economy.

In 1979 three firms together employed more than 650 people to produce paper products, store fixtures, and laminated wood beams. The largest employer was Badger Paper Mills. Another sizable business, employing over 100, made fiberglass boats. Peshtigo, with a 1980 population of approximately 2,800, is a far quieter town than in the days when the sawmills whined, the sawdust burners trailed smoke, and the lumber schooners made port.



"The Burning of Peshtigo" published in Harper's Weekly, November 25, 1871. Courtesy State Historical Society of Wisconsin. WHi(X3)96

Peshtigo Sites of Interest

(1) Peshtigo Fire Cemetery*

off Hy US-41

The cemetery lies near Hy US-41 in the town of Peshtigo and is designated by a Wisconsin Historical Marker. Many of those who died lie buried here, including 350 people burned beyond recognition. The latter are interred in a mass grave.

(2) Peshtigo Fire Museum

off Hy US-41

Adjacent to the cemetery stands the Fire Museum, housed in the old Congregational Church built shortly after the fire. Some of the museum displays, including a series of murals, relate to the fire. Other displays include a wide variety of artifacts illustrating life at Peshtigo in the nineteenth and twentieth centuries. Open daily, June–September, 9:00 A.M.–5:00 P.M. Free.

75. Marinette—Menominee

Hy US-41

The Menominee Indians, the Menominee River, Lake Michigan, the fur trade, the fisheries, and the great stands of virgin timber unified the history of the twin cities of Marinette, Wisconsin, and Menominee, Michigan, from the seventeenth through the early twentieth centuries. The earliest

The log-filled Menominee River at Marinette-Menominee as pictured in Marinette and Menominee Illustrated, published in 1887. Courtesy State Historical Society of Wisconsin.
WHi(X3)40495



activities of the French explorers in the Menominee River area are shrouded in obscurity. French fur traders frequented the Menominee River beginning in the mid-seventeenth century in order to trade at a large Menominee Indian village located at the juncture of the river with Green Bay.

Stanislaus Chaput, also known as Louis Chappee, is usually regarded as Menominee's first non-Indian resident. He established a fur-trading post at the mouth of the Menominee River in the early 1800s, where he exchanged furs and traded goods with the Menominee Indians on behalf of John Jacob Astor's American Fur Company. Caught in trade rivalries, Chappee decided to abandon his original location and move upstream to the foot of the rapids of the Menominee. Here he continued to live and trade with the Menominees until his death in 1852.

Marinette, like Menominee, is associated by its name with the Indian

past. Marinette, the granddaughter of a Chippewa chief, lived at the site of the town from the early 1820s until her death in 1865. Three-quarters Chippewa and one-quarter Menominee, a handsome and able woman, she was successively the wife of two fur traders. For years a respected citizen, she managed a trading post and acquired considerable real estate in the town.

Fur trading and commercial fishing were the earliest forms of economic activity in the twin villages. They began a remarkable transformation into busy towns when the white pine of the Menominee River and its tributaries came into demand in the post-Civil War years. The few sawmills at Menominee and Marinette that supplied local needs in the 1840s were a mere prelude to the sawmill expansion of the next four decades, when lumbering companies backed by Chicago, Milwaukee, and eastern capital reaped the harvest of white pine.

The ensuing scramble for pine stumpage and the right to send log drives down the Menominee quickly created competitive chaos. Isaac Stephenson, who had become a partner in the Nelson Ludington Company lumber business in 1858, applied knowledge acquired in Maine logging and lumbering operations to organize the Menominee River delivery system. He and his brothers, Samuel and Robert, along with Harrison and Nelson Ludington, organized the Menominee River Manufacturing Company in 1867. Subsequently renamed the Menominee River Boom Company, it bought up existing dams and improvements on the river, developed others, organized the log drives systematically, and assessed the cost of log delivery down river against owners. A complete traffic-control system involving thousands of square miles of stumpage along the Menominee and its tributaries sent an estimated 10.5 billion



Lumber mills, their refuse burners, and a lumber schooner along the Menominee River bank pictured in Marinette and Menominee Illustrated, published in 1887. Courtesy State Historical Society of Wisconsin. WHi(X3)40496

board feet to the Menominee–Marinette sawmills from 1867 through 1917, the year of the last drive. The colorful drives involved log marks, company scalers who counted logs at landings, peavey men, polers to man the bateaux, cooks, watchmen, time keepers, messengers, teamsters, blacksmiths, foremen, superintendents, and crews for the wanigans, boats that carried food and camping gear.

Marinette and Menominee escaped the total devastation experienced at Peshtigo in the fire of 1871. The fire forked before reaching these towns and destroyed much of the village of Menekaunee at the mouth of the Menominee River on the Wisconsin side and the Menominee River Lumber Company's mill as well. It destroyed one Menominee sawmill on the Green Bay shoreline. In Marinette a mill and a sash, door, and blind factory burned down, but the town's three largest sawmills escaped the blaze. One fork

of the fire jumped the river before reaching Marinette and passed northward into Michigan destroying the settlement of Birch Creek before burning itself out.

The white pine harvest peaked in the late 1880s, when approximately 20 sawmills in Menominee and Marinette turned logs into lumber and shingles to be loaded aboard waiting ships or freight cars and sent to market. Near Menominee pig-iron production became an important lumber-related industry, utilizing locally made charcoal, limestone, and Menominee Range iron ore.

Menominee and Marinette attained their greatest prosperity and maximum populations during the white pine lumber boom. Marinette's population stood at almost 16,200 in 1900, and Menominee's at 12,800. Much of the late nineteenth-century population growth came from an influx of French Canadians, Swedes, and Germans in

search of work in the sawmills and lumber camps. About half the population of both towns in 1900 was foreign-born. Marinette–Menominee workers lived adjacent to the sawmills along the riverbank.

Isaac Stephenson accumulated the best-known fortune in the Menominee lumbering business, leaving a \$22 million estate in 1918, but a number of other residents of the towns also belonged to the ranks of the lumber barons. Architectural reminders of the lumber boom are abundant. Stephenson family homes and commercial buildings may still be seen. Memories of the immigrant workers who felled the trees and manned the sawmills remain in the Catholic and Protestant churches built to serve the Germans, Swedes, Poles, Bohemians, Danes, and Norwegians.

As the white pine stands disappeared, the twin cities began a difficult transition to other forms of economic activ-

ity. The lumber industry turned to harvesting hardwoods and prolonged the lumbering era to 1931, when the last of the large hardwood mills in Menominee closed. Paper making became an established industry well before the turn of the century. The first paper mill dates from the 1880s. A second began operation in 1893. Paper making has remained a viable industry to the present, and both Menominee Paper and Scott Paper at Marinette are large and important employers. Despite the organized efforts of local businessmen, such other turn-of-the-century alternatives as an agricultural implement factory, an iron works, flour mills, and sash, door, and interior woodwork mills were short-lived.

The populations of Marinette and Menominee dwindled by 24 percent between 1900 and 1920. Yet, over time, especially in the post-World War II years, their economies have adjusted, and population has grown modestly in recent years. Marinette's 1980 population was 12,000, and Menominee's was 10,000. Among the successful newer industries is Marinette Marine, founded in 1942 as a wartime industry. It produces landing craft, patrol boats, barges, tugs, and workboats for the U.S. Navy and an increasing number of vessels for the commercial market. In each of the two cities in 1979 there were 13 firms employing more than 100 workers each. The workforce engaged in industry totaled about 9,000. The 13 largest industries produced helicopters, chemicals, castings, pressure vessels, paper, twine and netting, boats and ships, automotive parts, furniture, small motors, and electrical appliances.

As in most communities, indus-

trialization has created environmental problems. The most publicized of these are arsenic residues in the Menominee riverbed, serious enough to discourage dredging to improve the harbor. University of Wisconsin water chemists are studying the effects of arsenic runoff into Green Bay on water quality and fish populations.

Marinette Sites of Interest

(1) Stephenson Business Buildings

on Hall Street (Hy US-41) adjacent to the Marinette County Courthouse
These red brick structures, erected in the late nineteenth century to serve the needs of the Stephenson business interests, include the Stephenson Building, the Stephenson Bank, and the Stephenson Block.

(2) Stephenson Public Library

intersection of Hall Street and Riverside Avenue

Isaac Stephenson, sometimes criticized for being stingy, made a number of gifts to Marinette. He gave lots and money for churches, the land for a courthouse, and \$10,000 for an opera house and, after 1900, donated the Stephenson Library to the town.

(3) Riverside Avenue Mansions

Riverside Avenue between Hall and Hattie Streets

In this block, fronting on the Menominee River, some of the homes of Marinette's business leaders of the lumbering era still stand. Senator Isaac Stephenson presented the house at 1919 Riverside Avenue, built in 1885, to his daughter as a wedding present.

The Victorian house at 1931 Riverside Avenue, built in the 1880s, was a wedding present for another daughter. The Isaac W. Stephenson mansion, an impressive Second Empire brick structure with a four-story tower, originally stood at 1947 Riverside, now the site of the Presbyterian church. Across Riverside Avenue on the bank of the Menominee River stands a statue of Isaac Stephenson, recalling the days when from his home he could survey the log-choked Menominee River. A classical structure, the pillared A. J. Lauerman house at 1975 Riverside dates from 1910. Lauerman operated a large and successful general merchandise store in Marinette and was associated with the Stephenson enterprises.

(4) Marinette County Logging Museum

Stephenson Island, accessible from the Interstate Bridge (Hy US-41)
The museum contains displays on the lumbering era, including a miniature logging camp constructed with meticulous accuracy by John B. Mayer, a veteran woodsman and riverman of Marinette. The Marinette County Historical Society operates the museum, which is open June 1 through the first weekend in October, Monday-Saturday, 10:00 A.M.-4:30 P.M.; Sunday, 9:00 A.M.-4:00 P.M. \$

(5) Scott Paper Company Tour

3120 Riverside Avenue

The Scott Paper Company gives public tours of its plant at 3:00 P.M. on workdays for persons over 12 years of age Memorial Day-Labor Day. Arrangements must be made ahead of time. Free. For other possible industrial tours contact the Marinette and Menominee chambers of commerce.



The Alvin Clark. Photo by Margaret Bogue.

Menominee Sites of Interest

(1) Alvin Clark ("Mystery Ship") Marine Museum*

accessible from Hy US-41 at 10th Street and 10th Avenue

Here the visitor may board the *Alvin Clark*, a Great Lakes cargo vessel built near Detroit, Michigan, in 1846 for John P. Clark, a Detroit fisherman, businessman, and shipbuilder. A 220-ton ship, 113 feet long, the *Alvin Clark* carried salt, grain, coal, and rough lumber from port to port on the upper Great Lakes until June 29, 1864. On that day, with a crew of only five, empty of cargo and heading for Oconto under full sail, the boat capsized and sank during a summer squall. In July 1969 Frank Hoffman and

a group of volunteer workers, using equipment furnished by Marinette Marine, raised the *Alvin Clark* from a depth of 100 feet off Chambers Island in Green Bay. Subsequently taken to Menominee for exhibition, the ship was designated a State of Michigan Historical Site and added to the National Register of Historic Places. Frank Hoffman has not gotten the support needed to preserve the *Alvin Clark*, and the ship is deteriorating. The museum building contains displays on the ship's raising, its history, and its artifacts. Open daily, mid-June—mid-October, 9:00 A.M.—6:00 P.M. \$

(2) Menominee County Historical Society Museum

9th Street and 11 Avenue, accessible from Hy US-41 as marked

In 1976 the Menominee County Historical Society purchased St. John's Catholic Church, erected in 1921, from the Roman Catholic diocese of Marquette to house its extensive collections of artifacts and its research library. The church ceased to be used for worship when the Catholic parishes of Menominee were reorganized to conform to current needs.

The museum collections stress the lumbering era, pioneer life, military weapons, Indian artifacts, and life in late nineteenth-century Menominee County. Of special interest are examples of the business records of the Menominee River Boom Company. Open daily, May—early October, 9:00 A.M.—5:00 P.M. Donation.

(3) Menominee County Courthouse*

10th Avenue between 8th and 10th Streets

Completed in 1875, the Menominee

County courthouse, a cube-shaped three-story brick and stone structure in classical style, stands on two acres of wooded parkland in downtown Menominee. The board of supervisors chose the plans and specifications of a Chicago architect, G. P. Randall, from the eight responses to their advertisement. The new structure reflected and complemented the town's growing success as a lumbering center. Shortly after Marinette County was created in 1879, Marinette also acquired a courthouse, taller, larger, and more expensive than Menominee's, but that structure is no longer standing. Over the years other buildings have been added to house Menominee County government offices, but the exterior of the 1875 structure remains much the same as when it was built. Menominee preservationists have strongly encouraged the county to retain the structure and to adopt plans for sensitive interior and exterior renovations.

(4) Main Street Historic District*

Today it is difficult to find a Lake Michigan town that was a major lumbering center in the late nineteenth century with its old business district intact. Most such districts have been destroyed as town economies have changed. The Menominee Main Street District, where the buildings of the lumbering era remain, some in use and some vacant, is an exception. Bounded by 10th Avenue, the Green Bay shoreline, 4th Avenue, and 2nd Street, it includes more than 40 commercial and civic buildings and some residences. Many of the structures designed and built of red sandstone and brick by Menominee architects and builders are local adaptations of styles popular in the

Midwest between 1880 and 1910. Others, designed by Chicago, Minneapolis, and Green Bay architects, are Beaux-Arts in style; see, for example, the Spies Public Library, described below. Running parallel to Green Bay, 1st Street (formally Main Street) is the focal point of the district. A drive or walk along this street from 10th Avenue to 4th Avenue is a good way to get an impression of the district. Below are some of the older structures well worth noticing.

Menominee Abstract Company, 945 1st Street

Built in 1903, this red sandstone structure is representative of commercial architecture in the Michigan Upper Peninsula at the turn of the century. Two Menominee architects, Derrick Hubert and William M. Brown, designed the building in a regional adaptation of the Richardsonian Romanesque style.

Spies Public Library, 940 1st Street

August Spies was a very successful Menominee businessman. For a number of years he operated a grocery and butcher shop; then, in 1880, he founded the A. Spies Lumber and Cedar Company in partnership with Henry Martin. Acting in the philanthropic tradition of many successful late nineteenth-century American businessmen, Spies gave the library to the city as a memorial to his business success. Constructed in 1903, the building is in the Beaux-Arts style.

Victory Park, on 1st Street between Spies Public Library and 8th Avenue

Located on the site where a sawmill once stood, the park fronts on Green Bay. The bandstand in the center of the park is used for summer concerts.

The marina accommodates pleasure craft.

Schale Building, 601 1st Street

Designed by a Menominee architect, Charles W. Maass, this office block was built in 1895 using cream-colored brick and Lake Superior red sandstone quarried in the Keweenaw Peninsula near the Portage entry to the Keweenaw Waterway. Attractive to contemporaries because of its varied shape and color, the building was described by the *Menominee Democrat* as "one of the handsomest in the city, occupying as it does, the most prominent corner in the business center." For many decades, its corner tower has been a landmark for sailors bound for the Menominee harbor.

Ludington, Wells and Van Schaick Company General Store, 501 1st Street

Now vacant, this brick building was constructed in the 1870s as the company store for one of Menominee's largest lumber companies. The company was founded by wealthy businessmen who, like the owners of many Menominee lumbering businesses, lived in Milwaukee and Chicago, where the wholesale and retail ends of their enterprises were located. The large companies maintained sizable merchandise stores in Menominee to supply their workers and the townspeople as well.

Menominee Opera House, 5th Avenue between 1st and 2nd Streets

Built in 1902 to add to the town's cultural life, this brick structure, designed by the Chicago architect G. O. Garnsey, is taking a new lease on life. The exterior is currently being restored, and the Menominee Arts

Council hopes soon to restore the fire-damaged interior so that it can be used for the performing arts. The opera house was a familiar feature of prosperous late nineteenth-century towns, providing facilities for traveling speakers and music and drama groups.

Isaac Stephenson House, 400 1st Street

Built in the 1880s for Isaac Stephenson, nephew of Isaac Stephenson of Marinette and son of Robert Stephenson, who was associated with the Ludington, Wells and Van Schaick Lumber Company, this spacious cream brick home with classical detail stands at the southeast corner of the Main Street Historic District with grounds that extend to Green Bay.

(5) Chappée Historical Marker

River Road, 5 miles north of city limits

This memorial marker stands near the site of Louis Chappée's fur-trading post.

Michigan

76. Stephenson Charcoal Kilns

Hy US-41

Those interested in lumbering and iron smelting will find it worthwhile to make a brief trip from Menominee north on Hy US-41 to Stephenson. The village took its name from two large timberland owners in the township, Samuel and Robert Stephenson, brothers of Isaac Stephenson (see site 75). It began as a sawmilling center in the 1870s. To supply the fuel needs of its blast furnace, located just north of Menominee, the Menominee Furnace Company built a group of charcoal kilns at Stephenson, 20 miles north of the furnace on the Chicago and North Western Railroad line. The furnace operated from 1872 to 1883. Five of the kilns, located on private property off County Road 352, east of Hy US-41, are well preserved.

77. Scenic Green Bay Drive

Hy M-35

From Menominee to Escanaba, Hy M-35 follows closely the western shoreline of Green Bay. This beautiful drive offers lots of opportunities to see the waters of the bay and to enjoy the woods along the shore.



Camping at J. W. Wells State park. Both beach and wooded sites are beautiful, but campers will find the mosquitos less pestiferous on the beach.

Photo by Margaret Bogue.

78. J. W. Wells State Park

Hy M-35 (BCFHPS)

Named for a prominent Menominee lumberman, this densely wooded 974-acre park includes three miles of frontage on Green Bay and 1,400 feet of frontage on the Big Cedar River. A varied, undulating topography includes low parallel ridges marking old lakeshore and a long chain of irregular hills which were formed by ancient glaciers. Visitors to the park will find a wide variety of trees: maple, beech, hemlock, basswood, pine, cedar, birch,

spruce, and elm. Well-marked foot trails offer opportunities to see the many species of wildflowers, wild berries, birds, and wild animals, especially deer. \$

79. Cedar River

Hy M-35

Cedar River in the late nineteenth century was a bustling sawmill village and busy Green Bay port where barges were loaded with lumber for the Chicago market. After fire destroyed the



The ore docks at Escanaba in the era when sailing vessels and small steamboats carried the red iron ore. Courtesy Michigan Historical Collections, Bentley Historical Library, University of Michigan.

mill, the village lost much of its population. Adjacent to the highway stands the Catholic Church of the Sacred Heart, built in 1887, and the Mission Chapel, dating from 1889.

80. Ford River

Hy M-35

The village of Ford River reached its greatest prosperity in the lumbering days of the late nineteenth century, when its population totaled 1,000. In those days its sawmills turned out 50 million board feet of lumber annually, which was shipped downlake from seven docks.

81. Escanaba

Hys M-35, US-41, and US-2

Located on lands originally occupied by the Noke or Noquet band of Chippewa Indians, the town of Escanaba grew from the lumbering enterprises of the Nelson Ludington Company of Marinette. Lumbermen had long recognized the high quality of the white pine in the area when the company decided to survey and plat Escanaba in 1862. The earliest sawmill dated from the mid-1830s, but the big cut began in the 1860s when the Ludington Company found it advantageous to supplement its extensive timber stands far-

ther south on Green Bay with Little Bay De Noc stumpage.

Escanaba emerged as a frontier lumber village with a small wintertime population servicing the needs of the surrounding lumber camps. In spring, with the log harvest dispatched downriver, the village took on new life as the lumberjacks and rivermen hit town with their winter wages. Commercial fishing and sawmilling were also important parts of Escanaba's early industry.

The iron mines of the Marquette and Menominee ranges contributed substantially to Escanaba's early growth and prosperity. Spurred during

the 1860s by the Union's wartime needs for iron ore, railroad builders laid plans to connect the iron mines at Negaunee with Escanaba. They reasoned that Escanaba's deep harbor would make an excellent Lake Michigan outlet for Marquette Range ores. The completed rail line carried its first ore shipments to Escanaba in 1864.

Already a busy transshipment point for iron ore in the 1870s, Escanaba benefited greatly from the Chicago and North Western's branch line to the Menominee Range. The connection between Quinnesec and Escanaba was completed in 1877. Three years later the line reached Iron Mountain. Between 1864 and 1964 more than 340 million tons of iron ore reached Escanaba for shipment southward by ore carriers.

By 1890 Escanaba claimed to be "the iron port of the world," and boasted a total outbound vessel tonnage of over 8 million. The port bustled with the comings and goings of steamships of 14 lines that made Escanaba a regular stop. A local marine historian tells us that 8 to 10 freight and passenger steamers docked at Escanaba every day, often with four or five large vessels in port at the same time.

Under the stimulus of railroad building, the lumber and iron ore trade, and commercial fishing, Escanaba grew steadily. It was incorporated as a village in 1866 and as a city in 1883. The population numbered 1,370, about one-third of them foreign-born, in 1870. At the turn of the century, the figure stood at 9,500. In 1940 its population total approached 15,000. The 1980 census reported 14,355 residents. This could have never been the case had the town failed to make a

transition from the era of the great extractive industries into more diversified economic activity. Gone are the great sawmills, which employed thousands of workmen as late as 1900. Gone are the days of the great catches of whitefish, lake trout, and sturgeon from Little Bay De Noc waters.

Now Escanaba thrives as a service center, as a county seat, and as a home for newer industry. A large paper mill, a wood specialty manufacturing company, and a wood veneer business still utilize forest resources. An automotive and machine company and a truck crane plant are more recent additions to the city's employers. Escanaba is a distribution point for oil and coal brought to port by lake carriers. A chemical plant, a metal fabrication company, and a woodenware business failed in the transitional years.

Much physical evidence of the heyday of extractive industry remains. Stephenson Street, Ludington Street, and Ludington Park preserve the big names of the lumbering boom. From ore dock No. 6, built by the North Western Railroad in 1903, about 12 million tons of ore pellets from the Marquette and Menominee ranges are shipped annually in times of economic prosperity.

Escanaba Sites of Interest

Many of Escanaba's points of historical interest are located on the waterfront on Little Bay De Noc in Ludington Park. As you enter town on Ludington Street, follow it to the waterfront to see the following sites.

(1) Delta County Historical Museum

Ludington Park, adjacent to Coast Guard Station

This small but expanding museum contains displays on iron mining, lumbering, and railroads. Open afternoons, May 15–Labor Day. Free.

(2) Historical Markers

Ludington Park

Two markers headed "Little Bay De Noc" and "Centennial of Iron Ore Shipping" make informative reading.

(3) Ludington Park

Escanaba has done a beautiful job of developing the Little Bay De Noc waterfront. The park area includes picnic tables, a swimming beach and bathhouse, a marina, and other recreational facilities, such as tennis courts.

(4) Escanaba Chamber of Commerce

corner of North 3rd and Ludington Streets

This office provides visitors with maps, brief digests of Delta county history, and assistance in finding points of interest in Delta County.

82. Hannahville Potawatomi Reservation

west of Hy M-35, access from Hy US-41

The history of the Hannahville Reservation illustrates many of the hardships that grew out of the early nineteenth-century federal policy of removing Indians from their tribal lands east of the Mississippi to a

"permanent" Indian Territory west of the river, away from the incoming tide of white settlement. Lake Michigan's Indian tribes pressured into removal before 1848 included the Sac and Fox, Chippewa, Winnebago, Ottawa, Menominee, and Potawatomi. The Chippewa and Menominee were the most successful in defeating wholesale removal, ultimately acquiring reservations on ceded tribal lands.

After cessions of their tribal lands in Michigan, Indiana, Illinois, and Wisconsin beginning in 1807, the Potawatomi relinquished the last of their claims to land east of the Mississippi in 1833. Removals characterized by force, resistance, misery, death, and official profiteering dragged on for the next seven years. By 1840 most of the Potawatomi had been removed from their homelands, but not all. Some—exactly how many is unknown—fled to Canada. Others—an estimated 300, according to the U.S. Court of Claims—fled into northern Wisconsin and Michigan, where they established small, scattered settlements along the shore of Lake Michigan. They were joined by some of the Potawatomi who had been removed to Iowa and Kansas and had returned, dissatisfied with the new homes assigned them by the U.S. government.

These Indians, known as the Wisconsin band of Potawatomi, did not receive their proportion of tribal payments guaranteed under the terms of treaties with the United States. They owned no land and for decades lived miserable lives, roaming from one place to another, picking berries, digging ginseng, and seeking day labor. They congregated briefly in squatter settlements in Winnebago, Washington, Fond du Lac, Milwaukee, Door,

Kewaunee, Shawano, Vilas, Manitowoc, and Sheboygan counties in Wisconsin and in Menominee, Delta, and Schoolcraft counties in Michigan, drifting ever northward, away from the main body of the white population.

In the 1890s some of the Wisconsin band of Potawatomi settled in Forest County, Wisconsin, squatting on cut-over land owned by lumber companies. A few of them homesteaded under the terms of the Indian Homestead Act. Most of them might well have remained landless had it not been for the efforts of Rev. Erik O. Morstad, a Lutheran missionary who settled among the Forest County group in 1901 and decided to undertake a legal battle to secure for the Wisconsin band the federal treaty payments to which they were entitled. Morstad corresponded with the Office of Indian Affairs in Washington and secured legal help to validate their claims.

Along with an agent of the Office of Indian Affairs and Charles Kisheck, a Potawatomi chief who served as interpreter, Morstad visited the Potawatomi camps in the summer of 1907 in order to provide the government with a tribal census. The three traveled through northern Wisconsin, Michigan, and Canada from the eastern end of Lake Superior and along the Lake Huron shoreline from Georgian Bay to the southeastern shore of Lake Huron, visiting Potawatomi settlements and constructing an accurate tribal roll. They found these people impoverished, demoralized, sullen, and suspicious, a people who considered themselves refugees, still fearful that they would be forcibly collected and moved to Kansas, and fearful as well that their children would be taken



Potawatomi women of the Harris and Bark River area, about 1900–1910. Courtesy State Historical Society of Wisconsin. WHi(X3)18847

from them and sent to U.S. Indian boarding schools.

At Harris and Bark River, about 17 miles west of Escanaba, Michigan, Morstad and his companions found a settlement of Potawatomi living on privately owned lands in log houses. Their settlement included a school and a church. Peter Marksman, a Methodist missionary, had led these people to the Harris location from Cedar River, 20 miles south, about 1883. He had chosen the land and lent them funds to start their community. They had land under cultivation, but they did not own it.

The work of Rev. Erik Morstad resulted in legislation in 1913 establishing a federal reservation for the Potawatomi of Forest County, Wisconsin, and Menominee County, Michigan. The United States purchased 3,360 acres for the latter group, which



Wisconsin Land and Lumber Company employees pose for a formal picture at Hermansville. From the Collections of the Michigan State Archives, Department of State. 00138

named the reservation Hannahville to honor Peter Marksman's wife, Hannah, and express their appreciation for the missionary's assistance in establishing the community. The reservation lands in the Harris-Wilson area are scattered and are allotted to individual Indians.

Side Trip to Iron Mountain

While at Escanaba, visitors who are interested in lumbering and in the history of iron mining in the Menominee Range will find it well worthwhile to make a side trip on Hy US-2 to Hermansville, Vulcan, Norway, Quinnesec, and Iron Mountain. The towns of Bark River, Harris, Wilson, Spaulding, Hermansville, Cunard, and Waucedah had their origins in the lumbering industry. Loretto, located on the rim of the Menominee Iron Range, Vulcan, Nor-

way, Quinnesec, and Iron Mountain owed their greatest prosperity to iron mining. As you pass through Vulcan and Norway, the view of the Menominee Range is excellent. The best remaining evidence of the lumbering industry on this route is at Hermansville.

83. Hermansville Hy US-2

The Wisconsin Land and Lumber Company built Hermansville as a company town. C. J. L. Meyer, a German immigrant, founded the parent company in Fond du Lac, Wisconsin, shortly after the Civil War to produce pine sashes, doors, and blinds. By 1878 Meyer had decided to buy Michigan pineland to supply the needs of his mill. In the same year he dismantled his Fond du Lac sawmill and moved it to the site of Hermansville. Early in 1879 he started

operations, using Michigan logs.

Hermansville, named for his son, grew around the mill operations with company housing, store, school, and church. Within a decade Meyer's 50,000 acres of pine were exhausted. Foreseeing the depletion of softwoods, in 1882 Meyer built a hardwood sawmill. His company pioneered in producing high quality hardwood flooring under the trademark "IXL."

Over the years the company expanded its operations to include 250,000 acres of timberland, three railroads, and three villages. Between 1910 and 1930 the plant shipped 12 carloads of wood products to market daily. The plant long ago ceased to manufacture hardwood flooring, but the main portion of the IXL factory still stands, as does the company office building.

The Office Building of the Wisconsin Land and Lumber Company

Built in 1882–1883, this building is much the same as it was in the 1920s. A grandson of C. J. L. Meyer, Dr. George Washington Earle, has developed a family museum that preserves artifacts of the lumbering era. The museum, located on the village main street is often open to visitors in the mornings during the summer months.

84. Norway

Hy US-2

Test pits at Norway in 1877 showed extremely rich deposits of iron ore. This once-busy mining village, at times endangered by cave-ins, no longer has active mines, but evidence of past iron mining is quite apparent.

Norway Sites of Interest

(1) Iron Mountain Iron Mine

Hy US-2, east of Norway

Opened in the 1870s, the Iron Mountain Iron Mine, part of the Penn Iron Mines, produced over 22 million tons of ore during its 68-year production history (1877–1945). The tour of this mine, developed commercially to illustrate iron-mining techniques, takes visitors through 2,600 feet of underground drifts and tunnels where methods of timbering are explained, the geology of the mine is elaborated, and mining technology—from the picks and shovels of the early days to modern water liner drills—is demonstrated.



Curry Mine Shaft at Norway, August 1980. Photo by Allan Bogue.

Open daily all year, 9:00 A.M.–5:00 P.M. \$

(2) Curry Mine Shaft

This shaft is visible on the right as you enter town westbound on Hy US-2. To get a good look at it, turn right on Walnut Street and proceed one block north to the corner of Walnut and Railroad Avenue.

(3) Norway Spring

Just to the west of town on Hy US-2 lies Norway Spring, identified by a Michigan Historic Site marker. The spring is a result of a 1,094-foot hole drilled in 1902 by the Oliver Mining Company, which was in search of iron ore. Earlier the spring's location was the site of a sawmill.

85. Iron Mountain

Hy US-2

Long before the iron-mining boom and the founding of the town, the lumbering operations of Menominee's timber barons reached the Iron Mountain area. In the mid-1850s timber cruisers located the stands of white pine on the upper Menominee River. Cutting began, and by 1880 the best of the white pine had been sent downriver to the sawmills at Marinette-Menominee.

The earliest sawmills in the Iron Mountain area dated from the mining boom of the late 1870s. Then hardwoods, left by the lumbermen because such wood does not float well for long distances, were harvested for use in mine construction. Lumbering continued as an important industry until well into the twentieth century, but on a much smaller scale than in the last half of the nineteenth.

The iron ore of the Menominee Range proved a far more lucrative natural resource than timber. While geologists as early as 1848 reported the existence of iron ore in the Iron Mountain area, Menominee Range mining required railroad connections to bring in essential supplies and equipment and to carry the ore to market. Serious interest in mining dated from the late 1870s, after the railroad connected Iron Mountain with Escanaba, where the ore was transferred to lake carriers bound for steel mills.

Workable deposits of high-grade iron ore in the Vulcan-Norway-Quinnesec area east of Iron Mountain were discovered before the panic of 1873. Development came after the depres-

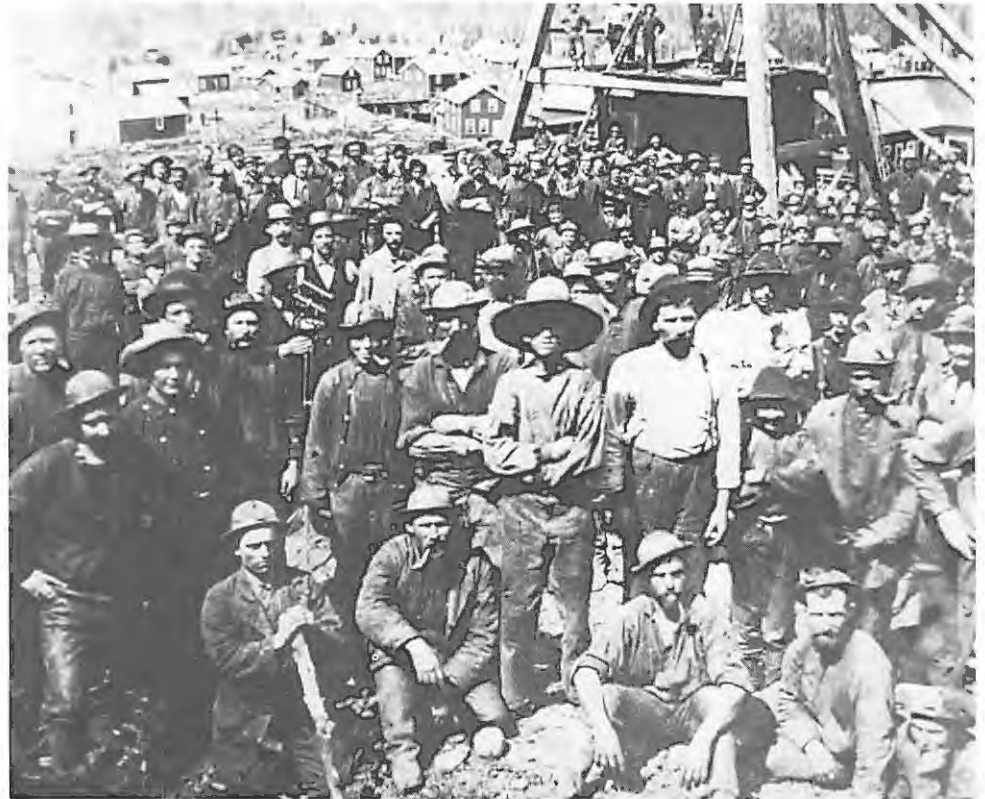
sion eased. The North Western Railway reached Quinnesec in 1877, and the village grew as the mining center of the Menominee range.

Quinnesec quickly slipped to second place. In 1879 Nelson Powell Hulst of the Menominee Mining Company discovered the Chapin Mine at the site of present-day Iron Mountain. Hulst, a graduate of Yale and the Sheffield Scientific School with special training in geology, chemistry, and metallurgy played an important role in the discovery of Menominee Range mines and in the supervision and development of mining at Iron Mountain.

Because the Chapin Mine was located on the property of Henry Chapin of Niles (see site 170), the developers had to lease the land and pay the owner royalties for the ore mined. The mine presented unusual challenges because the richest of its ore deposits lay on swampy land beneath quicksand. Hulst and his associates developed a freezing process that made it possible to sink the shaft.

The Chapin Mine developers induced the North Western Railroad to build its line to Iron Mountain in 1879. The first shipment of the Chapin ore went to market in 1880. The Chapin Mine established itself as the giant of the Menominee, the mine with the greatest output and the largest workforce. It employed 1,800, almost half of Iron Mountain's mineworkers in 1890. Between 1880 and 1932, when the Chapin Mine closed, at least 25 million tons of iron ore came up its shafts. In 1901 this mine became a subsidiary of U.S. Steel.

Iron Mountain was platted in the fall



Chapin Mine workers, probably in 1880. Courtesy Menominee Range Historical Foundation Archives, Iron Mountain, Michigan.

of 1879 by Isaac Stephenson and his Marinette-Menominee business associates. The town mushroomed from a few tents, shacks, and boarding houses to a village of more than a thousand a few years later. It incorporated as a village in 1887 and as a city the following year. It continued to grow very rapidly until 1893, when it had a population of over 8,500.

With the opening of the Menominee mines, a flood of immigrant workers poured in seeking jobs. New York and Boston mineowners sought skilled Cornish miners for underground work. Swedes, French Canadians, Hungarians, Russians, Finns, Poles,

Germans, and Italians swelled the labor force. One local historian has estimated that one-third of the mineworkers were Cornish and one-third Swedish.

Cosmopolitan Iron Mountain developed as a rough and ready mining and lumbering town, complete with saloons, gambling houses, brothels, and a high incidence of rowdy behavior. Mining accidents and deaths and abortive attempts by mineworkers to organize and strike characterized the developmental years. So did the ethnic frictions depicted in Vivian La Jeunesse Parsons' novel, *Not without Honor*.

Early in the twentieth century, the best of the ores were being rapidly depleted. In 1918 the Pewabic closed after 28 years of operation. The Indiana Mine closed in 1920. In 1932 the Chapin ceased operation in the midst of the Great Depression. The transition from mining to other forms of economic activity worried Iron Mountain's city fathers. The community lost about 1,000 residents between 1910 and 1920. Then the Ford Motor Company decided to establish a plant on farmland adjacent to Iron Mountain. Construction in 1921–1926 and operation thereafter created many jobs and a new sister city, Kingsford. The Ford plant was a temporary employer, however. In 1951 Kingsford Chemical purchased the facilities and for 10 years operated them as a lumber and charcoal plant. In 1961 this firm closed its doors.

Intensive efforts to attract new industry to Iron Mountain and Kingsford in recent years have met with substantial success. The twin cities have developed a number of diversified small industries employing 100 or more. Some of their products are building materials, furniture, gray iron castings, woodenware, prefabricated homes, and refuse collection equipment.

A year-round recreation and tourist industry has grown in importance. The attractions are skiing and snowmobiling in winter and fishing, boating, and swimming in summer. At the Pine Mountain Ski Jump, national and international tournaments are held annually.

Nor is mining dead. In 1959 the Hanna Mining Company opened the Groveland Mine and began extracting low-grade iron ore. Its beneficiation operations produce over 2 million

tons of pellets annually. The plant employs more than 500 workers. Iron Mountain once more is an iron ore producer. The 1980 population was 8,341.

