National Register Evaluation of Historic Structures  
Located on  
Hiawatha National Forest  
March 31, 1993  

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EVALUATION OF HISTORIC STRUCTURES, HIAWATHA NATIONAL FOREST

Contract # 53-54B0-2-00718

Wetmore Fire Tower
Tie Hill Fire Tower
McNearney Fire Tower
Demond Hill Fire Tower
Doty Trestle Bridge
Byer's Lake Recreational Area
Inland Lime and Stone Company/Manistique Ranger District Station

March 31, 1993

Prepared for
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2727 N. Lincoln Rd.
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Exhibits
Abstract

From August 1992 to January 1993, U.S. West Research, Inc., Public Historians, from LaCrosse, Wisconsin, conducted an historic and architectural evaluation of seven properties under the ownership of Hiawatha National Forest in the Upper Peninsula (U.P.) of Michigan (Contract # 53-54B0-2-00718). Each of the properties had been identified previously by staff at Hiawatha National Forest as potentially eligible for the National Register of Historic Places.

These properties represent a variety of historic contexts in U.P. history. Four fire towers (Wetmore, Tie Hill, McNearney and Demond Hill), constructed in the late 1920s and 1930s are historically linked to Hiawatha National Forest and Marquette National Forest. Civilian Conservation Corps (CCC) labor constructed two of the towers (Wetmore and McNearney), while the other two towers (Tie Hill and Demond Hill) were not erected by the CCC. The other properties examined in this architectural evaluation reflect different time periods in U.P. history. The Doty Trestle Bridge, constructed in 1902, is associated with the development of logging and railroads in the Upper Peninsula at that time, as well as to the Lake Superior & Ishpeming Railroad. On the other hand, the Inland Lime and Stone Company represents the history of the Inland Steel Company and limestone quarrying operations in the U.P. in the late 1930s. Finally, the Nevilles Cabin/North Star Camp is related to the settlement and recreational history of the U.P. in the period from the mid-1920s to the early 1960s.

Each property of the above properties was field inspected, researched, and evaluated for its eligibility for the National Register of Historic Places. National Register forms were completed for each eligible property, either as an individual listing (National Park Service Form 10-900) or as a multiple property listing (National Park Service Form 10-900b). All of the properties evaluated for this project were found to be eligible for the National Register of Historic Places except the Nevilles Cabin/North Star Camp. Due to the post-1943 additions to the cabin, and the post 1949 construction of the North Star Camp structures, U.S. West Research, Inc. determined that this property was ineligible for the National Register at this time.
Acknowledgements

The nature of this project took the consultants across both the east and west units of Hiawatha National Forest, as well as to repositories in Escanaba and Lansing, Michigan. Many sources were consulted to attempt to develop historic contexts for the seven historic properties which were evaluated. Foremost, John G. Franzen, project representative for the USDA - Forest Service in Escanaba, was invaluable both for his knowledge of sources and contacts, as well as the previous research he had conducted on the historic properties. In addition to John G. Franzen, the Forest Service District paraprofessionals provided valuable information. Joe Carrick at the Raco District Station and Wally Jurinen at the Munising District Station were both very helpful, both with information from their files, and contacts they knew, as well as with their own recollections of the historic resources addressed in this report. Paul Bosen and his staff at the Manistique Ranger District Station were instrumental in locating information concerning the Inland Lime & Stone Company building, including blueprints, architect's specifications, site plans and remodelling plans.

Other people who deserve generous credit for the completion of this report are Mary Harris, Larry Zdunek, Mark Luedtbecker and Vicki Killian. Mary Harris, with the U.S. Forest Service Eastern Regional Office in Milwaukee, Wisconsin furnished a significant historical summary of land adjustment and classification of Hiawatha National Forest from 1925 to 1962. Larry Zdunek, chief engineer with Lake Superior & Ishpeming Railroad at Ishpeming, showed his enthusiasm for the history of his company by sharing standard railroad trestle plans, LS&I right-of-way maps, and a valuable news article on the history of the LS&I Railroad. While, Mark Luedtbecker and Vicki Killian, of Nicklason Research Associates, Arlington, Virginia, generously took time from their busy schedules to conduct research in pertinent Record Groups in the National Archives, Washington, D. C. and the Suitland Federal Record Center for this project.

Besides the above persons, the staff at the Library of Michigan were also informative and helpful in retrieving germane information from their general stacks and special collections. The Michigan State Archives staff archivist LeRoy Barnett exhibited his extensive knowledge and good humor in suggesting research avenues in the hunt for information as well. The State Historic Preservation Office staff in Lansing gave helpful time and advice on field techniques and potential repositories of information for the project properties. Special thanks go out to Harold Lowrey, former lookout tower guard at Demond Hill Tower, for sharing his recollections. Also, our gratitude goes to Agnes McManus, whose memories of Nevilles Cabin and North Star Camp offered information which could not have been obtained in any other manner. Finally, appreciation must go to Vicki Bott, for her assistance in the field and in gathering research material; to Doug Connell, for his unsurpassed microfilm reading skills; and to Analisa Lee and Elizabeth Butterfield for their diligent editing skills.
Chapter I

Introduction and Methodology

Introduction

Hiawatha National Forest spans a large part of the Upper Peninsula (U.P.) of Michigan, covering nearly 860,000 acres in Delta, Alger, Schoolcraft, Chippewa and Mackinac counties. In 1931, the Hiawatha National Forest was founded, which comprised of only the West Unit section of today's forest. At the time of the creation of the Hiawatha National Forest, the East Unit section was known as the Marquette National Forest. In 1962, these two forests were combined under one administration and thereafter became known as the Hiawatha National Forest. Bordered by Lake Superior to the north and Lake Michigan to the south, the Hiawatha National Forest continues to be comprised of two separate units. The East Unit of Hiawatha, covering parts of Chippewa and Mackinac counties, has ranger district stations in St. Ignace and Sault Sainte Marie. The West Unit of Hiawatha, separated from the East Unit by approximately 60 miles of private and state owned land, is administered out of the ranger district stations at Rapid River, Munising and Manistique.

In 1971, President Richard Nixon issued Executive Order 11593 which directed federal agencies to locate and evaluate all cultural resources within their jurisdictions. This directive combined with the National Historic Preservation Act, 36 CFR 800 to require the U.S.D.A. Forest Service, and other federal agencies to assume the responsibility to identify, document and protect significant historic and prehistoric resources within their domain.

Hiawatha National Forest has continually complied with these directives and acts by ongoing identification, evaluation and preservation of historic and prehistoric properties within the forest boundaries. Hiawatha's cultural resource management program includes maintaining a cultural resource paraprofessional, trained in historic and prehistoric site identification techniques, to act as a liaison between the cultural resource information and the public.

In recent years, through historic resource surveys conducted by the Forest Service and their contractors, the seven historic sites which have been evaluated as a part of this project were identified. In 1985, John G. Franzen and James M. Wojtala identified the four fire towers as potentially eligible for the National Register of Historic Places (NRHP) in An Evaluation of Depression Era Structures on The Hiawatha National Forest, Michigan (Hiawatha National Forest, Cultural Resource Management Report No. 3). The other historic sites have not been previously evaluated for their eligibility to NRHP, even though the Forest Service has possessed these properties for a number of years. In 1968, the Forest Service obtained the Inland Lime & Stone
Company building, and since that time it has functioned as the Manistique Ranger District Station. On the other hand, since the 1970s, the Hiawatha National Forest has utilized the Doty Railroad Trestle Bridge as part of a snowmobile trail in that area. In the 1980s, Hiawatha National Forest acquired the Byer's Lake Recreational Site (Neville's Cabin/North Star Camp).

Due to the Forest Service's potential need to restore, renovate or demolish some of the aforementioned properties, an evaluation of National Register of Historic Places eligibility for the above properties was determined necessary. Therefore, the objective of this project is to evaluate the eligibility of each of the seven properties identified in the Forest Service Contract Number 53-54B0-2-00718 for the National Register of Historic Places. These properties are as follows:

- Wetmore Fire Tower
- Tie Hill Fire Tower
- McNearney Fire Tower
- Demond Hill Fire Tower
- Doty Trestle Railroad Bridge
- Neville's Cabin/North Star Camp/Byer's Lake Recreational Camp
- Inland Lime and Stone Company Building/Manistique Ranger District Station

Final products from this project include the project report, as well as individual National Register of Historic Places and Multiple Property Listing forms, where applicable (NPS 10-900, 10-900a and 10-900b), for the aforementioned properties.

The research, evaluation and writing conducted under this contract were performed by Dr. Anthony Godfrey and Barbara Kooiman of U.S. West Research, Inc., Public Historians, LaCrosse, Wisconsin. Anthony Godfrey has extensive knowledge on the history of logging and Civilian Conservation Corps (CCC) camps in the Upper Peninsula and has conducted a number of oral history interviews for Hiawatha National Forest. Barbara Kooiman is an architectural historian with considerable experience in recording and evaluating historic structures for NRHP.

**Methodology**

The research consultants at U.S. West Research, Inc. (USWR) established a research plan at the outset of the project, prior to signing the contract on August 19, 1992. The research design entailed the following objectives:

- Identify regional context for historic properties
  - History of cultural development of the Upper Peninsula of Michigan
On August 19, 1992, based on the above research design outline, the USWR team of Anthony Godfrey, Barbara Kooiman and research assistant Vicki Bott met with John Franzen of the USDA Forest Service Eastern Region at Escanaba, Michigan. There, the research team reviewed all available cultural resource inventory information and examined the historical data, reports, photos, maps, plans and other pertinent resource materials at the USDA office in Escanaba. Next, the research team conducted a field survey of all of the properties, examining both exteriors and interiors of the historic sites where possible. During the field survey, each resource was extensively photographed and keyed to a site map. The team took detailed field notes and made preliminary evaluations based almost exclusively on architectural/structural integrity.