Iron Mountain Sites of Interest

(1) Ardis Furnace Site*

Hy US-2, north side of town (adjacent to filtration plant)

Mining at Iron Mountain led to a number of engineering innovations. One of the most interesting of these was the Ardis Furnace, developed by John T. Jones. Jones came to Iron Mountain in 1881 after considerable experience in building smelting furnaces in the Pittsburgh area. He worked as manager of the P. L. Kimberly mining properties in Michigan and Minnesota. Convinced that the rich iron ores of the Menominee would soon be exhausted, he developed an experimental furnace to handle leaner ores in 1908. The Ardis Furnace attracted considerable attention in the mining world. It is rumored that Jones and Laughlin Steel offered John Jones \$1 million for his smelter while it was still in its experimental phase. Jones's method of reducing ore to bar iron was never perfected, but some of his ideas were later used in refining low-grade ores. An official Michigan Historic Site marker is at the site of the remains of the Ardis Furnace.

(2) John T. Jones Residence

701 Grand Boulevard

John T. Jones acquired 140 acres of land near Antoine Lake and developed it as a beautifully landscaped homesite. Built in 1890 the large Victorian house

with its Queen Anne tower still stands, one of the oldest of the large homes of the mining boom years. Gone, however, is its fabulous greenhouse, probably 40 by 60 feet, built from the salvage of the original Ferris Wheel. George Washington Gale Ferris built the wheel for the World's Columbian Exposition in 1893. It was a major attraction at the St. Louis Fair in 1904 as well.

For a charming reminiscence of life at the Jones home, see Ardis Jones Blenko, "Papa and the Ferris Wheel," available at the Menominee Range Historical Museum. It was originally read at the dedication of the Ardis furnace Site in 1972.

(3) Cornish Pump

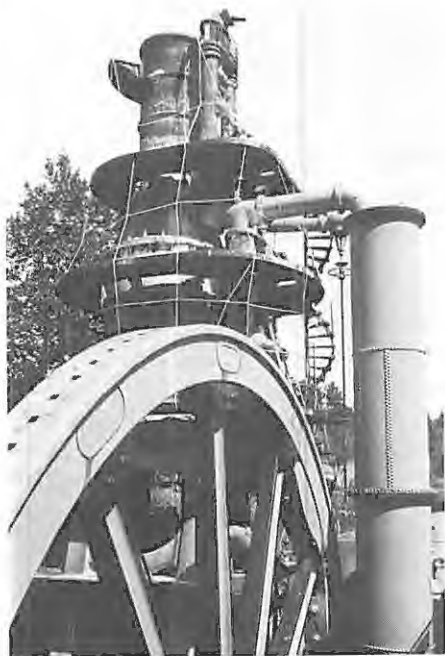
off Hy US-2 via Kent Street, north side of town

The Cornish Pump, an engineering marvel in its day, was installed in 1893 to help drain the Chapin Mine, popularly called "the largest and the wettest" mine at Iron Mountain. The pump was designed in 1890 and manufactured by E. P. Allis and Company of Milwaukee. The steam-operated pump, similar in design to pumps used in Cornwall mines, had a capacity of 5 million gallons every 24 hours. The pump is not standing at its original location, but its site was once part of the Chapin Mine property. In 1983 the Menominee Range Historical Foundation opened a mining museum at the Cornish Pump site.

(4) Chapin Mine Pit

Hy US-2, north side of town

On the north side of town, close to the Cornish Pump, a Hy US-2 causeway passes over a body of water at the site of the Chapin Mine Pit. The area



*The Cornish Pump.
Photo by Margaret Bogue.*

under water was a portion of the wettest mine pit in town. In 1940, eight years after mining and pumping at the Chapin had ceased, 75 feet of Hy US-2 over the pit caved in. Four automobiles and a truck sank into the mud and water. This is one of the many obvious scars left by mining on the Iron Mountain landscape.

(5) Menominee Range Historical Foundation Museum

300 East Ludington Street

Located in the former Carnegie Public Library Building, the historical museum has 95 exhibits depicting life at the turn of the century on the Menominee Range. Other displays reflect the history of fur trading, logging, and iron mining. The museum also houses book, manuscript, and photographic collections relevant to

the history of the Menominee Range. Open daily, June—mid-October, Monday—Saturday, 9:00 A.M.—5:00 P.M.; Sunday, 1:00—5:00 P.M. \$

86. Wells

Hy US-2

The village of Wells is named for a prominent Menominee lumberman, J. W. Wells. In the late nineteenth century, Wells served as an iron ore transshipment point. The Chicago, Milwaukee and St. Paul Railroad interests built an ore dock here.

87. Gladstone

Hy US-2

Founded in 1887 by U.S. Senator W. D. Washburn from Minnesota when the Minneapolis, St. Paul and Sault Ste. Marie Railway reached this area, Gladstone was planned as a Lake Michigan outlet for grain shipments. Company officials named it for Sir William Gladstone, the eminent nineteenth-century Liberal prime minister of Great Britain, apparently to please British investors in the railroad company. The village of tents and shacks for railroad construction workers took on a more permanent character when the railroad built a two-story passenger station and roundhouse. When Gladstone was incorporated as a city two years later, it claimed 1,580 residents. In 1892 a cooperage plant opened its doors, and in 1896 the Cleveland-Cliffs Iron Company built a smelting furnace and an adjacent chemical plant just north of Gladstone's city limits. The

smelter and chemical plant operated until 1922.

Until the mid-twentieth century, wood products were important in the local economy. Currently this town of 4,533 is primarily a residential community for people who work elsewhere. There are a few small metal-machining and processing companies and wood-processing firms. Recreation and tourism contribute to the local economy.

Van Cleve Park, lying along the waterfront, offers swimming and picnicking facilities.

88. Rapid River

Hy US-2

Rapid River developed initially as a lumbering town. It once had as many as a dozen mills. The Hiawatha National Forest Ranger Station, located here, has maps and other literature about the forest.

89. Bay De Noc—Grand Island Hiking Trail

off Hy US-2 east of Rapid River

A Michigan Historic Site Marker on Hy US-2 east of Rapid River marks the beginning of a trail of great importance in the history of the Upper Peninsula. Originally used by the Noquet band of Chippewas to travel between Lake Michigan and Lake Superior, the trail was later used by fur traders, lumbermen, and others. The trail is deeply worn in places from hundreds of years of use. The U.S. Forest Service reconstructed the trail and maintains it for hiking and riding.

90. Peninsula Point Lighthouse*

County Road 513, Stonington Road off Hy US-2 (P)

For the venturesome traveler, the 30-minute ride on County Road 513 to Peninsula Point Lighthouse is well worthwhile. The road is partly black-topped and partly graveled, and it becomes increasingly narrow as you approach the tip of Peninsula Point. Along the way you will notice old log structures on some of the farms. Peninsula Point Lighthouse, located at the end of the road, lies in a beautiful and well-kept park with picnic tables. The lighthouse, built in 1865, warned ships away from "The Devil's Ten Acres"—a "trap with teeth of rocks set in a series of treacherous shoals" near the entrance to Little Bay De Noc. The light was automated in 1922 but ceased operation in 1936, when the Minneapolis Shoal lighthouse was built. Restored by the Stonington Grange, the tower, with its iron spiral stairway, is open to visitors. The building and grounds are cared for by the Hiawatha National Forest staff. Free.

91. Hiawatha National Forest

Hy US-2 (BCFHPS)

The Hiawatha National Forest was formally established in 1931 at a time when the ravages of heavy logging and forest fires remained all too apparent. This 860,000-acre tract, now covered with cedars, pines, and sugar maples, is a forest of dense tree stands, wetlands, and scattered rolling hills with

miles of streams and lakes. The forest lies in two segments, divided by state forest lands. The western portion extends roughly from Gladstone to Manistique; the eastern from Brevort well to the east of St. Ignace.

White-tail deer and black bears are very abundant. The forest has plenty of snowshoe hares, beavers, squirrels, porcupines, coyotes, red foxes, weasels, and raccoons. The pine marten, previously extinct in the area, has been reintroduced. Grouse, woodcock, a variety of waterfowl, and songbird species are abundant. In the streams and lakes, fishermen will find trout, bass, perch, walleye and northern pike, coho salmon, smelt, and steelhead.

In addition to its recreational use, the Hiawatha National Forest produces wood for local industry. Controlled cuts yield approximately 18,000 cords of pulpwood and 2 million board feet of lumber annually.

In the West Unit lie a number of areas of special interest: Ogontz Natureway, Bay Furnace, Bay De Noc-Grand Island Hiking Trail (site 89), and Peninsula Point (site 90). Information is available both at the Rapid River Ranger Station and at the Ogontz roadside information station.

Areas of special interest in the East Unit include Point aux Chenes, Round Island, Government Island, Point Iroquois Lighthouse, and several fish hatcheries. Stop at Point aux Chenes visitor information station for more details.

92. Fayette State Park*

off Hy US-2 on County Road 483

As you drive the 17 miles down the Garden Peninsula from Hy US-2 to Fayette State Park, you will pass through the village of Garden, the first white settlement on the Garden Peninsula. Notice the lovely little Catholic church and the nineteenth-century fire engine on display in the center of the village.

The Garden Peninsula attracted white settlers in the mid-nineteenth century because of its potential for fishing and lumbering. Here the newcomers found Indians cultivating the rich gardens that gave the peninsula its name.

Historic Fayette Townsite, part of the Michigan State Park system, preserves the Jackson Iron Company's town. Laid out in 1866, Fayette developed into a very profitable iron-smelting venture between 1867 and 1890. The Jackson Mine at Negaunee, 75 miles northwest of Fayette, produced iron ore and shipped it downlake to iron- and steel-making centers in the Cleveland and Chicago areas. The company developed Fayette to convert the ore into iron pigs and cut transportation costs. Fayette offered great locational advantages: it was on the way to market; it had a fine, deep, protected harbor. Nearby were abundant stands of hardwoods for making the charcoal needed for iron smelting. High-quality limestone was also in good supply here.

At the site the visitor will see the remains of Fayette, which was virtually abandoned in 1890 when the smelting operation ceased. Hardwood had become more and more scarce, and the



Ruins of the big furnace, Fayette State Park, rear view. Photo by Margaret Bogue.

charcoal furnaces could no longer compete with coke-fired smelters.

The production side of this company town lives on in the big furnace, lime kilns, charcoal kilns, sawmill site, and service buildings. The flavor of life here is preserved in the homes of laborers and supervisors, the company doctor and the superintendent, the company store, the hotel, the boarding house, the opera house, and the jail. Fayette State Park is administered jointly by the Parks Division of the Michigan Department of Natural Resources and the History Division of the Michigan Department of State. \$ (See also p. 71.)

93. Summer Island* at the tip of the Garden Peninsula

Ceramic and stone artifacts found here, as well as evidence of a pole dwelling, indicate that there were at least three distinctive cultural groups of people living here in the third, thirteenth, and seventeenth centuries A.D.

94. Thompson State Fish Hatchery

north on Hy M-149 from Hy US-2

The two units of this Department of Natural Resources fish hatchery propagate brook, brown, and rainbow trout, coho salmon, muskies, northern pike, walleyes, and suckers. The hatchery is open to the public Monday–Friday, 8:00 A.M.–4:30 P.M.; Saturday and Sunday, 8:00 A.M.–4:00 P.M.

95. Palms Book State Park

11 miles north of Hy US-2 via Hy M-149 (P)

This park preserves for the enjoyment of visitors the largest spring in the state of Michigan. Kitch-iti-ki-pi, or “big spring,” as it was called by the Indians, is 200 feet in diameter and 42 feet deep. From observation windows in a platform raft, visitors look down into the constantly bubbling depth of the spring, where 10,000 gallons of water per minute flow from cracks in limestone bedrock. The spring, considered sacred by the Indians, has puzzled geologists for many years. They believe that it may have been caused by the slumping of rock strata or perhaps by the downward movement of surface waters, enlarging cracks in limestone outcroppings.

The park dates from 1929, when the Palms Book Land Company of Detroit gave the state 89 acres of land including the spring with the provision that there be no camping on the property. \$



The platform raft at Kitch-iti-ki-pi. Photo by Margaret Bogue.

96. Indian Lake State Park

County Road 455, adjacent to Palms Book Park (BCHPS)

In 1932, in the depths of the Great Depression, the state of Michigan purchased land to develop Indian Lake State Park. The site's advantages included a fine sand beach along the lake, good fishing, and a location central to much fine Upper Peninsula natural scenery.

Containing 320 acres, Indian Lake Park is divided into two units, one on the southern and one on the western shore, both with camping facilities. The park area is heavily wooded, and the lake, fed by the waters of Kitch-iti-ki-pi, is attractive for swimmers.

On the eastern shore of Indian Lake is a small outdoor shrine and a plaque marking the site of a log and bark chapel. Construction of this small chapel began in 1832, when Indians in the area learned that Father Frederic Baraga was to pay them a visit. Arriving before the chapel had been completed, Father Baraga assisted in its completion. This was the first of many chapels he built during his service to the Chippewas in the Upper Peninsula. A few feet north of the site is an abandoned Indian cemetery. \$

97. Manistique

Hy US-2

The name of this town and its river comes from an Indian word meaning "vermilion" or "red ocher," for the Manistique River has a distinctive color, acquired as it flows through the bog ore district of Upper Michigan. Possessed of a fine lake harbor that does not freeze in winter and ample water power from the Manistique and Indian rivers, and surrounded by great stands of white pine, the town began as a lumbering center.

Some cutting and milling operations date from the 1850s, but real development came with the activities of the Chicago Lumbering Company in the 1870s. The company built houses, stores, docks, and mills and organized a company-owned town. It purchased its own stumpage and its own fleet of boats to deliver lumber to the growing cities of southern Lake Michigan. In its heyday the firm manufactured 10 to 20 million board feet of lumber per month. Other lumber businesses also grew up at Manistique and in the surrounding area. By the early twentieth century, the timber boom was over.

Manistique ceased to be a company-owned town in 1912, when two businessmen purchased both the Chicago Lumbering Company and its affiliate, the Weston Lumber Company. Company-owned homes and businesses were offered for sale to the public. The transition to pulp and paper making began in 1916, when W. J. Murphy, owner and publisher of the *Minneapolis Tribune*, organized the Manistique Pulp and Paper Company. Now owned by Field Enterprises of Chicago, the company is a major employer.



Inland Lime and Stone Company's piles of limestone ready to be loaded aboard ship at Port Inland, 1972. Courtesy Inland Steel Company, Indiana Harbor Works Photographic Services.

Of great importance in Manistique's present economy, the Inland Lime and Stone Company dates from 1928. In that year Inland Steel of East Chicago (see site 179), in search of a supply of high-quality limestone for its steel mills, decided to locate its quarry and plant on Seul Choix Point near Manistique. From a modest initial production of 1 million tons in 1931, the output has risen to 4 million annually. The third major industry in Manistique is tourism. The current population of this county seat town is 3,962, about 2,400 less than at its high point in 1920.

Manistique Sites of Interest

(1) Imogene Herbert Historical Museum

near the Water Tower and the Siphon Bridge on Hy US-2

This small museum is operated by the Pioneer Historical Society of Schoolcraft County. Housed in the Imogene Herbert House, one of the older houses in Manistique, the museum contains artifacts on nineteenth century life here. Open daily in summer months, 9:00 A.M.–5:00 P.M. Donation.

The society plans to develop its two-and-a-half-acre park area further by adding a log building that was once a part of the Hiawatha Colony, located 13 miles north of Manistique. Founded by the American socialist Walter Thomas Mills and Abe Byers, a Popul-

ist leader, in the 1890s, this agricultural colony built 20 structures to house 225 persons. The group pooled their land and resources, worked together, and shared the profits. The colony flourished briefly and was abandoned in 1896.

(2) Siphon Bridge and Water Tower

Hy US-2

After the *Minneapolis Tribune* secured water rights on the Manistique River in 1916, the company built the Manistique Pulp and Paper Company to supply its needs for newsprint. To furnish the plant with water, the company constructed a dam and a reinforced concrete flume paralleling the river in 1918–1920. This 3,300-foot-long flume has the ability to deliver 8,000 cubic feet of water per second. Later, when Hy US-2 was built through Manistique, engineers decided to construct the highway bridge through the upper part of the flume, with the roadway running four feet below water level. Local residents named the structure “The Siphon Bridge.”

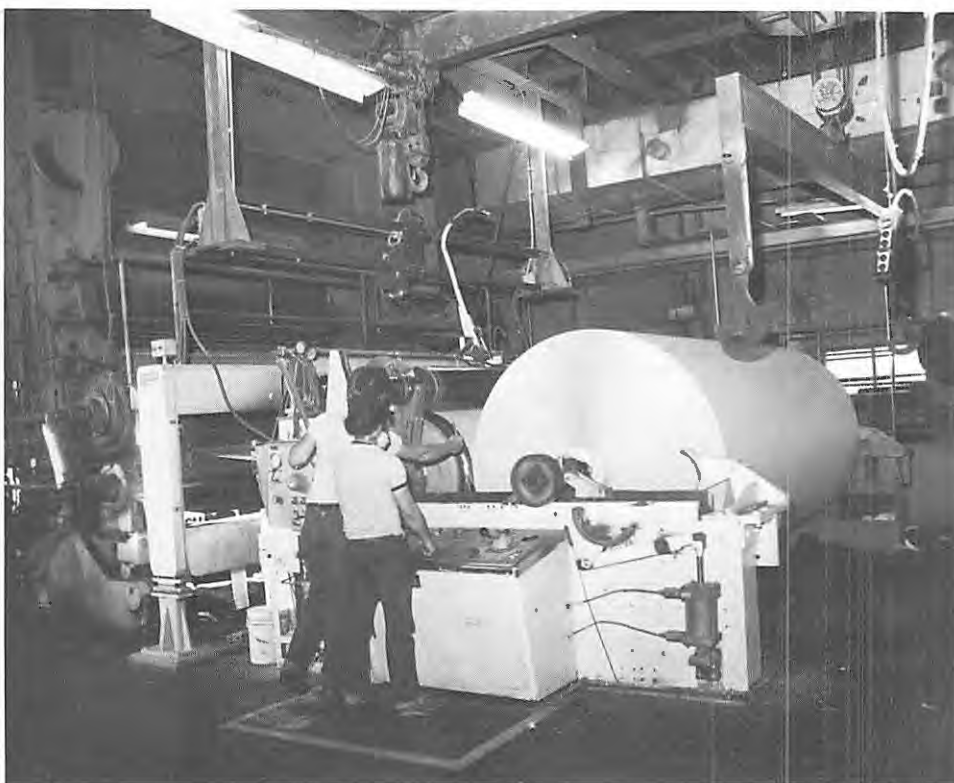
Manistique's most outstanding landmark is the Water Tower, an octagonal brick building 200 feet high adjacent to the Siphon Bridge. It was completed in 1922. No longer used as part of the water supply system, currently the tower houses the Manistique Chamber of Commerce, where visitors will find literature on the area's history and information about local businesses and recreation.

(3) Manistique Papers, Incorporated

Hy US-2

From Hy US-2 the traveler gets two good views of Manistique Papers, Inc.:

This interior view at Manistique Papers, Inc., shows winding paper onto the "Reel," the last step at the dry end of the paper machine prior to converting it to rolls of specific size for the customer at the rewinder. Courtesy Brian J. Nelson of Manistique Papers, Inc.



one coming into town from the west, and the other near the Siphon Bridge. At the latter point the great storage yard filled with logs comes into clear view.

(4) Manistique Light House

Hy US-2

On a sunny day, the brilliant red of this lighthouse against the blue lake waters catches the eye as you drive into Manistique eastbound. The best viewing point is from Lakeview Park, just off Hy US-2 on the eastern edge of town.

(5) Wyman State Nursery

The easiest access to the nursery is from Hy US-2, coming into Manistique from the west. Turn left on Deer Street, right on M-94, and right on the

nursery access road just before 94 crosses Indian River. On the 55-acre nursery tract, the Department of Natural Resources produces about 2 million trees annually for planting on state land and for public sale at cost for reforesting vacant land. The nursery is open during daylight hours. Tours may be arranged with the superintendent.

98. Lime Kilns

Hy US-2, 4 miles east of Schoolcraft County Airport

As you drive east from Manistique, you will notice old stone kilns on the left-hand side of the road four miles beyond the Schoolcraft County Airport.

These are the ruins of the lime kilns of the White Marble Lime Company, founded at Manistique in 1889 as a satellite of the lumbering industry. The company made quicklime, utilizing lumber wastes and local limestone. The state of Michigan plans to preserve the site.

99. Seul Choix Point Lighthouse

County Roads 432 and 431 off Hy US-2

Take County Road 432 south off Hy US-2 for 4.3 miles, and turn right on County Road 431 to Mueller Township Park to find Seul Choix Point Lighthouse, a handsome structure built in



Seul Choix Point Lighthouse is one of a number built on the Great Lakes and elsewhere by the federal government in the late nineteenth century using the same architectural design. Note the Italianate bracketry and curved window design at the upper level. Photo by Margaret Bogue.

1892. Although the lighthouse is not generally open to the public, visitors are welcome to view the grounds. Seul Choix Point was so named because it was the only place where boats could take refuge from rough lake waters for some distance along the shoreline. Here French Canadian families settled during the nineteenth century and established a fishing village.

100. Port Inland

County Road 432 south off Hy US-2

Port Inland is the location of the Inland Lime and Stone Company's plant (see site 97). Both the plant and the business offices are located at the termination of County Road 432. The plant is not open to the public.

101. Blaney Park

Hy US-2

Blaney Park originated from the efforts of the Wisconsin Land and Lumber Company (see site 83) to develop a 22,000-acre tract of its cutover land as a tourist resort in the 1920s. Groups of cottages were built, and old logging roads were converted to hiking and riding trails. The Celibeth cabin and the golf course are still in use. Here also is a hunting preserve and bird sanctuary.



Bobcat. Courtesy State Historical Society of Wisconsin. WHi(X18)12351

102. Seney National Wildlife Refuge

Hy M-77 north from Hy US-2 at Blaney Park (FHP)

The federal government established this 95,455-acre wildlife refuge in 1935 under the Fish and Wildlife Service of the U.S. Department of the Interior upon the recommendation of the Michigan Conservation Department. Its creation was part of a larger effort during the 1930s to restore cutover lands. Michigan's Upper Peninsula pine forests fell to axe and saw in the late nineteenth century, and Seney developed into a lumber boom town in the 1880s. Following the big cut, fires burned uncontrolled over the area, making it impossible for nature to produce a new forest. Land companies

promoted farming, but farming led to failures, foreclosures, and tax-delinquent lands. During the 1930s the federal government used Civilian Conservation Corps workers to construct a system of ditches and pools suitable for waterfowl.

The refuge now contains 7,000 acres of open water in 21 open pools that support a nesting flock of Canada Geese and several species of ducks. More than 200 bird species find the refuge attractive, including sandhill cranes, bald eagles, and pileated woodpeckers. Beavers, white-tailed deer, black bears, otters, coyotes, foxes, minks, muskrats, bobcats, and even wolves inhabit the refuge.

Exhibits and environmental information may be found in the visitors' center. A 7-mile, self-guided Marshland Wildlife Drive, a 1.4-mile nature trail for hikers, and two picnic areas are available for use. The visitors' center is open mid-May–September 30, 9:00 A.M.–4:00 P.M. In summer, movie and slide programs are shown here.

103. Naubinway

Hy US-2

French fishermen settled here in 1880. Shortly afterward lumbermen began operations in the vicinity. As lumbering and fishing expanded, Naubinway's population grew to 1,500. The sawmill employed nearly 600, and the fishermen operated 34 fishing boats. Population declined greatly when the lumber mill closed in 1896. Commercial fishing declined dramatically with the lamprey infestation in Lake Michigan in the 1940s. Today it is primarily a village of summer homes and resorts.

104. Scenic Lake Michigan Drive from Naubinway to St. Ignace

Highway US-2 from Naubinway to St. Ignace offers exceptionally beautiful views of Lake Michigan and a number of state roadside parks and turnouts. Here travelers can pull off the road to fully enjoy the scenery, the sandy beaches, the surf, and the lake waters. On warm, sunny days many take advantage of fine wading and swimming opportunities. The road at times runs very close to the beach and at others runs high above Lake Michigan's waters. The scenery is especially fine at Epoufette and Cut River Bridge. As you near St. Ignace, there are a number of turnouts with good views of the Straits of Mackinac, the Mackinac Bridge, and the lower peninsula. Lake Michigan reaches its northernmost point two miles east of Naubinway.

105. Epoufette

Hy US-2

It is believed that Father Jacques Marquette used the harbor here as the first stop on a journey from St. Ignace into Lake Michigan. French fishermen established the village in 1859, and in the 1880s Epoufette attracted lumbermen.

106. Brevort

Hy US-2

Named for Henry Brevort, Jr., a surveyor, the town was originally known

as "The Warehouse." Here in 1875 the Mackinaw Lumber Company built a depot for supplies brought in by ship. Commercial fishing followed lumbering. The village holds an annual Swedish summer festival, honoring the Swedish immigrants who came here to work in the lumbering camps. Travelers will notice an attractive church on the right of the highway, Trinity Lutheran, built in 1922.

107. Pointe aux Chenes

Hy US-2

Named by the French for its natural oak forest, Pointe aux Chenes was long the site of an Indian settlement.

108. Gros Cap Cemetery*

Hy US-2

The archaeologist George I. Quimby dates the early use of the Gros Cap Cemetery to the years 1710–1760. Here lie buried Ottawa, Illinois, Miami, Sauk, Fox, and Potawatomi Indians and a number of nineteenth-century settlers. Because many old burial places in Moran Township were becoming obscured by shifting sands and deteriorating markers, in 1889 the township established Gros Cap Cemetery (formerly known as Western Cemetery). Some of the more recent graves were moved to Gros Cap at that time. Pioneer children, among them victims of diphtheria and smallpox, lie here, as do adults who died in lumbering and drowning accidents. The cemetery still serves the community.



"In memory of Josephine. May her soul rest in peace. Amen." Grave marker in Gros Cap Cemetery, west of St. Ignace. Photo by Margaret Bogue.

109. Gros Cap and St. Helena Island

At the mouth of the Moran River, a village of 1,500 Ottawa Indians lived in the late seventeenth century. Moran River and Moran Bay at Gros Cap are named for a French fur trader who established a post here. French Canadian fishermen came to Gros Cap in the nineteenth century, settling on the mainland and on St. Helena Island. During the last half of that century, Archie and Wilson Newton established a successful fishing and shipping business on the island.

110. The Straits of Mackinac

In the late seventeenth century, French explorers and missionaries found Chippewa, Huron, and Ottawa Indians living near the Straits of Mackinac, many of them fugitives from the powerful Iroquois. The advantages of the location were many. It was a strategic point in the water routes linking Lakes Michigan and Huron, and the waters around Mackinac Island abounded in fish. Father Claude Dablon described it in 1670: "This spot is the most noted in all these regions for its abundance of fish. . . . In fact, besides the fish common to all the other Nations, as the herring, carp, pike, golden fish, whitefish, and sturgeon, there are here found three kinds of trout: one, the common kind; the second, larger, being three feet in length and one in width; and the third, monstrous, for no other word expresses it."

The straits had special strategic importance for the French and the British in their pursuit of empire and the fur trade. The struggle to control the straits led to conflicts between them and later between the British and the Americans. At the straits the French built two forts and the British one. Once under U.S. management, Mackinac Island served again as a major rendezvous and transshipment point for fur traders.

Jean Nicollet passed through the straits in 1634. La Salle's *Griffon* sailed its waters in 1679. For centuries boats plied the straits between Mackinac Island and the Upper and lower peninsulas. The Mackinac Bridge opened in 1957, ushering in a new era of automobile traffic for the Upper Peninsula.

With increased tourism, the work of historic preservation at St. Ignace, Mackinaw City, and Mackinac Island took on new urgency. Today visitors to the straits will find a wealth of living history to help them recall the Indians, the explorers, the missionaries, the fur traders, the *voyageurs*, the soldiers, the lumbermen, and the fishermen whose lives were so closely tied to the waters of Michilimackinac.

What are the origin and meaning of the name Mackinac? Many explanations have been offered over the centuries. Early French records speak of the "Isle of Missilimackinac," where an Indian tribe with that name lived. Cadillac said that it meant "island of the tortoise." One authority on Indian languages suggested that it meant "big turtle clan." An eighteenth-century French writer traced the name to an Indian belief that a supernatural friend lived there. Other explanations relate to physical features: the island's arch rock, the conical rock formations on the island and near St. Ignace, and the deep land crevice near St. Ignace. Whatever their origin and meaning, Michilimackinac and Mackinac are both pronounced as though the "ac" ending were spelled "aw."

111. St. Ignace

Hy US-2 and I-75

Father Jacques Marquette founded the settlement at St. Ignace in 1671 when he arrived with a group of Huron Indians. He named his mission St. Ignace de Michilimackinac in honor of St. Ignatius of Loyola, founder of the Jesuit order. This remarkable Jesuit missionary-explorer spent only two



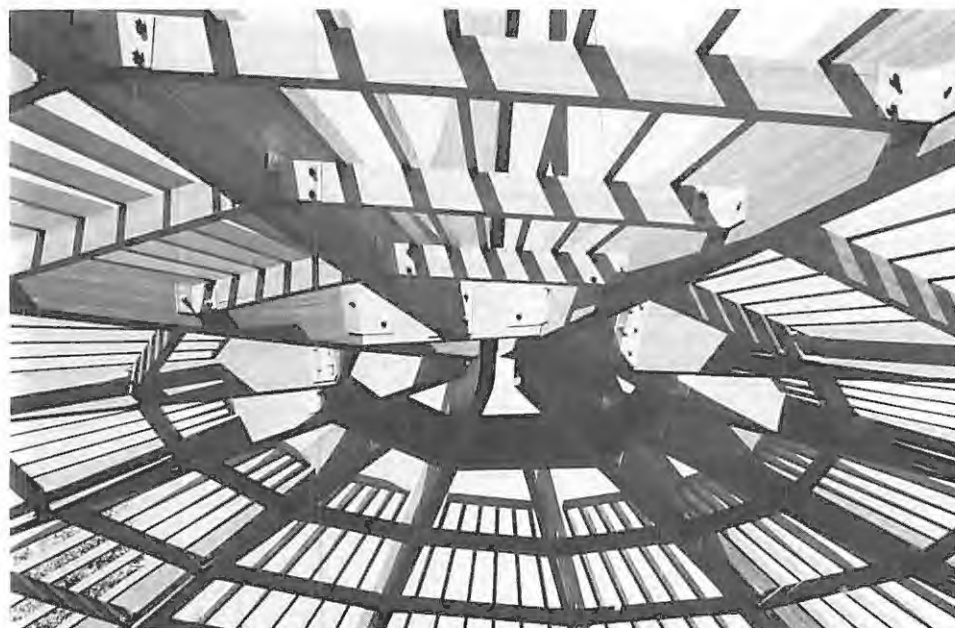
The Marquette Memorial—a simple, modest, and beautiful structure—overlooks the Straits of Mackinac. Photo by Margaret Bogue.

years at the mission. In 1673 he departed with Louis Jolliet for the famous journey down the Mississippi. Marquette died on the return journey, but the work of the mission continued until 1705.

Meanwhile, in 1677 the Jesuits erected a second chapel near St. Ignace, named for St. Francis Borgia and intended to serve the Ottawa. Later, in the 1680s, the French built at St. Ignace the first of their two forts in the straits area, Fort de Buade, designed as a fur-trading post and a protective outpost for the water route between Lake Superior and Montreal. The fort became an important governmental and civil center. In the 1690s a sizable French and Indian settlement centered here. The French village contained 60 houses, the mission, and an Indian population of 7,000.

Its importance faded rapidly as the French scheme of fur trade and defense changed. The change had something to do with frictions at St. Ignace. The French commandant at Fort de Buade, Antoine de la Mothe Cadillac, quarreled with the Jesuits, who wanted military posts and fur traders removed from the western country. Jesuit objections, coupled with a slump in fur prices in the late seventeenth century, led the crown to curtail the trade.

Cadillac countered by pleading for the establishment of a strong fort at Detroit that could become the center of French influence. His wish was granted. The garrison left Fort de Buade in 1698, and Detroit was founded in 1701. Many of the Indians accepted Cadillac's invitation to come to Detroit. Most of the fur traders departed. The Jesuits burned the mission



Inside the Marquette Memorial, looking up. Photo by Margaret Bogue.

in 1706 and left. When the French reestablished a fort at the straits in 1715, they built Fort Michilimackinac on the lower peninsula.

St. Ignace did not develop substantially again until the late nineteenth century. Lumbering and iron making assumed temporary importance, but fishing remained important for a long time. In 1882 St. Ignace became the county seat. The town survived the decline of lumbering and grew, first as a port of entry for the Upper Peninsula and then, in the late nineteenth century, as a tourist center. Since 1957, with the completion of the bridge, its tourism industry has greatly expanded. The 1980 population was 2,632.

St. Ignace Sites of Interest

(1) Father Marquette Memorial
off Hy US-2 on the west side of town
This beautiful memorial park has been established with money appropriated by Congress and the state of Michigan. The memorial is only partially completed. The finished portion is a contemporary open structure that contains a bronze plaque mounted on stone outlining the main facts of Marquette's life. A fine museum portrays Marquette's missionary labors in New France and broadly interprets Indian life and the environment. A 16-minute film shown in the museum auditorium depicts the final months of Marquette's mission work. The park, operated by the state of Michigan, overlooks the straits and the Mackinac Bridge. Open daily, May 15–Labor Day, 9:00 A.M.–5:30 P.M. Free.

(2) Michilimackinac Historical Society Museum

Spring Street between North State and Church Streets

Housed in the former Michigan Bell Telephone Building, this museum has well-organized and attractively displayed artifacts relating to the history of St. Ignace. Permanent exhibits deal with lumbering, commercial fishing, the building of the Mackinac Bridge, the geology of the straits, and many other subjects. Open daily, May 15–Labor Day, 9:00 A.M.–5:00 P.M. Free.

(3) Old Mission Church*

Marquette Park at North State and North Marquette streets (Hy I-75)

Located very close to what is believed to be the site of the Marquette mission of 1671, this structure was built in 1837 at Moran Bay. Used for services until 1904, it was later moved to Marquette Park and now serves as a museum. Its collections contain some materials relating to mission activity and a miscellaneous collection of nineteenth-century artifacts. Open daily, May 15–Labor Day, 9:00 A.M.–5:00 P.M. Free.

(4) Father Marquette Statue

Marquette Park, at North State and North Marquette streets, (Hy I-75)

Beside the Mission Church stands a statue of Father Marquette, erected in 1954.

(5) Marquette Grave

Marquette Park, at North State and North Marquette streets (Hy I-75)

At the north side of the Mission Church stands a monument marking what many believe to be the second burial place of the remains of Father Marquette. Marquette died in 1675 on

his return journey from Illinois country and was buried somewhere on the eastern shore of Lake Michigan, probably near Ludington. Father Pierre François Xavier de Charlevoix, writing in 1721, states that a year after Marquette's death, one of his companions returned to the burial site and brought the remains to St. Ignace, where they were buried under the chapel altar in 1677. A grave believed to be Marquette's was discovered in 1877. The citizens of St. Ignace in 1882 erected this monument on the place where the remains were found. The chains around the monument represent the walls of the original mission chapel. Some of the bone fragments from the 1877 excavation were given to the Jesuits when they founded Marquette University in Milwaukee.

(6) Archaeological Site

Mission Church area, North State Street

In the summer of 1983, the St. Ignace Downtown Development Association funded a dig in cooperation with the Department of Anthropology at Michigan State University. The goal is to learn about the Huron and Ottawa Indian sites associated with the Marquette mission. The team discovered evidence of Huron refuse pits, a long house, and a palisade during the first summer's work.

(7) Fort de Buade Museum

335 North State Street

Here are fine collections of Indian beadwork, guns, relics of the French and British periods, and paintings of Great Lakes Indians. Open daily, mid-May–mid-October, 9:00 A.M.–5:00 P.M. Free.

(8) Walk-Drive Tour of St. Ignace

The St. Ignace Area Chamber of Commerce, located on the State Street waterfront, offers a walk-drive tour pamphlet and map to help visitors find many points of historical interest. Use this as a guide to the outdoor displays in the city parks, which include boats and artifacts of early sailing history.

(9) Ferry to Mackinac Island

North State Street

Three companies—Arnold Transit, Star Line Boats, and Shepler's Mackinac Island Ferry—run ferries to Mackinac Island, with scheduled service from May through December.

112. Straits State Park

from Hy US-2 (CHPS)

This beautiful wooded park on a high bluff overlooking Mackinac Bridge is divided into two parts. The Father Marquette unit contains a memorial to the missionary (site 111, no. [1]). The other unit, located east of the bridge, contains park headquarters, two camping areas, and a fine beach. \$

113. Mackinac Island

accessible by ferry from St. Ignace or Mackinaw City

The island has a very long history, beginning with the ancient Indians who lived there and used it as a burial ground. The Jesuit missionary Claude Dablon wintered on the island in 1670–1671. Father Jacques Marquette also visited the island before deciding

to establish his mission on the mainland.

The island became a key fortification for the British in 1780–1781 when they moved there from Fort Michilimackinac on the southern side of the Straits of Mackinac, believing that the new location would be more defensible against American revolutionary attack. Stone-walled Fort Mackinac stood on the hill overlooking the harbor, out of range of bombardment from American ships and in a position to rain heavy cannon fire on enemy vessels that dared to enter the harbor.

Although the 1783 treaty of peace awarded the island to the United States, the British continued to occupy this post until the summer of 1796. Below the fort grew a village of British fur traders and Indians, for Mackinac Island served as a supply depot and a great rendezvous point in the fur trade. When the United States took control, it established a government fur trade warehouse.

Early in the War of 1812, a small party of British regulars, bolstered by *voyageurs* and Indian allies, captured Fort Mackinac. The Americans did not succeed in recapturing the fort, but it was surrendered to them at the end of the war.

After 1815 John Jacob Astor's American Fur Company made Mackinac Island the headquarters for its Great Lakes fur-trading business. By 1830, as the trade dwindled, Mackinac Island had already begun to attract tourists. Its natural beauty made it a popular summering place throughout the nineteenth century. In 1887 the Grand Rapids and Indiana Railroad, the Michigan Central Railroad, and the Detroit and Cleveland Navigation Company built the Grand Hotel, reputedly



Mackinac Island in 1813. A print drawn by Richard Dillon, Jr., engraved by Thomas Hall, and inscribed to the "Governor General and Commander in Chief of all his Majesty's Forces in British America." Courtesy McCord Museum, McGill University, Montreal. 173954

the world's largest summer hotel.

The desire to conserve the island's natural beauty for future generations led the federal government in 1875 to withdraw the public lands on Mackinac Island from sale and make it a national park. In 1895 both the park and the fort were turned over to the state of Michigan. For decades the Mackinac Island State Park Commission had a very difficult time securing enough state money to do necessary repairs, let alone restoration work.

All this changed in the 1950s. With increased tourism, the opening of the Mackinac Bridge, and the example of the successful restoration of two sites on the island by private organizations, the Park Commission renewed its search for funds. A revenue bond issue proved to be the key to restoration and development of an interpretive historical program. Now, more than two decades later, the results of the Park Commission's work at both

Fort Mackinac and Fort Michilimackinac offer visitors a fine visual understanding of the history of the strategic straits.

Mackinac Island Sites of Interest

The Mackinac Island State Park Commission has prepared an inexpensive book, *Historic Guidebook: Mackinac Island*, available at the Visitor Center. It contains descriptions of the island's many sites of interest, 51 in all, both historical and natural. The book also suggests a number of walking and bicycling tours.

(1) State Park Visitor Center

on Huron Street near boat docks

This is the best place to begin a visit to the island. Displays and printed materials give a good idea of the many points of historical interest. Here tick-

ets are sold for admission to all state-park owned sites. If you are planning on visiting both the island and Fort Michilimackinac, a single ticket at a reduced rate is available. No automobiles are allowed on the island. Horse-drawn carriages and bicycles are available.

(2) Marquette Park

below the fort on Huron Street

Formerly the location of the fort gardens and stables, Marquette Park, established in 1904, commemorates the work of Father Marquette (see site 111). The statue of Marquette in the center of the park was dedicated in 1909.

(3) Bark Chapel

Fort Street

This reconstructed bark chapel commemorates the work of the seventeenth-century Jesuit missionaries. It is probably much like the one Father



Fort Mackinac, North Blockhouse built in 1798. Photo by Margaret Bogue.

Claude Dablon built on the island when he wintered here in 1670–71. Displays inside show Dablon ministering to two Indians.

(4) Fort Mackinac

Of the 15 structures at the fort, the stone ramparts, the south sally port, and the officers' stone quarters are part of the original fort, dating from the 1780s. The other buildings, including the commissary, post headquarters, quartermaster's storehouse, soldiers' barracks, schoolhouse, blockhouses, commandant's house, hospital, officers' wooden quarters, guardhouse, bathhouse, and north sally port, date from the 1790s to 1885.

The buildings include interpretive museum displays explaining the history of the area and the fort. The main museum is in the soldiers' barracks.

The officers stone quarters contains the Fort Tea Room, where you may sit at tables on the piazza, have refreshments, and look out over the harbor below busy with pleasure craft and ferry boats. Costumed soldiers and demonstrations of cannon and musket firing give the flavor of life at the fort. Open daily, mid-May–mid-June and after Labor Day to October 14, 10:00 A.M.–4:00 P.M.; June 15–Labor Day, 9:00 A.M.–6:00 P.M. \$

(5) Beaumont Memorial

Market Street

In 1954 the Michigan State Medical Society completed the Beaumont Memorial. It is in the reconstructed American Fur Company store. Displays commemorate the work on the digestive system done by Dr. William Beaumont, fort surgeon. For a discussion of Dr. Beaumont's work (see p. 33). Open daily, May 30–Labor Day, 11:00 A.M.–5:00 P.M.

(6) Agency House and Astor Warehouse

Market Street

These two buildings are the remaining original buildings of John Jacob Astor's American Fur Trading Company. Following the decline of the fur trade, the Agency House, the fur warehouse, and a clerk's quarters were combined into one structure to form a hotel known as the Astor House. The connective structure has since been torn away. Agency House, also known as Stuart House, was built in 1817 to house the company agents, Robert Stuart and Ramsey Crooks, and their clerks. Operated by the city as a museum, it contains displays on the fur trade and nineteenth-century home furnishings. Open Mother's Day–October, Monday–

Saturday, 9:00 A.M.–5:00 P.M.; Sunday, 11:00 A.M.–5:00 P.M. \$

(7) County Courthouse

Market Street

This structure, now the city hall, served as the Mackinac County Courthouse from 1839 to 1882. In the latter year, St. Ignace became the county seat.

(8) Biddle House

Market Street

Biddle House is probably the oldest house on the island. Portions of it date from the 1780s. During the 1820s it was the home of Edward Biddle, a fur trader. In 1959 the Michigan Society of Architects and Michigan builders spent \$75,000 restoring this Quebec rural style house. The frame, filler logs, interior trim, living room mantle, and some of the window glass are original.

(9) Benjamin Blacksmith Shop

Market Street

The Mackinac Island State Park Commission has built a replica of the Benjamin blacksmith shop that houses the tools and equipment of the original. For 80 years the shop was an active business. It is open for inspection during the summer months.

(10) Grand Hotel

West Bluff Road

Built in 1887, the Grand Hotel is one of the few monumental resort structures in the Great Lakes area that survived the era of the lake excursion boats. Built of white pine, the hotel has a pillared porch over 800 feet in length. It stands as a memorial to the gracious living of the 1890s and the early decades of the twentieth century.

(11) Governor's Mansion*Fort Street*

In 1945 the state of Michigan purchased this Victorian summer home (built in 1901) for the official summer residence of the governor. Michigan governors have spent the summer months on Mackinac Island since 1888.

(12) Indian Dormitory*Huron Street*

The Treaty of Washington of 1836, whereby the Chippewa and Ottawa ceded their claims to vast portions of the Michigan lower and Upper peninsulas to the United States, provided for the construction of a dormitory for Indians visiting Fort Mackinac. Henry R. Schoolcraft, a principal author of the treaty and noted American Indian agent (he worked among the Chippewa), designed the structure. For a decade it served as an Indian dormitory and then as a customs house and school. The Mackinac Island State Park Commission purchased and restored the building in 1966.

(13) Mission Church*Huron Street*

The congregation of Rev. William M. Ferry, a Presbyterian missionary, built this structure in 1829 and 1830 to complement the activities of the nearby Indian mission. This structure, along with the bark chapel (no. [3]) and St. Anne's Church (no. [14]), reflect the efforts of the Christian churches to make Indian converts. It is now a non-demoninational chapel. Visitors are welcome daily, June 15–Labor Day, 11:00 A.M.–4:00 P.M.

(14) St. Anne's Church*Huron Street*

A beautiful and more imposing struc-



*Mackinac Bridge spanning the Straits viewed from Fort Michilimackinac.
Photo by Allan Bogue.*

ture just a little way down the street. St. Anne's, was constructed in the 1870s to serve the island's Catholic population. This structure replaced Old St. Anne's Mission Church, moved here across the straits from Fort Michilimackinac in the 1780s.

(15) Fort Holmes*Fort Holmes Road*

At the island's highest point, the British built a fort in 1814 to help them repulse the expected American attack. They named it Fort George. The Americans did not succeed in capturing the island in 1814, thanks, at least in part, to this new fortification. After Mackinac Island was returned to the United States in 1815, the post was renamed Fort Holmes, but was not garrisoned. The blockhouse at the site today is a replica of the original.

**114. Mackinac Bridge,
St. Ignace to Mackinaw
City**

Hy I-75

The people of Michigan had long wanted a bridge across the Straits of Mackinac to join the Upper and lower peninsulas for automobile traffic. Ferries could not adequately accommodate summer traffic. Engineers doubted the possibility of building a structure strong enough to withstand the terrible storms and high winds that accompany winter at the straits. David B. Steinman, however, after conducting extensive tests, became convinced that a safe bridge was possible and that he could build it. Despite the dire predictions of others, the bridge opened to traffic in November 1957. Dedication ceremonies, put off until better weather, were held in June 1958.

Mr. Steinman described his creation as "a symphony in steel and stone, a poem stretched across the Straits." The symmetry of the three bridge spans and the soaring towers is indeed artistic. The spans and cables are painted foliage green and the towers ivory. Lights originally hung along the cables to permit night construction were allowed to remain because many admired the effect, resembling pearls on a necklace. Although Steinman designed 400 bridges in all parts of the world, he considered the Mackinac Bridge the culmination of his career. He died a few years after its completion. On Labor Day each year, two lanes of the bridge are closed to traffic and opened to pedestrians, who walk across the bridge 148 feet above the water to obtain an unforgettable view in all directions. As many as 25,000 persons have participated in the annual "Bridge Walk."

115. Mackinaw City

Hy I-75

The early history of Mackinaw City revolves around the Fort Michilimackinac, built here about 1715 by the French. The French decision to re-fortify the Straits of Mackinac came after a period when no French soldiers occupied this strategic location. Fort de Buade at St. Ignace had been evacuated in 1698 (see site 111). The French in 1715 faced a very real British threat to their empire and fur trade. Two years before they had given up all claim to the Hudson Bay area. To preserve their deteriorating position, the French needed to build strategic fortifications, to woo Indian



*Palisade and water gate entrance to restored Fort Michilimackinac.
Photo by Margaret Bogue.*

allies, and to chasten rebellious tribes.

Fort Michilimackinac was part of this larger plan. It became a center for the French fur trade and a launching point for expeditions against the rebellious Sauk and Fox tribes. In 1755 an Indian war party assembled here under the leadership of Charles Langlade to participate in the defeat of British General Braddock. Braddock had been sent to capture Fort Duquesne, the French outpost near present-day Pittsburgh. This was an early incident in the French and Indian War, which concluded with France's loss of its North American possessions.

In 1761 Fort Michilimackinac became a British fort. The former Indian allies of the French, rejecting British allegiance, rose up in rebellion under the leadership of Pontiac in 1763. Heartened by Pontiac's success at De-

troit, but acting on their own, Indians managed to seize Fort Michilimackinac under dramatic circumstances. In June 1763 a group of Chippewa played lacrosse outside the fort while British soldiers relaxed and watched. Suddenly the Indians rushed the open gates and either killed or captured most of the occupants. The British did not reoccupy the fort for a year.

Between 1766 and 1768 Major Robert Rogers, the most famous commandant of the fort, assumed control of affairs and from here launched an expedition to find the long-sought northwest passage to the Pacific. With the coming of the American Revolution, Fort Michilimackinac served as a launching place for Indian war parties against American outposts in the west. Concluding that the fort would be difficult to defend against American

attack, the British built Fort Mackinac on Mackinac Island in 1780–1781, using some of the materials from the mainland site for the new fortification (see site 113).

To a considerable extent the fortunes of Mackinaw City (population 820) are still bound up with the old fort. In 1959 the Mackinac Island State Park Commission began a reconstruction of it. Built almost entirely of wood and the victim of rot and fire, the original structure had long since disappeared. Eugene T. Petersen, director of the Park Commission, tells us: "Only a badly deteriorated stockade wall put up in 1936 and a bronze plaque were visible reminders of the days of Fort Michilimackinac." To complete the reconstruction, knowledge of the original fort was essential. Research in historical archives in Canada, the United States, and Europe revealed the necessary information. Archaeologists working at the site unearthed much material confirming the written record and adding to formally recorded knowledge. Reconstruction was well under way by the mid-1960s. With restoration came hundreds of thousands of visitors annually to capture a sense of the lives of the eighteenth-century soldiers, traders, priests, *voyageurs*, and Indians who frequented Fort Michilimackinac.

Fort Michilimackinac Historic Park

Off Hy I-75

(1) Fort Michilimackinac

The visitors' orientation center, where tickets are available, contains a wide variety of literature for sale and displays that put the history of Forts

Michilimackinac and Mackinac in historical context. The restored fort complex includes the stockade and block houses, water and land gates, the commanding officer's house, soldiers' barracks, the guardhouse, the king's storehouse, British and French traders' houses, St. Anne's Church, the priest's house, a blacksmith shop, and the powder magazine. Modern museum displays, period furnishings, costumed mannequins, live demonstrations of weapons, costumed guides, and a sound and light program in the church enhance the fort's living history. Outside the stockade near the land gate stands an exhibit of eighteenth-century devices for military punishment. Summer visitors can view the continuing archaeological work. Open daily mid-May–mid-June and after Labor Day to October 14, 9:00 A.M.–5:00 P.M.; June 15–Labor Day, 9:00 A.M.–7:00 P.M. \$

(2) Mackinac Marine Park

This marine park forms the second component of the Historic Park. It is accessible from the visitors' orientation center. Opened in 1972, the park includes Old Mackinac Point Lighthouse,* which contains a fine maritime museum, an aquarium, the Shay steam yacht (see site 119, no. [3]), the LaWay schooner, a birchbark canoe, and examples of Mackinaw boats.

The Marine Park's Bicentennial project was reconstruction of the *Welcome*. Owned by John Askin, a British trader, the ship was taken over by the British Navy in 1779 and used to carry parts of Fort Michilimackinac to Mackinac Island for use in building Fort Mackinac. The boat sank in a storm in 1781. The reconstructed *Welcome* was launched May 30, 1980, and is open to



The *Welcome* at anchor at the Mackinaw City docks. Photo by Margaret Bogue.

the public. It is anchored near the ferry dock in Mackinaw City. \$

(3) Ferry Service to Mackinac Island

At the Mackinaw City docks, several transport companies offer ferry service to Mackinac Island with scheduled departures from May through December.

116. Old Mill Creek State Historic Park

Hy US-23

The Straits of Mackinac's newest historic attraction, Old Mill Creek State Historic Park, opened June 15, 1984. A 1790 working water powered sawmill, a mill dam, a museum, an interpretive



The Mill and mill stream. Courtesy Michigan Department of Natural Resources.

program, and craft demonstrations introduce visitors to a little known dimension of the area's history during the years 1780–1820. After British authorities refused to authorize construction of a sawmill, a private individual apparently built the original mill in 1780 to supply British troops with the sawed lumber essential to build Fort Mackinac on the Island. The mill continued to operate after the Americans took possession of the fort in 1796, supplying the military with essential building materials. Open daily, June 15–Labor Day, 10:00 A.M.–6:00 P.M. \$

117. Wilderness State Park

11 miles west of Mackinaw City, Hy US-31, or follow exit signs from I-75 at Mackinaw City (BCFHPS)

Located on the Straits of Mackinac, this 7,000-acre park offers visitors great natural beauty. Wilderness State Park, created from tax-delinquent cutover land, is a tribute to the ideal of conservation and the healing power of nature.

Evergreen forests, a wildlife refuge, natural beaches, and miles of rocky shoreline on Waugoshance Point and Waugoshance Island make the name "wilderness" appropriate. The park



White-tailed deer. A Wisconsin Conservation Department Photo. Courtesy State Historical Society of Wisconsin. WHI(X3)33659

has a good representation of native Michigan orchids. Wildlife includes white-tailed deer, beavers, otters, black bears, ruffed grouse, water fowl, and small-mouth bass. More than 115 species of birds have been sighted in the park, making it an excellent place for bird watchers. The red pine and hemlock interpretive nature trails are self-guiding.

In addition to 210 campsites, camping facilities include four rustic trail cabins available year round. \$

118. Cross Village

County Road 66 from Hy US-31 or from I-75 (also accessible from Wilderness State Park)

The Cross Village–Harbor Springs area was known to the French Jesuits as

L'Arbre Croche, "crooked tree," named for a tall, crooked pine on the lake shore, a landmark for passing canoes. Steeped in Ottawa and Chippewa history, the area also had a long record of missionary activity. Jesuits ministered to the Ottawa Indians who moved to L'Arbre Croche from the village of St. Ignace in the 1740s. The principal Indian villages in the area were Cross Village, Middle Village, Seven Mile Point, and Harbor Springs. A few families settled at Petoskey. Father Samuel Mazzuchelli noted in his memoirs that five churches served the L'Arbre Croche area in 1831.

Father John B. Weikamp established the Society of St. Francis at Cross Village in 1855. It operated a 2,000-acre farm, saw and grist mills, a convent, school, church, and cemetery. The convent was abandoned in 1896, and the buildings burned down 10 years later. A cross stands on the bluff overlooking the lake, a replica of a cross placed here by Jesuit missionaries.

By 1825 commercial fishermen fished the waters of the Cross Village-Arbre Croche coast, marketing their catch at Mackinac. The first permanent white settlers came to Cross Village in 1840 and built a sawmill and cooper shop. A lumbering industry flourished here between 1880 and 1911, employing as many as 500 of the local Indian residents.

The view of Lake Michigan from the steep bluff at Cross Village which rises 100 feet above the lake, is very fine. On a clear day three lighthouses are visible, Isle aux Galets, Gray's Reef, and White Shoals.



*Ottawa Indian family. Photo by Albert Greene Heath.
Courtesy State Historical Society of Wisconsin. WHI(H38)20*

119. Harbor Springs Hy M-131

The road from Cross Village to Harbor Springs is an unusually beautiful winding drive, much of it heavily wooded but permitting occasional glimpses of Lake Michigan.

Harbor Springs has long been a place of human settlement. Indians lived in the beautiful region long before recorded history. The French passed this way before 1700. Ottawa Indians relocating from the St. Ignace area in the eighteenth century settled nearby and all along the Arbre Croche coast north to Cross Village. Many of their descendants remain. Missionaries, fur traders, and fishermen frequented Harbor Springs long before it developed into a town.

Here the federal government in 1836 established a temporary Indian reservation that included a sizable part of Emmet County. Not until the early 1870s were all of the former reservation lands offered for sale to the general public. This sale, plus the construction of the Grand Rapids and Indiana Railroad as far as Petoskey in 1874, marked the beginning of the lumbering era and of agricultural development in the Harbor Springs-Petoskey area. Rail connections between Petoskey and Mackinaw City in 1882 further spurred the logging industry. Immigrants from French Canada, Germany, Ireland, and Poland came to work in the lumbering camps.

By the 1920s the logging era was over, the mills closed, and workers departed. The heyday of lumbering left

in its wake stumps and slash, the tinder for the forest fires that followed. The lumber companies sold what cutover lands they could for farming. Some of this land supported very productive fruit farms. Much of what was left reverted to the state for taxes and is now held as state forest.

Currently much of Harbor Springs' prosperity comes from a large year-round resort and recreation business. Harbor Springs is a very exclusive summer resort area. The 1980 population was 1,567.

In addition to the work of itinerant Jesuits in the eighteenth century, Catholic mission activity at Harbor Springs spans the nineteenth and twentieth centuries. Father Pierre Déjean is credited with founding an Indian school here in 1829, but its origins may well be somewhat earlier. Now known as the Holy Childhood of Jesus School, this mission to the Ottawa began with a log church, originally called St. Peter's, and a log school. Over its 155-year history, the school has been both a boarding and a day school. The initial enrollment of 63 Indian boys and girls included 25 boarders. They learned vocational skills, reading, writing, and arithmetic in French.

Father Frederic Baraga began his remarkable missionary labors here in 1831. The Franciscan Fathers and the School Sisters of Notre Dame took over the work in the 1880s and continue it at the present time.



Holy Childhood of Jesus Church, Harbor Springs. Photo by Margaret Bogue.

Harbor Springs Sites of Interest

(1) Holy Childhood of Jesus Church and School

West Main Street

The present structures of both church and school are a far cry from the original log buildings, but they serve the same purposes. The school's current enrollment is about 50 day students and 50 boarding students, both Indian and non-Indian.

(2) Chief Andrew J. Blackbird Museum*

360 East Main Street

Andrew J. Blackbird was an Ottawa Indian scholar and author of several books on Indian language and legends. For some years he was the postmaster at Harbor Springs. The

Michigan Indian Foundation purchased Blackbird's home, which served as the town's first post office, and made it into a museum now operated by the city of Harbor Springs. The bulk of the collection consists of Ottawa artifacts. Open May 15–September 15, Monday–Saturday, 10:00 A.M.–5:00 P.M. \$

(3) The Hexagon*

373 Main Street

Built for Ephraim Shay, a local inventor, this six-sided house, now a dress shop, was Shay's home from 1888 until his death in 1916. The Hexagon was built with a central core and six wings extending from it. The walls are made of pressed steel sheets with a brick design stamped on the exterior. The City Fire Hall,* just across the street from the Hexagon, was originally the Shay workshop.

Shay is best known for the logging locomotive he patented in 1881. It had great traction and could operate well on tight curves. Manufactured in Lima, Ohio, the locomotives were used by the thousands for mining and logging in many parts of the world.

Shay also invented a steel boat and a hose cart. When he found an artesian well on his property, he built the Harbor Springs waterworks to supply the whole village and a narrow-gauge railroad, the Hemlock Central, to carry timber to be used as fuel in the waterworks. Shay's grave in Lake View Cemetery is marked by a meteorite found on his Harbor Springs property.

The Little Traverse Regional Historical Society at Petoskey has a display on the Shay logging locomotive (site 123, no. [1]). The Mackinac Marine Park has the Shay steam yacht, *Aha*, built about 1891 for the inventor's personal use (site 115, no. [2]).

120. Crooked Lake

County Road 68 east off
Hy M-131

A marker erected by the state of Michigan at the Oden State Fish Hatchery on Crooked Lake commemorates the now-extinct passenger pigeon. Passenger pigeons by the hundreds of thousands nested in Michigan during the nineteenth century. At Crooked Lake the 1878 nesting extended over a 90 square mile area.

Popularly regarded as pests, the pigeons became a commercial food item. At Petoskey they were slaughtered, packed, and shipped to Chicago and other lakeports. Between 1875 and 1880 two boats regularly plied the lake between Petoskey and Chicago carrying cages of passenger pigeons to supply shoot clubs throughout the Midwest. Indiscriminate slaughter of the birds made them extinct by 1914.

The Little Traverse Regional Historical Society at Petoskey has a display on the passenger pigeon (see site 123, no. [1]).

121. Petoskey State Park

Hy US-31, 4 miles northeast of
Petoskey (CFHPS)

The most outstanding features of this 300-acre park are the sand dunes and an excellent swimming beach on Little Traverse Bay. Of several hiking trails, the Old Baldy and Portage trails are the longest. \$

122. Bay View*

Hy US-31

As you enter Bay View, the neat, well-kept Victorian houses that line Hy US-31 will catch the eye. So will the sign that reads, "Bay View Association—A Historic Place on the National Register." Methodists founded the association in 1875 and made Bay View their summer campground. They received financial assistance from both the residents of Petoskey and the Grand Rapids and Indiana Railroad Company to buy the land on which Bay View is located.

By the 1880s the association had graduated from tents into substantial cottages, built from Victorian carpenters' pattern books with liberal use of cupolas, towers, and gingerbread. "Cottages" hardly seems the appropriate term, for the houses are large, built to hold whole families gathered for the summer months. The architecture here is similar to that of summer resorts originating in the Chautauqua movement. The Bay View Assembly, providing summer programs modeled after the Chautauqua program in New York, was the central focus of this Methodist settlement. Association programs are conducted today under the auspices of Albion College, a Methodist school.

Later structures built between 1895 and 1936 according to the plans of E. H. Meade are more formal than the original cottages, with sloping roofs, inset porches, and window pane designs. The architecture of both eras, recognized by the association for its historical value, has a good chance of surviving the changes that have come to so many communities. The association lots are leased, not owned; mem-

bership is restricted; building or renovation has to be approved by the association committee.

The Bay View Association's summer programs include worship, special movies, and musical and theatrical events. The public is welcome to participate. The Bay View Historical Museum is open July–August 23, Tuesday and Thursday, 2:30–4:30 P.M. Free.

123. Petoskey

Hy US-131 and Hy US-31

As is true of Harbor Springs, much of the early history of Petoskey revolves around the Ottawa and Chippewa Indians, missionaries, fur traders, and fishermen. The land on which Petoskey is located was part of a Chippewa-Ottawa Indian Reservation created by the federal government under the terms of an 1836 treaty with these tribes. Here both Protestant and Catholic missions labored to Christianize the Indians. In 1852 Andrew Porter, a Presbyterian missionary, established an Indian school that operated along with federally established reservation schools for Indians. In 1871 the Porter mission closed for lack of funds. In 1859 Father Frederic Baraga founded a Catholic Indian mission at Petoskey, the St. Francis Solanus Mission.

When the federal lands in the Petoskey area were opened for purchase and settlement in the 1870s (see site 119), the village of Petoskey took shape. It is named for Ignatius Petosse-ga, a Chippewa who lived on the site and owned much of the land that is now part of the city. Railroad construction in the 1870s opened the area to homesteaders and lumbermen. For

This beautiful statue depicting Father Frederic Baraga's founding of the mission stands at the St. Francis Solanus Indian Mission church. Frederic Baraga was among the outstanding missionaries to the Indians of the upper great lakes in the nineteenth century. A memorial honoring his work, "The Shrine of the Snow Shoe Priest," is located at L'Anse, Michigan. Photo by Margaret Bogue.



about a half-century, lumbering was the major economic activity. Limestone quarrying on the the cliffs on the south side of Little Traverse Bay was also an important industry in the late nineteenth century and remains so today. This limestone, rich in fossils, is the source of Petoskey stones. The Petoskey stone is the Michigan state stone.

Almost simultaneously with the beginnings of lumbering, Petoskey established its reputation as an outstanding resort area. Its villagers were eager to assist the Bay View Association in establishing a summer camp nearby. In 1882 the Western Hay Fever Asso-

ciation made Petoskey its headquarters, designating the village as "the most favorable resort for hay fever sufferers." Summer homes and resorts and winter recreation form a very significant part of the town's present economy. The downtown gas-light shopping area includes a number of fine, exclusive shops reminiscent of the best found in Miami Beach and Scottsdale, Arizona.

Incorporated as a city in 1895, Petoskey became the county seat of Emmet County in 1902. The town now serves as a distribution and service center for the surrounding farming community. Major products of its in-

dustries are limestone, tools, wire products, chrome plating, casting, and wood products. The Penn-Dixie plant made Portland cement, one of the city's most important products, for many years until it was closed in 1981, putting 200 workers out of jobs. The 1980 population was 6,097.

Petoskey Sites of Interest

(1) Little Traverse Regional Historical Society Museum*

1 Waterfront Park

The museum is located in an 1892 railroad passenger station, which has

been designated a National Historic Site. The museum contains many fine exhibits, including one on Ernest Hemingway, who spent many summers in Petoskey. There is a special display honoring Bruce Catton, the American Civil War historian, who was born here. Other exhibits of special importance are the Pailthorp collection of quill and grass baskets made by local Indians and displays on the Shay locomotive and the passenger pigeon. Open May 1–November, Monday–Saturday, 9:00 A.M.–5:00 P.M. Donation.

(2) St. Francis Solanus Indian Mission*

500 block of East Lake Street off Hy US-31

Believed to be the oldest building in Petoskey, the St. Francis Solanus Indian Mission expresses the concern of Father Frederic Baraga for the Indians. Although he assumed the duties of a bishop in 1853, he continued to closely supervise Indian mission work. The efforts of Catholics to open a mission at Petoskey aroused the determined opposition of Protestant missionaries. Without Father Baraga's intervention to work out a compromise, St. Francis Solanus might never have been built. Constructed in 1859–1860 and blessed by Father Baraga on July 23, 1860, the chapel was used for services until 1896. It was repaired and rededicated in 1931. Adjacent to the mission is an Indian cemetery.

(3) Underwater Park, Little Traverse Bay

Marked off by buoys in the Petoskey harbor lies an underwater skin divers' park. It contains a large crucifix of marble and black walnut.



Greensky Hill Mission stands in a beautifully wooded and peaceful setting. Photo by Margaret Bogue.

(4) Ernest Hemingway Cottage (Windemere)*

The Hemingway cottage is located at Walloon Lake near Petoskey, between the north shore of Walloon Lake and Lake Grove Road. It is not open to the public.

124. Young State Park

Hy US-131, Hy M-75, and County Road 56 from Petoskey (BCFHPS)

Young State Park, beautifully located on Lake Charlevoix, is noted chiefly for its fine beach. Covering nearly a square mile, the park has four miles of hiking trails and 293 camp sites. \$

125. Greensky Hill Mission*

County Road 56 off Hy US-31, 4 miles east of Charlevoix

Although a little difficult to find, the Greensky Hill Mission site is well worth visiting. When traveling south toward Charlevoix on Hy US-31, turn left on Boyne City Road (County Road 56), and then left on Old US-31. The Greensky Hill Mission turnoff is plainly marked on Old US-31. On this quiet, wooded hilltop, Peter Greensky established a Methodist mission to the Chippewa Indians in the 1840s. The first mission church was built of boughs and bark. In the 1850s the Indians built the old log church that is still in use.

Local legend says that Greensky Hill

served as the meeting place for Indian peoples from the Traverse area. Here, at one meeting, 30 Indian chiefs each planted a maple tree, promising to remain at peace with the other tribes as long as the trees lived. They bent and tied each tree with a basswood thong. The newly planted trees represent the trees of the original council circle.

126. Charlevoix

Hy US-31

The bountiful fishing in Lake Michigan's waters near Pine River attracted Indians and whites to the present site of Charlevoix long before the town began. The first permanent white settlers came in the 1850s to begin farming in the otherwise unbroken forests stretching along the lakeshore from Pine River to Elk Rapids. Surveyors platted Charlevoix in 1866. It is named in honor of the French Jesuit explorer and historian, Pierre François Xavier de Charlevoix.

For half a century Charlevoix grew and prospered from its abundant natural wealth of timber, fish, and limestone. Although transportation problems made the development of large-scale lumbering at Charlevoix slower than it was in other areas of Michigan's lower peninsula, by the mid 1880s it too was a sawdust city.

Round Lake provided an excellent natural harbor, but its entrance from Lake Michigan was shallow and narrow. Two channels, one completed in 1873 and another in 1882, made the town accessible to large lake craft. Improvements in the latter year gave access from Round Lake to Lake Char-



Lumber schooners in Round Lake. From the Collections of the Michigan State Archives, Department of State. 13063

levoix as well. A lumbering boom ensued. The completion of a railroad connection to Charlevoix in 1892 speeded the cut. Two other major industries dependent upon plentiful timber supplies developed near Charlevoix as well. One was an iron smelter at Ironton on the south arm of Lake Charlevoix, which utilized locally made charcoal, iron ore from Michigan's Upper Peninsula, and local limestone. The other was the production of lime in kilns fired by charcoal. All of these industries depended upon cheap water transportation, provided by ships plying Lake Michigan from sources of supply to market.

By 1915 the timber was gone and the town faced a difficult transition to other forms of economic activity. Commercial fishing continued as an important industry until well into the twentieth century. Since the onslaught of

the sea lamprey, the industry has been largely replaced by sport fishing.

Tourism and the resort business have been a constant feature of the local economy since the 1870s. As early as 1874 and 1880, Charlevoix attracted two religious groups that established colonies. Currently the lake environment's natural beauty attracts city dwellers in search of summer homes and tourists in search of recreation.

A number of light industries have also been attracted to the town. In 1979 they employed over 500 workers. A sizable cement plant, Medusa Cement Company, utilizes local limestone. Round Lake, as late as 1910 crowded with ships to carry away lumber, pig iron, and fish, is now crowded with pleasure craft and ferry boats bound for Beaver Island. In 1980 the population was 3,296.

Charlevoix Sites of Interest

(1) Charlevoix Great Lakes Fisheries Station

Grant Street

The Michigan Department of Natural Resources raises steelhead, brown, rainbow, and brook trout to stock Michigan's lakes with game fish. Adjacent to the fish hatchery is the waterway connecting Lake Michigan and Round Lake. The beach at the fishing station is an excellent place to observe the large lake boats coming and going from the cement plant. The Fisheries Station is open to visitors Monday–Friday, 8:00 A.M.–noon and 1:00–5:00 P.M.

(2) Beaver Island Ferry

At the main dock on Round Lake, visitors may board the ferry for Beaver Island. It operates daily from mid-June through August and less frequently in May and from September to December. \$

127. Beaver Island

(BCFHPS)

Originally occupied by mound-building Indians and later by Chipewewa and Ottawa, visited by *voyageurs* and fur traders, Beaver Island has served as home and haven for many thousands of years. The American Fur Company established a post here in 1831. Boats and ships caught in Lake Michigan's storms found safety in its harbors. Steam-propelled vessels found it a convenient fueling place. Fishermen, both Indian and white, earned their livelihood from the bountiful catches in the waters of the Beaver Island group, often regarded as



Strang's residence on Beaver Island, a pen drawing. Courtesy State Historical Society of Wisconsin. WHi(X3)39603

the finest fishery on Lake Michigan.

Perhaps the most famous episode in Beaver Island's history arose from the establishment of a Mormon colony in 1847. Led by James J. Strang, who had split off from the followers of Brigham Young, a group of Mormons settled on Beaver Island, hoping to find isolation from the mainstream of American society and to build a temple and found a kingdom on earth according to their beliefs. In 1850 Strang proclaimed himself king of his followers. He was crowned in a partially built tabernacle on the shores of Paradise Bay.

The history of the Mormons at Beaver Bay Island and on the adjacent mainland was brief and stormy. For ideological and economic reasons, their nine-year stay created friction with their neighbors. Mormon fishermen competed with a colony of Irish fishermen on Beaver Island. The Irish and the Mormons clashed over the liquor issue, and the Mormons' protective attitude toward the Indians stood in sharp contrast with the hostility of other local settlers. Perhaps most galling of all to the gentiles, the Mormons organized the original county government in the Charlevoix area, locating

the county seat at St. James on Beaver Island.

This fact of political life led to the so-called Battle of Pine River in 1853. Trouble arose when Strang's followers tried to summon three gentiles from the fishing settlement at Pine River to appear in the island court. The Mormons were routed.

Frictions within the colony led two of Strang's followers to murder him in 1856. Shortly afterward, most of the Mormons were driven off Beaver Island by the mainlanders. Many of them moved to the western shore of Lake Michigan and settled at Voree, Wisconsin. Some remained in the Charlevoix area, downplaying their religious convictions.

The Irish fishermen who had settled on the island continued to pursue profitable commercial fishing. At its peak, the Beaver Island fisheries produced tons of whitefish and trout annually for midwestern and eastern markets. Charlie Martin, son of an Irish immigrant fisherman, recalls that his father's fishing business involved a steamboat, eight miles of staked nets, and a work crew of seven. One summer their catch included six tons of whitefish and lake trout. While commercial fishing has declined greatly, three commercial fishermen operated out of St. James, the island's main harbor, in 1978.

For a time lumbering became a major commercial enterprise, attracting as many as 1,800 residents to the island. With its decline, tourism has become the main source of revenue. About 200 people live on Beaver Island year round. Its population swells to over 1,000 during the summer.

Unlike Mackinac Island, Beaver Island allows cars. Visitors can bring

their cars on the ferry from Charlevoix or rent vehicles to drive the island roads. The ferry operates from May to December. There are resort facilities and plenty of opportunities for camping, hiking, swimming, fishing, picnicking, and boating. About one-third of the island is designated as a state forest and hunting ground.

Beaver Island Sites of Interest

(1) Beaver Island Historical Museum

This museum is located at St. James in the stone print shop* built by the Mormons in 1848. Here Strang published his newspaper, the *Northern Islander*, and also wrote *Some Remarks on the Neutral History of Beaver Island*. It was published by the Smithsonian Institution in 1853. The building houses a collection of artifacts reflecting the island's history. Open in the summer months. \$

(2) Marine Museum

Also at St. James, this museum has displays illustrating the history of commercial fishing at Beaver Island.

(3) American Fur Company Post Site

This site, at St. James Bay, is identified by a historical marker.

(4) Mormon Temple Site *King's Highway*

The temple was burned when the Mormons were driven out of Beaver Island. This site is identified by a marker.

(5) Feodar Protar's Cabin* and Grave

Dr. Feodar Protar, a Russian political refugee, is said to have come upon Beaver Island by chance. In 1894 he landed on the island, liked the location, and made a cabin constructed in 1858 his home. It is now open to visitors. For 30 years he served the medical needs of Beaver Islanders. He died in 1926. His imposing tomb, provided by island fishermen, contains a bronze plaque that reads, "To our heaven-sent friend in need, Feodar Protar, who never failed us, in imperishable gratitude, his people of Beaver Island."

(6) Beaver Island Light*

Located at the southern tip of the island, this lighthouse dates back to 1851. A decade ago the 138-foot, red and white, horizontally banded skeleton tower was added.

(7) St. James Harbor Light

This white cylindrical tower, rising 38 feet above the water, is also a historic lighthouse, readily viewable at St. James Harbor. It dates from 1856 and 1870.

128. Fisherman's Island State Park

accessible from Hy US-31
(CFHPS)

A long stretch of natural, underdeveloped Lake Michigan beach is Fisherman's Island State Park's most outstanding natural feature. In the park's 2,608 acres are 90 rustic campsites and ample opportunities to enjoy the natural environment. \$

129. Elk Rapids Hy US-31

Like Charlevoix (site 126) and Fayette (site 92), Elk Rapids achieved its greatest prosperity from lumbering and iron smelting. Lumbering began at Elk Rapids in 1853. The business partnership that dominated the economic life of Antrim County for more than a half-century was formed in 1855 when Wirt Dexter and Henry Noble purchased the sawmill at Elk Rapids. The mill's strategic location at the mouth of the Elk River enabled its owners to control Lake Michigan's access for logs harvested along the lakes and streams of most of Antrim County. The Elk was the only river in the county that exited into Lake Michigan. What had already grown to be a very sizable logging and sawmilling business took on new dimensions when Dexter and Noble built an iron-smelting furnace at Elk Rapids in 1872. The furnace was 47 feet high and 12 feet in diameter. Iron production began in 1873 and continued into World War I, when timber supplies were exhausted.

During the 1870s the furnace was among the nation's major producers of charcoal iron. Like the smelting operations at Fayette and Charlevoix, the Elk Rapids furnace utilized local hardwood for charcoal, local limestone, and iron ore brought by lake freighters from Escanaba. Often as many as four ships loaded with ore would be in the harbor at once. Later a chemical plant built south of the blast furnace converted the gas and acrid smoke from the charcoal kilns into wood alcohol and acetate of lime.