Upon returning to the LaCrosse home office with preliminary information gathered from John Franzen and from field notes and photographs, the USWR team began planning its strategy for future research trips. Because of the wide variety of types and functions of properties to be evaluated, USWR concluded that significant material regarding these historic resources would be found in a variety of locations. The research methodology for each property type is explained separately below.

**Fire Tower Research Methodology**

General and specific information concerning the fire towers was found at the Library of Michigan and the State Archives of Michigan. Information on the history of the CCC, both nationally and in Michigan, as well as the history of Hiawatha National Forest and the U.S. Forest Service, was
also available at the library. The archives were particularly useful for their collection of maps. Many of the maps, including the Department of Conservation Land Economic Survey Maps, were extremely helpful in giving site-specific information on the fire towers. Also, the archives had standard blueprint plans of fire towers which had been issued by the USDA Forest Service for state and federal fire towers.

Besides this traditional historical research, USWR staff attempted to locate additional research information through a number of other methods. Since the fire towers originally were constructed by the U.S. Forest Service, USWR presumed that information about these towers would be found in federal and state archives, as well as incorporated in histories of the U.P.'s CCC camps, since it was believed that at least two of the towers were constructed by CCC labor. Therefore, USWR first contacted the U.S. Forest Service Eastern Region office in Milwaukee, Wisconsin to locate relevant material. However, Milwaukee contacts insisted that any historical information regarding the towers would either be found in Hiawatha National Forest files or at the National Archives, Washington, D.C or at the Federal Record Center in Chicago.

With this information in mind, USWR next contacted the National Archives Federal Record Center in Chicago, where the archivist Don Jackanicz informed us that neither CCC records nor any U.S. Forest Service records were located in this repository. Jackanicz suggested contacting the Civil Reference Branch at the National Archives in Washington, D.C. Following Jackanicz's suggestion, we next spoke with Richard Fusick of the Civil Reference Branch. Fusick confirmed that all CCC records were in Record Group 35, and he suggested that the Camp Inspection Report files for each CCC camp might prove fruitful (i.e. Inspection Reports - Michigan, Box #7). However, Fusick also stated that a number of Forest Service Eastern Region files were stored at the Suitland Reference Branch at the National Archives. With Fusick's information, USWR contacted Mark Leutbecker of Nicklason Research Associates, Arlington, Virginia, requesting that they conduct the necessary research at the National Archives and to retrieve any possible information regarding the four fire towers. Despite our efforts to locate material in the National Archives, this search proved minimally successful, yielding only information on the McNearney Lake Fire Tower in conjunction to its connection with CCC Camp Strongs.

Finally, the USWR research team decided upon another method to secure information about the fire tower sites. A series of advertisements were run in local U.P. newspapers, requesting information about the towers. Ads were taken out for one to two weeks in late October 1992 in the Manistique Pioneer Tribune, the Munising News and Sault this Week. This technique of information gathering also proved minimally successful. As a result of the advertisements, USWR received responses from three individuals concerning the fire towers. This information, though not helpful in identifying specific dates of construction, did assist in understanding the use of the towers.
Inland Lime & Stone Company Research Methodology

Information on the Inland Lime & Stone Company building, a one story stone Art Moderne style office building currently used as the Manistique Ranger District Station on Highway 2 in Manistique, was available in a number of repositories. Research on this building was more straightforward than the other properties evaluated in this project.

First, the Manistique Ranger District Station held copies of the original blueprints and the architect's specifications on file. Additionally, a number of photographs from the District Station files showed the interior appearance of the building circa 1968, just prior to the U.S. Forest Service acquisition of the building. These documents, along with site plans and renovation plans, were extremely useful in making historic and current architectural descriptions of the exterior and interior of the building. Site acquisition history was obtained by consulting the Schoolcraft County Register of Deeds in Manistique.

Information on the Inland Lime & Stone Company, as well as Inland Lime's parent company, Inland Steel, was obtained from newspapers, Inland Lime & Stone Company newsletters, and other vertical file clippings maintained in the Manistique Public Library. The Manistique Public Library also provided general information on the history of Schoolcraft County. Additional information on the history of the Inland Steel Company was found in Moody's Manual of Investments located at the Library of Michigan, Lansing.

Research Methodology for Neville's Cabin/North Star Camp/Byer's Lake Recreational Area

Conducting research on this site was perhaps most problematic of all of the sites in this project. Obtained in the 1980s by Hiawatha National Forest, this site does not have national forest history to accompany it. John Franzen, in conducting his own preliminary research on the site, had obtained a title search, which was very useful in forming a foundation of history for the property. Oral informants, both contacted by Franzen and by USWR, were helpful in establishing leads to other sources of information. For example, in 1991 Dr. Anthony Godfrey of USWR conducted a number of oral histories for Hiawatha National Forest. During an interview with an informant who had lived in the vicinity of the site, Godfrey pursued specific questions pertaining to the history of the site.

A visual review of the site itself yielded a number of clues. From the late 1940s to the mid-1960s the site functioned as a recreational summer camp. However, the core of the main lodge (a log cabin) appeared to be of an earlier construction date. Visual inspection of the lodge revealed that the original cabin was a rectangular one and one-half story structure. Based on the different
building materials, hardware and masonry on those facades, USWR concluded that later additions were apparently constructed at various times to all four sides of the building. Referring to available information, only approximate construction and addition dates could be established. Additionally, the other structures on the site were apparently associated with the North Star Camp, which was organized in 1949 according to the Michigan Annual Report - 1950 filed by the corporation and located at the Michigan State Archives, Lansing.

Research Methodology for Doty Trestle Bridge

The Doty Trestle Bridge, acquired by the U.S. Forest Service with the Lake Superior & Ishpeming Railroad right-of-way in the 1970s, is a timber railroad trestle bridge spanning the North Branch of Stutts Creek. Direct information about the Doty Trestle Bridge is minimal. The bridge was apparently built circa 1902 by the Lake Superior & Ishpeming Railroad (LS&I) utilizing a standard company plan. USWR staff traveled to the LS&I offices outside Ishpeming and met with Larry Zdunek, chief engineer for the LS&I Railroad. Zdunek indicated that maintenance records for the LS&I were discarded in 1980 when the company moved their administrative offices from Marquette to the railroad yards at Ishpeming. Zdunek had, however, out of personal interest, retained some historic documents relating to the railroad, such as a standard timber trestle blueprints, maps showing the historic right-of-way of the LS&I, and a list of bridges on the LS&I tracks. Zdunek also provided an informative article on the history of the LS&I Railroad.

A detailed, though unreferenced, history of the development of railroads in the Upper Peninsula, and particularly Alger County, was found in Alger County Centennial: 1885 - 1985, edited by Charles A. Symon. Use of this popular county history was used sparingly, however, in some cases it was the only comprehensive work on specific areas of history which pertain to this study. Copies of this history are located in a number of repositories and libraries. Wesley Perron's section on railroads provided sufficient detail to build an historic context of railroad development in the U.P. and offered additional information on the Lake Superior & Ishpeming Railroad.

Comparative information on numbers and types of timber trestles extant in Michigan were not readily available. In terms of the LS&I rail right-of-way, Larry Zdunek indicated that when the company retired most of their railroad sections outside of the Ishpeming - Marquette area in the 1960s, they demolished most of the bridges and viaducts to avoid any liability. The Doty Trestle Bridge escaped this fate.

In summary, the vast majority of information about these properties was found at a variety of repositories in the Upper Peninsula, especially the USDA - Forest Service Office in Escanaba. A great deal of supplemental information was obtained at the Library of Michigan and the Michigan State Archives in Lansing.
Chapter II

Regional Context

The development of the Upper Peninsula of Michigan took place in the context of the material needs of the Native American and the Euro-American's later needs for the Great Lakes region's abundant raw materials, primarily wood and iron ore. The development of the U.P. followed a pattern of exploration, exploitation of natural resources through ever increasing technological means, improved means of transportation to remote regions, and finally the growth of settlements.

European explorers first came to the region known as the Upper Peninsula in 1619 when Samuel de Champlain, governor of New France, sent Etienne Brule to find an all-water route to the west. It is believed that Brule traveled along the south shore of Lake Superior, now a part of Alger County. By the 1640s French fur traders had arrived and by the 1660s Jesuit missionaries had come to the Upper Peninsula.