O. F. Jordan, an outside entrepreneur, organized yet another local industry based on Elk Rapids' natural

resources. The Elk Portland Cement Company was founded in 1899. The firm drained Petobego Lake and used its marl bed to make cement. When the marl was exhausted in 1911, the plant ceased operations.

By that date all of Elk Rapids' original industries based on natural resources were living on borrowed time, for in a few years the timber was gone and the furnace and sawmill had shut down.

In its flush years Elk Rapids developed as a company town, with a company flour mill and a company store where workers' credit was good. Life revolved around the Dexter and Noble Lumbering Company. Immigrants and local Indians formed a large part of the labor force. Until 1879 Elk Rapids was the county seat of Antrim County.

Small now by comparison with the late nineteenth-century town, Elk Rapids has a population of 1,504. Light industry, summer homes for city dwellers, resorts, and tourism are of major importance to its economic vitality.

To the left of Hy US-31 lies the section of town where the iron company workers lived. To the right lies the business section, with the old residences of the prosperous businessmen and professionals of the nineteenth century and fine nineteenth-century Catholic, Presbyterian, Methodist, and Episcopal churches as well. Those interested in the town's past will find it worthwhile to drive around and see these.



St. Paul's Episcopal Church is probably the finest building architecturally in Elk Rapids. Photo by Margaret Bogue.

Elk Rapids Sites of Interest

(1) Elk Rapids Iron Company Marker

A Michigan Historic Site marker at the intersection of Hy US-31 and the main street into town marks the location of the hearth of the Elk Rapids Iron Company.

(2) St. Paul's Episcopal Church

This fine American Gothic structure, built in 1873, stands at Spruce and Traverse Streets. This is the church to which the Noble family belonged.

(3) Town Hall

Located on Spruce Street near the public library, the town hall, built of cream brick in 1883, has been re-

stored by the Elk Rapids community and the local historical society. This was originally the Elk Rapids Opera House, where summer stock companies offered a smorgasbord of entertainment in the late nineteenth century.

(4) Public Library

Located off Main Street on an island near the boat dock and facing Lake Michigan, the public library was once the home of the Noble family.

130. Old Mission Peninsula

Hy M-37 from Hy US-31

Old Mission Peninsula stretches north from the southern shore of Grand Traverse Bay, dividing the bay into the East Arm and the West Arm. Grand Traverse Bay is the second-largest bay on Lake Michigan. Much smaller than Green Bay, Grand Traverse is approximately 13 miles across at its widest point and about 30 in length. The Frenchmen who named Little Traverse Bay at Petoskey and Big Traverse Bay were referring to the water crossing at their mouths.

The drive from Traverse City up the Old Mission Peninsula is extremely beautiful. Cherry orchards and vineyards lie on either side of the road. Fine old maples line much of Hy M-37. The deep blue waters of Grand Traverse Bay on sunny days may be seen a good deal of the way to the lighthouse (see no. [3]).

(1) Old Mission Church

Hy M-37

The church, a replica of the original

built in 1839 by Rev. Peter Dougherty, a Presbyterian who came from Mackinac to establish a mission to the Indians, stands one mile south of the village of Old Mission. The mission, which served Chippewa and Ottawa, originally stood on the bay shore and later was moved to this site. The bell in the mission is the original. Excellent displays inside the structure explain the history of the mission and the beginnings of fruit orchards here in the mid-nineteenth century. Free.

(2) Old Mission House

Hy M-37

Old Mission House is located one-half mile north of the Old Mission Store and Post Office. The original structure, built by Peter Dougherty in 1842, still stands.

(3) Old Mission Lighthouse

Hy M-37

The lighthouse, at the tip of Old Mission Peninsula, was built in 1870. It is located on the forty-fifth parallel, just midway between the equator and the North Pole. The lighthouse grounds offer picnicking and camping sites, a beautiful view of the lake, and a chance to enjoy the swans on the water.

131. Traverse City State Park

Hy US-31 (CPS)

Located at the eastern edge of Traverse City, this wooded park is a convenient camping location for those particularly interested in the city. Its 39 acres are primarily devoted to 330 campsites, a picnic and play area, and



At work in the woods with team and logging wheels. From the Collections of the Michigan State Archives, Department of State. 00302

a beach on Grand Traverse Bay, accessible from the campsites by a pedestrian overpass over Hy US-31. \$

132. Traverse City

Hy US-31

Like many of the towns on the western shore of Michigan's lower peninsula, Traverse City originated in the lumbering era. Settlement began there in the late 1840s. Soon the fine stands of white pine and hardwoods in the Grand Traverse Bay-Boardman River region fell to axe and saw.

The first three decades of Traverse City's development are interwoven with the business of three Chicago lumber merchants: Perry Hannah, Albert T. Lay, and James Morgan. These enterprising partners decided in 1851 to buy a source of supply for their Chicago yards. They purchased a small sawmill, built in 1847 for Captain Harry Boardman, and 200 acres of land at the site of present-day Traverse City.

Their choice of location for a lumbering business was extremely shrewd. The Traverse City site, at the southern bend of Grand Traverse Bay and at the mouth of the Boardman River, was an excellent place for a

mill. The rich white pine log harvest of the the Boardman River watershed could be floated downriver to the mill site. The location also offered an excellent protected harbor to which lake vessels could bring supplies for the lumbering enterprise and from which they could carry away lumber to Chicago.

Hannah, Lay and Company, as the partnership came to be known, grew into an enormously successful lumbering business. Albert Lay handled Chicago operations, while Perry Hannah decided in 1857 to live permanently at Traverse City and supervise lumber production. For more than 30 years, the company dominated the town. Hannah is called the father of Traverse City. He is responsible for laying out the town, took a prominent part in its development, and served as village president and as mayor.

As Hannah, Lay and Company prospered, the partners added thousands of acres of timberland to their holdings. They diversified their business to include general merchandising and banking at Traverse City as well. As the company's fortunes went, so went Traverse City. In the late 1880s the partners, probably realizing that the best of the timber had been cut, sold the lumbering business in the Traverse City area but continued in banking and general merchandising. Hannah, Lay and Company had harvested over one billion board feet of lumber.

Theirs was the largest, but by no means the only, mill business in the Grand Traverse area. By 1874 16 sawmills operated in Grand Traverse County. The cut grew from an estimated 25 million feet in that year to about 250 million feet in 1893, the



Hame Factory, Traverse City, about 1890. From the Collections of the Michigan State Archives, Department of State. 10807

peak year of the lumber boom.

Traverse City developed as a typical lumbering town, with over 20 saloons, crowds of lumberjacks and sawmill workers of many nationalities, and 14 churches striving to counteract the harsh and crude quality of life in a lumbering community. The mill hands generally built their homes on the outer edges of town. The very successful businessmen, professionals, and civic leaders of the late nineteenth century developed two elegant neighborhoods, Boardman and Central. Here they built spacious Victorian homes with beautiful woodwork and stained glass windows, using a variety of styles: Italianate, Queen Anne, and Georgian Revival.

The beginning of the end of lumbering was quite apparent by 1900. The last of the Traverse City mills, the

Hannah-Lay mill, long since under different ownership, shut down in 1914. One very large local employer, the Oval Wood Dish Company, founded in the 1890s to utilize hardwoods, closed shop and moved away in 1916. An employer of 500 workers, the company had been important to the town's economic life. Other local industries dependent on wood, such as the shingle mill, also went out of business in the early twentieth century. The shock to the community was very real.

The transition from lumbering to other ways of making a living was already under way. One major element in the change was the development of successful agriculture in the cutover. Pioneer farmers had learned in the nineteenth century that apples and cherries did well in the area's

sandy soils and mild bay-shore climate. Early in the twentieth, red sour pie cherries became an important commercial crop. Until 1912 refrigerator cars carried the cherries to mid-western markets. In that year the first canning factory began operations at Traverse City. Currently seven very sizable businesses handle the fruit crop, canning, freezing, and brining cherries and processing other fruits as well. Two leading national producers of frozen fruit pies have large plants at Traverse City. The very successful transition from lumbering to fruit growing brought Traverse City more than local attention. Since 1928 the city has held a National Cherry Festival in July that attracts a quarter of a million visitors.

Vineyards and wine making are a relatively new dimension in Grand Traverse fruit growing. Three wineries—two on the Old Mission Peninsula and one on the Leelanau—welcome visitors.

Traverse City's worried town fathers began promoting their town as a vacation paradise at the turn of the century. Tourism, recreation, and summer homes for city dwellers have been an important source of business throughout the twentieth century.

Efforts of the town's businessmen and the Chamber of Commerce to attract industry have also been successful, particularly since World War II. Five plants employing between 125 and 500 workers each produce automobile and machine parts, fire hydrants, clocks, wall accessories, and furniture. Numerous smaller industries produce a wide variety of products, ranging from fishing lures to meteorological instruments.

Traverse City's current population

of over 15,500 is far greater than it was at the height of the lumbering era.

Traverse City Sites of Interest

(1) Con Foster Museum

Cass Street and Hy US-31

Located in Clinch Park, the museum contains a number of miscellaneous collections, including wood carvings, firearms, children's toys, dishes, rocks, and minerals. It is strongest in Indian artifacts, some of them local and others from western tribes. Adjacent to the museum is a set of logging wheels, a reminder of the city's logging past. The museum is undergoing renovation. Check with the Chamber of Commerce about public hours.

(2) City Opera House

106-112 Front Street

The red brick City Opera House, built in 1891 as a combined commercial and opera facility, probably owes much to Perry Hannah's sense of civic responsibility. Originally designed as a much smaller building, the dimensions of the opera house grew after the ground had been broken. It is thought that Hannah provided money to make the larger structure, with a 100-foot frontage, possible. Designed for business use on the lower level, the second and third floors had an auditorium and balcony with a seating capacity of 1,200.

The auditorium was designed with removable seats to permit its use as a banquet hall and ballroom. The facility originally also had a kitchen. The opera house is possibly the only such nineteenth-century structure in north-

ern Michigan with its interior virtually intact. It was used mainly for dances, school plays, commencement exercises, and public assemblies.

(3) The Boardman Neighborhood Historic District*

The district, bounded by State Street, Railroad Avenue, Webster Street, and Boardman Avenue, is located in one of Traverse City's early residential areas. It includes about 170 structures, built mainly from 1870 to 1910. Included are the large homes of Traverse City's successful business and professional leaders of the lumbering boom years and the less pretentious homes of smaller merchants and employees of the town's lumbering industries. The district remains a pleasant, well-kept residential area with a wide variety of wooden homes, including some in the Greek Revival, Queen Anne, Stick, and Neo-Classical styles. Two examples of the 170 structures identified for their historical significance are noted below.

(4) B. J. Morgan House

505 State Street

In 1902 Birney J. Morgan, a very successful Traverse City businessman, had this rambling clapboard house with its wrap-around porch built. The house has fine cornice and cresting detail, beveled leaded windows, a Palladian window, and a gable-end sunburst. Morgan, who came to Traverse City in 1862 at the age of 15 with very little money, worked his way up from hotel clerk to proprietor of a livery stable, officer and organizer of the First National Bank, sheriff, U.S. marshall, and agent for Standard Oil. He is best remembered as a pioneer in the commercial production of sour cherries.

In addition to his orchards, he invested heavily in the Traverse City Canning Company.

(5) Six Two-Story Clapboard Residences

515–525 Webster Street

Charles A. Crawford, an official in Hannah, Lay and Company for many years, went into real estate in his later years. He had these six houses built and billed them as "Fair Oaks Terrace," houses for working people. They are typical of the more modest homes in the district.

(6) Central Neighborhood Historic District

This district is bounded by Fifth, Locust, Union, 9th, and Division Streets. Nominated for the National Register of Historic Places in 1979, it lies near the business district and adjacent to the site of the Hannah-Lay lumber business, now Hannah Park on Kidds Creek. It was the second fashionable neighborhood to develop in Traverse City. Its reputation as a prestigious part of town dates from the early 1890s, when Perry Hannah's Victorian mansion on 6th Street was built. Hannah, Lay and Company platted much of the neighborhood for a real estate development and gave land liberally for the construction of a library, school, churches, and a park. Many of the homes in the Central Neighborhood housed Hannah, Lay and Company employees, salaried workers as well as managers.

Most of the buildings in the neighborhood were constructed between 1890 and 1914. The period of most rapid development was from 1892 to 1903, when 348 buildings were



*Perry Hannah House.
Photo by Margaret Bogue.*

erected. These vary widely in size and style, but most are local adaptations of Queen Anne, Stick, and Neo-Classical designs. The Michigan History Division of the Department of State in Lansing has identified about 50 structures of special historical merit. Nos. (7) and (8) will give visitors to Traverse City an idea of the range of styles found in the neighborhood.

(7) Perry Hannah House*

305 6th Street

Designed by W. G. Robinson of Grand Rapids, the Hannah House was built between 1891 and 1893, a three-story clapboard structure in the Queen Anne style. When Hannah decided at the age of 70 to build the house, he wanted, according to local legend, the finest in northern Michigan. The con-

struction cost between \$35,000 and \$40,000, an enormous sum in that day; most homes in the Central Neighborhood ranged in cost from \$600 to \$9,000. Adorned with leaded glass, marble fireplaces, and a great variety of fine woodwork, the effect of this 40-room lumberman's mansion is elegant and impressive.

Perry Hannah was one of three Chicago businessmen who invested in Grand Traverse Bay timberland and a sawmill in 1851. Hannah made Traverse City his permanent residence in 1857, directed the production end of the business, and was very instrumental in the founding and development of Traverse City.

After Hannah's death in 1904, the family continued to occupy the house until the 1930s. It is now the Reynolds Funeral Home.

(8) Herman Belz Home

502 5th Street

Built in 1899–1900 for an employee of John Ott and Company, Lumber manufacturer, this modest two-story clapboard house with wrap-around porch has had only minor alterations to its exterior over the years.

(9) Traverse City State Hospital*

11th and Elmwood Streets

Located on a wooded hilltop on the northeast side of town, the Traverse City State Hospital complex includes 16 buildings dating from 1885 to 1915. These have been constituted as the Traverse City State Hospital District because of their social and architectural significance. The most imposing of these is Building No. 50, centrally located, topped by turrets, and dominating the hospital grounds. It was built

between 1885 and 1919 except for the central portion, which was built in 1963.

The hospital is the third-oldest institution established in Michigan for the care of mental patients. The first asylum, completed in 1859, is at Kalamazoo; the second, at Pontiac, was constructed in 1878. Perry Hannah, as a member of the state site-selection commission, was instrumental in securing the facility for Traverse City. It was known as the Northern Michigan Asylum until 1911. Gordon W. Lloyd of Detroit designed the original building, No. 50, following the ideas developed by Thomas S. Kirkbride, director of the Pennsylvania Hospital for the Insane. Kirkbride was very concerned about building design, for he believed that appropriate physical environment was essential to patient recovery. His ideas were widely adopted throughout America in the nineteenth century. The early structures in the hospital complex reflect not only the architecture of the nineteenth-century mental hospitals, but also many nineteenth-century ideas about the appropriate care and treatment of mental patients.

Early in the twentieth century, when medical thought shifted to favor outpatient treatment whenever possible, the patient population of Traverse City State Hospital began to decline. At one time the hospital housed as many as 3,000 patients; currently it houses between 400 and 500.

(10) Cherry Canning Plants

These plants are open to visitors at certain times. Inquire at the Chamber of Commerce, Hy US-31 at Cass Street, for visiting times and locations.

(11) Historic Trees

In the Grand Traverse Area, 16 fine old trees will interest those who appreciate the natural heritage. Among the species represented are basswood, birch, cedar, chestnut, dogwood, elder, elm, ironwood, juniper, maple, and willow. For a complete listing and directions on how to find them, consult the Chamber of Commerce, Hy US-31 at Cass Street.

133. Interlochen National Music Camp and Interlochen Arts Academy

Hy US-31 and M-137

Located 14 miles south of Traverse City, the National Music Camp each summer brings together several hundred high school music students to study with outstanding musicians. During the normal school year, the Interlochen Arts Academy offers a full high school program. Located in one of the region's few remaining stands of original pine, the National Music Camp offers daily concerts Tuesday through Sunday in June, July, and August.

The National Music Camp is an outgrowth of Camp Interlochen, established for girls by the state of Michigan in 1922. In 1928 it became the National High School Orchestra Camp, and then, after remarkable growth, it became the National Music Camp in 1931. In 1942 the camp affiliated with the University of Michigan. The Arts Academy was chartered in 1960.



Visitors at Interlochen State Park will find giant white pines like the ones pictured here interspersed in the woods. Photo by Louis A. Maier. Courtesy State Historical Society of Wisconsin. WHi(X3)26186

134. Interlochen State Park

Hys US-31 and M-137 from Traverse City (BCFHPS)

This 187-acre park lies adjacent to the National Music Camp in a virgin pine stand and includes 550 campsites. Although most of the original white pine in the area was logged in the late nineteenth century, this stand between Green Lake and Duck Lake was left. The state of Michigan purchased the land in 1917 and made it into one of its first state parks. \$

135. Suttons Bay

Hy M-22 north from Traverse City

When passing through Suttons Bay, a town of some importance in the heyday of lumbering, you will want to notice St. Michael's Catholic Church on the corner of Broadway and Elm Street, a late nineteenth-century structure of buff cream brick.

136. Omena

Hy M-22 from Traverse City

The early history of Omena is closely tied to the missionary efforts of Peter Dougherty, the Presbyterian sent by U.S. Indian Agent Henry Schoolcraft to work among the Indians of the Grand Traverse Bay area. When Dougherty found that his mission on Old Mission Peninsula (see site 130) was losing its Indian parishioners, he decided to move it to the present site of Omena. The exodus of Indians was a direct consequence of the transfer of Indian lands to the federal government. Many departed to Canada and to Wisconsin.

Dougherty encouraged the Indians to save portions of their annual government payments to buy land, and some of them did so in the vicinity of Omena. Dougherty moved the mission in 1852, building a two-story structure to serve as church, school, and community center. In 1858 the Grove Hill New Mission Church* was dedicated. It is one of the few remaining buildings of those constructed by Dougherty during his 30-years of service to the Indians of the Grand Traverse Bay area.

Dougherty's work at the new location continued for 19 years before a decline in the Indian population led to the closing of the mission school. In 1871 the mission ceased its work. In recent years only summer services have been held in the structure. The construction is of white clapboard on a fieldstone foundation. The portico and steeple were added in later years. The bell is the original one.

137. Leelanau State Park

Hys M-22 and M-201 from Traverse City (CPS)

Beautifully situated at the tip of the Leelanau Peninsula, this 784-acre park contains 42 rustic camping sites and a fine swimming beach. \$

Nearby stands the *Grand Traverse Light*, erected in 1852.

138. Leland

Hy M-22

From modest beginnings as a lumbering village in 1853, when Antoine Manseau and his son erected a sawmill at the confluence of the Carp River and Lake Michigan, Leland grew by 1867 to a town of 200 and boasted two sawmills, a gristmill, and three docks. In 1870 Leland acquired another important industry, the Leland Lake Superior Iron Company. It operated a smelter at the harbor's edge until 1884, when local stands of hardwood timber for making charcoal were exhausted.

Fishing too was vital to the life of the village from the 1870s until well into the twentieth century, and at the beginning of the century Leland

boasted eight full-scale operations. Leland's history in many ways is like that of Elk Rapids, Charlevoix, and Fayette, yet the village's survivals of the past are different, for they include fishing shanties built when commercial fishing flourished, a rarity in Lake Michigan communities. Fishing on a much reduced scale continues to furnish a livelihood for some. The recreation and tourism industries have grown in importance, and picturesque Leland remains the seat of Leelanau County government. From the harbor, improved repeatedly over the past century, ferry boats carrying mail and passengers sail daily to North and South Manitou Islands (see site 140).

Leland Sites of Interest**(1) Fishtown***

On the Leland waterfront where the Carp River flows into Lake Michigan stands a group of gray, weathered shanties constructed by fishermen to house their equipment, repair their nets, and store ice. Built between 1900 and the 1930s, they remain to a large extent unchanged. Some are still used for commercial fishing and others for gift shops. Here the visitor sees nets drying on racks, fishing boats, and all manner of fishing equipment. Often fresh fish are offered for sale. Although fishermen's shanties were once commonplace along the shores of Lake Michigan, most of them have disappeared. Fishtown preserves the flavor of the period from 1890 to 1930, when commercial fishing was an important occupation around the northern shores of Lake Michigan. The area is included in the Leland Historic District.*



*The fishing docks and old fishing shanties at Leland's Fishtown.
Photo by Margaret Bogue.*

(2) Leland Lake Superior Iron Company Marker

In the harbor park area stands a marker on a slag heap. It is the last visible reminder of the industry that from 1870 to 1884 dominated the town's economy.

(3) Harbor House*

This building in Leland's commercial district is included in the Leland Historical District. Its first story serves as a general store and the second as a meeting hall. It is the largest building in the district.

(4) Leelanau Enterprise Print Shop*

This is another of the older structures in the business district. Built in 1880 and originally called the "coffee house," it served Leland Lake Superior Iron Company workers as a restaurant.

(5) Leelanau County Historical Museum

111 Chandler Street

Housed in a red brick structure built in 1901 from bricks made in the kilns of the Old Leland Iron Works, the museum served until 1959 as the county jail. The museum collection contains Indian artifacts and relics of the lumbering era in the Great Lakes region. Open Memorial Day–Labor Day, Monday–Saturday, 10:00 A.M.–4:00 P.M. \$

139. Drive from Leland to Sleeping Bear Dunes National Lakeshore

Hy M-22 and Hy M-109

As you travel south from Leland on Hy M-22 to the Sleeping Bear Dunes National Lakeshore, you pass through logged-over land. A number of features are worth noting. Sugar Loaf Mountain Road, left off Hy M-22 before Glen Arbor, offers an excellent view. Shortly beyond the turn-off for Sugar Loaf Mountain on Hy M-22, on the right, stands an old schoolhouse painted bright red as part of Leelanau County's effort to call attention to its remaining old structures during the Bicentennial.

Continue for a few more miles on Hy M-22. On the left stands the Cleveland Township Hall, a well-preserved and well-used older structure with Greek Revival architectural details.

As you approach Glen Arbor, an old lumbering town, note a structure walled off with yellow concrete. Located near the intersection of Hy M-22 and Bay Road, this is a privately owned old mill dating back to the logging era.

At Glen Arbor, leave Hy M-22 and take M-109 to the National Lakeshore.

140. Sleeping Bear Dunes National Lakeshore

Hy M-22 and M-109 from Leland (BCFHPS)

Stretching from Goodharbor Bay south of Leland nearly to Point Betsie near



The dunes and the lake. Photo by Richard Frear. Courtesy The Sleeping Bear Dunes National Lakeshore, National Park Service, U.S. Department of the Interior.

Frankfort, the Sleeping Bear Dunes National Lakeshore will ultimately include 63,000 acres, or approximately 100 square miles, of scenic shoreline and North and South Manitou Islands. A great portion of this National Lakeshore is already in the possession of the National Park Service of the U.S. Department of the Interior.

Here those interested in geology, ecology, and animal and plant life find excellent opportunities to study them and to enjoy the beauty of Lake Michigan's shoreline.

Sleeping Bear Dune, the most striking of the lakeshore dunes, geologists say, developed from the action of southwest winds against the glacial shoreline. Ever changing and moving through the action of wind and water, it is believed to be the largest live dune in the United States.

Chippewa legend describes its origin differently. A mother bear and her cubs tried to swim across Lake Michigan long ago. The mother made it to shore, but the exhausted cubs did not. The mother climbed the bluff to await the cubs. For her the solitary Sleeping Bear Dune is named. The Great Manitou raised the cubs from the water. They are North and South Manitou Islands.

Indians apparently made very little use of the Manitou Islands. When the first few settlers established a fueling station for boats on South Manitou in the 1830s, they found virgin forests of pine, cedar, and hemlock. Much of the original forest on both North and South Manitou disappeared, cut to supply cordwood fuel for steamboats, to make way for farms for late nineteenth-century settlers, and to

supply lumber. Yet South Manitou still has some elegant old trees. In the Valley of the Giants stands some original white cedar that escaped the axe. Second growth includes sugar maples, white ash, basswood, beech, common elder, oak, hemlock, and birch. Here too stand jack pines, unusual for islands in this part of the state.

A great variety of plant life and 24 species of birds add to South Manitou's natural attractions. At Gull Point, herring and ringbilled gulls nest. Visitors may view the nesting ground from a distance by using a trail to the north side of the island. On the west side of the island, dunes rise more than 350 feet above the lake. Using designated paths only, visitors may walk the dunes.

On the south side of the island lies the wreck of the *Francisco Morison*, which ran aground in a heavy November storm in 1960. It is but one of numerous shipwrecks off the South Manitou shore. Nearby stands a lighthouse, the second structure built on South Manitou to assist navigation. The federal government appropriated funds to build the first structure, which was completed in 1840. It was literally a house with a light on top. Replaced in 1871 with the graceful 100-foot tower, the light was tended by keepers until 1958 when it was closed. Automated warning lights installed elsewhere now function in place of it. Close to the lighthouse is the South Manitou Island Visitor Center.

South Manitou is accessible by boat from Leland for camping, fishing, hiking, swimming, and nature study. North Manitou may be used for primitive camping and hiking.

Special features of the mainland



Visitors at the Sleeping Bear Dunes National Lakeshore will find rewarding scenes like this one by hiking in the dunes. Courtesy Sleeping Bear Dunes National Lakeshore, National Park Service, U.S. Department of the Interior.

portion of the Sleeping Bear Dunes National Lakeshore include the Pierce Stocking Scenic Drive, more than seven miles across the dunes with scenic overlooks and markers explaining the historical and natural features of special interest. It is named for its developer who operated the drive as a private toll road until 1977 when the U.S. government bought the property from him. The dune climb at Sleeping Bear adjacent to Glen Lake rewards the energetic visitor with a fine view of dune country and an invitation to hike on to high overlooks 330 feet above the lake.

Interpretive programs offered from mid-June through Labor Day help visitors learn about the park. Conducted walks, self-guiding trails, and evening campfire programs stress the natural and cultural history of the area.

The Lakeshore Visitor Center, the best place to begin an exploration of the National Lakeshore, contains a museum of geologic and maritime history and offers for sale a number of publications relating to the dune country. At Glen Haven in 1984 the Lakeshore opened a Marine Museum in the U.S. Coast Guard buildings unused since 1942. Rescue work and Great Lakes shipping are well depicted. Both the Platte River and the D. H. Day campgrounds offer access to the beach. Thirty miles of marked cross-country ski trails provide winter enjoyment of the lakeshore.

The D. H. Day Campground is named for the first chairman of the Michigan State Park Commission, which was created in 1919.

Future developments planned for the Sleeping Bear Dunes National



Point Betsie Lighthouse. Photo by Margaret Bogue.

Lakeshore include a 30-mile scenic corridor drive. Now the Pierce Stocking Scenic Drive provides one of the best vantage points along the entire western Michigan shoreline from which to view Lake Michigan.

Administrative headquarters for the lakeshore are located at Frankfort.

141. Point Betsie Lighthouse

Hy M-22

To find Point Betsie Lighthouse, turn off Hy M-22 at the U.S. Coast Guard Station sign just north of Frankfort. It was erected in 1858. "Betsie" may be derived from *bec scie*, French for "saw bill," referring to the merganser ducks that were so abundant in the area during the period of French exploration and fur trading.

142. Frankfort

Hy M-22

Father Jacques Marquette may have been the first European to visit the forested shoreline of Lake Michigan at the mouth of the Betsie River in 1675. Some believe that Frankfort was the original burial place of this eminent Jesuit priest. Long a matter of controversy, the Frankfort claim was both bolstered and denied during the 1960s. Without question Frenchmen



The Frankfort Harbor about 1875 is the central focus. Note as well the upper left inset of South Frankfort, later renamed Elberta. The oval inset stakes Frankfort's claim to being the place where Jacques Marquette died. The Ludington versus Frankfort controversy still continues. Courtesy State Historical Society of Wisconsin. WHi(X3)40553

visited the area, lured to the Betsie River by the fur trade. For a time an Indian village stood on the north bank of the Betsie about a mile from its entrance into Lake Michigan. The Frankfort region's abundant game made it an important hunting ground.

The virtues of the site of present-day Frankfort were not lost on the federal surveyors who in 1838 worked in the area. One noted that it "would make a commodious harbor for lake vessels should the mouth of the river be improved. On the north side of the lake

is a beautiful situation for a small town." A few permanent settlers came in the early 1850s, and in the following decade, particularly after the Civil War, settlement in the Frankfort area began in earnest. Federal appropriations for harbor improvements helped

the town grow as a lumbering center.

In the 1870s large steam-powered sawmills suitable for commercial production were built. While the Betsie River watershed did not have the stands of white pine that lumbermen prized so highly, it did have fine stands of hardwoods, aspen, hemlock, and fir. Lumbering at Frankfort utilized these timber stands until about 1920, when the forests became so depleted that commercial lumbering no longer paid.

Frankfort developed two important satellite industries of lumbering: iron smelting and salt making. Hardwoods provided raw materials for the local iron smelter. Like Leland to the north, Frankfort had the charcoal supply, the good harbor facilities, and the local limestone essential for pig iron production utilizing ore shipped by lake boats from the Upper Peninsula. Salt making also grew in importance. Wells at Frankfort produced a brine that could be evaporated with exhaust steam from the sawmills and by using leftover scrap wood. Commercial fishing also figured prominently in Frankfort's economy from the late nineteenth century until the 1930s.

At the turn of the century, the Toledo, Ann Arbor, and Northern Michigan Railroad brought a thriving summer resort business to Frankfort. In 1901, 11 years after the Ann Arbor Road first carried passengers to Frankfort, the company built the Royal Frontenac summer hotel on the waterfront. Trains carried wealthy Ohioans to spend their vacations on the shores of Lake Michigan, using the fine accommodations the Royal Frontenac offered. It was an impressive structure, 500 feet long and three stories high. Chicagoans also came by boat to enjoy

luxurious summer living. To the distress of the Frankfort townspeople, the Royal Frontenac burned down in 1912 and was not rebuilt.

The Ann Arbor Railroad contributed to Frankfort's prosperity in many ways, and especially by developing a car ferry service in 1892 to carry loaded freight cars across Lake Michigan to Kewaunee, Wisconsin, and to Menominee and Manistique, Michigan. Eight ferries were commissioned. None remain in service.

The timber resources of the Betsie River watershed, the mainstay of Frankfort's initial prosperity, were obviously showing signs of depletion by the turn of the century. Frankfort's future worried many of the town fathers, for with the timber gone, both milling and iron smelting were doomed. Fruit farming on cutover lands emerged as a successful local industry. The town tried to attract other new industries, with only modest success.

Frankfort also tried to become the permanent seat of government for Benzie County. From 1869 to 1872 it had been the county seat. It recaptured this honor temporarily from 1908 to 1916 in a county that has had no fewer than four county seats in 110 years.

Today, with a population of about 1,600, Frankfort services the surrounding fruit-producing area and has some small light industry. Tourism, recreation, and summer homes are also important to its economy.

Frankfort Sites of Interest

(1) Father Marquette Historical Marker and Cross

The marker for the burial site of Father Marquette, erected by authorization of the Michigan Historical Commission, and a simple cross stand at the Frankfort harbor waterfront adjacent to the U.S. Coast Guard Station. They mark what some scholars believe to be the original burial place of Father Marquette in 1675. Marquette and two French companions were on the return journey to St. Ignace from a mission to the Kaskaskia Indians when Marquette died. After his initial burial, his remains were removed and reburied at St. Ignace, many believe. On this same site the Ann Arbor Railroad built the Royal Frontenac summer resort hotel in 1901 after leveling the hill that stood here.

(2) Lighthouse

The Frankfort harbor lighthouse, manned by the U.S. Coast Guard, stands on the site of the first lighthouse structure, built in 1873.

(3) Drive Around Frankfort

Those interested in the visible reminders of old Frankfort should notice the late nineteenth- and early twentieth-century storefronts on Main Street. At Forest Avenue and 5th Street stands a handsome nineteenth-century Congregational Church. On Forest and Lelanau Avenues are many of the homes of Frankfort's successful nineteenth-century business leaders and professionals.

143. Elberta

Hy M-22

Michigan's Shore to Shore Hiking and Riding Trail begins at the Lake Michigan shore at Elberta and crosses 210 miles to Tawas City on Lake Huron. Boy Scouts assisted in its construction and hike the trail frequently.

At Elberta, formerly known as South Frankfort, stood the Frankfort Iron Smelting Furnace. The stone building on the road to the Ann Arbor Boat Docks in Elberta is what remains of the iron works.

Although the Ann Arbor Railroad always listed Frankfort as the terminus of its car ferries across Lake Michigan to Wisconsin, the ferries actually departed from docks on the south side of Lake Betsie, opposite Frankfort, in Elberta. The village of Elberta in 1956 was supported by the Michigan Supreme Court in its contention that the car ferry docks were within the village limits, but the Ann Arbor Railroad continued to ignore Elberta in its advertisements for the ferry service.

144. Benzonia

Hy M-115 from Frankfort

The town of Benzonia grew from the aspirations of Rev. Charles E. Bailey, a Congregational pastor and graduate of Oberlin College. He wanted to found a colony, church, and college in a frontier area to serve the needs of pioneer settlers. He selected the wilderness east of present-day Frankfort and led a small group of settlers to Benzonia in 1858.

His dream of founding another

Oberlin fell short of the goal. Thanks to his efforts, however, Grand Traverse College opened in 1863, and the first college building was completed in 1869. Renamed Benzonia College in 1891, for nine years the college had the support of the Congregational church. From 1900 to 1918 it was known as Benzonia Academy. In the latter year it closed. One of its best-known graduates was Bruce Catton, the American Civil War historian. Two structures associated with the college remain: the former Mills Cottage and the Congregational Church, both located adjacent to Benzonia Village Park.

Benzonia Sites of Interest

(1) Mills Community House*

Built in 1909 as a girls' dormitory for Benzonia Academy, Mills Cottage, now Mills Community House, serves the village of Benzonia as a public library, auditorium, and hall for community dinners.

(2) Benzie Area Historical Museum

Located in the 1887 Congregational Church just across the park from Mills Community House, the museum stresses the history of the area, highlighting lumbering, shipping, commercial fishing, farming, education, religion, and artifacts of nineteenth-century life. Open Memorial Day–mid-October, Monday–Saturday, 1:30 A.M.–5:00 P.M. Free.

(3) Benzie County Lumber Mills

Several sawmills and other survivals of the lumbering era may be seen at scattered locations in Benzie County. In-



The work of fish hatcheries like the Platte River, Michigan hatchery make happy Lake Michigan fishermen like these. Photo by Lynn Frederick. Courtesy Lynn Frederick.

quire at the Benzie Area Historical Museum for locations and directions on how to find them.

145. Platte River State Anadromous Fish Hatchery

Hy US-31

Located east of Honor, this Fish Hatchery is Michigan's largest and most modern. It was constructed between 1969 and 1974 at a cost of \$6 million, provided by the state of Michigan, the U.S. Department of the Interior, and the Great Lakes Regional Commission.

It is devoted to the hatching of anadromous fish—that is, fish that spend most of their lives in large lakes or oceans, but return to rivers to spawn. The hatchery produces about 350,000 pounds a year of steelhead, coho salmon, and chinook salmon, literally millions of fingerlings to stock the Great Lakes. An interpretive facility in the administration building is the best place to start a self-guided tour of the hatchery complex. Visitors are welcome daily, 8:00 A.M.—4:30 P.M.

146. Orchard Beach State Park

Hy US-31 and M-110 (CFHPS)

Located on a bluff overlooking Lake Michigan just north of Manistee, Orchard Beach State Park has an attractive camping ground with 210 campsites on its 175 acres and a beach for swimming. A historical marker erected by the state of Michigan tells the story of the great fire of 1871. On the same day as the famous Chicago Fire and the terrible forest fire that destroyed Peshtigo, Wisconsin, the eastern coast of Lake Michigan experienced similar conflagrations that destroyed most of Holland and Manistee. The fire swept across the Michigan lower peninsula all the way to Lake Huron, destroying more than 2 million acres of timberland, killing many, and leaving thousands homeless.

Orchard Beach State park was originally part of a fruit farm whose owner, General George A. Hart, decided in the 1890s to develop a “pleasure resort”—“a first class summer resort”—among his fruit orchards. A theater

with a seating capacity of 700 and a dancing pavilion were among its major attractions. An electric railway made the park only a 20-minute ride from Manistee. The pleasure resort promotion was part of an effort of Manistee businessmen to develop new industries to compensate for the decline in lumbering. \$

147. Manistee Hy US-31

Manistee’s beginnings and its early prosperity stemmed from the development of two bountiful natural resources: the timberlands of the Manistee River watershed and natural salt deposits. The first permanent white settlers, John and Adam Stronach, built a sawmill on the banks of the Manistee in 1841. When in 1849 the Chippewa relinquished their reservation at the site of present-day Manistee and the federal government offered the lands for sale to the public, settlement and lumbering proceeded, helped along by the first in a series of harbor improvements in 1854.

At the close of the Civil War, Manistee, a typical lumbering town where Sunday was more a day for drinking and revelry than for religious worship, boasted a population of 1,100, 10 sawmills, a tannery, a sash and door factory, several lath and picket mills, and nine docks. In 1866, 60 million board feet of lumber left Manistee’s docks.

A veritable boom, stimulated by high prices for lumber, trebled the city’s population by 1870. Although the great forest fire of 1871 virtually leveled the town, Manistee rapidly rebuilt and continued to grow. The first

salt well, drilled in 1879, added a new dimension to Manistee’s business life. So did railroad connections to the north, the south, and the east in the last two decades of the century.