In the 1820s, Euro-Americans first utilized and exploited industrially the U.P. when in 1822 the United States Army constructed a small sawmill at present-day Sault Sainte Marie during the construction of Fort Brady. Harvesting of the virgin pine stands of Michigan, Minnesota and Wisconsin came in direct response to the near depletion of lumber stands in the eastern coastal states by the mid-nineteenth century. Steam technology, introduced to the Midwest around the same time as the lumber industry began there, allowed for the efficient powering of lumber mills in remote areas of sufficient water and abundant timber stands. [Karamanski, 1989: 24; Karamanski, 1984: 16 - 18]

Euro-Americans discovered the U.P.'s vast mineral deposits at nearly the same time that the logging industry began there. In 1846 a mineral rush took place in the Copper Country of the U.P. and shortly thereafter in the iron range at Negaunee, near present-day Marquette. The discovery of iron in the U.P. led to the need for locks at the rapids on the Saint Marys River at Sault Sainte Marie, to facilitate boat transportation. The Soo Locks first opened in 1855. [Symon, 1986: 6]

After the Civil War, the demand for white pine timber increased significantly, when the lumber markets in Chicago and the Great Plains boomed. The entire Upper Midwest continued to be heavily exploited for its timber, as indicated by statistics reflecting increased timber production in the Lake States. In 1869 less than three billion board feet were produced, whereas by 1889 the peak of seven billion board feet was reached. [Karamanski, 1984: 18; Karamanski, 1989: 40]

By 1868, the Chicago Lumber Company had established in Manistique, Michigan, where they
conducted extensive lumbering operations in the region into the early twentieth century. By the 1880s and 1890s several more lumber companies were established in the Manistique area, in Nahma along the shore of Big Bay De Noc, in St. Ignace, and in Emerson, as well as other locations. [Karamanski, 1984: 30-31]

From the 1860s through the 1890s, as the lumber industry thrived in the U.P., the charcoal iron industry also expanded. Due to the large amounts of hardwood in the Upper Peninsula, entrepreneurs built blast furnaces that utilized the iron ore found on the iron ranges in the western part of the peninsula. [Karamanski, 1984: 34]

Railroads became an important factor in the development of the U.P., with the introduction of the Chicago and Northwestern Railway in 1872, when the line was expanded from Menominee to Escanaba. Completed by 1881, the Detroit, Mackinac, and Marquette Line extended from Seney to Marquette, and between these two railroad lines the remote interior of the U.P. was finally accessible, facilitating lumber production in the region. Thereafter, railroads established specialized logging branches from their main lines, which allowed access to timber stands in the remote interior which were not accessible via waterways. [Karamanski, 1984: 51]

In the 1890s, three major U.P. lumbering companies made the technological switch from timber transportation via river to transportation via railroad. The Chicago Lumber Company, Weston Lumber Company and Bay De Noquet Company all made major railroad related investments so that they could reach inland timber stands. For instance, in 1896 the Chicago Lumber Company built the Manistique and Northwestern Railway, linking the company's mills in Manistique with Shingleton on the Detroit, Mackinac, and Marquette Line. [Karamanski, 1984: 52-53]

One of the main incentives for developing railroad transportation in the U.P. was to close the communication and transportation gap between the lower and upper peninsulas. As early as 1881, the Mackinac Transportation Company was formed and owned jointly by the Detroit, Mackinac and Marquette Railroad and the Michigan Central, as well as the Grand Rapids and Indiana railroads. This company began two ferries, one to transport passengers and cargo between St. Ignace and Mackinaw City, and the other to move railroad cars between the peninsulas. [Symon, 1986: 193]

With increased population in the U.P. by the turn of the century, satisfactory road systems were needed, not only for transporting raw materials and agricultural products to markets, but also for passenger transportation. In the 1800s, roads in the U.P. were generally Indian trails through the forests. When the first white settlers appeared, trails were cut to accommodate horses with wagons. These roads aided in the transportation of mail, medicine and special products not produced locally. However, organized road development did not occur until after the turn of the century. For example, in 1906, the Alger County had its first meeting of the Board of County
Road Commissioners. They inspected all major roads in the county, then requested that the County Board of Supervisors issue $10,000 in bonds to pay for the construction and improvement of county roads. [Symon, 1986: 222]

Railroad logging encouraged clear-cutting of timber stands to justify the high cost of laying rail spurs and maintaining engines and cars. When companies such as Cleveland-Cliffs Iron Company (CCI) hired their own crews to do clear-cut logging, they invested heavily into spur railroad lines, camp sites, and equipment. The railroads facilitated transport of wood out of the forests to the mills, and with intensive logging activities into the early twentieth century, vast tracts of formerly virgin timber lands became barren and dry.

With the reduction of the vast forests, and the slash and debris that extensive logging left behind, fire was a constant threat. Common causes for fire included untended camp fires, sparks from passing train engines, or lightning striking on a dry, late summer days. Fires tended to leave the soil sterile and barren, unable to regenerate naturally without assistance. The result was that the lumber companies, faced with land stripped of its forests, and unaccustomed to reforestation or timber restoration projects, allowed their land to revert back to public domain due to delinquent taxes. [Aaron: 2]

Many of these public domain lands came under the supervision of the U.S. Department of Agriculture through the national forest system. For instance, in 1909, the Marquette National Forest in the U.P.'s Chippewa County was created in this way. The 30,063 acres of forest land, mostly former logging company land, came under the administration of a Forest Service ranger who sited the first ranger station near present-day Raco. However, after 1915, the Marquette National Forest became the Michigan National Forest under the supervision of the Huron National Forest Supervisor. [Aaron: 2-4]

In the 1920s, many lumber companies in the U.P. came to rely on jobbers to do the actual lumbering and the use of railroads shifted. As jobbers began investing in trucks to transport lumber, the companies no longer found it economically feasible to maintain the logging spurs. Incentive to use trucks was augmented by the fact that jobbers owned their own trucks and were paid by the number of loads taken from forest to mill. Additionally, trucks required less financial investment and were better adapted for difficult terrains, such as hills and swamplands, which in turn led to the exploitation of timber stands previously unused. [Karamanski, 1984: 100, 108]

But in order to efficiently exploit these remote areas, the road system of the U.P. had to be improved. By 1926 building and maintenance of truck roads became the responsibility of the State Highway Department, with maintenance contracted to local counties. Weight and gasoline was taxed to fund the work done in each county. Most of Michigan's state highways constructed in
the U.P. were built shortly after this year. By 1931 state legislation required all counties to take over their township roads on a schedule of one-fifth per year for five years. Through these two programs, most of the major roads in the U.P. were created. [Symon, 1986: 233-234]

With the improvement of the internal combustion engine in the 1930s and the increased use of trucks to access timber stands, loggers began taking a more selective approach to the timber industry. Cleveland-Cliffs Iron Company, among others, began hiring professional foresters to identify mature timber large enough to produce marketable lumber, and to leave the younger, smaller timber for future years. [Karamanski, 1984: 101]

National legislation also had a profound impact on the exploitation of the U.P.'s forest lands. The 1924 Clarke-McNary Act recommended that taxes should be based on the value of timber when cut, rather than on the value of timber stumpage. This act made federal acquisition of tax-delinquent lands economically feasible. As the Forest Service acquired large tracts of land in the U.P., reforestation was encouraged. Following the passage of the Clarke-McNary Act of 1924, the Michigan National Forest continued to grow in Chippewa and Mackinac Counties. [Aaron: 4]

By 1928, several local organizations, including the Upper Peninsula Development Bureau, and the National Forest Reservation Commission, approved the establishment of a new federal purchase unit in Alger, Delta and Schoolcraft counties. This land, much of which was tax-delinquent, was acquired at a low cost by the federal government. Within three years the federal government had acquired enough land to merit national forest status. Thus, on January 16, 1931 President Herbert Hoover proclaimed the establishment of Hiawatha National Forest. A month later, on February 12, 1931, President Hoover signed a proclamation redesignating the 25,450 acres which were around Raco in Chippewa County as the Marquette National Forest, separating it from the larger Michigan National Forest, and was administered under the same Forest Supervisor's office in Munising as the Ottawa and Hiawatha National Forests. [Aaron: 3]

These transfers came during the height of the Great Depression, and improvements to the forests did not occur until President Franklin D. Roosevelt instituted his New Deal programs, such as the Civilian Conservation Corps (CCC). During the years from 1933 to 1942, many of the improvements made in the U.P.'s national forests came through CCC projects. Initially, the CCC's were responsible for fire protection (including the construction of fire towers), reforestation, and road building to aid the former. Eventually the crews built bridges and buildings and improved recreational sites in the forests. The CCC projects continued until Congress ceased funding in 1942. [Aaron: 7]

After World War II, logging in the U.P. tended to be dominated by the large national companies, such as Cleveland-Cliffs Iron Company and Mead Paper, as well as state and federal agencies such
as the Michigan Department of Natural Resources and the U.S.D.A. Forest Service. In the twentieth century, pulpwood became an important wood product. Abundant in the U.P. forests were trees such as spruce, balsam fir, tamarack, hemlock, aspen, and jackpine, all of which were used as pulpwood in the production of newsprint and other paper products. [Karamanski, 1984: 103, 107]
Chapter III

Specific Historic Contexts

Railroads of the Upper Peninsula

Since the 1830s, when the first sawmills were established on Lakes Michigan and Superior, lumbering has been perhaps the most important industry in the Upper Peninsula. Prior to the introduction of railroads to the Upper Peninsula, timber were transported from the forests to the rivers and creeks by horse or oxen. The work was labor intensive and slow. Logs usually taken from the woods by horse drawn sleighs to the banks of the rivers were sent downstream to the sawmills, generally located on the shores of Lake Michigan. Early mills were located at Manistique, Escanaba, Nahma and St. Ignace.

By 1872, the U.P. saw the introduction of the Chicago and Northwestern Railway with their construction of a line between Menominee and Escanaba. Lumber companies rapidly saw the advantage of rail transportation of logs, and by 1881 the Detroit, Mackinac, and Marquette Line was completed. Thereafter, loggers were no longer completely dependent on inland waterways to ferry their logs out of the forests to shoreline sawmills. [Karamanski, 1984: 51]

Another use of the railroads in the Upper Peninsula was the transporting of iron ore from the iron ranges to the shipping yards on Lake Superior. Chartered in 1883, the Marquette & Western Railroad, a subsidiary of the Sault Sainte Marie Bridge Company, was incorporated to construct a branch railroad line from Marquette to Ishpeming, where the important iron mines lay. Immediately the company went on to purchase the Cleveland Iron Mining Company's iron ore dock in Marquette. Two years later, iron ore shipments began. But after extensive rebuilding of the docks, it was quickly realized that the low rated commodities of iron ore and forest products would not bring the revenues needed to recover improvement investments. Consequently, the Marquette & Western Railroad was sold to the Marquette, Houghton & Ontonagon, then in turn sold to the Mackinaw & Marquette Railroad, which in turn was consolidated with the Duluth, Superior & Michigan Railroad, the Sault Sainte Marie & Marquette Railroad and the Wisconsin, Sault Sainte Marie and Mackinac Railway to form in December 1886 the Duluth, South Shore & Atlantic Railway. [Symon, 1986: 193-194]

The Duluth, South Shore & Atlantic Railway began in 1887, with its first line completed from Soo Junction to Sault Sainte Marie. By 1892, their rails extended to Duluth, Minnesota. Throughout the late nineteenth and twentieth centuries, this successful railway continued to prosper by hauling ore and timber. In January 1961 the company merged with the Minneapolis, St. Paul and Sault
Sainte Marie Railroad and the Wisconsin Central Railroad to form the Duluth, South Shore & Atlantic Railroad, later renamed the Soo Line Railroad. [Symon, 1986: 194-195]

In the 1890s, three major U.P. lumbering companies made the technological switch from timber transportation via river to transportation via railroad. The Chicago Lumber Company, Weston Lumber Company, and the Bay De Noquet Company all made major railroad related investments so that they could reach inland timber stands. In 1896 the Chicago Lumber Company built the Manistique and Northwestern Railway, linking the company's mills with Shingleton on the Detroit, Mackinac, and Marquette Line. [Karamanski, 1984: 52-53]

Other companies quickly joined them. In 1895, the Lac LaBelle Company of LaPorte, Indiana
formed the Munising Railway with the intention of "building over eighty miles of railway for the purpose of carrying timber to shipping points on Lake Superior, where the company owns the best harbor on the lake." The intent was to begin at Munising Bay with three branches: one westerly about thirty-eight miles to a junction with the Chicago & Northwestern Railway at Little Lake station, one south-east, thirty miles or more to Manistique, and one north-east parallel with the shore of Lake Superior and about six miles from Munising Bay. [Symon, 1986: 195]

Eventually, the Munising Railway was sold to George C. Fry of Chicago, who secured the right for an extension of the railway to Marquette, where it could connect with the Lake Superior & Ishpeming Railway. On September 1, 1900, the railroad and rights-of-way were then sold to W. G. Mather, president of Cleveland-Cliffs Iron Company. Improvements were continued into 1901 and 1902, with connections being completed from Munising to Ishpeming, as well as branches extending from Stillman, southwest of Munising, through Forster Junction, Ethel, Hartho and Petrel. [Symon, 1986: 195]

It was during this era that the Cleveland-Cliffs Iron Company turned to heavy investment in hardwood lumbering in the U.P. Once CCI controlled the Marquette and Southeastern Railway and the Lake Superior and Ishpeming Railway, they aggressively expanded their land holdings in Alger County to approximately 300,000 acres. Alger County's level topography was ideally suited to railroad logging. CCI generally followed a policy of clear cutting its holdings, which was facilitated by the ease with which the railroad could reach land-locked forested terrain. CCI quickly found that clear-cutting the forest could be doubly lucrative, as they used the hardwoods in iron production, while the pulpwood was sent to the Munising Paper Company plant. Finally, chemical wood, rotted logs, and other substandard wood was shipped to the Cliffs Chemical plant for processing into wood alcohol and other chemicals. [Karamanski, 1984: 57-58]

Cleveland-Cliffs Iron Company was additionally motivated to participate in the logging industry due to the fact that a large amount of hardwood was utilized in the production of charcoal iron. Though coal-smelting became the principal process for iron production in the post-Civil War period, charcoal iron production increased until 1890 and continued until the 1920s. From 1896 until the late 1920s, CCI operated charcoal iron furnaces at Gladstone, Michigan. The Gladstone furnace produced nearly 348,000 tons of pig iron per year, utilizing over 1,200 acres of woodland per year. [Karamanski, 1984: 61]

In 1911, the stockholders of the Munising Railway and the Marquette & Southeastern Railway agreed to merge the two companies, forming a new corporation known as the Munising, Marquette & Southeastern Railway. Two years later, it was reported that the new railway had 96.20 miles of main track, with 55.66 miles of sidings and 40.82 miles of branches. In 1923, the Lake Superior & Ishpeming Railway, and the Munising, Marquette & Southeastern Railway filed to consolidate as a single corporation named the Lake Superior and Ishpeming Railroad (LS&I), which went into
operation in 1924. [Symon, 1986: 196]

Lake Superior & Ishpeming continued to operate its branches east of Munising until 1965. By 1975 nearly all LS&I tracks outside of the Marquette/Ishpeming area were retired and the tracks removed. By 1978, LS&I moved their administrative offices from Presque Isle, Marquette to the railroad yards at Eagle Mills, near the iron ore mines. [Symon, 1986: 199]

**Settlement and Recreation in the Upper Peninsula**

In the early 1800s, the Upper Peninsula of Michigan was first permanently settled by Euro-Americans during the last years of the fur trade in the Lake States. Prior to that period, permanent settlement was intermittent and dangerous, due to Native American hostility toward Euro-American encroachment. The first permanent residents were primarily French, who settled near fur trading outposts. However, they had little interest in agricultural development. Long trade routes, poor soil and difficult growing conditions hindered agricultural success. [Karamanski, 1984: 154]

During the second decade of the 1800s, the U.P. began to see changes. With the Treaty of Ghent in 1814, the War of 1812 was ended, thus minimizing conflict between Great Britain and France in the Great Lakes region. Disarmament of the Great Lakes and the Canadian border came in 1817 with the Rush-Bagot Agreement. These peace agreements, along with various Indian treaties, brought increased stability to the U.P. after 1820.

Early homesteaders, though often granted 640 acre land tracts, typically cleared only a few acres. Save for a few isolated settlers, the vast majority of nineteenth-century settlement in the U.P. came after 1840 in the Upper Peninsula. There were two main factors in this post-1840 date. First, the U.S. government continued to negotiate with the Indian nations between 1817 and 1848 for acquisition of all lands in the U.P. Two years after the ratification of the 1836 treaty with the Ojibwe the United States government conducted land surveys, bringing a wave of settlers to the U.P. Second, by 1845 the value of the copper and iron deposits of the U.P. was finally realized. [Karamanski, 1984: 155-156]

During the remaining years of the early nineteenth century, settlers continued to trickle into the U.P. until the passage of the Homestead Act of 1862. The Homestead Act gave every man or woman over twenty-one years old the right to file for 160 acres of public domain and increased the rate of settlement. Settlers were required to make improvements and live on the site for a minimum of five years after which time the land would become theirs. The act reserved land in each township for public schools. The Federal government also maintained the right to award grants of land to organizations which could advance the public interest. This resulted in much of present-
According to census records, the majority of the U.P.'s nineteenth-century settlers were French or French-Canadian. In addition to the French, Anglo-Americans, as well as immigrants from Finland, Canada, Scandinavia, Ireland and England came in relatively large numbers. Lesser numbers of Germans, Dutch, Italians, Belgians, Scots, Poles and Russians also settled in the Upper Peninsula. All of the nineteenth century immigrants came due to changing economic and political conditions in their native countries. [Karamanski, 1984: 160]

Settlement patterns of the U.P. were, according to J.O. Veatch, based upon the forest and mineral deposits of the peninsula:

The Northern Peninsula was occupied primarily for the purpose of exploiting the mineral wealth, forests, fur-bearing animals and fish. Occupation of the land for farming was secondary, and the location of farms was determined more by location of mines, lumber mills, and shipping ports than by the intrinsic character of the soil. [Veatch: 210]
Farmers relied heavily on the local market, so settlements usually remained close to the mining and logging operations of the U.P. The relationship between the farming and the extractive industries tended to be one of mutual benefit. The logging and mining operations created markets for crops and livestock. Likewise, without local farmers, the industrial operators faced heavy investment in the transport of food from more distant agricultural areas. Additionally, local farmers supplied silage and hay for the logging industry's draft animals. Thus, the location of homesteads often was dictated by the location of the extractive industries, such as mining operations and lumber mills and camps. [Karamanski, 1984: 162-163]

Many of the homestead farmers of the late 1800s and early 1900s tended to work in the extractive industries themselves part of the year. Farming is seasonal work, leaving homesteaders idle during the winter months. With a team of horses and a strong back, the homesteader could leave his farm during the winter months and join the winter logging crews by helping to skid logs out of the forests. [Karamanski: 164]

Farming in the U.P. was difficult because of poor soil conditions and short summer seasons. Many farmers continued to make a poor living until the Depression years. However, by 1940, many farmers gave up and fled to the large cities which provided more stable employment. In the 1940s, highway maps began showing many roadside farms as abandoned. By 1950, thirty-eight percent of U.P. farms had become noncommercial. Due to changes in the economy, and easier access of commercial products through trucking, farming in the U.P. no longer was a viable business. [Karamanski, 1984: 173-174]

In the early twentieth century recreation began to emerge as a new land use in the U.P. Recreational land use was no stranger to the Upper Midwest by this period. For instance, as early as the late 1870s, railroad lines in northern Wisconsin were developed not only for the lumber industry, but shortly thereafter used extensively for transportation to the lakes region of Wisconsin for recreational pursuits such as fishing, hunting and leisure. In the late nineteenth century, this pattern extended into northern Michigan. Tourism and recreational development continued into the 1890s, as fishing and hunting resorts sprang up on nearly every major lake in northern Wisconsin and Michigan. Recreational opportunities were well advertised on published maps of the area. In 1898, the Chicago, Milwaukee and St. Paul Railroad began promoting the "Lakeland" area for tourism. [MVAC: 305-306]