The winds and waves of Lake Michigan greatly enhanced Manistee’s natural potential as a lumbering port. They created sand dunes along the shore, which dammed up river waters to form a lake. Lake Manistee furnished excellent industrial sites accessible to ships carrying the products of booming lumber and salt businesses. Similar dune, river, and lake formations at Charlevoix, Elk Rapids, Leland, Frankfort, Pentwater, Montague-Whitehall, and Muskegon greatly enhanced port potential at those sites. This geographic feature of Lake Michigan’s eastern lakeshore is unique among Great Lakes shorelines.

By 1899 Lake Manistee, as one local historian has noted, was “a scene of bustle and activity, as the entire distance around its shores is dotted with saw mills, salt blocks, lumber piles, docks, ship-yard, tannery, etc.” Into its busy harbor in 1898 came 589 steam and 367 sailing vessels carrying food, feed, stone, bricks, and merchandise. On departure they were laden with lumber, shingles, bark, slabs, cordwood, and fruit. At the turn of the century, 24 salt wells produced 1,850,000 barrels of salt, and 15 sawmills 167 million board feet of lumber, in addition to very sizable outputs of lath and shingles. Manistee, “The Salt City of the Inland Seas,” also had three foundries, a wagon factory, and a furniture-making business.

Late nineteenth-century Manistee’s population had a high percentage of foreign-born. Immigrants from Germany, Ireland, Poland, Sweden, Nor-



Louis Sands lower mill, Manistee Lake about 1900. From the Collections of the Michigan State Archives, Department of State. 00562

way, and Denmark came to work in the lumber and salt-making industries. Churches proliferated to meet their needs for traditional services, and for the social life that church societies generated. By 1900 the town had 16 churches, many of which remain in use today.

Although lumbering was still very important at the turn of the century, signs of change in the economy and concern about the future were much in evidence. Some worried about the cutover lands and the need for reforestation. Others advocated experimentation with agricultural crops. Fruit growing had already been recognized as well suited to the soils and mild temperatures adjacent to the lake. Already the fruit belt from Big Traverse Bay south to the Michigan-

Indiana line had taken shape. So also had the pattern of summer resorts and tourism.

In the transition, Manistee has lost some of its population. The 1900 census reported a population of 14,260. Manistee today has a city population of 7,566. Yet it remains important as a service center for the surrounding fruit-growing area, the site of 30 light manufacturing companies that together employ over 3,000, the focus of a tourist and recreation industry, and the county seat of Manistee County.

Manistee Sites of Interest

(1) 300 and 400 Blocks of River Street

The city of Manistee has in recent

years made a special effort—known as “Project Facelift”—to enhance the appearance of the nineteenth-century commercial buildings on River Street. Those interested in historic preservation will want to take a walk on River Street especially in the 300 and 400 blocks, to see the results of this effort. Note particularly the *Ramsdell Building* at the corner of River and Maple, built before 1900 and combining red brick, gray stone, and lovely tile ornaments.

(2) Late Nineteenth-Century Homes

400 and 500 blocks of Maple and Oak Streets

A walk on Maple and Oak Streets in the 400 and 500 blocks will give the visitor a good idea of the kinds of large, elegant homes built by Manistee’s successful businessmen and professionals in the late nineteenth century.

(3) Guardian Angels Church *5th and Sycamore Streets*

Irish and German parishioners of St. Mary’s, Manistee’s original Catholic church, felt that the congregation was too large to suit their needs. They left St. Mary’s and built this beautiful structure in 1890. It has fine stained glass windows, icons, and a traditional altar. Carved guardian angels stand at either side of the front entrance. Both exterior and interior are well worth viewing. The style combines Gothic and Romanesque details.

(4) Ramsdell Theater* *101 Maple Street*

Built in 1903 of masonry and red brick by Thomas J. Ramsdell, a lawyer prominent in Manistee as early as 1860,



Guardian Angels Church is as beautiful inside as out. Note the guardian angels on either side of the entrance. Photo by Margaret Bogue.

the theater at first offered live stage performances. It was used during the 1920s for silent movies, later for summer stock productions, and beginning in 1963 for productions of the Manistee Drama Association. Currently the Manistee Civic Theater offers plays here. The building is typical of turn-of-the-century theaters.

(5) Our Savior's Evangelical Lutheran Church*

300 Walnut Street

Constructed 1868–1870 to serve the needs of a group of Danish, Norwegian, and Swedish immigrants, this modest frame building originally was named the Scandinavian Evangelical Lutheran Church. The structure was one of the few buildings in Manistee to come through the fire of 1871 undamaged. In 1874 Manistee's Danish population had grown large enough, and the influence of the Church Mission Society of the Danish Evangelical Lutheran Church in America strong enough, for Manistee's Danish Lutherans to have their own congregation. When the Swedish and Norwegian members left to form their own church, the Danes rechristened this church the Danish Lutheran Church. The building is believed to be the oldest existing Danish Lutheran church in the United States. The present name, Our Savior's Evangelical Lutheran Church, was adopted in 1924.

(6) First Congregational Church*

412 South 4th Street

This massive red brick structure, measuring 128 by 74 feet, was designed by the Chicago architects William Le Baron Jenney and William Otis. Construction began in 1888 and was completed in 1892. The building

The one display building of the Manistee County Historical Society is among the older structures on River Street that were part of "Project Facelift" (see (1) above). Photo by Margaret Bogue.



Saturday 10:00 A.M.–5:00 P.M., and June 1–October 1 on Monday as well, at the same hours. Free.

148. Manistee National Forest

Hy M-55

During the late nineteenth and early twentieth centuries, lumber companies, railroads, and the Western Michigan Development Bureau, headquartered at Traverse City, made strenuous efforts to encourage farming in the cutover lands of the present-day Manistee National Forest. Advertising it as a cutover Canaan, the best place in the country to make a home, a "Land of Fruit and Fortune," the promoters met with dismal failure. People left the area, and many of the lands reverted to the state for tax delinquency. The federal government during the 1930s

began purchasing this submarginal farmland for reforestation.

"Manistee" is a Chippewa word meaning "spirit of the forest." The Manistee National Forest, established in 1938, covers almost half a million acres and stretches from Manistee south to Muskegon and east to Cadillac and Big Rapids. It includes pine, spruce, oak, and other tree species. Deer, bears, wild turkeys, and foxes are found among the forest's wildlife. The excesses of nineteenth- and early twentieth-century lumbering caused sand blowouts along the shoreline. The U.S. Forest Service is trying to halt the resulting erosion by replanting the Lake Michigan Recreation Area between Manistee and Ludington. Headquarters for the Manistee National Forest are at Cadillac, Michigan.

was large for its congregation, which for several decades included in its membership the lumber, shipping, and salt entrepreneurs of Manistee. An excellent example of Romanesque design, the structure has several stained glass windows, two of which are Tiffany windows.

(7) Manistee County Historical Museum

425 River Street

Part of the museum is housed in the A. H. Lyman building, built in 1883 as a retail store. It is in the heart of the portion of Water Street refurbished as part of Project Facelift. Museum collections include Victorian rooms, a general store, a drug store, and costumes. A second portion of the museum is housed in the Holly Water Works Building at 1st and Cedar streets. Marine, logging, and railroad exhibits are maintained in this 1881 structure. Open March 1–October 15, Tuesday–



Ruffed grouse in the Manistee National Forest. Courtesy of the Manistee National Forest, U.S. Forest Service, U.S. Department of Agriculture.

149. Ludington State Park

Hy M-116, 8 miles north of Ludington (BCFHPS)

The village of Hamlin a century ago was a logging community on the shore of Hamlin Lake, developed by Charles Mears, Chicago shipping entrepreneur and timber baron of Mason, Oceana, and Muskegon counties. Logs were floated across the lake to the village mill. But in 1888 the mill brought tragedy to the village when the dam burst and destroyed Hamlin. Today, only the cemetery remains to tell the tale, and the village site is now a 150-acre state park. The park's 398 campsites and two beaches usually attract more campers each year than any other state park in Michigan. Fishermen have discovered that Hamlin Lake holds bass, pike, and walleyes. Hikers may choose from 8 hiking trails in the park, totaling 18 miles in length. Some

of the trails follow the dune ridges, while others lead to Point Sable Lighthouse. The nature center contains displays on the area's flora and fauna and offers visual programs about the park and its wildlife. \$

150. Ludington

Hy US-31

Ludington's greatest claim to a niche in American history lies in the life work of the French Jesuit missionary, Jacques Marquette. Many scholars are convinced that Marquette was buried on a pine-covered hill at Ludington on a day in May 1675. The river at Ludington bears his name.

Almost two centuries passed before the town of Ludington was founded. Meanwhile, Indians, fur traders, and fishermen came and went. In the late 1840s two settlers built a sawmill at the site of Ludington, an excellent choice of location. In the watershed of the Pere Marquette stood vast acreages of virgin white pine. The little settlement was called Pere Marquette.

The depression of the 1850s intervened, and the sawmill fell to James Ludington of Milwaukee by mortgage foreclosure. He leased the mill a few years later to Charles Mears, a substantial Chicago entrepreneur who was accumulating vast acreages of pine-lands and harbor facilities between Manistee and Muskegon. Mears undertook essential harbor improvements almost immediately, the first in a whole series during the late nineteenth century that turned the harbor into an excellent facility for large vessels.

In 1867 James Ludington, member

of a prominent Milwaukee mercantile, lumber, land, and banking family, laid out the town, succeeded in having it renamed, and plunged into the sawmilling business in style. In ill health, two years later he organized the Pere Marquette Lumbering Company, retained a part interest in it, and thereafter played a small role in the town's development.

During the late nineteenth century, Ludington grew into an important sawmilling town and supply base for lumbering. Business and cultural leadership fell to an influx of New Englanders who were experienced in lumbering. Immigrant workers from French Canada, Finland, and Germany cut the white pines and manned the mills. Eight sawmills came into operation, reaching their peak production of 146 million board feet in 1891.

In 1885 salt manufacturing became an adjunct to lumbering just as it had at Manistee. The development of salt wells came in part as the result of lumbermen's fears that the great stands of white pine would soon disappear. Already lumbermen had begun their onslaught on Mason County's hardwoods. Several factories were established at Ludington to turn out everything from broom handles to furniture. But what would become of Ludington when the hardwoods were gone?

The 1890s were indeed a gloomy decade. Commercial fishing, a livelihood for about 50 families, began to decline. The nearby sawmill town of Lincoln had already become a ghost town. Another mill in Ludington burned down. The bank failed. A Citizens Development Company, founded to attract new business, failed along with three factories that it had



Bird's-eye view of Ludington about 1880. The Pere Marquette Lumber Company's three saw mills are pictured around the harbor. From the Collections of the Michigan State Archives, Department of State. 06467

managed to attract to Ludington. The transition away from lumbering was painfully evident.

Business leaders tried to attract a tourist industry without notable initial success, although a youth organization of the Methodist Episcopal church did establish a colony at nearby Epworth in 1894. Some centered their hopes for the future on a transition to fruit farming and the utilization of Ludington's excellent harbor. Both of these ideas had real long-term merit.

The harbor developed a sizable freight transshipment business in 1874, when the Flint and Pere Marquette

Railroad reached Ludington. Boats took aboard the freight destined for Lake Michigan's western shore. With the agricultural development of the hinterland, Ludington became an important fruit and vegetable shipping point. The railroad built its own fleet of boats to handle the growing traffic in freight and passengers between Ludington, Manistee, and Milwaukee.

Occasional work stoppages and the expense involved in the transfer of freight from train to boat led to the introduction of the car ferry. The first steel vessel, the *Pere Marquette No. 15*, went into service at Ludington in

1897, bound for Manitowoc, Wisconsin. The ferry connection grew to include Kewaunee and Milwaukee. Over the next 50 years the Pere Marquette line used 12 car ferries and has been described as operating "the most outstanding business of various Lake Michigan ferries." As a part of the Chesapeake and Ohio Railway system, these car ferries handled 32 loaded freight cars and 150 automobiles at a time. Trucking so successfully challenged the car ferries, however, that in January 1982 the ferry service to Manitowoc ceased. Service continues to Kewaunee, Wisconsin.



Rollaway, Pere Marquette River, with denuded forest land in background. The Pere Marquette's rich pine stands fed the mills in Ludington harbor. From the Collections of the Michigan State Archives, Department of State. 01579

Fruit growing, recreation, summer residences, and tourism grew in importance in the twentieth century and remains significant in Ludington's present economy. Over the years Ludington has succeeded in attracting industry. Currently it has about a dozen plants that employ from 100 to 325 workers each. Chemicals and metal products ranging from watch-cases to iron castings, dies, tools, industrial equipment, wire, and tubing are very important to the economy, as are automobile interiors and a wide variety of finished consumer products.

Ludington has been the county seat since 1873, when it succeeded in wresting the honor from Charles Mears's mill village, Lincoln. The current population is 8,937.

Ludington Sites of Interest

(1) Stearns Park on the Lake

Here two Michigan Historic Site markers stand as testimony to the hazards of navigation on Lake Michigan. One recounts the damage to ships and loss of life during the storm of November 11, 1940, considered one of the worst in the lake's history. The other tells about the sinking of the *Pere Marquette No. 18* of the Ludington car ferry fleet in September 1910, with the loss of all officers and many of the crew and passengers. Adjacent to the park stands the U.S. Coast Guard Station.

(2) Car Ferry Dock

Those interested in crossing Lake Michigan to Kewaunee, Wisconsin,

should inquire at the ferry office. The ferry carries passengers, automobiles, and freight cars.

(3) Mason County Courthouse

Hy US-10 at the corner of Ludington Avenue and Delia Street

Built in 1893, a year of financial panic and general gloom in Ludington, the courthouse is a fine example of Richardsonian Romanesque architecture.

(4) Rose Hawley Museum

305 East Filer Street

The museum collections include Indian artifacts, lumbering and farming tools, nineteenth-century household items, a marine exhibit, and a typical Victorian apartment of the 1890s, as well as a collection of manuscripts and

published materials on local history. Open Memorial Day–Labor Day, Monday–Saturday, noon–5:00 P.M. Free.

(5) White Pine Village

1687 South Lakeshore Road

The village is accessible from Highway US-31 south of Ludington. Turn right immediately after crossing the second bridge over the Pere Marquette River. The village is located three miles east of Hy US-31.

This outdoor museum is a community of historic buildings located on the site of the area's first non-Indian home, which was built in 1849. The village includes a working replica of a blacksmith shop; a fire barn, housing a collection of fire-fighting equipment; a general store, housed in an original Mason County split-log pioneer home; a combined post office and home, built about 1850; the home that served as Mason County's first courthouse; two museum buildings, one of which houses artifacts of the lumbering industry; the original Pere Marquette Township Hall; a one-room schoolhouse; and a chapel replica illustrating various architectural features of rural Mason County churches. Open daily, Memorial Day–Labor Day, 11:00 A.M.–5:00 P.M. Free.

(6) Father Marquette Memorial

South Lakeshore Drive north of the White Pine Village

Here a cross and an official Michigan Historic Site marker commemorate the death of Father Marquette on May 18, 1675, and his burial somewhere along the Lake Michigan shore.

(7) Ludington's Historic Homes

Many residences of the successful men of the lumbering era remain. For ex-



James Foley, Ludington lumberman, built this Victorian home, three stories with ballroom, about 1898 after thirty-two years in the lumber business. He came from Ontario County, New York, to Ludington in 1866. The house is now divided into apartments. Photo by Margaret Bogue.

ample, the three-story house at 702 East Ludington Avenue was built by James Foley, a prominent lumberman and shipper. Those interested in the town's impressive late nineteenth-century architecture may purchase *Historic Homes of Ludington* at the Rose Hawley Museum. It contains a listing of 41 locations, descriptive paragraphs on each, and a map to help you take a walking or a driving tour.

151. Charles Mears State Park

Hy US-31 (BCFP)

Named for the Chicago businessman who was the area's most prominent lumbering and shipping entrepreneur, this 50-acre park has an excellent Lake Michigan swimming beach. \$

152. Pentwater

Hy US-31

Located on Lake Michigan at the mouth of Pentwater Lake and the Pentwater River, Pentwater had all the attributes of a fine site for lumbering. The Pentwater River Watershed boasted fine stands of timber. The river, Pentwater Lake, and Lake Michigan provided a good avenue of transportation to market.

Charles Mears, for whom the nearby state park is named, was the Chicago entrepreneur who developed the harbor and engaged extensively in lumbering, shipping, and general merchandising in the late nineteenth century. Mears built his own fleet of ships for carrying passengers, livestock, and goods from Chicago into the Pentwater pinelands and for transporting lumber to Chicago. At the height of the lumbering boom, the entire north shore of Pentwater Lake was lined with saw, shingle, planing, and grist mills.

By 1882 lumbering in Oceana County had declined sharply, and worried businessmen sought industries to replace it. One early transitional industry was furniture manufacturing, and another was canning. Early efforts at developing a resort trade failed.

Today Pentwater (population 1,165) is much smaller than it was in the flush times of lumbering. Summer homes, tourism, and resort trade form an important part of its current economy. The town has a little light industry.

The nineteenth-century storefronts, houses, and churches reflect the town's past. So do two lighthouses: *Little Sable*, built in 1874 and lying 10 miles to the south of town, and *Big Sable*, built in 1867 several miles to the north. Both were erected to warn vessels of dangerous currents near the shore. Neither of these lighthouses is accessible by car.

Big Trees of Oceana and Mason Counties

The Pentwater Garden Club and Pentwater Environmental Protective Association have prepared a folder describing the big trees of Oceana and Mason counties. It describes 32 outstanding examples of different species and includes a keyed map to help the motorist locate these unusual and fine old trees. Those who enjoy the area's natural heritage will find it worthwhile to secure this guide from the tourist information booth in Pentwater or Hart.

153. Silver Lake State Park

accessible from US-31, 7 miles west of Hart (BCFHPS)

The most outstanding features of this beautiful 2,600-acre park are the wide, sandy Lake Michigan beaches and the sand dunes. Dune rides are available. The park includes 250 campsites. \$



The pier at the White Lake entrance to Lake Michigan. Note the debris from lumber mills along the shore, a familiar sight on Lake Michigan's eastern shore in the late nineteenth century. Courtesy Michigan Historical Collections, Bentley Historical Library, University of Michigan.

154. Montague-Whitehall

Hy US-31

Both of these towns originated as lumbering centers in the nineteenth century. Charles Mears is largely responsible for the early development of the lumbering industry in the White River watershed. He established a residence at Whitehall in 1861. Today the towns' main economic activities are tourism, recreation, and summer homes for city dwellers.

White River Light Station Marine Museum

Visitors should stop in Whitehall and seek directions to this museum.

Although it is a little difficult to locate, the museum is worth the effort. Owned and operated by Fruitlands Township, the museum is located in the old White River lighthouse, built in 1872. It stands at the opening of White Lake into Lake Michigan. The structure is itself a very interesting one, apparently a twin to the lighthouse built at Peninsula Point in 1865 (site 90).

The museum contains pictures, paintings, and artifacts of Great Lakes shipping. Open June-August, Tuesday-Friday, 10:00 A.M.-5:00 P.M.; Saturday and Sunday, 2:00-8:00 P.M. In May and September, open Saturday and Sunday 2:00-8:00 P.M. Free.

155. Muskegon State Park

access from Hy US-31 (BCFHPS)

A reconstructed blockhouse on Lake Michigan in this 1,100-acre park offers interesting views in all directions. The park has over 350 campsites, hiking trails through the dunes, and a hemlock forest. In winter, the ski hill is popular. \$

156. Muskegon

Hy US-31

The most important lumbering city on the western shoreline of Michigan's lower peninsula, Muskegon is unique. Compared with its lumbering counterparts along the shore to the north and south, it made the most successful transition away from lumbering to industrial activity. Today a town of 41,000, it is far larger and more productive than it was during the lumbering boom.

Indians made the Muskegon River Valley's white pine forests their home and the river a main artery of travel for centuries before the coming of the fur traders. Fur trading in the Muskegon region began in the French period and continued into the 1830s, when at least five trading posts stood at the site of the present town.

Frontier fur-trading enterprises would soon vanish, for the federal government responded to the pressure for settlement of the Michigan lower peninsula and made a series of land cession treaties with the Indians. The treaty of 1836 extinguished Indian claims to most of the land north of the Grand River, including the Muskegon

area. Land surveys followed in the late 1830s.

Already entrepreneurs had their eyes on the Muskegon River Valley's fine stands of virgin white pine. The first sawmill was built on Muskegon Lake in 1837, in advance of federal land sales. This event is generally regarded as the beginning of Muskegon. Large-scale lumbering, however, began at the close of the Civil War. Then demand for lumber to build the expanding farms, cities, and factories of the mid-continent made the Muskegon watershed's forests a profitable source of supply. For 30 years Muskegon boomed as a sawmill town and a supply center for lumbering enterprises.

Because the Muskegon River provided a natural delivery system for saw logs from a very extensive and richly timbered area, the Muskegon lumbering boom was more spectacular and more lucrative than that of most sawmill towns on Lake Michigan's eastern shore. By 1883, 47 sawmills ringed Muskegon Lake. The height of production came in 1887, when Muskegon's mills produced 660 million board feet of lumber and more than 500 million shingles worth \$6 million. The lumbering business then employed 5,000 workers.

At the peak of prosperity Muskegon boasted 40 millionaires. Their opulent life style was in sharp contrast to that of their mill and lumber camp workers. Muskegon's lumbering boom attracted immigrant workers from many countries, chiefly Norway, Sweden, Ireland, Scotland, Germany, and French Canada.

The frenzied destruction of the pinelands clearly was coming to an end by 1890. The whine of the saw

ceased at mill after mill. By 1900 only five remained in operation. The last went out of business in 1910. Population decreased. Vacant houses and stores and unkept streets marked the passing of the lumber boom.

While the town fathers made some efforts to attract new businesses in the early 1880s, the real campaign to attract diversified industries began in 1889 with the reorganization of the Muskegon Board of Trade and with the efforts of the Muskegon Improvement Company, organized in 1890 to attract industries to Muskegon Heights. Offering monetary incentives to new industry, the board succeeded in inducing four small companies to locate in Muskegon in 1889, but most of these perished in the financial panic of 1893, as did most of those attracted by the Improvement Company.

The Muskegon Chamber of Commerce was organized in 1893 as a successor to the Board of Trade. With funds raised by city bond issues, it attracted a number of new industries in the early twentieth century. By trial and error, the effort to turn the city into a prosperous industrial town succeeded over the years.

Currently Muskegon's industries include 30 manufacturers that employ over 100 workers each and 3 firms of similar size that supply industrial services. Primary metal, fabricated metal, machinery, transportation equipment, chemicals, paper goods, food, and furniture are the major products of Muskegon industry. The five largest employers produce office furniture, automobile engine parts, gas turbine components, ceramics, baby food, and iron castings.



Batteau crew whose job it was to keep the logs moving on the river drives and the wanigan, boat that carried food, cook, cook's helpers, and tents for the journey from the pineries to the mills. Muskegon River, 1888. From the Collections of the Michigan State Archives, Department of State. 07951

Muskegon Sites of Interest

(1) Old Indian Cemetery

Morris Street between 1st and 2nd Streets

Believed to have been used as early as the mid-eighteenth century by the Ottawa Indians, the cemetery served as a burial ground for both Indians and whites as late as 1854. Even after the cemetery became the property of Martin Ryerson, an important Muskegon lumberman and prominent Chicago businessman, it was always respected as a cemetery. It became the property of the city of Muskegon in 1926.

(2) Muskegon Historic District*

The historic district is bounded by Muskegon, Webster, and Clay Avenues and by 2nd and 6th Streets. Lying in the heart of downtown Muskegon with Hackley Park at its center, the district reflects the history of Muskegon's lumbering boom, and particularly the

career of a public-spirited millionaire lumberman, Charles H. Hackley. Hackley, formerly of Michigan City and Kenosha, came to Muskegon in 1856. Two years later he had progressed from a common laborer for a sawmill company to bookkeeper and shipping supervisor. By 1866 he owned a mill.

Hackley, unlike many of his contemporary millionaire business associates, felt a great obligation to the city of Muskegon. He was very active in civic affairs and gave generously for the construction of a central school, a library, an art museum, a park with appropriate statuary, a manual-training school, and a hospital. An endowment set up by Hackley continues to contribute significantly to the support of Muskegon's schools.

Hackley took seriously the task of transforming Muskegon from a depressed lumbering town into a prosperous industrial center. He participated actively in late nineteenth-

century efforts to make the transition. Local legend has it that toward the end of his life, although ill, he went to work anyway, crawling up the steps of his bank building on his hands and knees to spare his aching legs.

The Muskegon Historic District includes many of Hackley's benefactions as well as his home, the Hume house, and the Torrent residence. These three residences give an insight into the life style of Muskegon's millionaire lumbermen.

Hackley Public Library,

3rd Street and Webster Avenue

In 1888 Charles H. Hackley gave the city of Muskegon \$100,000 for a "suitable and commodious building for a public library and reading room" to be erected on this location on condition that it be maintained free to the public forever. The Board of Education accepted the plans of the Chicago firm of Patton and Fisher for the Romanesque structure of pink syenite



Hackley Public Library.
Photo by Margaret Bogue.

granite with brownstone trim. The building was dedicated in October 1890 with an elaborate ceremony. The interior is as interesting as the exterior. Visitors are welcome to view it and to browse in its fine collections. The library contains a marble bust of Hackley, donated by Muskegon's citizens.

St. Paul's Episcopal Church,
3rd Street and Clay Avenue

This grayish greenstone structure of Gothic design was erected in 1892, just two years after the dedication of the adjacent Hackley Library. Thomas Hume, Hackley's business partner, contributed heavily to the cost of construction. The interior design utilizes fine stained glass, marble, mosaics, and wood carving. Alois Lang, a wood carver of the Oberammergau group, crafted the lectern and litany desk.

Muskegon Museum of Art,
296 Webster Avenue

This Classical Revival structure, designed by S. S. Beman of Chicago, was completed and opened to the public in 1912. Hackley, who had long wanted to contribute an art museum to Muskegon, died in 1905 before its erection. He left a bequest of \$150,000 to the Board of Education for the purchase of "pictures of the best kind" for Muskegon. Paintings acquired with these funds were temporarily housed in the public library. Most of the permanent collection was acquired with Hackley's bequest.

It is especially strong in American painting and includes works by Whistler, Homer, Wyeth, Curry, West, Ryder, Blakelock, Bellows, Burchfield, and Hopper. The L. C. Walker Collection of graphics includes prints by Durer, Rembrandt, Toulouse-Lautrec, Matisse, Renoir, Picasso, and others. Paintings by major European artists and an eastern collection give its holdings considerable breadth. It has been described as one of the finest of the smaller art museums in the United States. Open all year, Tuesday—Saturday, 10:00 A.M.—4:00 P.M. Free.

John Torrent Residence,
3rd Street and Webster Avenue

This magnificent stone house was built in 1892. Its owner, John Torrent, came to Muskegon in the late 1850s, soon established a shingle mill, and emerged a millionaire in the lumbering business. Torrent built the 30-room granite home, it is said, to outdo his business rival, Hackley. The structure now houses the Red Cross.

Hackley Central School,
3rd Street and Webster Avenue
A Grand Rapids building firm

erected this structure in 1892 to replace the central school building that had burned down in 1890. Charles H. Hackley donated the funds for the school's construction. Romanesque in style, the building is now used as a school administration building for the Muskegon School System.

Hackley Park,
between Clay and Webster Avenues
and 3rd and 4th Streets

The park lies in the center of the Historic District. Both the lands and the statues in the park were donated to the city by Charles H. Hackley. The park memorializes Union leaders, soldiers, and sailors of the Civil War. The Soldiers and Sailors Monument, by Joseph Carabelli, stands in the center of the park. Statues of Abraham Lincoln, David Farragut, Ulysses S. Grant, and William T. Sherman stand at the park's corners.

Hackley House and Hume House,**
West Webster Avenue and 6th Street

Charles H. Hackley built this spacious Victorian residence for himself, the adjacent Hume House for his business partner, Thomas Hume, and the shared Carriage House between the two in 1887. The Hackley House is currently being restored by the Hackley Heritage Association, Inc. Elaborate hand-carved woodwork, stenciled walls and ceilings, stained glass windows, and original furniture are among the Hackley House's outstanding features. The association plans restoration of the Hume House and the shared Carriage House in the future. Hackley House is open to the public Memorial Day—September 30, Wednesday, Saturday, and Sunday, 2:00—4:00 P.M.; and for six days in December to interpret an 1890s Christmas. \$

(3) Muskegon County Museum*30 West Muskegon Avenue*

The museum has good collections on lumbering from 1840 to 1890, the Indians, the fur trade, and the life and work of early settlers. Among the Indian artifacts is a dugout canoe found on the White River. Open all year, Tuesday–Friday, noon–5:00 P.M.; Saturday and Sunday, 2:00–5:00 P.M. \$

(4) Grave of Jonathan Walker*inside entrance to Evergreen Cemetery, Pine and Irwin Streets*

A 10-foot monument marks the grave of Jonathan Walker, a sea captain who attempted to help seven slaves escape from bondage in Florida by taking them to British islands in the Caribbean in 1844. Walker was captured, and a Florida federal court convicted him of violating the federal Fugitive Slave Law. His sentence included a fine, months of imprisonment, an hour in the pillory, and the branding of "S. S." (for "Slave Stealer") on the palm of his right hand. After his release he joined the ranks of abolitionist lecturers.

In the 1860s Walker purchased a small fruit farm at Lake Harbor, Michigan. Here he lived until his death in 1877. After his burial in Evergreen Cemetery, William Lloyd Garrison and other abolitionists raised funds to have the monument erected. Walker's branding led John Greenleaf Whittier, poet of the anti-slavery movement, to write "The Man with the Branded Hand." One verse of that poem is inscribed on one side of the Walker Monument, and on the other an open hand is carved showing the letters "S. S."



The Genevieve Gillette Nature Center, Michigan's Sand Dune Interpretive Center. Courtesy Michigan Department of Natural Resources.

157. P. J. Hoffmaster State Park

Hy US-31 (CFHPS)

The outstanding features of Hoffmaster Park are two and a half miles of Lake Michigan shoreline with forest-covered

dunes. Sandy beaches run the entire length of the 1,000-acre park. Over 10 miles of natural hiking trails provide ample opportunities for nature study. Upland, shoreline, and waterbirds are plentiful. A Dune Climb Stairway leads to the top of a high sand dune, from

This view of Grand Haven shows both the Cutler House on the left and the Mineral Springs which catered to those who came to "take the waters." Courtesy Michigan Historical Collections, Bentley Historical Library, University of Michigan.



158. Grand Haven

Hy US-31

which the view is excellent. The park contains 333 campsites, a bridle path, and the Genevieve Gillette Nature Center, named for one of the state's leading conservationists.

The new building, dedicated in 1976, contains exceptionally fine exhibits explaining dune formation and ecology. In the theater multi-image slide shows portray dune ecology and the natural beauty of the Great Lakes. In the summer months the Nature Center offers lectures and guided hikes. The center is open to the general public throughout the summer seven days a week and in the winter on weekends and afternoons except Monday. \$

Grand Haven evolved in the same pattern as many Lake Michigan towns lying north of the Grand River: Indian village, fur trading center, thriving sawmill town, county seat, shipbuilding and commercial fishing port, resort center, and industrial town. Both the lake and the Grand River, which flows into Lake Michigan at Grand Haven, have played major roles in shaping the town's development.

The Indian peoples and fur traders used the Grand River as a route between Lake Huron and Lake Michigan. The portage between the headwaters of the Grand and the Saginaw rivers was the one overland link where canoes and cargo had to be carried. The Ottawa, Chippewa, and Potawatomi built villages at the site of present-day Grand Haven, an excellent

fishing location. French and British fur traders, and later John Jacob Astor's American Fur Company, established posts at the mouth of the Grand River and developed a lucrative trade with the local Indian tribes.

Permanent white settlers arrived in 1834 and the next year Grand Haven was platted. Its first sawmill began operations in 1836, and in 1837 the first lumber rafts came down the Grand River. This marked the beginning of the exploitation of the fine stands of white and cork pine, oak, beech, maple, and hemlock lying in the river's watershed.

Serious commercial logging began in the early 1850s in response to the demand for Michigan lumber for the developing homes, farms, cities, and factories in the Midwest. In 1856, 45 million board feet of lumber were shipped from the port of Grand Haven. By 1876 the town boasted eight saw and shingle mills. Already numerous

federal appropriations had been made to improve the harbor.

Boat building developed as an important adjunct to lumbering. During the late nineteenth century five shipyards in the Grand Haven area turned out a wide variety of sail- and steam-powered vessels. Other satellite industries included tanneries, furniture manufacturing, salt refining, and iron ore smelting. Commercial fishing grew into a substantial business between the mid-1850s and 1910. It continued until the 1940s, when sea lampreys decimated the fish population.

The lumbering boom reached a climax in the early 1880s with annual production figures of 191 million board feet, but the industry dwindled in the next decade. As mill after mill closed, the town lost population, and businessmen scrambled to attract new industry.

Already the town entrepreneurs had discovered Grand Haven's potential for tourism and resorts. In 1870 a mill owner drilling for salt discovered magnetic mineral water at a depth of 200 feet. Several elaborate health resorts or "sanitariums" were built to cater to the hundreds of visitors who came annually to bathe and drink the magnetic waters. Grand Haven styled itself the Saratoga Springs of the West. Nor were the advantages of Grand Haven's beautiful white sand beach and surrounding lakes and streams lost on the developers.

The transition from cutover land to fruit farming was well under way before the turn of the century. Apples, pears, plums, and cherries found a ready market in Lake Michigan's large cities.

Grand Haven's excellent port facilities helped with the transition. Dur-

ing lumbering days Grand Haven was an extremely busy port, but lumbering products were only part of the out-traffic. Agricultural produce became more and more important as forest lands were turned to farming. The town became a transshipment point for passengers and freight for the Detroit and Milwaukee Railroad, which reached Grand Haven in 1858. This transshipment function continued to be important after lumbering declined. In 1903 railroad car ferries began operating between Grand Haven and Milwaukee and continued until the 1930s, when the car ferry service was transferred to Muskegon.

Grand Haven's water and rail transportation and labor supply, and its relative proximity to major markets, helped induce industries to locate here. Many have come and gone over the years, but the transition from an economy based on the original natural resources of lumber and fish has been very successful. Currently Grand Haven has 16 industries employing 100 or more. Some of the major products include metal and plastic components for consumer products such as automobiles and television sets, finished consumer goods, foundry products, and industrial machinery.

Grand Haven continues to be the Ottawa County seat, a center for recreation, resorts, and summer homes, and a service center for the surrounding fruit farms. The current population of about 12,000 is twice as large as that at the height of the lumbering boom.

Grand Haven Sites of Interest

(1) Tri-Cities Historical Society Museum

1 North Harbor Drive

Housed in the old depot of the Grand Trunk Railroad, the museum includes displays on Indian and pioneer life in the area, shipping, lumbering, and railroads. Open June–Labor Day, Wednesday–Sunday, 2:00–10:00 P.M. \$

(2) U.S. Coast Guard Station

North Shore Road

U.S. Coast Guard Station personnel welcome visitors and appreciate calls in advance of the visit (the number is [616] 842-2510) so that the staff will be ready to explain the facilities and the station's work in enforcing maritime regulations and conducting search and rescue work, utilizing 41- and 25-foot craft.

(3) U.S. Coast Guard Festival

Held during the first week of August, the festival attracts many visitors. The festivities are designed to honor the work of the Coast Guard over many decades.

(4) The Lake Front and the Grand River

In addition to the U.S. Coast Guard Station, both Grand Haven State Park and the city park, located south of the Grand River's exit into Lake Michigan, afford ample opportunities for public enjoyment of the beautiful sand beach that has attracted tourists and vacationers since the late nineteenth century. The state park includes 170 campsites, a swimming beach, and a fishing pier. A trolley line connects the beach with the downtown shopping area of exten-

sive and varied specialty shops. A paddlewheel harbor steamer, boarded near Waterfront Stadium on Harbor Avenue in the downtown area, offers rides on the river and along the lakeshore. Grand Haven also boasts a musical water and light show from Memorial Day through Labor Day. The Musical Fountain, located on the north bank of the Grand River across from the Chamber of Commerce and the Tri-Cities Historical Museum, is huge. Completed in 1963, it pumps 4,000 gallons of water per minute in varying patterns.

159. Zeeland

Hy I-196 and US-31

A town of 4,764, Zeeland is the location of one of western Michigan's early Dutch settlements. The town is named for the Netherlands province from which Cornelius Vander Meulen led his congregation to the New World in 1847. Of the various farming villages founded by Dutch immigrants around Holland (site 160), Zeeland has made the greatest growth. Graafschap, Overisel, Drenthe, and Vriesland remain small farming villages, but Zeeland has succeeded in attracting industries, among them a furniture plant and a clock-making company.

Many of the descendants of the original 457 colonists still live in Zeeland. Here visitors will also meet more recently arrived Spanish-speaking people.



Monument to the pioneers. Photo by Margaret Bogue.

Zeeland Sites of Interest

(1) Pioneer Square

southeast corner of Church and Central streets

This park is the site of the town's first log church and its first schoolhouse. Here colonists who died in the early years of the colony lie buried. The monument, erected in 1887, commemorates the town's pioneers.

(2) First Reformed Church

southwest corner of Church and Central streets

The church building was erected in 1866 and covered with bricks in 1929. It stands on the site of Zeeland's second log church, which was built in 1849 to accommodate a growing congregation.

(3) Dekker Huis and Zeeland Historical Museum

37 East Main Street

The museum collections recall Dutch family life in the Zeeland area from 1876 to 1920 and the history of the Zeeland colonization. Book, manuscript, and photograph collections are a resource for Zeeland history. Open April–September, Friday and Saturday, 10:00 A.M. to noon and 1:00–4:00 P.M. Donation.

Zeeland's Nineteenth-Century Homes

Zeeland retains a number of its historic nineteenth-century homes. The Zeeland Historical Society has prepared a pamphlet, "A Walking Tour of Architectural and Historic Sites," which is available at the museum. The structures, built between 1850 and 1900, represent a wide range of architectural styles, predominantly Victorian, Gothic Revival, and Queen Anne.

160. Holland

Hys US-31, I-196

The early history of Holland, Michigan, reads much like that of the Massachusetts Bay Colony. Here, in 1847, at the mouth of the Black River (later renamed Macatawa River), a small group of Dutch immigrants decided to make a new home for themselves. Seceders from the established Dutch church and refugees from Holland's potato famine, the original group of 47 people came under the leadership of Rev. Albertus Van Raalte, a courageous, able, and strong-willed leader. After much careful study, Van Raalte selected the Black River site, pur-

chased several thousand acres of land, and proceeded to build a "city upon a hill," a model Christian community. His dreams for a theocracy failed to materialize, mainly because of physical hardships, individualism, and religious disputation. Yet a sizable Dutch community did take shape, and Dutch church leaders greatly influenced community development.

Hundreds of new settlers followed the founders—farmers, artisans, and mechanics used to the ways of the Old World but innocent of the stern realities of pioneering in a wooded wilderness. Theirs was a sobering experience. There was much suffering, hard work, and loss of life from malaria and cholera in the early years. Yet the Dutch settlers stuck together, built homes, and started farms and businesses. In 1851, largely because of Van Raalte's guidance, Hope College was founded to help meet the educational needs of the growing community.

As more and more immigrants came to the Holland area, migrating as individuals, families, and whole congregations, they established a number of separate settlements nearby. Among them were Overisel, Zeeland, Vriesland, Drenthe, and Graafschap. Although the Dutch preferred living in their own ethnic communities, some departed for nearby Yankee towns where they could readily find jobs. At Grand Rapids, Kalamazoo, Grand Haven, and Muskegon, they established their own neighborhoods.

Anxious to make the colony at Holland succeed, Van Raalte encouraged the development of businesses that would provide basic needs. A sawmill, a gristmill, a brickyard, an ashery, a shingle mill, and a stave factory were



Albertus Van Raalte. From the Collections of the Michigan State Archives, Department of State. 03735

among the village's earliest industries. Also essential to success were harbor improvements, for the Black River's sand-clogged channel prevented the entrance of Lake Michigan vessels into Black Lake (later renamed Lake Macatawa). When an initial request for federal harbor-improvement money was turned down, the Dutch colonists began widening the channel themselves. The state of Michigan provided them with funds to build a wharf and to construct roads connecting Holland with surrounding towns.

In 1867 the village, with a population of about 2,000, incorporated as a city. Four years later disaster struck. Most of the town burned to the ground in 1871 as a result of massive forest fires, which had been burning for weeks in the surrounding swamps and woods. Both Van Vleck Hall at Hope College and Van Raalte's beauti-

ful Greek Revival Pillar Church escaped the blaze (see nos. [5] and [6]).

The determined Dutch rebuilt the town. Slow growth characterized the city's late nineteenth-century years. A few industries flourished, including a leather-making company, several furniture factories, at least two wood-working mills, and, in 1892, a Heinz pickle factory. A tourist trade catering to Chicago and Grand Rapids residents was well established by the turn of the century at Ottawa Beach and Macatawa Park on Lake Michigan.

In the twentieth century Holland's business activity gradually changed from serving the surrounding farms and making wood products to an economy based mainly on heavy metal and technological industries. Currently Holland has more than 150 small industries employing 12,000 persons to produce a wide variety of products ranging from electrical appliances to pickles. At the time of the 1871 fire, Holland had a population of about 2,300 people. The 1980 census showed a population of 26,300.

The annual tulip festival, a promotional effort highlighting Holland's Dutch origins, dates from 1929. It attracts hundreds of thousands of visitors every May. Visitors especially interested in the history of Dutch settlements in the Holland area should talk with the staff at the Netherlands Museum for suggestions about other points of interest in Holland's adjacent villages.

Although many people of Dutch origin live in the Holland area, the ethnic composition of the population has become somewhat more diversified. Visitors will note a substantial number of Spanish-speaking people. Many of

them came from Texas during World War II as migratory agricultural workers and settled here permanently.

Holland Sites of Interest

(1) The Netherlands Museum

8 East 12th Street at Central Avenue

Housed in a cut-stone and brick structure built in 1889 for Dr. Henry Kremers, physician and early mayor of Holland, the museum is the best place to begin a visit to the city's historic sites. The museum contains exceptionally fine collections relating to the Old World and the New World Dutch heritage, including many gifts from the Dutch government. Furniture crafted by Dutch cabinetmakers, Delft pottery and pewter, Leerdam glassware, hand-made art glass churches, rooms furnished in the best of the old World tradition, and displays depicting the Dutch settlements in western Michigan are included. Open all year as follows: March–December except holidays, Monday–Saturday, 9:00 A.M.–5:00 P.M.; open on Sundays as well, 11:30 A.M.–5:00 P.M., May–Labor Day. In January and February, open Tuesday–Saturday, 10:00 A.M.–4:00 P.M. \$

(2) Windmill Island Municipal Park

8th Street at Lincoln Avenue

In this 36-acre park stands "De Zwann," a 200-year-old Dutch windmill brought from Holland and reconstructed in 1964. It is still operating. Guides are on hand to explain its workings to visitors. The park has tulip displays in the spring and a Dutch patio with food, entertainment, and shops. Open May–Labor Day, Monday–Saturday, A.M. and P.M., and on Sunday afternoons. \$

(3) The Baker Furniture Museum

6th Street and Columbia Avenue

Baker furniture, manufacturers of furniture at Holland and Grand Rapids since 1893, has in its museum collections old woodworking tools, representative period furniture designs, a print collection illustrating antique furniture, and a special collection of antique and modern chairs. Open mid-May–mid-October. \$

(4) Third Reformed Church of Holland*

110 West 12th Street

Built in 1873–1874 and designed by John R. Kleyn, one of Holland's pioneer settlers, this vertical board and batten structure, Carpenter's Gothic in style, housed part of the congregation of Rev. Albertus Van Raalte, founder of the Holland colony. It was the third major structure to house his followers. The first on this site, built in 1867–1868 to take care of the overflow congregation of the Pillar Church, was burned in the Holland fire of 1871. Although altered somewhat over the years, the church in 1966 underwent a major renovation that restored the original interior color scheme and used cedar shingles to cover the roof as in the original design.

(5) The Pillar Church

9th Street and College Avenue

The beautiful example of Greek Revival architecture, with its massive Doric columns, was built in 1856 and housed Rev. Van Raalte's First Reformed Church congregation. In 1882 a controversy over whether or not it was appropriate for church members to belong to the Masonic Lodge split the congregation. Most of its members



Van Raalte's Pillar Church. Photo by Margaret Bogue.

split from the Reformed Church and joined the Christian Reformed Church. A bitter dispute arose over occupancy of the church structure. It is now called the Ninth Street Christian Reformed Church. A plaque at the front of the sanctuary commemorates Van Raalte's ministry to the Dutch settlers from 1847 to 1867.

(6) Van Vleck Hall, Hope College

*near East 10th Street and
College Avenue*

Van Vleck Hall is the oldest Hope College building. Erected in 1857, it was used as the Pioneer School and then as the Holland Academy. In 1866 the institution was chartered as Hope Academy. The college, established to meet the educational needs of the original settlers, continues to serve as a college of arts and sciences. Its name

comes from Rev. Van Raalte's dedication address: "This is my anchor of Hope for this people in the future."

(7) Western Theological Seminary
12th Street between College and Columbia Avenues

In 1866 theological training began here, using the facilities and faculty of Hope College. In 1885 the school was officially designated the Western Theological Seminary of the Reformed Church in America. The seminary trains men and women for the ministry.

(8) Cappon House

9th Street and Washington Boulevard

This home was built in 1874 as a residence for Holland's first mayor, a partner in the Cappon Bertsch Tannery. It is now owned by the city of Holland and is maintained as a historic house. Tours are available to groups only, except during the Tulip Festival in May, when it is open to the general public. \$

(9) Holland Harbor Lighthouse*

adjacent to Lake Michigan at entrance to Lake Macatawa

Built in 1907 and now considered obsolete as a lighthouse, this structure has been painted and repaired by the U.S. Coast Guard and turned over to the Holland Harbor Lighthouse Historical Commission for maintenance. The lens was given to the Netherlands Museum. Ask for directions to the lighthouse at the museum.

161. Holland State Park
accessible from Hy US-31
(CFPS)

The special attractions of this beautiful 143-acre park are impressive Lake Michigan sand dunes, a fine beach, and perch fishing. The park includes 342 campsites. With an annual attendance of over 1,300,000, Holland State Park is the most popular of Michigan's state parks. \$

162. Saugatuck–Douglas
Hys I-196 and US-31

The beautiful woodlands lying at the mouth of the Kalamazoo River appealed to the Potawatomi and Ottawa Indians as an especially fine place to live. Bountiful fisheries and the river's natural avenue of transportation from Lake Michigan to the interior of the lower peninsula induced these tribes to establish villages here. Later, fur traders also recognized the location's advantages. In the 1830s white settlers began to arrive. They regarded the location as excellent for town site promotion especially in view of the superb stands of virgin timber in the Kalamazoo River watershed.

The first major town in the vicinity of Saugatuck–Douglas was Singapore, now one of Michigan's ghost towns. The New York and Michigan Company platted the town in 1838 with the idea of developing a sawmilling enterprise of major proportions. The original developers chose well, but a little too soon. In the 1860s and early 1870s the sawmills whined at Singapore, producing hundreds of millions of board feet

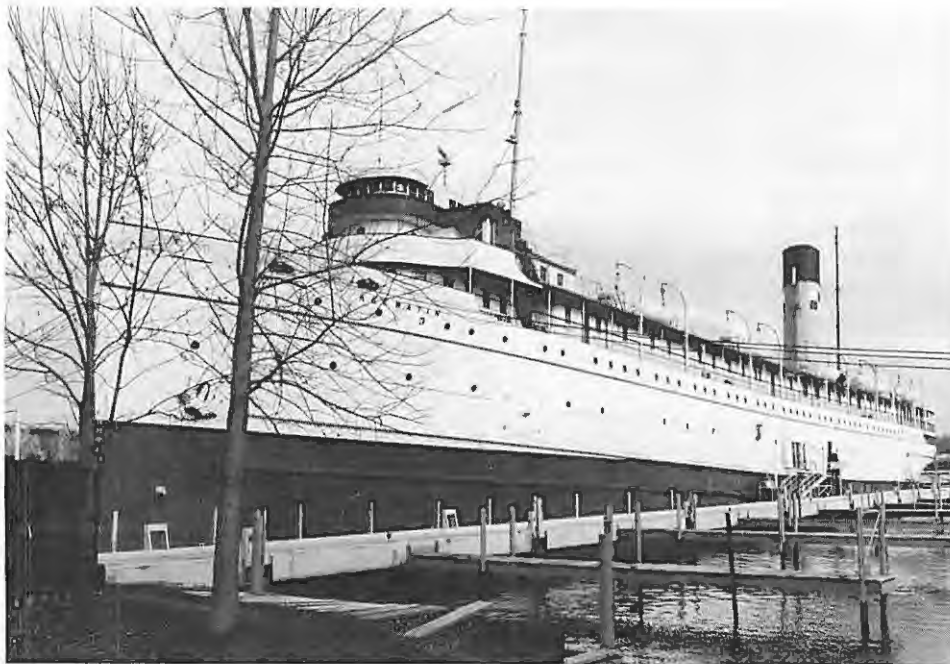
of lumber. When the timber was gone, the town's residents moved south to Saugatuck, and the winds and waters of Lake Michigan buried Singapore beneath the sand.

Meanwhile both Saugatuck and Douglas had developed as sawmill and tannery towns producing millions of board feet of lumber, shingles, laths, and staves at the height of the lumber boom in the early 1870s. With the depletion of the forests, peach orchards planted on cutover land provided a very important source of income. Basket making also prospered. Commercial fishing was another important source of income for local residents, and Saugatuck developed an important boat-building industry as well. Almost 200 craft, tugs, schooners, and steamers were launched here, most of them in the last three decades of the nineteenth century.

Now Saugatuck, with a population of about 1,000 and Douglas, population 948, are primarily centers for recreation, tourism, and summer homes.

Saugatuck Sites of Interest

A drive down Butler Street is rewarding for those who enjoy nineteenth-century architecture. The Village Hall, with a Michigan Historic Site marker commemorating the days of Singapore in front, the old storefronts, and the large, fine Greek Revival residence at 607 Butler Street are especially worthy of note. All Saint's Episcopal Church, at the corner of Hoffman and Grand Streets, three blocks from the downtown area, was built in 1873 and is a fine example of the Gothic style employed by Gordon W. Lloyd, one of the leading church architects of the



The S.S. Keewatin. Photo by Margaret Bogue.

late nineteenth century. A number of the older residences are restored and owned by artists. Saugatuck-Douglas have long been popular places of residence for landscape painters. The Ox-Bow Art School, founded in 1910, is one of the best-known summer art schools in the Midwest.

(1) Kalamazoo River Cruise

650 Water Street

A stern-wheeler, the *Queen of Saugatuck*, offers scenic Kalamazoo River cruises beginning in May. \$

(2) Dune Rides

use exit 41 off Hy 1-196

Dune "schooners" take visitors to the sand dune area of Lake Michigan's shoreline for 30–45 minute rides. May 1–Labor Day, Monday–Saturday, from 9:00 A.M.; Sundays from noon. \$

Douglas Sites of Interest

(1) S.S. Keewatin

moored near Tower Marine, off the Blue Star Memorial Highway

The *S.S. Keewatin*, a luxury Great Lakes passenger liner built in Glasgow, Scotland, in 1907 for the Canadian Pacific Railroad, lies at anchor in the Kalamazoo River. From 1908 to 1965 it carried passengers and cargo between Port McNicoll on Georgian Bay and Thunder Bay on Lake Superior. Now a floating marine museum, the *S.S. Keewatin*, with its polished carved mahogany woodwork, shining brass, and red carpets, reflects the era when a cruise on the Great Lakes was a leisurely part of a transcontinental railroad travel. The luxury of such a cruise is still very evident to visitors. The vessel is 350 feet in length, almost

44 feet wide, and has a gross tonnage of 3,856. Guided tours take you to all decks, much of the interior, and the bridge. Tours daily, Memorial Day–Labor Day, 10:30 A.M.–4:30 P.M. \$

(2) Boat Cruise

Tower Marine

A cruise service down the Kalamazoo River to Lake Michigan and Macatawa Bay is available. Daily, May–October. \$

163. Allegan State Game Preserve

Hy M-89 off Hys I-196 and US-31 (BCFHP)

To reach the Allegan State Game Preserve take the Fennville exits off Hys I-196 and US-31, using Hy M-89 eastbound. The Michigan Department of Natural Resources created the game preserve in 1964 by combining the Allegan State Forest, the Swamp Creek Wildlife Experiment Station, and the Fennville State Game Area. The game preserve, comprising 45,000 acres, offers a number of opportunities for recreation and nature study. Four camping areas, hiking trails, two swimming sites, and trails for snowmobiling, dog sledding, and cross-country skiing are designated. Those interested in nature study will enjoy bird watching, studying plants, trees, and wildflowers, and observing animal life. Public hunting is permitted under special restrictions. The wildlife refuge area along the Kalamazoo River must be respected by all visitors. A good place to begin your visit is the headquarters, located at 46th Street and 118th Avenue in the game preserve.

164. South Haven

Hys I-196 and US-31

While the first white settler arrived at the site of present day South Haven in 1831, not until the 1850s did an optimistic real estate promoter plat the village and not until 1869 was it formally incorporated. During the first fifty years of growth, South Haven developed with an economic life derived from its lake location and bountiful natural resources. The village grew as a sawmill town where logs floated down the Black River were sawed into lumber and loaded aboard ships bound for market. George Hannahs whose sawmill built in 1866 stood near the mouth of the river was the village's leading developer and lumberman. His mill and several others turned out millions of board feet of sawed lumber in the late nineteenth century.

Fishing in the lake's bountiful waters provided a living for some families. Ship building and shipping businesses formed another important part of the local economy. Initially shipbuilders launched lumber schooners and later steamers from the banks of the Black River. At the turn of the century the port bustled with vessels sailing between South Haven, Chicago, Milwaukee, and the ports along Lake Michigan's eastern shore carrying passengers and a wide variety of freight.

In the 1880s South Haven's residents discovered that Chicagoans enjoyed vacationing in the village with its beautiful stretch of lake beach and its surrounding fruit orchards where city dwellers could pick peaches. By the early 1900s, thousands came to stay in both large resort hotels and in resi-

dences turned into guest houses. The resort business boomed through the 1920s, dependent in large measure on comfortable and frequently scheduled passenger boat service with Chicago. South Haven achieved city status in 1902.

Meanwhile, the community earned a regional and national reputation for the fine fruit, especially peaches, shipped from its docks to Illinois and Wisconsin city markets, and by rail to more distant markets. A. S. Dykman is credited with planting the first commercial orchard before the Civil War. As lumbermen cleared more and more of the sandy land in the South Haven area, the fruit growing industry spread. Farmers of Van Buren County learned by 1850 that peaches did well relatively close to the lake, but winter-killed badly inland. Over the years fruit growing has expanded in importance, and so has South Haven's role in the growth of the Michigan fruit industry.

In the years 1924 through 1963, Michigan State University's Experiment Station located here led in the development of the Haven varieties of peaches so well adapted to the sandy soils of Michigan's fruit belt. These excellent commercial varieties of yellow free stone peaches ripen over a seven-week period in contrast to the usual three-week harvest period for peaches prior to development of the Haven varieties. The Experiment Station has also pioneered in the development of highbush blueberry varieties, the basis for Michigan's important blueberry growing industry. South Haven has a national blueberry festival every year in July.

Over the years the town has attracted industry. Two companies

established in the late nineteenth century served the needs of fruit growers, one producing packaging for fruit, the other a cannery. Two piano factories, a woodworking plant, and several foundries opened business early in the twentieth century. Considerable industrial growth followed World War II. Currently South Haven's wide variety of industrial products includes pianos, gun stocks, agricultural machinery, chemicals, auto and truck motor castings and parts, and electronic coils. The 1980 population was 5,943.

South Haven Sites of Interest

(1) Liberty Hyde Bailey Memorial Museum

903 Bailey Avenue

South Haven is the birthplace of an internationally known botanist and horticulturist, Liberty Hyde Bailey. The home in which he was born in 1858 now houses the Bailey Memorial Museum. Bailey grew up in South Haven when the town was experiencing the lumbering boom. He received a degree from Michigan Agricultural College in 1882, later returned to its faculty, and then went to Cornell University as a professor of horticulture. Between 1903 and 1913 he served as dean of the New York State College of Agriculture at Cornell. He chaired Theodore Roosevelt's Country Life Commission. An author with 63 books to his credit, teacher, editor, and administrator, he gave national leadership to agricultural education and the improvement of farm life. This energetic son of South Haven died at the age of 96 in 1954.



The Bailey home. Photo by Margaret Bogue.

The house, built in the 1850s, is a state historic site containing a collection of Bailey's books on horticulture, many of the original Bailey household articles, collections of Indian artifacts, and nineteenth-century home furnishings and tools. Open year round, Tuesday and Friday, 2:00 P.M.—4:00 P.M. Closed on holidays. Free.

(2) Fruit Farms

Some fruit farms in the South Haven area welcome visitors. If you are interested in peach, blueberry, and apple production, the South Haven Chamber of Commerce at 535 Quaker Street will direct you to farms open to visitors.

The *National Blueberry Festival*, held each July, includes a wide variety of activities. Tours of blueberry farms are part of the program. Blueberry-harvesting and crop-dusting demonstrations are included.

(3) Scott Club

Phoenix and Pearl Streets

The Women's Literary Club, an organization similar to many such women's clubs in late nineteenth-century America, had this structure built in 1883 for the organization's meetings. It continues to be used for this purpose.

165. Van Buren State Park

County Road A2, Blue Star Memorial Highway from South Haven (CPS)

Although you can use Hy I-196 to drive from South Haven to Van Buren State Park, the Blue Star Memorial Highway is a more scenic route. The park is beautifully wooded, with sand dunes, a sandy Lake Michigan beach,

and 205 campsites scattered over the 320-acre tract. \$

Side Trip to Wolf Lake State Fish Hatchery and Paw Paw

Two important features of Lake Michigan's economic development are very well illustrated at the Wolf Lake State Fish Hatchery and at Paw Paw: fishing and fruit growing. Therefore, here a diversion inland from the shoreline is suggested.

166. Wolf Lake State Fish Hatchery

Hy M-43

Located three miles east of Armstrong Corners (intersection of Hys M-40 and M-43), the Interpretive Center at the Wolf Lake State Fish Hatchery is Michigan's best developed educational facility for people who want to learn about state fisheries' policies and management. The center contains displays on sport fishing, fish species in their underwater habitats, the history of commercial fishing, and the evolution of Michigan's fisheries management program. In the auditorium audio-visual programs explain the work of the hatchery and the routines of fish management.

The hatchery, with facilities capable of producing up to 150,000 pounds of trout and salmon and 50,000 pounds of warmwater fish, principally northern pike and tiger muskellunge, is a key facility in Michigan's efforts to revitalize stream and lake fisheries.



Inside the Michigan Fisheries Interpretive Center at Wolf Lake State Fish Hatchery. Courtesy Michigan Department of Natural Resources.



Vineyards in the Paw Paw area. Photo by Margaret Bogue.

While the building of the new facility at Wolf Lake began in 1980, the Wolf Lake Hatchery dates back to 1927 when the local chapter of the Isaac Walton League purchased 78 acres of land and donated it to the state of Michigan for a hatchery. Open year round, Wednesday–Friday, 9:00 A.M.–4:00 P.M.; Saturday, 9:00 A.M.–5:00 P.M.; Sunday, noon to 5:00 P.M. Free.

167. Paw Paw

Hy M-40

Either highways M-43 and M-40 from South Haven or highways I-94 and M-40 from St. Joseph and Benton Harbor will take you to Paw Paw, a village of 3,211 persons located about 25 miles inland from Lake Michigan. This village, in the very heart of Michigan's wine-producing region, is surrounded by well-tended vineyards. Because of the moderating influence of Lake Michigan and market demand, by 1899 the state of Michigan had emerged as the fifth-largest grape-growing state in the nation. At the time Van Buren and Berrien counties, the southernmost Michigan counties adjacent to the lake, produced over 60 percent of the state's grapes, and Van Buren, in which Paw Paw is located, far surpassed all Michigan counties in vines planted. By 1978 Van Buren and Berrien vineyards produced 92 percent of Michigan's grapes—108,740,520 pounds—approximately four times as many as in 1899. Michigan then ranked as the fourth-largest grape-producing state. Much of the grape harvest goes to local wineries. Paw Paw wineries welcome visitors to sample and buy their products.

168. St. Joseph and Benton Harbor

Hy US-33 and Business
Route I-94

The geography of the St. Joseph River explains its long record of human use. It winds inland more than halfway across the Michigan lower peninsula, linking a vast hinterland with Lake Michigan. It also provides an entree into the Mississippi River system via a short portage to the Kankakee River. The St. Joseph River formed part of a ready-made avenue for moving people and goods through thousands of miles of the mid-continent.

Prehistoric Indian peoples lived in the St. Joseph River Valley long before the coming of the French. The early explorers found the Miami and Potawatomi living near the mouth of the river, the site of present-day St. Joseph and Benton Harbor. An impressive list of Jesuit missionaries and French explorers frequented the St. Joseph, including Claude Allouez, Claude Dablon, and Jacques Marquette. La Salle waited here in vain for the first ship on the upper lakes, the *Griffon*, to appear with supplies in 1679. Here he erected Fort Miami.

Settlement of the village of St. Joseph began in the early 1830s. The village on the hill prospered as a transshipment point, especially after Congress began harbor improvements in 1835. It had served in this role during the era of the fur trade, but with the rapid movement of settlers into the upper Great Lakes, that role grew in importance. Incorporated as a village in 1834, St. Joseph became a busy port, receiving wheat, flour, pork, cranberries, wines, whiskey, lumber,

and shingles from upstream for transfer onto lake boats bound for Chicago and elsewhere. Through St. Joseph's harbor passed necessities destined for the growing population centers of Kalamazoo, Niles, South Bend, and Elkhart. At the lakeport they were loaded onto river steamers, keel boats, and scows and moved upstream. Boat building, flour milling, and sawmilling were all businesses of early importance.

The opening of the territorial road from Detroit to St. Joseph in 1834 enhanced the volume of business at the port town. Many westward-bound immigrants used the road to get to St. Joseph, where they boarded boats for Chicago.

The commercial boom was short-lived, for in 1846 the Michigan legislature sold the Michigan Central Railroad to private interests that made New Buffalo the lake terminus. When the railroad was completed three years later, St. Joseph languished as a commercial center and New Buffalo boomed.

Sawmilling continued. Between the 1840s and 1880, sawmills at the mouth of the St. Joseph River turned out millions of board feet of lumber as well as shingles and thousands of railroad ties. Black walnut was one of the most valued products of southern Michigan's forests. One of the largest of the land and logging businesses was located on the site of present-day Benton Harbor.

For many years after the founding of St. Joseph on the hill, the site of Benton Harbor, low and swampy and lying across the river, boasted little more than a very successful tavern and hotel business catering to the territorial road traffic and a company store

owned by the Britain lumber company. The village of Brunson Harbor was surveyed and platted in 1860 in the midst of a squabble between residents of opposite sides of the St. Joseph River over bridge building. Brunson Harbor (renamed Benton Harbor in 1865) resolved the problem by building a canal that gave the struggling swamp- and dune-logged town its own outlet into the St. Joseph River. Sawmilling constituted a major business at Benton Harbor until the mid-1880s, and it grew as a rowdy lumber town and a shipping point for locally grown fruit.

The twin cities both benefited from the development of fruit growing on cutover land adjacent to Lake Michigan. Recognized throughout the settlement period as an area with a lake-tempered climate and soils well adapted to fruit growing, St. Joseph and Benton Harbor emerged in the late nineteenth century as a major national center for fruit production. Shipments of peaches, apples, pears, berries, and grapes in 1871 were already sizable. Fruit came downriver by boat and was transferred to lake boats bound for Chicago, Milwaukee, and other Lake Michigan ports. Over 1.5 million bushels of fruit went out of the St. Joseph-Benton Harbor port in 1916.

During the late nineteenth century, business leaders in both towns worked to attract new businesses as sawmills and woodenware factories closed. One of Benton Harbor's founders put his capital into a lake passenger and freight-shipping line. Another discovered mineral waters at a depth of 1,500 feet and developed a hotel and health spa. St. Joseph managed to attract a knitting mill in 1878 and in

1894 to recapture the county seat, which it had lost to Berrien Springs in 1838. The transition to industrial activity went slowly during the late nineteenth and early twentieth centuries, but made more rapid strides during World War I and the 1920s.

Meanwhile the towns developed a reputation as excellent vacation spots. They flourished on vacation and tourist trade in the early 1900s, attracting Chicagoans who paid a modest 50 cents for a round trip on a lake steamer. When Benjamin Purnell established the House of David religious community at Benton Harbor in 1903, he became the town benefactor. Purnell had a keen eye for business and developed a miniature railroad and amusement park, plus a long-haired baseball team, which brought hundreds of thousands of tourist dollars to the town.

Today St. Joseph and Benton Harbor are still known for their vineyards, orchards, and berry fields and their annual blossom festival, but they are predominantly industrial towns. The twin cities have 24 industrial plants employing more than 100 people each and four plants employing more than 900 workers each. The largest plants produce earth-moving equipment, automobile parts, and major home appliances. Metal castings, electronic products, plastics, industrial components, canned goods, metal cans, and a wide variety of finished consumer goods are also important products of twin-city industry. Benton Harbor is the more heavily industrialized of the two towns. In 1980 St. Joseph's population was 9,622, and Benton Harbor's 14,707.

Relations between St. Joseph and Benton Harbor have changed remark-



House of David Baseball Players. From the Collections of the Michigan State Archives, Department of State 05228

ably over the years. The fist fights, the free-for-alls at baseball games, the rough-and-tumble fights between ice skaters on the St. Joseph, the quarrels over bridges, canals, and river channel improvements, have all subsided. St. Joseph's citizens no longer refer to Benton Harbor as "Bungtown." Cooperation has replaced rivalry.

The two cities present a marked contrast in physical appearance. St. Joseph looks reasonably prosperous, while Benton Harbor's downtown area is empty and characterized by run-down, boarded-up buildings. In immediately adjacent residential areas, fine old houses are deteriorating.

Benton Harbor Sites of Interest

(1) Shiloh House*

Britain Road

Shiloh House serves as the administration building and dormitory for members of the House of David colony. The structure was built in 1910 from concrete blocks produced by colony workers. Benjamin Purnell founded the House of David in 1903 as a communal religious group in the tradition of the teachings of its founder, Joanna Southcott, an Englishwoman who attracted a following of 100,000 before her death in 1814. Of the seven an-

gelic messengers recognized by the cult, Benjamin Purnell was the seventh, the king of the Israelites. Purnell was a very controversial leader with good business judgment and the ability to attract a devoted and loyal following. He chose a tract of farmland outside Benton Harbor as the site for his colony. Here the group, holding all property in common, developed a farm, an amusement park, a very successful, unique baseball team, and a band. When Purnell died in 1927, in the midst of a sensational court case involving the colony's sex mores, the group split into two factions but both remained at Benton Harbor. They ceased to go out and make converts, as they had in Purnell's day. Consequently their numbers have dwindled over the years. In 1973 there were still 99 members, but their ranks are currently far fewer.

(2) Morton House

501 Territorial Road

Built in 1849 by Eleazar Morton, the enterprising New Englander who had earlier built a log tavern on the territorial road below the hill, this historic house is now the property of the Benton Harbor Federation of Women's Clubs and a Michigan Historic Site. The Morton family occupied the home until 1936. Although the building has been radically changed since its erection in 1849, the original heavy oak timber frame and many of the wide, heavy planks used originally continue to make it a very sturdy structure. At the owner's invitation, Potawatomi Indians often slept on the porch when they traveled to St. Joseph to sell baskets. The barn, a heavy oak-framed structure built in 1840, was moved three times before coming to rest at

its present location. The house is now the museum of the Fort Miami Heritage Society. Open mid-April–October, Thursday, 1:00–4:00 P.M., and Sunday, 2:00–4:00 P.M.

(3) Sarett Nature Center

2300 Benton Center Road

This 300-acre wildlife sanctuary, with a two-mile frontage on the Paw Paw River, contains rolling meadows, woodland, a swamp forest, a remnant bog, and a sedge meadow. A variety of small mammals, 180 species of birds, and many varieties of plants, including several protected species, are among its natural assets. Three miles of raised trails with observation platforms and a self-guiding loop trail pass through lowland and upland communities. The Nature Center's interpretive building overlooks the marsh. Here specially scheduled classes, films, slide shows, lectures, and workshops are offered, often on Saturdays and Sundays. Open Tuesday–Saturday, 10:00 A.M.–5:00 P.M.; Sunday, 1:00–5:00 P.M. Public program at 2:00 P.M. every Sunday. Naturalist-led tours by appointment. Closed December 22–January 2. Otherwise open year round. Donation.

(4) The Fruit Market

1891 Territorial Road

The surrounding fruit farms have been of great importance to Benton Harbor's economic life for more than a century. The market, once located downtown, is now situated two miles east of town. It serves small growers primarily, since larger growers now sell directly from the farm. Benton Harbor's fruit Market grew from the times of wagons, buggies, oxcarts, and sailing vessels through the era of steamships, railroads, and finally truck

transportation. By the 1940s the market had earned the reputation of being the largest cash-to-grower market in the United States. Sales at the market in 1974 grossed over \$7 million. At nearby Sodus millions of pounds of fruit are processed and shipped annually.

St. Joseph Sites of Interest

(1) Lake Boulevard Park Area fronting on Lake Michigan

Here, in this well-kept park overlooking Lake Michigan, the St. Joseph River, and many of St. Joseph's and Benton Harbor's industrial plants, stand a number of monuments to the past.

La Salle Marker

A simple stone, with a bronze plaque, reminds the reader of the La Salle expedition, which reached the mouth of the St. Joseph River in 1679.

Fort Miami Marker

The marker recounts the experience of La Salle, who waited here in the late fall of 1679 for the *Griffon* to arrive with its supplies and reinforcements. He had Fort Miami erected more than a decade before the construction of Fort St. Joseph upstream near Niles.

"Maids of the Mist" Fountain

The fountain stands near the Fort Miami marker and reflects another era in St. Joseph's history—the 1890s. St. Joseph received a city charter in 1892 after a prolonged battle in the state legislature over whether there should be one charter for St. Joseph and Benton Harbor or two separate ones. This romantic Victorian fountain dates from



"Maids of the Mist" fountain. Photo by Margaret Bogue.

1892 and reflects civic pride in St. Joseph's city status. It was restored and dedicated July 4, 1974, by the city of St. Joseph and the Fort Miami Heritage Society.

(2) Burnett's Post Site

Miller Drive and Langley Avenue

Here a Michigan Historic Site marker calls the viewer's attention to the career of William Burnett, an American fur trader who erected a trading post on the St. Joseph River during the years of the American Revolution. Some local histories cite Burnett as the first settler at St. Joseph.

(3) St. Joseph Business District

Broad and State Streets

Those who are interested in historic

preservation will enjoy looking at the older buildings in the St. Joseph business district. One interesting example is the Troost Brothers Furniture and Carpet store at Broad and State streets, which is housed in a very well maintained turn-of-the-century structure.

169. Berrien Springs

Hys I-94, US-31, and US-33

The town of Berrien Springs dates from the 1830s, when settlers pressed into lower Michigan via the Erie Canal, Lake Erie, and recently established federal roads. They came in search of greater opportunity in a newly opened region. At Berrien Springs three early comers decided they had found it and platted the village in 1831. Lying on a territorial road from Niles to St. Joseph and on the St. Joseph River, Berrien Springs prospered initially because of its transportation advantages. Keelboats and steamers frequented its dock, and stagecoaches and assorted vehicles of westbound migrants rumbled into town. Berrien Springs managed to wrest the county seat from St. Joseph in 1838. In 1839 a beautiful Greek Revival courthouse was completed.

Berrien Springs' great expectations for the future were dampened when main transportation routes passed it by. Once the Michigan Central Railroad was completed, terminating at New Buffalo in 1849, the road and river traffic diminished. The town received no railroad connection until 1880. It functioned mainly as an agricultural service center and seat of county government.

Here a group of Shakers purchased

a farm in 1860 and developed a commercial seed business. In 1894 Berrien Springs lost the county seat to St. Joseph, but a few years later, in 1901, the town rejoiced in the decision of the Seventh Day Adventists to move their college here from Battle Creek. The institution has grown over the years, reconstituting itself as Andrews University in 1960. It has been important to the town's economic life.

With the spread of the urban-industrial complex on Lake Michigan's southern shore, Berrien Springs has attracted some small industry. In the late 1970s three firms employed more than 100 workers each: a casting corporation, a wire-manufacturing plant, and the wooden household-furniture enterprise of Andrews University. The current population is about 2,000.

Berrien Springs' lively interest in preserving its past is expressed in the effort to restore the County Courthouse and surrounding buildings as a historical complex.

Berrien Springs Sites of Interest

(1) Old Berrien County Courthouse*

Gilbert Avery, a local master builder, designed this Greek Revival structure in 1838. It is now used as a museum. On the first floor are exhibits interpreting local history from the era of the fur trade through nineteenth-century pioneering. The courtroom on the second floor has been restored to its 1839 appearance. The Berrien County Historical Association, which administers the site, is in the process of restoring an

adjacent log cabin, built in the 1830s by Francis Murdock, the first practicing lawyer in Berrien County. Official Michigan Historic Site markers are found in front of the courthouse. Open all year, Tuesday–Friday, 9:00 A.M.–4:00 P.M.; Saturday and Sunday, 1:00–5:00 P.M. Free.

(2) Andrews University

When the Seventh Day Adventist College at Battle Creek decided to relocate at Berrien Springs to make room for its expanding student population, the people of Berrien Springs were delighted. The school's first year at the new location created a bustle of activity as the old courthouse and all the other county buildings were turned over for the use of the newly named Emmanuel Missionary College. Students and faculty boarded around town and in an old hotel that was floated down the St. Joseph River and fitted up for living quarters. From this lively beginning the school grew, developing its own campus, which now extends over 1,300 acres. In 1960 the Graduate School and the Adventists' Theological Seminary were moved to Emmanuel from Washington, D.C., and the name of the institution was changed to Andrews University in honor of a pioneer in the Adventist movement. A Michigan Historical Site marker stands on the campus.

170. Niles

Hys US-31 and US-33, 10 miles beyond Berrien Springs

The site of present-day Niles held great importance for the Indian peoples of the upper Great Lakes and for

the French, the British, and the Americans who came afterward. At this site on the St. Joseph River, Indian trails of major importance converged. One was the Sauk trail, running from Detroit to Chicago. Another, the Kankakee trail, led south to a portage between the St. Joseph and Kankakee rivers. That route connected the St. Joseph River with the Mississippi via the Kankakee and the Illinois. The site of Niles lay at the convergence of major east-west and north-south water and land routes at the southern end of Lake Michigan.

Because of its strategic location, the site of Niles played an important role in the plans of the French missionaries, explorers, and fur traders. La Salle chose the mouth of the St. Joseph River as a site for a fort in 1679, but that site was soon abandoned. In 1691 the French, seeking to establish their authority among the Miami and the Potawatomi and to control the fur trade, chose another location 25 miles upstream. There they erected Fort St. Joseph at the site of present-day Niles. Here, for the next 70 years, save for two brief periods when the fort was not officially garrisoned, the French sought to further the cause of empire and the fur trade. The Jesuits had established a mission in the same vicinity in the 1680s. Claude Allouez is often cited as its founder. As late as 1773 Jesuit priests carried on their work among the Indians from the mission at Fort St. Joseph.