After the turn of the century, outsiders began constructing "summer homes" throughout the lakeland region. This movement accelerated during the 1920s and 1930s. By the 1940s the Upper Peninsula Development Bureau encouraged tourists with brochures and recreational events. Despite increased interest in tourism and recreation, however, most summer homes and recreational facilities tended to be "rustic," offering few luxuries. [MVAC: 306; Martin: 256]
Limestone Mining in Schoolcraft County, Michigan

The Manistique, Michigan area was first mentioned in early documents by Father Frederic Baraga, a pioneer priest who came to the shores of Indian Lake and established a mission church in 1833. The first land patents were issued on lands bordering both sides of the Manistique River near the present location of the City of Manistique from 1848 to 1860. Thereafter, the history of the area was changed in 1860, when Charles T. Harvey, an engineer who conceived the Soo Locks, built a dam on the Manistique River to serve the logging industry. The Spinney and Boyd Lumber Company was the first to use the power generated by Harvey's dam. This company was succeeded by Reed, Cutler and Whitbeck, who organized the Chicago Lumbering Company of Michigan, with headquarters in Chicago. [Manistique Centennial: 1]

Clearly, Manistique's early history was directly related to its location at the Manistique River and Lake Michigan. Abundant virgin pine and a relatively deep and protected port enabled Manistique to become a major shipping point for lumber to the south, when the Civil War created a high demand for timber. From 1872 to 1880, Manistique developed rapidly due to the post-war financial success of the Chicago Lumbering Company. In 1876, they updated their lumber mill and built lumber docks which enabled up to 50 million board feet to be stored until it was loaded on Chicago Lumbering Company boats, which had access to a number of ports throughout Lake Michigan. [Manistique Centennial: 1-2]

Between 1882 and 1900, a number of new lumber-related industries contributed to the economy of Manistique. In 1882, the Weston Lumber Company organized and built a mill on the west side of the Manistique River. Subsidiary companies organized, including the Western Manufacturing Company, a sash and door manufacturer, and the Weston Furnace Company, a manufacturer of furnaces and charcoal kilns. The White Marble Lime Company manufactured lime, as well as shingles, posts, ties and other cedar products. During peak season, the White Marble Lime Company employed about one thousand men in Manistique. Into the twentieth century, a new company named Consolidated Lumber Company purchased many of the Chicago Lumber Company's investments, including timberlands, dams, riparian rights, homes and businesses in Manistique, as well as the logging contracts for delivery of products to the White Marble Lime Company and Federal Leather Company. These industries naturally increased the migration of workers to Manistique. By 1900 the population of Manistique reached 7,889. By 1920, the Manistique Pulp and Paper Company began operations in Manistique and in that the year the population rose to 9,977. [Manistique Centennial: 5]

However, in 1928, one of the largest industrial expansions in the Manistique area in the early twentieth century occurred when the Inland Steel Company of Chicago began explorations and preliminary engineering for a limestone quarry they purchased from the White Marble Lime
Company. By 1930, the Inland Lime and Stone Company, a subsidiary of Inland Steel, had a limestone quarry and processing plant approximately twenty-two miles east of Manistique, near Gulliver. At Gulliver, the Inland Steel Company had dredged a port for ships to transport their limestone to their manufacturing facilities in Illinois, Wisconsin and Indiana. [Manistique Centennial: 6]

In 1917, Inland Steel Company incorporated in Delaware, as successor to an Illinois corporation of the same name which was established in 1893. At the time that Inland Steel Company created their subsidiary company, Inland Lime and Stone Company, the parent company manufactured pig iron, billets, sheet bars, structural shapes, plates, standard steel rails, splice bars, tie plates, merchant bars, bars and shapes for agricultural implements, blue annealed sheets, black and galvanized sheets, tire sections, fence posts, and coke by-products. They owned five ore leases with producing mines on the Mesabi Range near Hibbing, Minnesota and on the Cuyuna Range near Crosby, Minnesota. In addition to these holdings, they had production plants at Indiana Harbor, Indiana, Chicago Heights, Illinois, and Milwaukee, Wisconsin. [Porter, 1929: 216]

For their limestone operation, Inland Steel chose a location near Gulliver, Michigan, about twenty-two miles east of Manistique for two reasons. First, this location, situated on Lake Michigan was chosen because the harbor could be dredged to accommodate large shipping vessels. Its proximity to high quality limestone was the second reason why Inland Steel chose the location. The exceptionally pure limestone removed from the inland quarry belonged to the Niagaran series of the Lower Silurian Period, and at the time, had an analysis of between 97% and 98% calcium carbonate. [Co-operative Extension Service: 20]

Limestone is an important ingredient in the processing of steel. Approximately one-quarter ton of limestone or dolomite (a form of limestone containing magnesia) is used to make one ton of steel. The burnt lime, which is produced when melted in blast furnaces, open hearth furnaces, basic oxygen furnaces and/or electric furnaces, combines with the impurities in iron ore or hot metal to form lighter slag which floats on top of the molten metal. [Upper Peninsula Sunday Times: 29 July 1929]

During the period between 1928 and 1939, Inland Lime and Stone Company became an important factor in the business and industrial life of Manistique and Schoolcraft County, employing at peak production level a total of 350 to 370 men. In the off season, when the port near the quarry was frozen, employment figures dropped to approximately 200 men. In 1939, the shipments from Port Inland Dock were the largest to date in the history of the company, reaching a total of 2,373,799 tons. Because the majority of Inland Lime and Stone Company employees resided in Manistique, the company transported the men to and from the operating plant by bus. Manistique was also the location of the Inland Lime and Stone Company's administrative offices. Starting in 1928, they occupied the former White Marble Lime Company building, which Inland Steel purchased at the
time of the subsidiary company's organization. Apparently by 1938 or early 1939, they outgrew that space and moved into the Manistique Bank Building. [Manistique Pioneer Tribune: 18 January 1940]

Inland Lime and Stone Company
Manistique, Schoolcraft County, Michigan

However, the Manistique Bank building did not meet their needs either. In July 1939 the Inland Lime and Stone Company announced the construction of a new office building in Manistique. [Manistique Pioneer Tribune: 13 July 1939] Inland Lime and Stone Company hired Ralph E. Stoetzel, an architect from Chicago, Illinois, to draw the plans and specifications for the new building, which were completed by March 18, 1939. [Stoetzel: Plans; Stoetzel: Specifications] The land for the new office was purchased in September 1939 from Alfred W. Heitman and wife. [Schoolcraft County: Indenture, Heitman to Inland Steel Co.] The company officials moved into the new building by the following January.

Inland Lime and Stone Company retained their administrative offices in Manistique until 1961, when they apparently felt that administrative operations could be more effective from the Inland Port quarry site. On May 16, 1961, the Inland Steel Company released the property, via quit-claim deed, to the City of Manistique. [Schoolcraft County: Quit-claim, Inland Steel to City of
Manistique] The City of Manistique opened their city hall offices in the building in that same year and remained there, sharing the building with the Hiawatha National Forest Ranger District Station until 1968, when the City of Manistique sold the Inland Lime and Stone Company property to the United States of America to use as the Hiawatha National Forest Ranger District Station for the amount of $40,000. [Schoolcraft County, MI: Warranty Deed, City of Manistique, MI to United States of America] The Manistique Ranger District Station has utilized this property for their operations ever since.

**Fire Lookout Towers of Hiawatha National Forest**

During the railroad logging era from the 1870s to circa 1930, logging companies found that clear-cutting white pine and hardwood stands was the only way to make railroad logging economically feasible. The high cost of laying main rails and spurs, as well as purchasing and maintaining engines and cars, meant that the forests needed to be exploited to their highest potential. This also meant that little was left of the forest after logging, except slash, the waste products of the logging process. As this slash dried, little encouragement was needed for a fire to start. Passing railroad engines threw sparks, careless people left campfires smoldering, and summer storms brought violent lightning. Some fires were even intentionally set, because burned-over land would bring a better blueberry harvest next season. All of these factors contributed to the severe and devastating fires that swept the U.P. during the early decades of the twentieth century. Simultaneous to the devastation of the forests, many small lumber companies also depleted additional sources of raw material, leaving these tracts to revert to public ownership as tax delinquent properties. [Symon, 1983: 5]

Local organizations in the U.P., as well as the Upper Peninsula Development Bureau, urged the federal government to take action to protect these burnt over wastelands from further devastation by forest fire and over-exploitation. In the late 1920s, the federal government began to heed their request. In 1928, the National Forest Reservation Commission approved the federal purchase unit in Alger, Delta and Schoolcraft counties, and in 1931, President Herbert Hoover proclaimed this purchase unit as Hiawatha National Forest. [Symon, 1986: 249, 250]

State governments also began to protect these devastated timber resource areas. In the 1920s and 1930s, the Michigan Department of Conservation took an active roll in fire detection and control because state forests and parks were also plagued with fire hazards, in both the Lower Peninsula and the Upper Peninsula. By 1928, a total of forty-six state-owned fire lookout towers existed in the U.P. According to a Conservation Department fire tower log book, in January of 1939 a total of 138 state towers, twenty secondary towers and fifty-two U.S. Forest Service towers were in use throughout the state. [Michigan Department of Conservation, 1928; Location Guide to Towers
The U.S. Forest Service's dedication to fire detection activity in the U.P. began as early as 1928. A 1928 Michigan Department of Conservation map depicted an un-named fire tower standing between Strongs and Rexford on Highway M-28 in Marquette National Forest. By 1929, that nameless tower was identified as the "Demond Hill U.S. Tower." In 1930, the only U.S. tower identified on the Michigan Department of Conservation map was Demond Hill Tower, while a total of fifty-seven state-owned towers were identified elsewhere. [Michigan Department of Conservation, 1928, 1929, 1930]

In the early 1930s, forest fire spotting was a shared responsibility between the Forest Service and local citizens. Beginning their work in 1931, the first fire guards in Hiawatha National Forest moved men and equipment with a 1926 Model-T Ford truck. Local people, primarily farmers, woodsmen and railroad men took the responsibility to spot and report fires. Many participated in fire fighting when the need arose. [Symon, 1985: 250]

With the start of the New Deal in 1933, these fire spotting duties were turned over to the Civilian Conservation Corps, and the CCC thereafter was instrumental in bringing the fire danger in the
Upper Peninsula under control, particularly on the Hiawatha, Marquette and Ottawa National Forests. The CCC immediately went to work on fire control projects which included tree planting, construction of fire roads, construction and operation of fire lookout towers, and the removal of cull trees, which allowed larger and more healthy trees more light and moisture. The culled wood was used as fuel wood, poles, fence posts and charcoal. [Throop: 20]

During the first enrollment period (April 1 to October 1, 1933), the CCC built fire breaks, truck trails, emergency landing fields, and fought fires throughout Michigan. The second enrollment period was spent constructing fire lookout towers, stringing telephone lines from the towers to the CCC camps, and clearing fire hazards. Thereafter, fire prevention and control, rather than fire fighting, became the priority of the CCC's in Michigan. Since fire control was a primary objective of the CCC camps in the U.P., fire lookout tower construction was prolific in the first years of the CCC's existence. For example, from 1933 to 1937 thirty-eight lookout towers were constructed in Ottawa National Forest in the Upper Peninsula. [Symon, 1983: 5, 64]
The towers constructed by the CCC in the 1930s were built with prefabricated angle steel parts, which were assembled by CCC construction crews. Like other CCC structures, fire towers tended to be a standard design, which was then modified to suit the site. Generally modifications were mostly limited to height. The U.S. Forest Service Office in Washington, D.C. generated standard blueprints for fire towers, which were then made available to both national and state forests alike. [U.S.D.A. Forest Service: Lookout Tower Blueprint]

Fire lookout guards for the CCC, and later the U.S. Forest Service, were given training on how to detect a fire from the towers. CCC fire detection training stressed that almost any fire, in its early stages, could be extinguished by one man. Guards, using scientific instruments to measure wind velocity, temperature and moisture in the air, and soil and forest litter, were taught how to recognize fire danger periods. Forest Service headquarters charted regional weather conditions and reported them and high fire danger periods to the guards and fire fighting crews in order to alert them of extra precautions needed. [Kylie: 67]

Primary lookout towers were positioned on high areas in the region to allow full panoramic views around each tower. In the 1930s and early 1940s, all towers on the Hiawatha and Marquette National Forests were equipped with telephones which were linked to nearby CCC camps. By 1945, radios were used for as the primary means of communication instead. [Kylie: 67; Lowery] Each tower was equipped with an alidade, an instrument which, with a flat surface and a map of the region, allowing the towerman to identify the location of a fire quickly and accurately. The center of the alidade was marked with a pivot representing the tower, and degree marks on a circle drawn from the same center point with a 360° circumference. The alidade had two vertical viewfinders opposite one another. The towerman looked through one viewfinder, then aligned the other viewfinder with the location of the fire's smoke. Once lined up, the towerman recorded the location of the fire in relation to the tower. He then used the telephone or radio to call in the location to the nearest CCC camp or ranger station. If a second towerman at another nearby tower location sited the same fire, and called the location in, the ranger station could triangulate to estimate the exact location of the fire. [Kylie: 68-69]

Other than a map table, alidade and telephone or radio, a fire tower was sparsely furnished. A stool was generally furnished to allow the towerman a break from standing. The stools often were equipped or modified with glass insulators on the feet. This allowed the towerman a safe haven from electrical shock during lightning storms. [Lowery]

National forest fire lookout towers continued to be used in the U.P. until the 1960s. Two factors contributed to the discontinued use of fire towers by the Forest Service. First, the extensive tree planting activities of the CCC in the 1930s and early 1940s finally brought the desired results of lessening fire danger. Reforestation brought more moisture to the undergrowth which in turn led
to a major decline in large forest fires. Second, with improved aerial technology, detection of forest fires by airplane became economically feasible and more accurate than by fire towers. By the 1960s, all towers within the U.P.'s national forests were retired from active use.

Once the Forest Service towers were retired, they became liability hazards due to the danger of injury to curiosity seekers as well the possibility of vandalism. Of the sixteen U.S. Forest Service towers which once dotted the hills of Hiawatha National Forest (both east and west units), only four towers remain today. All four extant towers are currently protected from trespassers by chain link fencing. Tie Hill and Wetmore towers have been maintained as radio relay towers. The McNearney Lake Tower is today being used as a radio tower by the local sheriff's office.
Chapter IV

Architectural Evaluations

National Register eligibility evaluation depends not only on the historic context of a property, but on a property's or site's architectural integrity. The site must exhibit sufficient "integrity of location, design, setting, materials, workmanship, feeling, and association" to be National Register eligible, according to the Criteria for Evaluation in the Code of Federal Regulations, Title 36, Part 60. A brief evaluation of each property's architectural integrity will be discussed below. For more detailed architectural descriptions, please refer to the individual National Register nominations for each of these properties. They have been appended as exhibits to this project report.

Wetmore Fire Tower

Wetmore Fire Tower retains a high degree of architectural integrity. Despite its proximity to Forest Highway 13, the tower has remained relatively unharmed by curiosity seekers and vandals. Because the site is close to the village of Wetmore and the city of Munising, the Wetmore Fire Tower never featured an accompanying towerman's dwelling. Minor unsympathetic intrusions and alterations do exist, however the site is generally intact with just the standing tower. First, a chain-link fence currently surrounds the tower. This chain-link fence was added in recent years in order to protect the site from vandals. Second, the tower stairs on the lowest section of the fire tower have been removed to prevent vandalism as well. Within the fence enclosure, a small galvanized metal shed stands directly west of the tower. Third, the tower cabin is missing several of the glass panes in its windows, but these can be replaced. Other than these minor alterations and deteriorations, the tower apparently appears much as it did during its historically significant period. The Wetmore Fire Tower meets the integrity standards for eligibility in the National Register of Historic Places.
Tie Hill Fire Tower

The Tie Hill Fire Tower is one of the older towers in the Hiawatha National Forest. It was built sometime between 1928, when the federal purchase units were acquired in the present-day West Unit of Hiawatha National Forest, and 1931, when Hiawatha National Forest was officially designated. The tower itself, though it appears to be structurally sound, needs some repairs. All of the glass windows in the cabin tower have been broken out, either by vandals or the wind. At the base of the tower is a one room towerman's dwelling, based on standard plans. The cabin holds good integrity, and still has its original chimney and weatherboard siding. However, the door has been boarded up, thereby diminishing some of its historical integrity. Despite minor integrity problems with the tower and its accompanying towerman's dwelling, Tie Hill is the only extant fire tower complex in Hiawatha National Forest with a related towerman's dwelling. Based on the rarity of this combination on the Hiawatha National Forest, the Tie Hill Fire Lookout Tower has sufficient integrity to be eligible for the National Register of Historic Places.
McNearney Fire Tower

The McNearney Fire Tower, constructed in 1935, is the most recently constructed of the four extant towers in the Hiawatha National Forest. The McNearney Fire Tower itself exhibits a high degree of integrity. Minor alterations to the tower include the removal of the lowest tier of stairs (presumably to prevent trespassers from climbing the tower) and the addition of radio relay equipment that serves as a police radio tower. Though most of the windows in the tower cabin are intact, a few have been broken and they will need to be replaced. Other than these minor alterations and deteriorations, the structure is sound.

However, the overall site does have integrity problems. In addition to the tower, the site originally featured a towerman's dwelling, and a toolshed and latrine. The dwelling, toolshed and latrine stood at the base of the steep hill south of the tower. Archaeological remains of the towerman's dwelling foundation can be seen, and a stone retaining wall and stone stairs from the tower hill to the cabin site are still visible. It is uncertain where the toolshed stood originally, however one informant indicated that the CCC constructed log shed presently located (on private property) approximately 100 yards south of the McNearney Tower site was the tool shed constructed for
McNearney Tower. At an unknown time, this structure was moved to the present location.

Despite alterations and demolition or removal of related structures at the McNearney Fire Tower site, the McNearney Tower itself retains sufficient integrity to be eligible for the National Register.