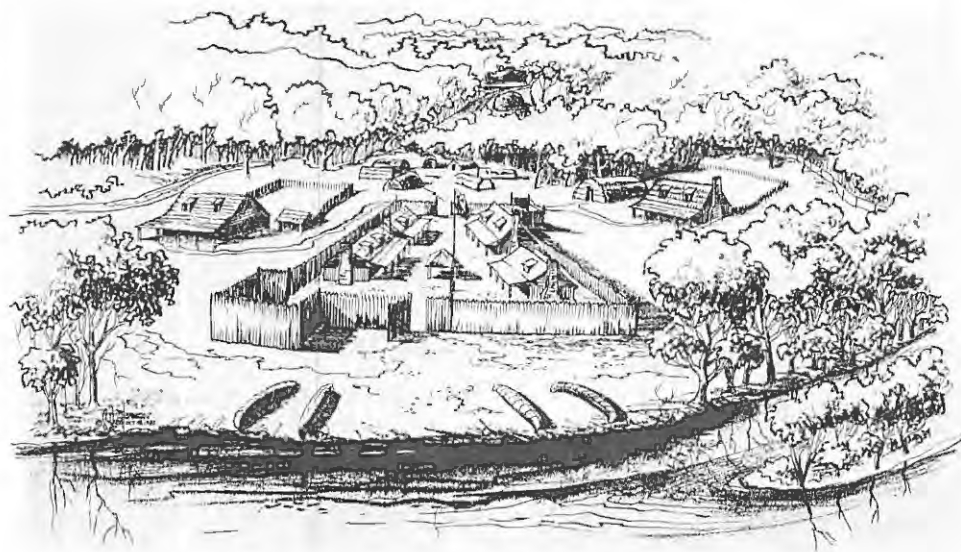
In 1761, at the end of the French and Indian War, Fort St. Joseph was occupied by the British. Indians participating in Pontiac's rebellion against British authority in 1763 captured the fort and held it for two years. Ungarrisoned at the outbreak of the American

Revolution, Fort St. Joseph became the object of thrusts and counterthrusts. Apparently uncertain of their loyalties, the British removed most of the resident civilian population to Mackinac. A French raiding party and later a Spanish raiding party made Fort St. Joseph their objective in 1780 and 1781. The Spanish flag flew over the fort for a few hours. Here lies the origin of Nile's nickname, "the city of four flags."

Fur trading continued at this location throughout the revolutionary period and well into the nineteenth century. Although the area became American territory in 1783 under the Treaty of Paris, some British fur traders stayed. Strife between British and American traders in the St. Joseph River Valley was very pronounced until after the War of 1812. Missionary activity also continued. Catholic missionaries frequented the Niles area, and in 1822 Isaac McCoy, a Baptist, opened a mission to the Potawatomi.

The village of Niles took shape in the 1820s as a few settlers filtered in from the east and settled near McCoy's mission (known as the Carey mission). By 1829, sensing that the time was right for town site speculation, several of the early comers platted Niles, naming it for Hezekiah Niles, Baltimore editor of the nationally prominent *Niles Weekly Register*. On a major overland trail and a navigable river with the only fording point for some miles, Niles's prospects looked good.

In the land and settlement boom of the 1830s, Niles grew as an important stop on the newly built Chicago Road, which linked Detroit with Chicago. The Michigan Central Railroad from Detroit reached Niles in 1848, and by 1853 had connected it with Chicago.



This drawing of what Fort St. Joseph must have looked like was prepared in 1982 to accompany a plan to replicate the original. The site of the old French fort now lies in the St. Joseph River bed. Plans call for construction on a site adjacent to the original location. The artist is G. N. Schlundt. Courtesy G. N. Schlundt, Dowagiac, Michigan.

Niles still lay on a major transportation route.

During the nineteenth century Niles remained a trading and service center for the surrounding farm community with a wide variety of small manufacturing establishments. One of the earliest was boat building, which utilized local timber resources. Here lake schooners were built and floated down the St. Joseph River for service on Lake Michigan. Grain milling grew to importance in the late nineteenth century. In 1872 the Michigan Wood Pulp Company began operations. It is the predecessor of the present-day French Paper Company. Furniture manufacturing also became an important Niles industry.

But try as the town's businessmen did to attract new industry, Niles lost population between 1870 and 1910. Since World War I, Niles has had better luck in attracting new business, and the town has grown. Now over 50 firms manufacture products from frozen foods to tools and dies. While

most of these firms employ less than 100 people, the two largest companies have over 900 workers each. One produces specialized wire and machinery, and the other paper dress patterns. The current population of the Niles is about 13,000.

Niles is conscious of the famous people associated with it. These nationally prominent sons include Aaron Montgomery Ward, the Dodge Brothers (John and Horace), and Ring Lardner, the early twentieth-century journalist and humorist. Niles is also conscious of its history and shows an increasing interest in historic preservation.

Niles Sites of Interest

The best place to begin your tour of Niles is at the Fort St. Joseph Museum, described below. Here you can get a good overview of the area's history from many excellent displays. The museum also has a number of inex-

pensive publications about Niles history. Especially useful is the Heritage Tour Committee's driving tour guide, "19th Century Architecture of Niles, Michigan," prepared for use during the annual Four Flags Area Apple Festival. Illustrated, the booklet has annotated entries on 50 locations and a keyed map to help find them. It is more than a record of nineteenth-century architecture, for it includes most sites of historical interest for all periods.

(1) Fort St. Joseph Museum

508 East Main Street

The museum building is a carriage house and boiler house built in 1882 for the use of the Chapin family who lived in the lavish adjacent Victorian structure (now the Niles City Hall). The museum, a Michigan Historic Site, contains displays on the French fur traders and missionaries and the Potawatomi Indians, most of the artifacts recovered from Fort St. Joseph, a large collection of Sioux Indian beadwork,



The Henry A. Chapin home, now Niles City Hall. Photo by Margaret Bogue.

some unusual Sioux pictography, and artifacts of the early settlers who came to Niles from New England and New York. Open all year, Tuesday–Saturday, 10:00 A.M.–4:00 P.M.; Sunday, 1:00–4:00 P.M. Free.

(2) Niles City Hall
adjacent to museum

This unusual Queen Anne–style home was designed by Wheelock and Clay, Chicago architects, as the home of Henry A. Chapin and was built in 1882 and 1883. Chapin was an extremely successful businessman who had come to Niles in the late 1830s and opened a dry goods store. His successful career in banking, industry, insurance, and real estate received a boost when

he acquired a piece of wild, undeveloped property in the Michigan Upper Peninsula at present-day Iron Mountain. Ultimately the property became the site of the Chapin Mine, a very large and productive iron mine (see site 85).

The Chapin family home became the property of the city of Niles in 1932. Since 1933 it has been used as the city administrative building. The interior is lavishly decorated with carved woodwork, French plate-glass mirrors, leaded stained glass, and stenciled ceilings. City Hall is open Monday–Friday, and visitors interested in the home’s architecture and history are welcome.

(3) Trinity Church

4th and Broadway

Trinity Church is the oldest remaining church building in Niles. The church was constructed in 1858 in rural English Gothic style replacing a frame structure built in 1836. It served a parish in the Episcopal Diocese of Western Michigan. The parish was organized in 1834 when Niles was still a small village.

(4) Site of Fort St. Joseph* and Grave of Father Claude Allouez

Fort and Bond Streets

On the banks of the St. Joseph River is a stone marker indicating what is believed to be the original site of Fort St. Joseph, built in 1691. Plans have been developed for a million-dollar replication of Fort St. Joseph. Stairs to the right of the boulder lead to what many believe to be the grave of Father Claude Allouez in the Jesuit mission cemetery. The stone cross was erected in 1918 in memory of his pioneer mission work. He died in 1689.

(5) Riding Tour of Niles Historic Homes

The city of Niles contains many fine nineteenth-century homes, churches, business, and public buildings illustrating a variety of architectural styles. Greek Revival is well represented, as are Italianate, Gothic, and Queen Anne. To fully appreciate this architectural wealth, secure a copy of “19th Century Architecture of Niles, Michigan” (see above) and take the tour. Some of the highlights are listed below.

At 552 Grant Street is a stone house in the Italian Villa style. It was built in 1851. At 553 Grant Street is a board and batten Gothic house, built of tulip-

wood in 1851. The George H. Rough Home (2685 Chicago Road), a Victorian Italianate structure made of brick, was built in 1875 as the farm dwelling of a country gentleman. At 1509 Bond Street is a white clapboard Greek Revival house built in 1847.

The Ring Lardner House* (519 Bond Street) was built by an early Niles banker. This is where Lardner grew up. The original front veranda has been removed. It is believed to be the first Gothic Revival house in Niles.

The Paine Bank* (1008 Oak Street) has been cited as a fine example of commercial Greek Revival architecture. The building was nearly destroyed in 1961 to make way for a parking lot. Mrs. Virgil Sherer, a Niles resident deeply interested in historic preservation, paid to have the structure moved here from its original location at Main and 3rd streets.

171. Bridgman

Hy I-94

Beginning in the 1850s and continuing until about 1870, lumbering businesses developed along the Lake Michigan shoreline from Bridgman south to Union Pier. Largest of all was the Charlotteville Lumber Company at Bridgman. Two miles south were the mill and pier of the Painterville Lumber Company. Two piers were built at Warren Dunes Park, where a horse-drawn railway hauled lumber from nearby mills to lake boats. The nearby town of Sawyer is named for Silas Sawyer, who developed it as a mill town. Lakeside and Union Pier both had 600-foot piers that furnished lumber and cordwood to Chicago-bound schooners.



Flagstone terrace facing Lake Michigan, Donald C. Cook Nuclear Center.

Photo by Margaret Bogue.

The town of Bridgman was platted in 1870 by George Bridgman, one of the owners of the Charlotteville Lumber Company. The town grew very slowly until the 1920s. By 1949 it qualified as a city. The building of the Donald C. Cook Nuclear plant in 1968 brought another surge of growth. Currently it has 14 manufacturing plants that produce a variety of products, including metal die castings, engine parts, and specialized machinery. The two largest employers have between 200 and 300 persons on the payroll. The city's population is about 2,200.

Donald C. Cook Nuclear Center

Located on a high bluff overlooking Lake Michigan, the Nuclear Center is

an educational facility that explains the nuclear plant owned and operated by the Indiana and Michigan Electric Company. Three theaters offer audiovisual programs that (1) trace the history of energy use from early times to the nuclear age; (2) explain how the nuclear plant generates electrical power using a scale model; and (3) relate energy use to the environment. The theaters are housed in an attractive modern visitors' center that provides outdoor picnic facilities as well. Closed for reasons of economy in 1982, it reopened in 1984. The approximate visitors' schedule is as follows; January–May, Monday–Friday, 10:00 A.M.–5:00 P.M.; June–September, Wednesday–Saturday, 10:00 A.M.–5:00



Dunegrass at Warren Dunes State Park. Photo by Margaret Bogue.

P.M., and Sundays, 11:00 A.M.–5:00 P.M.; October–November, Monday–Friday, 10:00 A.M.–5:00 P.M. Closed in December and on holidays. Free.

172. Warren Dunes State Park

Hy I-94 (CHPS)

Scenic wooded dunes, a sandy Lake Michigan beach, and over 190 campsites are among the special features of this 1,500-acre park. Next to Holland State Park, it is the most heavily used of all of Michigan's state parks.

Those interested in Michigan's natural heritage will want to visit the adjacent Warren Woods, which is under the jurisdiction of the park ranger. The Warren Woods is a 200-acre stand of

virgin timber that has been designated a Registered Natural Landmark by the U.S. Department of the Interior. Some of the trees are 5 feet in diameter and 125 feet tall. Here stands the largest known beech tree in the United States. For directions to the Warren Woods, inquire at Warren Dunes State Park.

173. New Buffalo

Hy I-94 or Red Arrow Highway and Hy US-12

If on your way to New Buffalo you would like to get a close look at a vineyard, leave Hy I-94 at the Sawyer exit (exit 12) and follow the Red Arrow Highway south. Just north of Harbert you will see vineyards very close to the road. This is a good place to visit a winery if you are interested

in learning about wine production. There is one at the Lakeside Vineyard.

The promoters of New Buffalo hoped that their town site would be exactly what its name said when they platted the town in the midst of the financial boom and the land-speculating mania of the 1830s. They even dreamed that it would become a great lakeport, greater than Chicago. The village was organized in 1836, but during the panic of 1837 it was virtually deserted.

When the Michigan Central Railroad completed its line to New Buffalo in 1849, the town took on new life. For three years it bustled with activity as westward-bound Michigan Central passengers boarded company-operated ships here for the last leg of their trip to Chicago. When in 1853 the Michigan Central acquired rail access to Chicago, New Buffalo again became a very quiet village. It remained small until about the turn of the century, when Chicago residents wanting to get out of the city in the hot summer months began building summer cottages and summer camps in the New Buffalo area. A similar development took place in this area all the way from Michiana to Union Pier. At New Buffalo the Pere Marquette Railroad built a 56-room luxury hotel in the 1920s.

The town grew especially after World War II. Currently, New Buffalo has a dozen industries, the two largest of which employ between 100 and 200 workers each and produce metal castings and molded plastic products. The harbor was developed during the 1970s as a refuge harbor. Much of the town's business activity relates to tourism, recreation, and summer homes. The 1980 population was 2,820.

Indiana

174. Michigan City

Hy US-12

Michigan City originated from Indiana's desire for a commercial port on Lake Michigan. The state legislature had a port city in mind when in 1828 it laid plans to construct the Michigan Road. Designed to run from the Ohio River north to the Lake Michigan shore, the road's northern terminus was chosen after a search of the shoreline for the best harbor. The legislature's selection of the site of Michigan City marked the beginning of the town.

Laid out by a town site speculator in 1832, one year before completion of the Michigan Road to the lake, Michigan City developed as a commercial center during the boom years of the 1830s, spurred on by a federal appropriation for harbor improvements. Boosters presented a town lot to Daniel Webster, who appeared, spoke, and never returned. The town grew as a point of export for farm produce, especially wheat, as a supply center for the surrounding countryside, and as a stopping place for westbound travelers.

When the panic of 1837 slowed Michigan City's growth, the town did not collapse and disappear as did many towns of the decade. It grew slowly in the 1840s, continuing in the role of commercial center for the area. Lake boats brought necessities not made locally and took aboard corn, wheat, pork, beef, and fish bound for markets east and west. The town's

population in the 1840s was about 1,000.

In Michigan City's formative years, the bountiful fish in Lake Michigan's waters provided a living for many families. Although commercial fishing remained important throughout the nineteenth century, the whitefish harvest here was greatest in 1856 and 1857.

The pattern of lake trade established in the 1840s changed dramatically with the coming of the railroads in the 1850s. The Michigan Central Railroad built a line to Michigan City in 1850, and soon thereafter the Monon (named for the Indiana town of its origins) reached town, providing a north-south connection. Thereafter, trains carried goods to Michigan City and hauled most local produce. Boat traffic at the port declined.

The economic life of Michigan City also changed. Manufacturing began to develop in the 1850s and grew in importance during the balance of the nineteenth century. The industry that dominated the town, the construction of freight cars, was founded here in 1852. At the end of the Civil War, the company produced two cars per day; by 1908 output had reached 15,000 cars per year. In 1922 the multimillion-dollar business merged with the Pullman Palace Car Company.

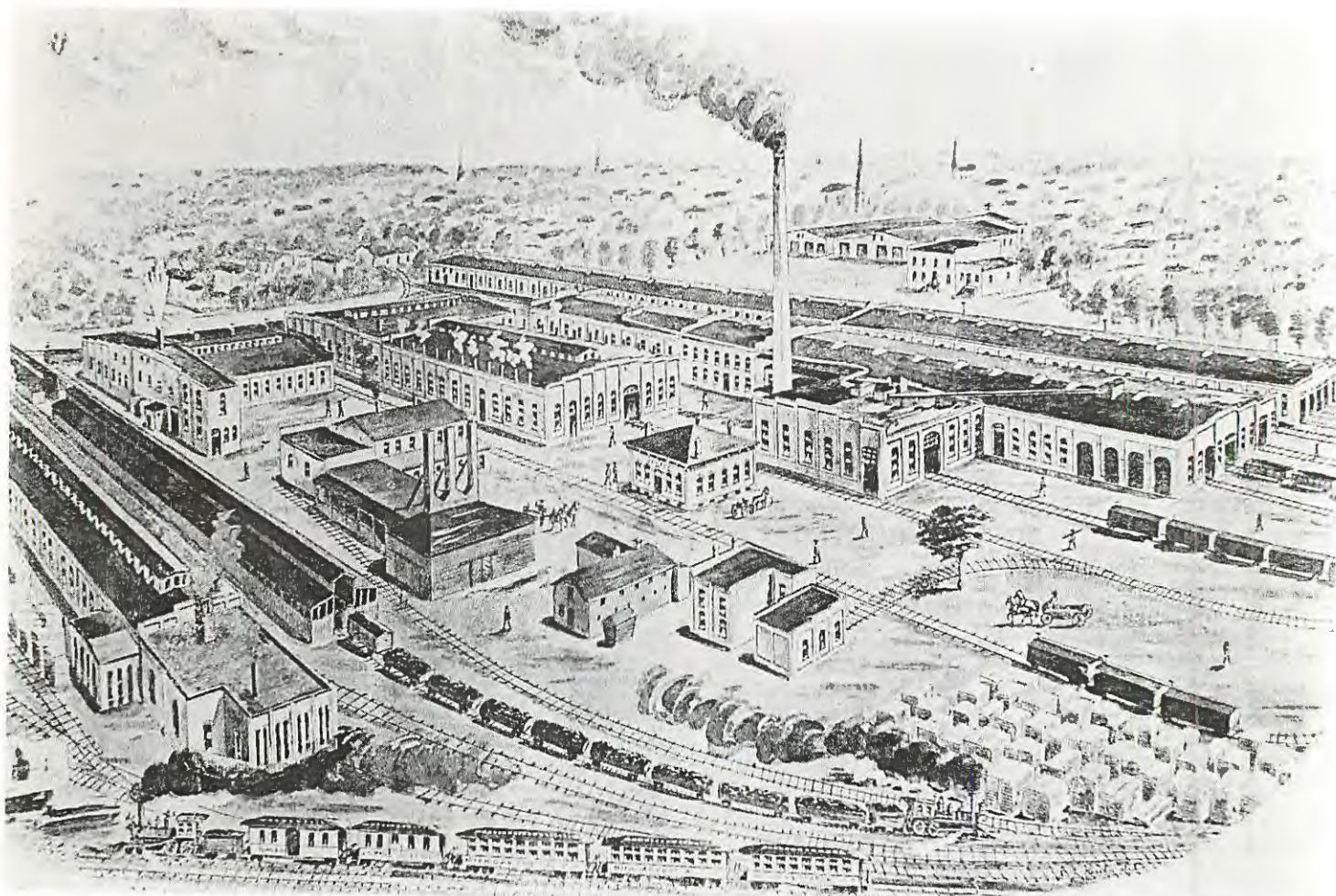
Meanwhile smaller manufacturing establishments producing a wide range of products developed at Michigan City. Factories turned out wire, agricultural implements, clothing, bricks, beer, engines, and wood

products in the late nineteenth century. Factory jobs attracted immigrant workers, who changed Michigan City from a Yankee town into a town of ethnic diversity. Germans, Swedes, and Norwegians settled here, and by the turn of the century, many immigrants from eastern Europe, especially Poland, had swelled the labor force. Much of the late nineteenth-century industrial success of Michigan City stemmed from the fact that in 1858 the town became the site of the Northern Indiana Prison. Some of the new industries used prison labor under contract with the state for a great saving in labor costs.

By the turn of the century, Michigan City had become a resort as well as a manufacturing center. Chicago residents came by the boatload to stay at cottages and hotels and to enjoy the Lake Michigan beach.

Today diversified industries remain the key to the city's economy. Eighteen of the city's plants employ more than 100 workers each. They produce finished consumer goods, automobile components, plumbing and drainage products, instruments and equipment for industrial use, and concrete anchors. Tourism and recreation are also important. The town's official bumper sticker reads, "Coho Capital." Even a casual look at the extensive fleet of pleasure craft in the harbor reveals the local importance of sport fishing and boating on Lake Michigan. The 1980 population was 36,850.

One prominent natural landmark at Michigan City, the Hoosier Slide, a



The Haskell and Barker Car Company, for many years Michigan City's most important industry. Courtesy of the CETA History Project and The News Dispatch of Michigan City, Indiana.

very large dune that always attracted the attention of visitors, has disappeared. It was leveled for industrial purposes. It used to stand where the Northern Indiana Public Service Company (NIPSCO) utility tower, the dominant feature of the city skyline, now stands.

Michigan City Sites of Interest

(1) Old Lighthouse* and Washington Park *off Hy US-12*

In Washington Park, fronting on Lake Michigan, stands the Old Lighthouse, built by the federal government in 1858. The structure was remodeled in 1904, electrified in 1933, and retired

from use in 1960. Harriet E. Colfax was tender of the light from 1853 to 1904. Now maintained by the Old Lighthouse Museum Historical Society, the museum contains displays on the history of the lighthouse and Michigan City. The keeper's living room and bedroom are furnished. Maritime displays include stories of local shipwrecks, shipbuilding tools, and on the outside grounds, a number of maritime artifacts. Open all year



The Old Lighthouse. Photo by Margaret Bogue.

Tuesdays–Sundays, 1:00–4:00 P.M.
Closed Mondays and Holidays. \$

While visiting the museum, take a stroll to the adjacent harbor and see the extensive fleet of pleasure craft nearby. The marina is a city-owned facility.

The memorial at the entrance to Washington Park is a monument to Civil War soldiers. The 90-acre park includes Lake Michigan beaches, a wooded picnic area, a small zoo, and a bandshell.

(2) First Congregational Church *6th and Washington Streets*

Michigan City has a number of fine old churches. Among them is the First Congregational Church, built in 1881 in Gothic style. A fire in 1907 destroyed much of the interior, but the exterior has had only minor altera-

tions. The bell is believed to be the bell placed in Michigan City's Congregational Mission Church in 1843. The Congregationalists were the third denomination to organize in Michigan City during the 1830s.

(3) The Barker Civic Center–John H. Barker Mansion*

631 Washington Street

This impressive residence was completed in 1905 for John H. Barker, Jr., a Michigan City industrialist who for years headed the Haskell and Barker Company, which manufactured railroad freight cars. The Barker family had invested in the firm in the 1850s and played an increasingly important role in its affairs in the late nineteenth century. John H. Barker, Jr., became general manager of the company in 1869 and president in 1883.

At the turn of the century, he decided to enlarge his residence with the help of a Chicago architect, Frederick Perkins. Perkins' design, inspired by an English manor house, included a very lavish interior. Imported furniture, art objects, hand-carved marble fireplaces, and teak, walnut, and mahogany woodwork enhance the foyer, library, drawing room, and dining room on the first floor. On the second are bedrooms, a morning room, and bathrooms. The third floor contained a ballroom, the Barker daughter's schoolroom, and her governess's quarters. Catherine Barker Hickox, daughter of John H. Barker, Jr., presented the mansion to the city in 1968, properly restored and containing most of its original furnishings. The home contains 38 rooms, 7 fireplaces, and 10 bathrooms. Outside is a walled Italianate formal garden. Now used as a civic center, the mansion is open for tours year round, Monday–Friday, 10:00 A.M.–3:00 P.M.; also open on Saturday and Sunday, noon–2:00 P.M., June 1–October 31. \$

(4) Franklin Square Mall Area *9th and Franklin Streets*

Michigan City contains a wealth of older buildings, many constructed of local red brick. A visit to the Franklin Square Mall area is a good way to see some of these. St. Paul's Lutheran Church, at the corner of 9th and Franklin streets, underwent restoration in 1979. An impressive Gothic structure built in 1875–1876, it served one of the two downtown Lutheran congregations. St. Paul's was organized in 1875 as a result of a split in the congregation of the Union Evangelical Lutheran Church over doctrinal matters.

On the corner diagonally across the street stands what used to be St. John's Evangelical Lutheran Church, built in 1867. Now minus the steeple, it serves as a community theater, the Canterbury. At the rear of the theater, a nineteenth-century red brick Italianate structure, built in 1882 as a parochial school for St. John's German-speaking congregation, has been adapted for use as a restaurant.

A leisurely drive through the city streets adjacent to the downtown area reveals many nineteenth-century residences. They range from workers' very modest homes to the spacious and elegant homes of the town's successful industrialists, businessmen, and professionals.

(5) St. Stanislaus Kostka Catholic Church

Ann and Washington Streets

The cornerstone for this muted red brick, stone-trimmed Romanesque church was laid in 1916. The church was built to serve the spiritual needs of Michigan City's immigrant Polish population. The Poles came to Michigan City early in the twentieth century in search of industrial jobs. They formed their own church, separate from St. Mary's, the cosmopolitan Catholic church founded at Michigan City in 1836 as a mission. The church is named for the courageous eleventh-century bishop of Cracow who excommunicated his prince. In retaliation, Prince Boleslaus II murdered the bishop during the celebration of the mass.

175. Indiana Dunes National Lakeshore and Indiana Dunes State Park

Hy US-12

The sand dunes lying between Michigan City and Gary formed part of Indiana's last area to attract population, the Calumet region. (For an overview of the Calumet's history, see p. 349). In the early twentieth century, industry at Gary on the west and at Michigan City on the east hemmed in these dunes. The remaining island of untamed wilderness seemed destined to disappear into the growing urban-industrial complex. Given its proximity to Chicago, to the lake, and to railroad lines, the dune country offered an ideal location for further industrial expansion. But conservationists and nature lovers interceded to prevent all of it from being leveled for industrial sites.

The Prairie Club of Chicago, an organization of nature lovers that included Jane Addams, Jens Jensen, and Carl Sandburg, spearheaded efforts to arouse public interest in conserving the dunes in 1913. A National Dunes Park Association was organized in 1916 to prevent sand companies from leveling some of the best of the dunes to obtain fill for Chicago. At a spectacular meeting that included three trainloads of concerned Chicagoans, the group organized at Waverly Beach. The membership proposed to purchase land and turn it over to the federal government for a national park.

The National Dunes Park Association interested the Department of the Interior in the project, but unfortunately

opposition developed locally from business interests fearing that this project would end industrial development in the region. Some locals resisted because they predicted the loss of tax revenue.

At this point, in 1917, the Prairie Club of Chicago staged an elaborate historical pageant near Waverly Beach, "The Dunes Under Four Flags." The effort helped the cause, but local opposition and America's entrance into World War I stalled the national park idea. Conservationist forces turned to the idea of a state park.

Fearing that Hy US-12, the Dunes Highway from Gary to Michigan City, completed in 1923, would spoil chances for a park, park advocates increased pressure on the state legislature. A 1923 law imposed a state tax to raise funds to buy three miles of lakeshore dune land for a state park. The project got enough financial help from citizen contributions to make the land purchase in 1927. Large donors included Elbert H. Gary of the U.S. Steel Corporation, Julius Rosenwald of Sears and Roebuck, and Samuel Insull, Jr., the public utilities magnate who controlled the South Shore Line, which today runs through the dune area. The land for the 3.5-square-mile Indiana Dunes State Park cost about a million dollars.

After a half-century of agitation and persuasion by conservationists, Congress officially authorized the 8,000-acre Indiana Dunes National Lakeshore in 1966. Because of the delay, the National Lakeshore is as yet very limited in size. The acquisition process has been complicated and difficult. The lakeshore is divided into four separate units, which are interspersed with privately owned property.

These segments of the new and developing national park and the state park are listed in the order in which they are found when traveling from east to west on Highway US-12, the Dunes Highway.

Lakeshore and State Park Sites of Interest

(1) Mount Baldy Area of the National Lakeshore

Hy US-12 just outside Michigan City
Mount Baldy, a living dune that shifts and changes, rises 135 feet above the lake. Wind and water action cause this dune to move southward at the rate of about four feet per year. From atop Mount Baldy there is a fine view of Lake Michigan and an excellent perspective on the dune country. To the east, Michigan City's power plant stands in full view. To the west you see the steel mills at Burns Harbor and Gary. Mount Baldy is accessible by paths from the 25-car parking lot adjacent to Hy US-12. Open daily, 6:00 A.M.—10:00 P.M.

(2) Indiana Dunes State Park

Hys US-12 and IN-49 (CHPS)
This beautiful 2,200-acre park is largely wooded and has a fine Lake Michigan sand beach and complete bathhouse facilities. Ten hiking trails lead to Mt. Tom, Mt. Jackson, and Mt. Holden, all very large dunes with an elevation of more than 175 feet above the lake; to marsh areas; and to blowouts, where wind action has created a kind of natural sand saucer or bowl. The park has a naturalist whose services are available to visitors.

The park has historical as well as natural interest. The French estab-



The view to the east from Mount Baldy with the Michigan City power plant in the background. Photo by Margaret Bogue.

lished Petite Fort at the entrance of Fort Creek into Lake Michigan in 1750. It was a minor stockade built to enhance the fur trade. The British occupied the fort briefly and abandoned it in 1779. In December, 1780 the French and British skirmished here when the British overtook a French party that had raided Fort St. Joseph (see site 170).

During the land boom of the 1830s, the mouth of Fort Creek again attracted attention when a group of town site promoters built a hotel, tavern, blacksmith shop, sawmill, and store there. The development, begun in the panic year of 1837, quickly failed, and people moved away. \$

(3) Furnessville-Tremont Area of the National Lakeshore

Hy US-12, 6 miles west of Mount Baldy

The Furnessville-Tremont area contains the Indiana Dunes National Lakeshore Visitor Center. Here the visitor finds excellent displays and a seven-minute slide show explaining the natural features of the lakeshore. Rangers supply full information about scheduled walks with the park naturalists, who explain the flora and fauna and physical features of the various units in the park. The center offers scheduled lectures and movies as well. Pamphlets and books describing each segment of the Lakeshore are also available. Open daily, 8:00 A.M.—5:00 P.M., in winter; 8:00 A.M.—8:00 P.M. in summer. Free, as are all units of the National Lakeshore.



Hairy puccoon growing near the Lakeshore Visitor Center. Photo by Margaret Bogue.

The area contains two oak-covered dune ridges that are accessible by horseback and hiking trails. The Ly-Co-Ki-We horse trail is an especially good place to see dune wildflowers. Open 8:00 A.M.—dusk.

(4) Bailly Area of the National Lakeshore

south off Hy US-12 at Mineral Springs Road, 4.5 miles west of Visitor Center

The Bailly area contains the Chellburg and Bailly homesteads, which are

being restored to reflect nineteenth-century rural life in the dunelands. The Chellburg farm site includes a red brick farmhouse, barn, pumphouse, chickenhouse, and other out-buildings. It is being restored to its condition of about 1900. The Bailly Homestead* was the home of a French fur trader, Joseph Bailly, member of a prominent Quebec French family. Bailly participated in the Mackinac fur trade and then expanded his operations into the Michigan lower peninsula. By 1805 his

far-flung trade extended into the Kankakee River Valley as well. In 1822 he established his post at the Bailly Homestead site, adjacent to an Indian trail and a Potawatomi village. Here he engaged in the Little Calumet River fur trade from 1822 to 1833.

Today at the site stands a replica of a log warehouse, a chapel, the Bailly home, and a freestanding red brick structure built about 1875 or 1876. Altogether they represent building and remodeling over the span of more

than a century. When completely restored, all of these buildings will be open to the public. Now they may be viewed from the outside. Informational displays in front of the structures help make this a very rewarding self-guided tour. The Bailly family cemetery is also found at this site.

(5) Cowles Bog Area of the National Lakeshore

turn north from Hy US-12 at Mineral Springs Road

This wetland zone is a National Registered Natural Landmark. Visitors may follow the trail to see bog, sedge, prairie, wetland woods, wooded dunes, and a bog-edge forest. It is named for Dr. Henry Chandler Cowles, a pioneer in plant ecology at the University of Chicago. He formulated theories of succession on the basis of his work in the Indiana Dunes area.

(6) West Beach of the National Lakeshore

Hy US-12 and County Line Road

Hiking trails lead to shoreline dunes, ponds among the dunes, prairie areas, and Long Lake. At Long Lake hikers may see great blue Herons, red-tail hawks, belted kingfishers, and many species of ducks. Foxes, muskrats, raccoons, skunks, deer, and ground hogs live in the Long Lake area. Three vegetation zones are observable: prairie, southern deciduous hardwoods, and northern conifers. It is difficult to believe that close by lie the great steel mills of Burns Harbor and Gary. Open 9:00 A.M.—8:00 P.M.

Hiking, picnicking, and swimming facilities are available at the Indiana Dunes National Lakeshore. The many educational features of the National

Lakeshore program described above give people interested in ecology, plants, animals, and geology an opportunity to learn about the dunes environment.

(7) Hoosier Prairie

Within a 30-minute drive of the West Beach unit lies Hoosier Prairie, a 300-acre tract, the largest remaining prairie tract in Indiana. Those seriously interested in seeing the native plant life there should contact the Indiana Department of Natural Resources, Division of State Nature Preserves, 601 State Office Building, Indianapolis, IN 46204, for permission to do so. The prairie lies southwest of the West Beach unit. Take Hy I-80/94 west to Hy US-41 south. Turn east on Main Street toward Griffith.

Indiana's Industrial Duneland: Burns Harbor, Gary, Hammond, Whiting, and East Chicago

Hy US-12

Powell A. Moore, historian of the dunelands of the Calumet region, referred to the sandy northwestern area of Indiana lying on the Lake Michigan shoreline as "Indiana's last frontier." By the definition of the federal census it was indeed a frontier, with not less than two nor more than six persons per square mile until the coming of the railroads in the 1850s. Its geographic features long made it unattractive to permanent settlers.

Used by Indian peoples as a hunting ground and a fine source of wild rice

and berries, crisscrossed by many Indian trails, the Calumet apparently had no permanent Indian villages. French fur traders were familiar with it and had one very minor trading post at the mouth of Fort Creek, but no major forts or trading centers. The streams and rivers of the Calumet area flowed into Lake Michigan but provided no good access route into the interior. Slow-moving, filled with reeds and wild rice, and clogged with sand at their mouths, they were more swamps than streams.

The federal government acquired title to these lands from the Indians late and surveyed them late. Here town site promoters tried and failed to make a killing in the land boom of the 1830s. The first settlements of any consequence developed with the construction of the railroads. Then the small villages of Hammond, Miller, Pine, and Whiting grew up as railroad workers' settlements.

In the late nineteenth century, the pine and cedar timber of the Calumet dunes attracted timber thieves, who cut the trees for firewood and lumber to supply the growing town of Chicago. Sportsmen's clubs found the dunes very attractive.

In 1869 the dunelands of the Calumet began to experience the impact of the industrial revolution when George W. Hammond established a meat-packing plant on the Grand Calumet River. The promotion of East Chicago as a choice industrial location began in 1887, 14 years before Inland Steel started construction of a huge plant there. At Whiting, Standard Oil began construction of a major refinery in 1889. U.S. Steel developed a steel mill at Gary between 1905 and 1908. Bethlehem Steel began development

of its Burns Harbor plant in 1957.

In the 1920s Indiana's industrial dunelands contained the world's largest power plant (State Line), steel mill (U.S. Steel at Gary), cement plant (a subsidiary of U.S. Steel at Buf-fington), and oil refinery (Standard of Indiana at Whiting).

Historic sites in Gary, Hammond, Whiting, and East Chicago date for the most part from the early twentieth century. Already much of the physical evidence of the recent past has vanished before the bulldozer as industrial expansion has claimed more and more of the area occupied by the original towns.

Much of the information about sites 176-180 is drawn from the excellent work of Powell A. Moore, *The Calumet Region, Indiana's Last Frontier*. See bibliography for complete citation.

176. Burns Harbor— Port of Indiana

Hy US-12

Burns Harbor and the Port of Indiana grew out of the efforts of industrial developers to solve the problems of geography that the Calumet region presented to them. The present-day Port of Indiana at Burns Harbor originated in 1908 when Randall W. Burns of Chicago, owner of 1,200 acres of Little Calumet River swamp land, proposed to reclaim it by building a ditch. To do this, cuts had to be made through huge sand barriers lying between the Little Calumet and Lake Michigan. The proposed ditch would divert the waters of the Little Calumet and its tributary, Deep River, directly into Lake Michigan.



Aerial view, looking east, shows all production facilities at Bethlehem Steel's Burns Harbor plant. Courtesy Bethlehem Steel Corporation. 68661A-4

The proposal caused an uproar among local farmers, who feared tax increases, and among the railroad companies, who knew that the project meant new bridge building for them. Nevertheless, the ditch was eventually completed in 1926. Twenty thousand acres of land were reclaimed, and Gary rejoiced, for the periodic floods of the Little Calumet ceased.

In 1930, at the onset of the depression, the Midwest Steel Company purchased a tract of land east of Burns Ditch and planned a \$30 million plant that was never built. In 1957 Bethlehem Steel bought 3,500 acres near Burns Ditch and announced that it would build a steel plant. Operations

began in 1964. In 1979 Bethlehem Steel was the largest employer in Porter County, with a workforce of 6,000. The plant does not offer tours to the public.

Federal improvements to the Burns Ditch outlet to Lake Michigan created the Port of Indiana facility directly east of the steel plant. Dedicated as a deep-water port in 1970, the Port of Indiana has special equipment to accommodate self-unloading ore carriers. It is closed to the public.

177. Gary

Hy US-12

In its search for a new plant site, the U.S. Steel corporation chose a relatively uninhabited stretch of duneland lying between Buffington Harbor and the village of Miller just after the turn of the century. The decision came after careful consideration of the possibility of expanding its Illinois Steel Company mills in South Chicago and after studying the site possibilities at Waukegan. The company ruled out both South Chicago and Waukegan as too crowded for future growth. The Gary site had the advantages of moderately priced land, good prospects for a deep harbor on Lake Michigan for ore boats, proximity to Chicago's abundant labor supply, railroad connections, and room for expansion.

In 1905 U.S. Steel began purchasing 9,000 acres, which included seven miles of lakefront stretching south to the Wabash Railroad tracks. The Indiana Steel Company was organized in 1906 as a subsidiary of U.S. Steel to build and operate the mills. The Gary Land Company, a subsidiary of Indiana Steel, was created to lay out the town and build streets and water and sewer facilities.

U.S. Steel originally had no plans to construct, rent, or sell homes for workers. With the problems at Pullman fresh in mind (see site 1, no. [1]), company officials shied away from the company town idea. Housing, except for part of the managerial staff, would be left to private builders.