Demond Hill Fire Tower

The Demond Hill Fire Tower is apparently the oldest tower extant in the Hiawatha National Forest. Existing documentation could not provide an exact construction date for the tower. However, a Marquette District improvement memo dated October, 1922 indicated that an already existing tower at Demond Hill was to "be replaced by a new one 15 feet higher." Therefore, it is possible (though not confirmed) that the present-day structure was constructed sometime in late 1922. ["Improvement, Michigan, Fire Lookout Tower, October 13, 1922, Raco, Michigan"]

More likely, the current tower was constructed circa 1928, when the tower is located on a
Michigan map, and prior to the circa 1929 photograph which shows a tower at Demond Hill very similar in design as the extant tower. [Michigan Department of Conservation, 1928; Franzen/Wojtala: 54]

Demond Hill Fire Lookout Tower
Chippewa County, Michigan

Though the Demond Hill Tower is structurally sound, over the years it has suffered from neglect. Virtually all of the glass windows are missing, however the metal window frames are still intact. The lowest section of the tower ladder has also been removed. In addition to the minor deterioration of Demond Hill Tower, the associated site is incomplete. Prior to 1929, a frame house and garage were constructed somewhere near the site. Both of these structures have since been removed. However, despite the lower integrity of the Demond Hill Fire Tower site, Demond Hill retains sufficient integrity to be eligible for the National Register because it is the oldest extant fire tower in Hiawatha National Forest, and it has contributed to the history of fire detection on Hiawatha National Forest.
Doty Trestle Bridge

The Doty Trestle Bridge is associated with the railroad logging era of the Upper Peninsula, and the history of the Lake Superior & Ishpeming Railroad, but it presents special integrity issues. Based on standard timber railroad trestle plans utilized in 1901 by the Marquette & Southeastern Railway, a company which was absorbed by the Lake Superior and Ishpeming Railroad, USWR has determined that the Doty Trestle Bridge looks very much like it did when it was originally constructed in 1902. However, there are some minor differences between the existing Doty Trestle Bridge and the standard trestle bridge plan. These differences include modern-day changes to the bridge, such as the removal of rails and the addition of a wooden platform, and a wooden pedestrian-type railing for pedestrian safety. In addition to these differences, maintenance over its history required periodic (every ten to twenty years) replacement of piles, bents and stringers and abutments as needed. Though many of the massive vertical log supports appear to be White or Western Cedar, possibly quite old, several of the wood members may have been replaced throughout the years. No concise record of maintenance alterations to the bridge exist, because all of the maintenance records for Lake Superior & Ishpeming Railroad were discarded by the company in 1980.
Despite these maintenance changes and modern-day alterations, the Doty Trestle Bridge retains much of its historic appearance as well as its historic hardware (evident from patent dates and other hardware markings). Based on standard plans for similar bridges, the Doty Trestle Bridge has retained its historic integrity in design, type of materials, location, setting, workmanship, feeling and association. It retains sufficient integrity to be considered eligible for the National Register of Historic Places.

**Inland Lime & Stone Company Building**

The Inland Lime & Stone Company Building, constructed in 1939 for the Inland Lime & Stone Company administrative offices is, on the exterior, extremely intact. Based on architect's specifications and plans, the exterior of the building retains its original exterior building materials, windows and doors. The only minor alterations which have been made to the exterior include the removal of the bronze signage letters which displayed "Inland Lime and Stone," and the addition of metal hand railings on the front stairs.

The interior has been somewhat altered, though the primary rooms in the building are still in the same locations, including vaults on the first and basement floors. Other interior alterations include dropped ceiling panels and wall paneling in the rear hallway.

Despite these changes, the Inland Lime and Stone Company retains a high level of integrity of location, design, setting, materials, workmanship, feeling and association within the historic period, and can be considered eligible for the National Register of Historic Places.

**Neville's Cabin/North Star Camp**

The Neville's Cabin/North Star Camp site presents the difficult situation of evaluating a complex site of seventeen buildings that have different construction periods and overlapping functions and histories. The site began as a one-and-one-half story log cabin that Lloyd Neville constructed as a recreational summer home sometime between 1926 and 1934. In 1949, this cabin and the surrounding property was sold to a group known as North Star Camp, Inc, who proceeded to develop it for additional recreation purposes. Sometime during or shortly after 1949, North Star Camp, Inc. constructed fifteen structures on the site as a summer recreational camp for children. In addition to these structures, another structure on the property stands on the site, but it does not contribute either to the history of the Neville's Cabin or the history of the North Star Camp. Finally, there are two cabins in the vicinity which were originally part of the North Star Camp complex. However, they are presently on private property and they were not evaluated for this
Sometime after the 1943, Neville's Cabin was significantly altered. All four sides of the original cabin have had additions constructed, probably during the period of operation of North Star Camp, circa 1949 to circa 1962. These additions seriously compromised the integrity of Neville's Cabin. Today it does not retain sufficient integrity of design, materials, feeling or association with its former appearance to be eligible for the National Register. The remaining buildings, which were associated with North Star Camp recreational camp, were all constructed in the post-WW II period, well after the period of significance to qualify for National Register eligibility. In summary, the entire site at Neville's Cabin/North Star Camp does not meet the integrity standards or qualifications necessary to be considered eligible for the National Register of Historic Places, in part or as a whole.
Chapter V

Recommendations

Typically, there are three courses of action for Forest Service historic structures that are found eligible for the National Register of Historic places and are thought worthy of preservation for the future. The following excerpt, taken from Alison Otis, et. al., The Forest Service and the Civilian Conservation Corp: 1933 - 42, USDA, 1986, is a concise analysis of the three most commonly sought preservation techniques for Forest Service historic structures.

If a decision is made to preserve a site, there are several methods of preservation to follow. The minimum level of preservation is "stabilization," a process by which a site is stabilized from further deterioration, but is not restored or reconstructed in any way. This type of preservation may prove the best recourse when a site is considered significant but is in very poor condition, or if a site is considered less significant but is in fairly good condition.

"Rehabilitation" is a step above stabilization and is the most frequent method of preservation. A site will be rehabilitated to include some updating of certain elements, but all efforts are made to preserve the most significant aspects of the sites.

"Restoration" is the purest form of preservation and may be applied in cases where a site is in poor condition but is extremely significant. An intensive effort is made to restore the site to its original condition. This is the primary goal of restoration; function or use is secondary. A professional restoration job includes restoring sites using the original materials and construction techniques.

[Otis, et. al.: 219]

Given the three options of preservation outlined above, and based on the level of historical and architectural significance of the sites addressed in this study, U.S. West Research, Inc.'s suggestions and recommendations for preservation of each of the sites evaluated in this study follow.

Fire Lookout Towers

The fire lookout towers, Wetmore, Tie Hill, Demond Hill and McNearney, are found eligible for the National Register of Historic Places under Criterion A, for their historical significance as the
only remaining fire lookout towers in Hiawatha National Forest. Of the four fire towers, only Demond Hill does not meet the Criterion C, for its architectural/engineering significance due to alteration of the size of the structure which took place sometime after 1944. All four fire lookout tower sites retain good integrity, however. It is recommended that, at a minimum, the four towers be stabilized until their future use is determined. Stabilization should include repair of any broken steel bars, repair of cabin roofs, and weather proofing of the interiors of the cabins. All four cabins have broken windows, and until these windows can be replaced with comparable windows, the window coverings should be closed to prevent rain and snow from entering and causing further damage.

Demond Hill Fire Lookout Tower
Alger County, Michigan
Circa 1944

Two of the fire towers - Demond Hill and Wetmore - are both relatively close to highly traveled
roads. The other two towers - Tie Hill and McNearney Lake - are located at more remote sites. Any or all of these sites could be rehabilitated as interpretive sites. However, due to safety considerations, the interpretive sites would need to be designed in a way to keep visitors off the towers, yet allow them to view the towers from the ground level. In an ideal world, visitors could climb the fire towers to see for themselves the view, equipment and working conditions in the fire towers. However, to do so would require adding many safety features to the towers. These additions would clearly adversely affect the integrity of the fire towers.

However, it is recommended that the Forest Service consider other ways to interpret the fire tower experience for the greater public other than personal participation. Perhaps, the Forest Service could use video and electronic equipment to interpret the site for visitors. The rich history of fire prevention in Hiawatha National Forest could come alive with videotaped oral history accounts of former towermen (i.e. Harold Lowery, former towerman for Demond Hill Fire Tower), former firefighters and Forest Service personnel. Accounts of major fires in the vicinity of the towers and diagrams or photographs of the firetower cabin interiors can assist in telling the fire tower history of Hiawatha National Forest. In addition to oral history and displays, perhaps a video camera inconspicuously mounted inside the fire tower periodically scanning the horizon could transmit its pictures and the firetower watcher's experience to visitors at the base of tower.
Because of the importance of these fire towers to the history of the Forest Service and its role in fire prevention on the Hiawatha National Forest, we strongly recommend some form of interpretation, either displays, video-taped oral histories, or mounted video cameras, and one of the fire towers to present pertinent information on these roles of the Forest Service in an interpretive form to the public.

The final alternative - restoration - is possible, but not necessarily recommended. Wetmore Fire Tower site, which historically included only the tower and minimal landscaping, appears today much as it did in the 1930s. Tie Hill Fire Tower has also remained relatively intact with its associated towerman's dwelling. Some landscaping features, such as steps up to the base of Tie Hill Tower, have been lost, but could be restored with the use of historic photographs. Demond Hill Fire Tower has the lowest integrity of the four towers, because the associated buildings are no longer on the site. The house, garage and latrine historically associated with Demond Hill have been demolished or moved as well. A restoration of the Demond Hill site might be possible with the use of historic photographs, archaeological evidence, and oral history from local residents and Forest Service personnel. Finally, McNearney Lake Fire Tower itself retains high integrity, however, it has lost its associated structures. Written accounts and archaeological evidence indicate that a towerman's dwelling, shed and probably a latrine were once associated with the site. Nothing remains of these buildings except foundations.

**Inland Lime and Stone Building**

The Inland Lime and Stone Building offers special recommendation problems. The Inland Lime and Stone Building is determined eligible for the National Register of Historic Places under Criterion A, as representative of the Inland Lime and Stone Company, Manistique, Michigan's largest twentieth century employer; and under Criterion C, as an excellent example of Art Moderne commercial architecture in Manistique, and as the only structure in Manistique built for the purpose of housing administrative offices for this industry.