Elaborate preparations for the mill site began in 1906. Land had to be leveled and drained. Three railroads had to be rearranged, an operation involving 51 miles of tracks. The Grand



*Grading and leveling in preparation for construction of the U.S. Steel plant.
Courtesy U.S. Steel Corporation.*

Calumet River had to be rechanneled. A harbor and a railroad switching yard had to be built. The plant's first blast furnace went into operation in 1908. In the same year the first ore ship from Lake Superior, the *Elbert H. Gary*, carrying 10,000 tons of ore, with great fanfare docked at the Gary Harbor works.

As for Gary, the town incorporated in 1906. It was named for Judge Elbert H. Gary, chairman of the board of directors of the U.S. Steel Corporation. Friction between the town government and the steel mill marked Gary's early years. The chief issues were related to expansion. The steel company favored an east-west expansion, while leaders in town government favored expansion southward.

Growth characterized Gary's early history. Soon the town had annexed all the land to the west as far as Ham-

mond and East Chicago's city limits; later it annexed Miller, lying to the east, and spread southward as well. Population grew by leaps and bounds, from 16,800 in 1910 to 175,500 in 1970, making it the largest of Indiana's industrial duneland cities. Its growth reflects the success of the U.S. Steel plant.

During the first two decades of their operations, the steel mills attracted skilled American workers from Pittsburgh, Youngstown, and elsewhere. Immigrants—chiefly Poles, Czechs, Slovaks, Yugoslavs, Greeks, Italians, and Russians—came to Gary and took jobs as unskilled mill workers. Almost 50 percent of Gary's population in 1910 was foreign-born, and 70 percent of its residents had at least one parent born outside of the United States.

Gary developed as two towns. The

American-born, who were the skilled workers, the professionals, and the businessmen, lived in the part of Gary laid out systematically by the Gary Land Company. The new Americans lived south of the tracks in sprawling, disorderly "Hunkeytown," crowded together in cheap, flimsy, wooden houses. Gary's saloons, gambling houses, and brothels congregated in Hunkeytown. Over both Garys the steel mills belched out smoke and dirt. The steel company made one try at providing housing for unskilled immigrant laborers and gave up.

New elements were added to Gary's ethnic mix when immigration declined during World War I. Blacks, recruited in sizable numbers by industry in the Chicago-Gary area, filled unskilled industrial jobs. In 1916, 3,000 Blacks lived in Gary. During the 1920s and especially during World War II, Gary's Black population grew. In 1979 Blacks constituted 70 percent of the town's total population of 151,950. During World War I Mexican laborers came into the industrial cities of the Calumet region chiefly as railroad workers. More were recruited and brought to the steel mills during the 1919 steel strike. Gary's Mexican population in 1930 was roughly 3,500, about one-third as large as its population of Spanish origins in 1980. While Gary's ethnic diversity is less now than in the 1920s, it remains discernible in the accents of older workers and in the city's churches. About 3 percent of Gary's residents in 1970 were foreign-born.

Over the years U.S. Steel greatly expanded its Gary plant and organized a number of subsidiaries. In 1909 the American Bridge Company and the American Sheet and Tin Plate Com-



An aerial photo of the U.S. Steel plant at Gary taken about 1979. Courtesy U.S. Steel Corporation.

pany were authorized by the corporation, and in 1922 the National Tube Company. Universal Atlas Cement is a division of U.S. Steel. Employing thousands of workers, U.S. Steel remains the city's largest employer. Most of Gary's other industry is metal-related. The early twentieth-century saying, "As go the steel mills, so goes Gary," still holds.

At times the steel business has not gone well. Serious labor troubles erupted at Gary in 1919. The unions failed to gain recognition and lost the strike. In 1937, without the drama of a

strike, U.S. Steel negotiated with and recognized the Steel Workers Organizing Committee of the Congress of Industrial Organizations. Organized as the United States Steelworkers of America in 1942, the union has been very successful. Although strikes have periodically occurred in succeeding decades, none has produced the drama and ill feeling of the 1919 strike, which involved workers, strike breakers, townspeople, company officials, the state militia, and federal troops.

Gary Sites of Interest

(1) Marquette Park

This beautiful park is located on Gary's East Side and accessible from Hy US-12 via Lake and Miller avenues and Grand Boulevard. (Westbound travelers should turn right off Hy US-12 onto Lake, right on Miller, and left onto Grand Boulevard.) It represents the culmination of the efforts of Gary residents to find a Lake Michigan beach. Until 1918 residents of Gary had no beach access to the lake. The U.S. Steel company plant occupied the lakefront, and within the city limits no recreational frontage existed. Miller, a separate town lying east of Gary, seemed to offer the best possibility, for here a beautiful, nonindustrialized site on the lakeshore had long attracted bathers. But Miller could not be expected to develop a beach for Gary residents. Furthermore, land values were very high.

In 1918 Gary annexed Miller and the portion of Hobart Township lying on the lake. The Gary Park Board promptly condemned 179 acres for a park. Legal snarls ensued. Finally U.S. Steel purchased 120 acres of Miller lake frontage and gave it to the city for a park.

Jens Jensen, the Chicago landscape architect, designed the park. Landscaping of the park site began immediately. In 1922 a bathing pavilion was added, and in 1923 a restaurant and recreation building were. Known as Lake Front Park until 1930, it was then renamed Marquette Park. In the park stands an imposing bronze statue of Father Jacques Marquette, who passed this way in 1675.

Visitors to Marquette Park will find a marker south of the pavilion. It com-

memorates Octave Chanute's experimental glider flights at Miller dunes in 1896. Chanute, a successful civil engineer who designed railroads and railroad bridges, late in life became interested in aviation. At the Miller dunes he thought he had the right combination of privacy, adequate wind currents, and a soft crash site. Here he conducted a series of glider experiments that contributed much to solving the problems of control and equilibrium. His findings were of great help to the Wright brothers, with whom he maintained a lively correspondence.

Privacy for his experiments he did not find. Newspaper reporters found his camp shortly after he took his equipment off the train at Miller. A few weeks later he tried to set up camp secretly a few miles east of the town. This time, he came in by boat from Chicago. When a storm wrecked his equipment, he sent for more to be delivered by rail. The reporters came too.

(2) Miller Town Hall*

Intersection of Grand Boulevard, Old Hobart Road and Miller Street

This attractive, well-kept red brick structure, built in 1907, served as the seat of government for the village of Miller until Miller became part of Gary in 1918. Thereafter it was used as a firehouse until 1975, and since has been utilized for community purposes.

The town of Miller developed in the 1850s as a residential village for railroad maintenance workers. It was named for the railroad foreman. During the late nineteenth century, Miller supplied sand for construction fill for Chicago and ice for refrigerator cars. Here a sizable lake fishing industry de-



Gary statue at City Hall. Photo by Margaret Bogue.

veloped. Professional fishermen operating at Miller as early as 1882 netted sturgeon and whitefish for the Chicago market.

Nearby the Miami Powder Company of Xenia, Ohio, developed an explosives plant in 1881. Unpopular with the residents of Miller and Gary, who feared explosions, the plant confirmed their fears in 1914 when an explosion killed a number of workers and allegedly cracked every window in Gary. Residents heaved a sigh of relief in 1919 when, at the end of World War I, the plant closed.

(3) Gateway Park and Municipal Buildings

Hy US-12 at the intersection of Broadway and 4th Avenue

In an effort to give Gary a better public image, the U.S. Steel Corporation

donated to the city an area of vacant lots and run-down buildings lying adjacent to 5th Avenue and the railroad station. Here Gary developed a municipal park adjacent to Hy US-12, the main thoroughfare for east-west traffic through the city. Just across the street from the park, the city erected a city hall, dedicated in 1928, and a county building, dedicated in 1929. Between the two buildings, facing Broadway, stands a bronze statue of Elbert H. Gary, who died in 1927. The inscription reads, "Lawyer, Industrialist, Benefactor, Founder of the City of Gary."

(4) Indiana Room, Public Library
220 West 5th Avenue

The fine collection of books about the Calumet region found here will be of interest to visitors who want to delve further into Gary's history.

(5) Gary Hotel
Broadway and 6th Avenue

Built in 1926, the Gary Hotel was once the place for fine food, entertainment, and overnight lodging. Long unused, its twin towers with their decorative stone and brick work stood empty. It is currently being renovated for a senior citizens' residential center.

(6) City Methodist Church
6th Avenue and Washington Street
This Gothic structure, built of Indiana limestone, was dedicated in 1926. The principal benefactor of the church, originally known as the First Methodist Church, was Judge Elbert H. Gary of the U.S. Steel Corporation.

When in 1916 the First Methodist church received a new pastor, William Grant Seaman, the congregation was destined to build a new church to re-

place the structure completed and dedicated only four years earlier. Pastor Seaman believed that the church should be a combination of sanctuary and community house. After he enlisted Judge Gary's aid, the U.S. Steel Corporation's board of directors donated six city lots for the structure and agreed to match dollar for dollar the contributions of the Methodists for the new building. The original cost of the church was \$800,000.

(7) Holy Angels Church
7th Avenue and Tyler Street

This modified English Gothic cathedral, an impressive and beautiful structure, is relatively new. The cornerstone was laid in 1947. The church is built of Wisconsin Lannon stone with Indiana limestone trim. The building dimensions are 60 by 177 feet. The structure replaced the original Holy Angels Church built in 1908–1909 to serve the many immigrant workers who came to Gary in search of work in the steel mills.

(8) Gary-Hobart Water Tower
7th Avenue and Madison Street
The water tower, built in 1908–1909, is part of the original water utility system that was planned and built by the Gary Land Company. Its architect received an award for design from the Waterworks Association of America.

(9) American Bridge Company
1 North Bridge Street
The American Bridge Company's original main building, a red brick structure with white stone trim, is plainly visible from the throughway to those who travel Hy I-90. Built in 1909–1910, in the western part of Gary, it is a beautiful example of early

twentieth-century industrial architecture. U.S. Steel began construction of the American Bridge Company plant in 1909. It was designed to produce structural steel for bridges and buildings. The area around the plant became known as the Ambridge section of Gary. The Gary Land Company built houses near the plant for rent or sale to employees. The American Steel Bridge Company closed in 1980, and the structure may be razed. Among the many notable structures fabricated here were the San Francisco–Oakland Bay Bridge and the Mackinac Bridge.

(10) The Steel Mills

Hy I-90, the Indiana toll road, skirts the southern edge of the steel mills located on Lake Michigan. From the throughway travelers can get an excellent panoramic view of what some have styled America's Ruhr.

178. Hammond
Hy US-12

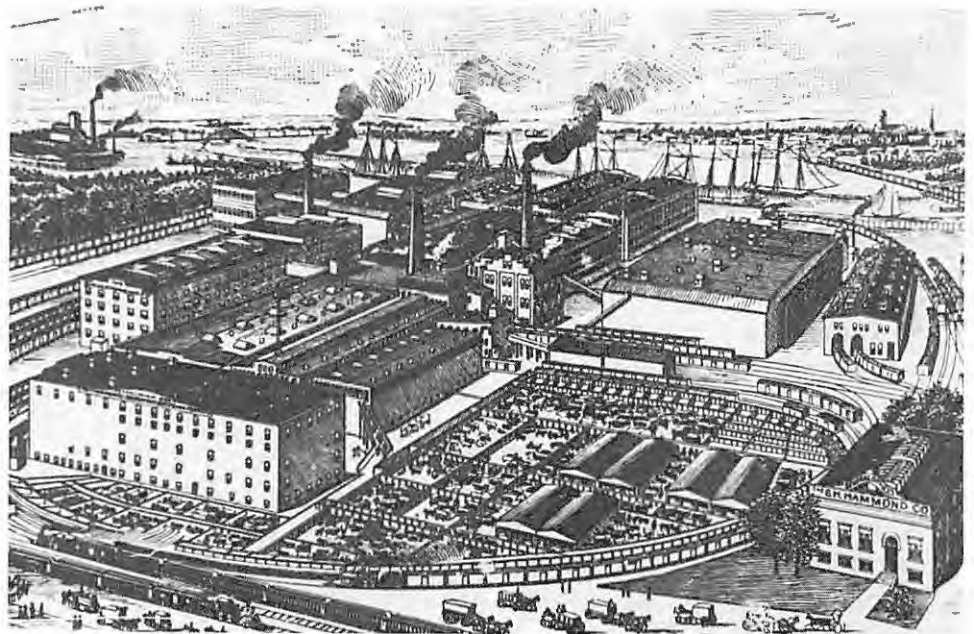
George H. Hammond's desire to establish a large meat-packing plant to supply a national and international market led to the development of Hammond. Only a few families lived in the area when in 1869 Hammond began the construction of his plant on the Grand Calumet River. At that time he owned a successful Detroit meat business and was pioneering the development of improved refrigerator cars. Before they chose the Hammond plant site, he and his partner, Marcus M. Towle, had already financed the development of a refrigerator car that preserved fresh meat at marketable quality.

At the Hammond site the Grand Calumet River supplied the ice and the Michigan Central Railroad the necessary rail connections. The site lay at the eastern edge of the region of beef cattle production. The plant was in operation by the fall of 1869 and proved to be very successful. In 1891 it employed about 1,000 workmen engaged in slaughtering cattle, sheep, and hogs and in the manufacture of oleomargarine. George Hammond rose in the ranks of late nineteenth-century entrepreneurs. His net worth stood at \$6.4 million in 1890, the year of his death. He ranked among the Big Four of the meat-packing industry along with Swift, Morris, and Armour.

Hammond lived in Detroit, took little interest in the unattractive, smelly meat-packing town on the Grand Calumet, and concerned himself more with profits than with working conditions. His partner, Marcus Towle, and his brother, Thomas Hammond, both lived at the plant site and displayed a real interest in making the growing settlement an attractive place to live.

Towle platted the town of Hammond in 1875, but not until 1883 did Hammond become an incorporated community with a town government. It grew from 699 residents to a city of almost 12,400 in 1900.

In its early years Hammond was a very German town. A few Germans had already settled in the area before the building of the packing plant. The meat-packing industry attracted more with butchering and sausage-making skills. In 1910 the national origin of 30 percent of the population was either German or Austrian. Before the anti-German hysteria of World War I submerged Hammond's German culture, German-language newspapers, Ger-



The G. H. Hammond packing plant in 1900. Courtesy The Hammond Historical Society, Hammond, Indiana.

man Catholic and Lutheran churches, German singing and cultural societies, all flourished. The National German-American Alliance had 1,200 Hammond members in 1914. By then sizable numbers of Slavic immigrants had also settled in the city.

The meat-packing plant burned to the ground in 1901 and was not rebuilt. With its major industry gone, Hammond went through a very difficult period of adjustment. The town's leaders had been working well before 1901 to attract new industries and to secure access to Lake Michigan. They secured lake frontage but failed to develop either a harbor or a navigable waterway. They did succeed in attracting at least six minor industries before the turn of the century. Largest and most important among the new industries were the W. B. Conkey Printing

and Bookbinding Company and the Simplex Railway Appliance Company.

A drive to attract new plants early in the twentieth century proved quite successful. The Standard Steel Car Company became a major employer. The location of a Shell Refinery at Hammond in 1926 and a Lever Brothers plant in 1930 helped the city continue to grow with a more diversified industrial base than in its early years.

Hammond has since continued to grow on the basis of diversified industry. In the 1970s the city had well over 20 manufacturing plants, which turned out a wide variety of metal products, chemicals, and foods; a major publishing house; and about 20 suppliers of services to business and industry, each of which employed more than 100 workers. The three largest manu-

facturers, each with 800 to 1,400 employees, produced soaps, detergents, food, corn products, and freight car parts.

Hammond's population has grown from 12,400 in 1900 to 93,700 in 1980. Over the years its ethnic composition has changed. The great influx of southern and eastern Europeans between the turn of the century and the imposition of national immigration quotas in the 1920s substantially altered the town's ethnic mix. In 1920, when foreign-born persons and those of foreign parentage made up 58 percent of the city's population, persons of Polish birth constituted the largest national group among the foreign-born. Germans ranked second, Austrians third, Russians fourth, and Hungarians fifth. Unlike Gary and Michigan City, Hammond industry did not attract substantial numbers of Blacks and Mexican migrants during the two world wars, but by 1980, 6.0 percent of the city's people were Blacks and 8.0 percent were of Hispanic origin.

Hammond is a relatively new city characterized by rapid industrial growth. Sites of historical importance have often given way to housing and industrial pressures, the bane of historical preservationists. Nevertheless, a number of sites relating to Hammond history remain and are worth visiting.

The Hammond Division of City Planning is currently making a survey of Hammond's historic structures. In the future, their planners will seek nomination to the National Register of Historic Places for the Glendale Parkway Mansions area, the Forest Avenue District, and the Ogden Street area, where the M. M. Towle house is located.

Hammond Sites of Interest

(1) G. H. Hammond Meat Packing Plant Site

Wilcox Street west of Hobman Avenue and south of the Grand Calumet River

This was the location of Hammond's meat-packing plant, chosen because of the accessibility to a plentiful water supply, ice, and railroad connections.

(2) St. Joseph's Roman Catholic Church

southwest corner of Hobman Avenue and Russell Street

Built in 1879, St. Joseph's Roman Catholic church served the Catholic German and Austrian immigrant workers of Hammond. The oldest church in the Calumet region, the structure was built of tan pressed brick and Indiana limestone. Italian marble altars, stained glass windows designed in Munich, Germany, and mosaics by Venetian artisans are outstanding features of the interior.

(3) Marcus M. Towle House

229 Ogden Street

Marcus M. Towle, business partner of G. H. Hammond, had this brick home and carriage house built about 1880. Towle was Hammond's first mayor. The YWCA now owns the building.

(4) "Man of Steel" Sculpture

northwest corner of Hobman Avenue and Waltham Street in Harrison Park

Herman Gurfinkel designed and executed the "Man of Steel" in 1976 to honor the steel industry and steel workers of the Calumet region.

(5) Glendale Parkway Mansions

Glendale Parkway west of Hobman Avenue

On narrow, circular Glendale Parkway stand several large brick and stone homes built in the 1920s and characterized by leaded glass windows and high pitched roofs. Spacious, well-kept grounds and an adjacent partially wooded center made this area an attractive setting for the residences of Hammond's successful industrialists and businessmen.

(6) Forest Avenue District

This district is bounded by Hobman Avenue, the Little Calumet River, the Indiana state line and 165th Street. In this well-preserved area of narrow avenues, large homes, well-kept grounds, and ornamental street lights stand a number of homes built by industrialists after World War I. The Forest Avenue district remains a fashionable residential area of the city.

(7) "Little Red School House"

169th Street and Kennedy Avenue

Built of local limestone and brick in 1869, the schoolhouse is the oldest restored building in Hammond. Built largely through the efforts of Joseph Hess, founder of the small German community of Hessville, the structure has served as a schoolhouse, the presidential campaign headquarters for William Jennings Bryan, a polling place, a community hall, a house of worship, a funeral parlor, and currently as a meeting place for public groups. Now owned by the Hessville Historical Society, the structure has its original bell and row of double desks. Open by special arrangement for tour groups. Call (219) 844-7627.

(8) Calumet Room, Hammond Public Library

564 State Street

After a number of attempts and failures to establish a Hammond Historical Society, in 1960 residents of Hammond succeeded. One of the major activities of the society is centered in the Calumet Room of the new Hammond Public Library. Here the curator supervises a growing collection of pictures, manuscripts, old publications, newspapers, and reference works that relate to Hammond's past. People interested in Hammond's history will find this an excellent resource.

The library of the Calumet campus of Purdue University is developing archives and special collections with strong emphasis on the history of the Hammond-Calumet region.

179. East Chicago

Hy US-12

East Chicago originated from the plans of a group of wealthy financial promoters and businessmen, who organized the Standard Steel and Iron Company, primarily as a real estate venture, in 1887. Aware of the growing crunch in industrial sites in South Chicago, some of the organizers may have had a steel plant in mind. They understood the broad appeal that industrial sites would have to a wide variety of industries that wanted to locate close to Chicago's great distribution network, near cheap lake transportation, and in the midst of a growing mid-continental market.

To develop their South Chicago site, the entrepreneurs proposed to build a ship canal from Lake Michigan south to the Grand Calumet River, a pier into the lake, and a beltline railway to connect their projected industrial city



The busy Indiana Harbor Ship Canal where ore carriers dock for unloading very close to the blast furnaces. Courtesy the East Chicago, Indiana, Chamber of Commerce.

with other railroads in the Chicago area. Work on the railway and the canal began optimistically in 1888. In 1889 the town of East Chicago was incorporated. In 1893 it became a city. Industries found the new location congenial. A railroad car wheel plant, a farm machinery company, a horseshoe factory, and a chemical company had been established here before the panic of 1893 threw the country into economic chaos.

The town's real growth began with the establishment of the Inland Steel corporation at East Chicago in 1901. From the beginning it was East Chicago's largest employer, and it grew rapidly. The corporation purchased

ore holdings near Hibbing, Minnesota. From open hearth furnaces Inland Steel progressed to a blast furnace operation in 1907. In 1911 it purchased its own ore carriers and operated them between Duluth and the Indiana Harbor Ship Canal. Employment at the plant grew from 1,200 in 1904 to 7,000 in 1924. Inland Steel rapidly ran out of land sites for plant expansion and resorted to building out into Lake Michigan. Construction stopped where the water was 22 feet deep, the point where state jurisdiction ended and a federal navigable waterway began.

The development of Indiana Harbor, the eastern section of East Chicago, paralleled the building and expansion

of Inland Steel. In the early years of the century it was a good deal like a western mining town, filled with cheap restaurants, boardinghouses, saloons, and gambling establishments, according to Powell A. Moore. Inland Steel constructed some housing for its managerial staff, but unskilled workers found their own accommodations. Slum areas developed around the mills, where the immigrants of the pre-World War I years—Poles, Hungarians, Austrians, Czechs, Rumanians, Yugoslavs, and Greeks—lived in overcrowded, substandard homes. East Chicago's population in 1910 was 53 percent foreign-born. Unskilled immigrant labor made the factories and mills of East Chicago hum. After the outbreak of World War I, and especially after immigration restriction in the 1920s, Mexicans and unskilled Black workers from the South filled many of the lowest paying jobs.

With the completion of the projected beltline railroad in 1906 and progress on the Indiana Harbor Ship Canal, more industries located in East Chicago. While never a one-industry city, East Chicago from early in its history produced primarily steel and metal products, with petroleum products and chemicals in a position of secondary importance. In time Standard Oil's refineries spread from Whiting into East Chicago, and other oil companies located their refineries there as well. In 1929, 45 major industries employed 25,000 workers. The year before, Indiana Harbor became a world port.

The steel industry at East Chicago grew in importance during and after World War II. In 1979 Inland Steel employed 22,000 workers and was by all odds the largest manufacturer. Jones



Marktown Residences. Photo by Margaret Bogue.

and Laughlin Steel Corporation, with 9,000 workers, was the second-largest employer.

East Chicago has lost population as industrial plants have expanded. In 1930 it had grown steadily for 30 years to a population of 54,700. The 1980 census showed 39,800 residents. Blacks comprise 29 percent of the population and persons of Spanish origins 42 percent.

East Chicago Sites of Interest

It is easy to drive right into the steel-making and refinery areas by following Hy IN-912 off Hy US-12. This route goes through the Inland Steel mill area and across the Ship Canal and runs adjacent to the Standard Oil Refinery.

(1) Marktown Historic District*

This area is bounded by Pine, Riley, Dickey, and 129th streets and is accessible from Hy IN-912.

In 1914, when Clayton Mark established the Mark Manufacturing Company, a steel plant, he had the Marktown site built for supervisory employees. The village included 103 white stucco structures, stores, dormitories, and residences as well as recreational facilities for children and adults. An elementary school was located nearby. Marktown, as it came to be called, is still used for residential purposes by steel workers, and visitors may walk through its narrow streets to get an idea of what was considered a socially advanced housing development for steel plant supervisors in 1914. The open playground area remains. Marktown stands in stark con-

trast to the surrounding steel mills and oil refineries.

(2) Serbian Catholic Church

4,000 block of Elm Street, just off Columbus Drive (Hy US-12)

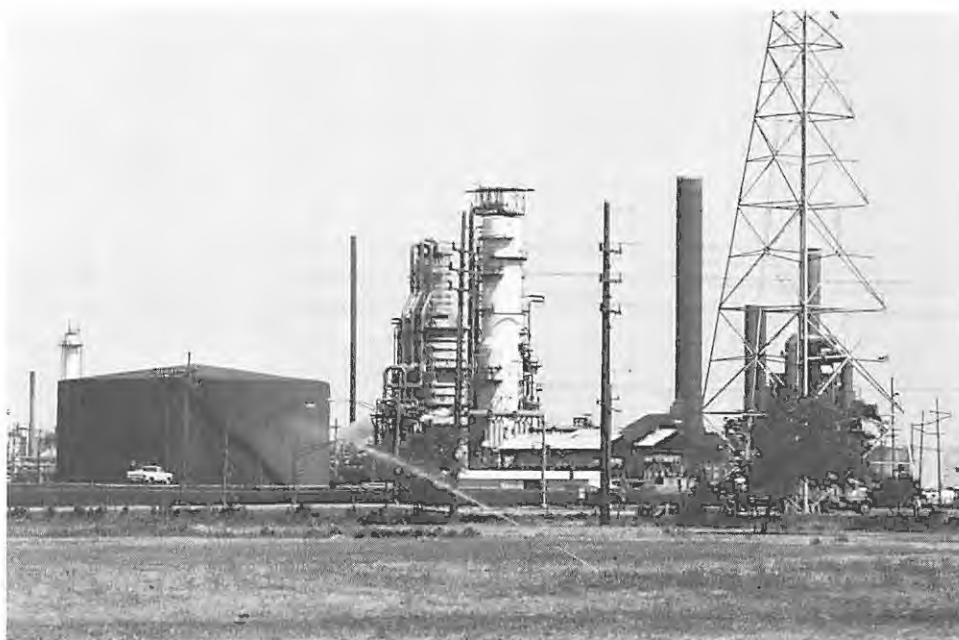
This Serbian Catholic church, dating from 1912, and its adjacent community center are interesting reminders of the thousands of immigrants from eastern Europe who moved into East Chicago to work in the steel mills in the early twentieth century. The attractive, neatly kept houses and yards of the surrounding neighborhood are in sharp contrast with the slum conditions of early immigrant neighborhoods. Old World language and Old World ways are still evident.

180. Whiting

Hy US-12

Whiting originated as a home village for railroad workers in the 1850s. Until 1889 its economic life was confined to the sale of ice and sand and the entertainment of hunting parties. In the spring of that year Standard Oil began buying the sandy, swampy lands around Whiting as a refinery site for oil pumped from the Lima, Ohio field in which Standard had large investments.

Standard Oil planned originally to refine the Ohio oil at its 100th Street facilities in south Chicago. The sulfur content of the oil, popularly known as "skunk oil," created such a stench that local residents strenuously objected. The company selected Whiting in its search for a less densely populated area where taxes and land values were low and where it would have access to



*The refineries at Whiting, as they appear today from IN-912.
Photo by Margaret Bogue.*

Lake Michigan and to railroad connections.

In May of 1889 Standard Oil construction crews began rearranging the landscape, leveling dunes and ridges and filling in wetlands. The army of construction workers lived in a frontier town atmosphere of boarding houses, saloons, dance halls, mosquitoes, and sand fleas. By Thanksgiving of 1890 the refinery had produced its first shipments of kerosene, the major product until 1910, when demand for gasoline for automobiles caused a shift in all of Standard Oil's production output. It was here at the Whiting refinery that William M. Burton in 1913 developed the Burton cracking process for making gasoline from heavier oils, a major technological development in the oil industry.

The oil refinery became Whiting's major employer, utilizing from 2,500 to 3,000 employees in 1896 and over 4,000 in 1920. Many were American-born, but Whiting in its early years attracted many immigrant workers, principally Slovaks, Poles, and Hungarians. In 1910, 43 percent of the town's population of 6,500 was foreign-born.

Standard Oil of Indiana displayed an interest in the town and its politics. It provided a cemetery and school sites and made major contributions to a community house. It was definitely interested in blocking the attempt of Hammond to annex Whiting. Standard Oil promoted the organization of Whiting as a separate town in 1893. Whiting became a city in 1903 with a population of a little over 4,000.

The Whiting Refinery has grown over the years. Once the Lima, Ohio, oil fields declined in production, the refinery received oil from elsewhere, in 1906 from the Kansas field, and after 1921 from the Kansas, Oklahoma, and Wyoming fields by pipeline.

Over the years refining facilities at Whiting have expanded into areas formerly occupied by residences. As a result the town's population has declined. In 1930 it stood at 10,900, and in 1980 at 5,600.

Whiting Sites of Interest

(1) Memorial Community House
*corner of Clark Avenue and
Community Court*

Community House dates from 1923, when the Standard Oil Company gave the site and \$300,000 toward the

building. The citizens of Whiting assumed the responsibility for planning, building, furnishing, and management. The two-story red brick building, southern Italian in architectural style, was dedicated as a memorial to Standard Oil workers who served in World War I. It originally contained an auditorium, gymnasium, swimming pool, billiard room, kitchen, banquet facilities, and rooms for social gatherings and reading.

**(2) St. John's Roman
Catholic Church**

Lincoln Avenue and Benedict Street

St. John's is a monument to the importance of the church in the lives of Whiting's immigrants. Responding to the requests of the Slovaks, the largest of the foreign-born groups in Whiting at the turn of the century, a Slovakian priest came to serve their needs early

in 1897. Later in that year the newly arrived priest and his parishioners dedicated the first church to St. John the Baptist. The church grew rapidly, from 1,500 members in 1910 to over 3,200 in 1924. The present structure, built in 1930, housed the largest Slovak parish in the Calumet region.

Illinois

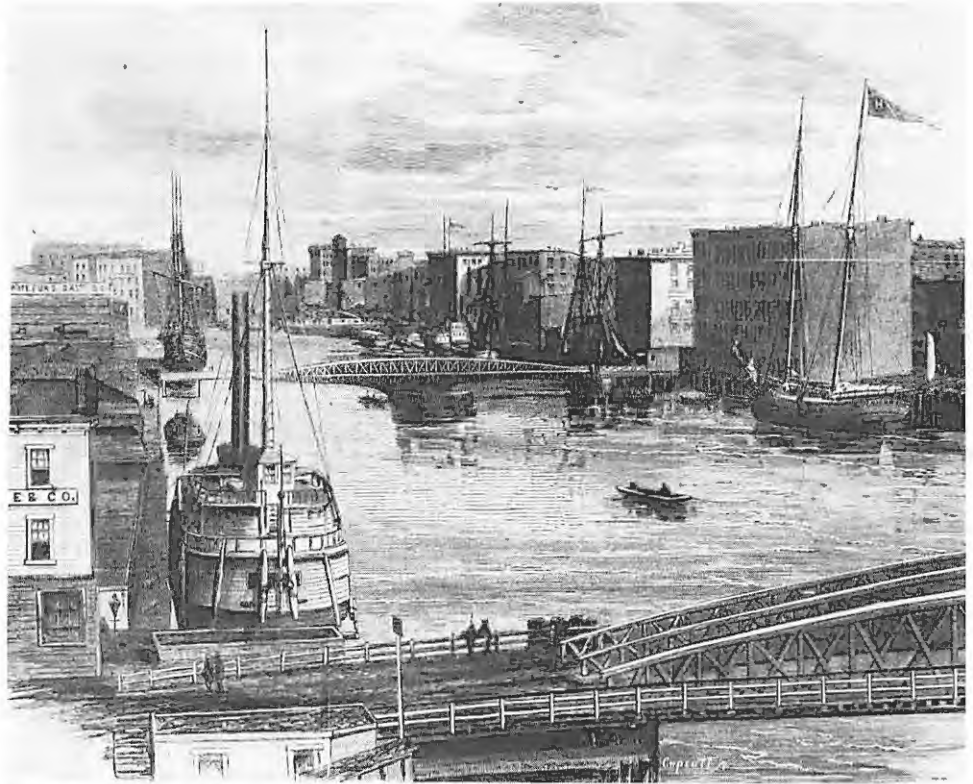
Side Trip to Lockport and Channahon Parkway State Park

Here a side trip away from the lakeshore is suggested for those interested in the Illinois and Michigan Canal, an important linkage between Lake Michigan and the Mississippi River during the nineteenth century.

181. Lockport Hy I-80 (Lockport exit)

When the federal government donated almost 300,000 acres of land to the state of Illinois in 1827 to finance the construction of a canal linking Lake Michigan and the Mississippi River, the waterway envisioned by Louis Jolliet in 1673 came closer to reality. The plan was for Illinois to sell the land and use the money for construction. U.S. Secretary of the Treasury Albert Gallatin recommended building such a link as early as 1808, but construction costs presented a formidable problem then and continued to hamper progress after construction began in 1836. Money was not the only obstacle. Compact clay and rock made the going hard for the workers digging the 96-mile canal, primarily with hand tools. Construction crews completed their work in 1848, and the canal opened to traffic in that year.

During its years of heaviest use, the Illinois and Michigan Canal carried



The Illinois-Michigan Canal at Chicago. Courtesy Illinois State Historical Library, Old State Capitol, Springfield, Illinois.

over 10 million tons of cargo, mostly on barges, although steamboats occasionally plied its waters. Northern Illinois settlers built their homes with lumber, stone, and nails carried on the canal. Dining tables in Chicago held molasses, sugar, and coffee shipped from New Orleans via the canal, as well as grain and other farm products from western Illinois.

In an effort to solve its sewage disposal problems, Chicago in the late 1860s secured state permission to

lower the canal's summit level. Completed in 1871, the deepening sent Lake Michigan water through the canal to carry sewage into the Des Plaines. The scheme worked poorly. In the two decades following, sewage-laden putrid canal water threatened the health of Chicagoans and all who lived along the canal and the Des Plaines and upper Illinois rivers. The Sanitary District of Chicago, created by the Illinois legislature in 1889, opted to construct a new 28-mile drainage channel

from the Chicago River to the Des Plaines at Lockport. Begun in 1892, the wider, deeper channel first carried Lake Michigan's waters to Lockport in January 1900. Because larger barges could use the new Sanitary and Ship Canal, traffic gradually shifted to the new waterway from the old Illinois and Michigan Canal.

Lockport was platted in 1837 after construction began on the Illinois and Michigan Canal. Here stood the administrative headquarters for the canal during construction and throughout its operational history. Here, at the divide between the Mississippi River and Lake Michigan watersheds, workmen constructed the northernmost lock of the canal system in 1845. Canal boats last used the old channel in 1909, but many reminders of the canal era have survived to the present, making the community an excellent example of a nineteenth-century American canal town. Its current population is about 9,000. The main industry is a Texaco oil refinery.

Lockport Sites of Interest

(1) Lockport Historic District*

This historic district, bounded by 7th and 11th Streets and Canal and Washington Streets, includes the Illinois and Michigan Canal Headquarters Building (1837), G. B. Martin Elevator and Store (1850s), Norton's Mill and Warehouse (1848 and 1850), a row of commercial buildings constructed in the 1890s, Norton's Store (1880), Greek Revival buildings on State and Hamilton Streets (around 1850), and Old Central Grade School (1890). Begin your visit to the district at the Canal Headquarters Building.

(2) Illinois and Michigan Canal Headquarters Building*

803 North State Street

The one-story section of this building, the original canal office, was built about 1837 as canal headquarters. It served as the center for engineering and construction, as the canal land office, and, briefly, as a branch of the State Bank of Illinois while the canal was under construction. Completed after the Civil War, the two-story section at the south end of the building served mainly as living quarters for canal and visiting state officials. The Lockport office was operations headquarters throughout the canal's history. The office and living quarters have been restored. The museum housed in the headquarters building, is open all year, daily from 1:00–4:30 P.M. Free.

The Will County Historical Society, located in the Headquarters Building, has a map and sites list identifying 37 points of historical significance in Lockport. Visitors will find this material an excellent guide to the town's historic district, its churches, canal sites, and business and residential structures, and an area of Illinois prairie with many unusual native plants.

Every June, Old Canal Days are celebrated in Lockport with tours of the canal and the historic district and special displays in the Illinois and Michigan Canal Museum.

(3) Public Landings and Will County Historical Society's Historical Complex

8th Street and the canal

At the north landing, where farmers loaded their produce onto canal boats, the Will County Historical Society has

located a group of pioneer buildings, including the oldest remaining log cabin in the county.

(4) Lock No. 1 and Lockkeeper's House

1513 South State Street

In 1845 lock no. 1 was constructed of stone quarried in the vicinity. It had a 10-foot lift. The home for the keeper was built three years later.

(5) Former Canal Hydraulic Basin

12th Street at the canal

At this location stood a flour mill and a sawmill owned by Hiram Norton and operated by water power from the canal.

182. Channahon Parkway State Park

access from Hy I-80, I-55, and US-6 (BCFHP)

At this 18-acre park visitors can see the towpath, two locks of the Illinois and Michigan Canal, and the lockkeeper's house at lock no. 6. Canoeists may use the 16-mile water-filled stretch of the canal extending west to Morris, Illinois. The canal towpath serves as a trail for hiking, bicycling, snowmobiling, and cross-country skiing. The locks and towpath have been designated a National Historic Landmark because of the importance of the canal in the development of Chicago and northern Illinois. See site 181.



This print from an 1873 atlas of Will County, Illinois, shows boats on the Illinois and Michigan canal in Channahon Township, a portion of the Canal where the old towpath has been developed for recreational use. From Combination Atlas Map of Will County, Ill. (Elgin, Ill., Thompson Bros. and Burr, 1873). Courtesy Illinois State Historical Library, Old State Capitol, Springfield, Illinois.

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Margaret Beattie Bogue, an inveterate traveler and frequent lecturer, is Professor of History at the University of Wisconsin-Extension in Madison. She is best known to travelers for her popular 1980 guide, *Around the Shores of Lake Superior*, written in collaboration with Virginia A. Palmer, published by the University of Wisconsin Sea Grant College Program, and distributed by the University of Wisconsin Press.

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