As a significant structure, the building and its site need to be preserved. Minimally, continued stabilization of the structure is recommended. Because the building is currently being used as the Manistique Ranger District Station, continued stabilization maintenance is currently taking place.

The strongest recommendation for the Inland Lime and Stone Building is rehabilitation. Guidance for rehabilitation standards should be sought with the National Park Service, the federal agency which monitors rehabilitation on National Register structures, and the Secretary of the Interior's Guidelines for Rehabilitation. This federal publication outlines, in detail, rehabilitation techniques recommended and allowed on National Register structures. As a federal agency, the USDA - Forest Service is compelled to comply with the Secretary of the Interior's Guidelines for

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Rehabilitation in any rehabilitation of the interior or exterior of National Register eligible structures within their jurisdiction.

**Doty Trestle Bridge**

The Doty Trestle Bridge is serving the current function as part of a snowmobile trail within Hiawatha National Forest. Other vehicular traffic is currently restricted on the trail and bridge. It is highly recommended to continue this restriction so as not to subject the bridge to greater amounts of weight. Stabilization is highly recommended for this structure. At a minimum, care must be taken to see that no insect or rot further deteriorates the wooden structural members of the Doty Trestle Bridge which are currently in good condition.

An inspection report prepared in May 1991 by the USDA-Forest Service inspecting civil engineer indicates that the Doty Trestle Bridge has decayed in several sections of its wooden members. [Knutson: 31 May 1991] In light of this report, it is highly recommended that all deteriorated members of the Doty Trestle Bridge be rehabilitated, either by application of products which hinder further decay, or by replacement of members which have become so deteriorated that they compromise the structure's ability to support its current traffic load.

Restoration of the Doty Trestle Bridge is not recommended nor necessary. True restoration would suggest restoring the steel rails on the bridge, and removal of the wood deck and hand rails. Such changes would not be compatible with the bridge's current function and would be meaningless without the restoration of the entire Lake Superior & Ishpeming Railroad, engines, cars and all.

**Neville's Cabin/North Star Camp**

Neville's Cabin/North Star Camp has been determined not eligible for the National Register of Historic Places. Future decisions concerning the future use of this property may be made outside of the federally required standards for rehabilitation of historic structures.

Despite the current "not eligible" status of the site, if the Neville's Cabin/North Star Camp site were stabilized until 1999 or later the North Star Camp complex would meet the minimum National Register requirement of fifty years. At that time the entire site could be re-evaluated for National Register eligibility based on the historic context of commercial recreational camps in the Upper Peninsula.
If the North Star Camp site is retained for National Register eligibility after 1999, it is recommended that Neville's Cabin be restored to its appearance during the period of North Star Camp, circa 1949 to circa 1962. Based on preliminary research, the east, south and west additions all appeared to have been constructed during that period. Further information can be gathered through oral history informants familiar with the site. Agnes McManus of Steuben, Michigan is familiar with the site during the time period when the Nevilles owned the cabin, and she worked at Camp North Star as a cook in the 1950s. Oral histories such as hers could be invaluable to learning more about the history of this particular site.

Neville's Cabin
Schoolcraft County, Michigan

Summary

The seven properties evaluated for this project have each presented unique information under a variety of historic contexts. Through the development of appropriate historic contexts for these properties and individual National Register Nomination forms, we believe that this report makes a significant contribution to our understanding: (1) of the history of logging, railroad and limestone extraction industries in the Upper Peninsula; (2) of the development Hiawatha National Forest; and (3) of the fire protection work of the Civilian Conservation Corps, and the national forest system in
general. Six of the seven properties evaluated were determined to be eligible for the National Register of Historic Places based on their histories and the architectural integrity of each site. They are the Wetmore, Tie Hill, Demond Hill and McNearney fire towers, the Inland Lime and Stone Building, and the Doty Trestle Bridge. The Neville's Cabin/North Star Camp was determined not eligible for the National Register. However, this property may qualify for the National Register, when the site reaches fifty years of age, which will be circa 1999.

National Register designation of these six properties will possibly lead to stabilization, rehabilitation and perhaps restoration of the sites, which in turn can lead to higher and better use of these valuable historic resources. Today, they are protected under the stewardship of the USDA-Forest Service as significant remnants of our American heritage.
References


Co-operative Extension Service. This is Schoolcraft County. Schoolcraft County, MI: May 1962.


Manistique (MI) Pioneer Tribune. 13 July 1939; 17 August 1939 18 January 1940


**Upper Peninsula Sunday Times:** 29 July 1929


List of Exhibits

National Register Nominations

(Site-specific photographs and maps are attached to each nomination)

Multiple Property Listing: Fire Lookout Towers on Hiawatha National Forest

Demond Hill Fire Lookout Tower
McNearney Fire Lookout Tower
Tie Hill Fire Lookout Tower
Wetmore Fire Lookout Tower

Doty Trestle Bridge

Inland Lime and Stone Company Building

Neville’s Cabin/North Star Camp

Maps

Maps of Hiawatha National Forest and location of Project Properties
National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

X New Submission ___ Amended Submission

A. Name of Multiple Property Listing

Fire Lookout Towers on Hiawatha National Forest

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

- Development of National Forest System in the United States, 1891 - 1943
- Development of Hiawatha National Forest, Michigan, 1909 - 1943
- Civilian Conservation Corps in the Upper Peninsula of Michigan, 1933 - 1942
- Fire Protection in Hiawatha National Forest, 1909 - 1943

C. Form Prepared by

name/title Barbara Kooiman, Architectural Historian
organization U.S. West Research, Inc. date March 27, 1993
street & number 421 Main Street, Suite 306 telephone 608/782-3338
city or town LaCrosse state Wisconsin zip code 54601

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. (See continuation sheet for additional comments.)

Signature and title of certifying official Date

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper Date of Action
Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

Page Numbers

E. Statement of Historic Contexts 14
   (If more than one historic context is documented, present them in sequential order.)

F. Associated Property Types 2
   (Provide description, significance, and registration requirements.)

G. Geographical Data 2

H. Summary of Identification and Evaluation Methods 1
   (Discuss the methods used in developing the multiple property listing.)

I. Major Bibliographical References 2
   (List major written works and primary location of additional documentation: State
   Historic Preservation Office, other State agency, Federal agency, local government,
   university, or other, specifying repository.)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
E. Statement of Historic Contexts

The Fire Lookout Towers on Hiawatha National Forest are directly related to the development of national forests in the United States. Form, function and location of towers were dictated by the particular characteristics of Upper Peninsula terrain and foliage, as well as nationwide trends. Even though two of the extant firetowers nominated with this Multiple Property Listing were constructed prior to the Civilian Conservation Corps (CCC) era, 1933 to 1942, all firetowers in Hiawatha National Forest were utilized and maintained by the CCC camps. Furthermore, many had associated CCC plan buildings were constructed on the relevant firetower sites. Due to the historical significance of the CCC presence in the national forests, and in particular in Hiawatha National Forest, all buildings, structures and landscape constructed by the CCC enrollees in association with the fire lookout towers will also be considered significant and eligible for the National Register of Historic Places.

Development of National Forests in the United States

National forests in the United States likely had their origins in the Civil War years, when the agrarian Southern states were apprehensive about the development of western farmland which would compete with their economy. The southern states seceded into the Confederacy in 1861, which left a stronger Congressional voice for the supporters of western expansion and development. President Lincoln signed both the Transcontinental Railroad Act and the Homestead Act both in 1862, which jointly encouraged the development of the western territories and states. Also, in 1862 the Department of Agriculture was established. [Steen: 2] Collectively, these laws hastened concern to retain a portion of public lands in the public domain.

Concerns about the future of forest lands in public ownership increased in
the last decades of the nineteenth century. Between 1871 and 1897, Congress considered nearly 200 bills concerned with forests on western public lands, addressing topics such as fire protection, timber sales, and water rights. [Steen: 3] Scientists began writing and speaking on the poor forestry management techniques in Europe, Asia and Africa. Thereby, the American people and their lawmakers heightened their awareness of the importance on forestry conservation. By 1874 Congress accepted an agricultural appropriations measure which created the position of Federal Forestry Agent. [Steen: 6-7]

From 1871 to 1891, Congressional appropriations for timber protection increased fourfold. However, the overall federal budget only doubled, and government found itself responsible for numerous problems affecting the large tracts of federally-owned forests, which included both fire prevention and control. By 1881, a division of forestry was established within the Department of Agriculture. As forestry professionals headed this new division, it became increasingly evident that there was a great need to help preserve the rapidly diminishing forests. The culmination of these concerns took shape in the Forest Reserve Act of 1891. [Steen: 9; Otis, et.al.: 5]

The Forest Reserve Act of 1891, over the next three years under the administration of President Harrison, led to the creation of seventeen forest reserves. Originally placed under the jurisdiction of the Department of the Interior, it was not until 1905 that the forest reserves were transferred to the Department of Agriculture. By 1907, these reserves were designated as national forests, and placed under the direct supervision of the Forest Service. [Otis, et.al.: 5]

The Forest Reserve Act of 1891, though far reaching in its protection of forested land in the public domain, was restricted to land in western United States. The Weeks Law of 1911 allowed the Forest Service to acquire lands in
the eastern United States. These lands in the east were acquired through purchase from private owners. The Weeks Law, created to establish cooperative fire protection plans with participating states authorized money to purchase land within the watersheds of navigable streams. [Otis, et.al.: 5]

The Clarke-McNary Act of 1924 became a closer step in the creation of many of eastern United States' national forests. This law overrode the Weeks Law restriction of solely watershed acquisition, and allowed the Forest Service to purchase or exchange lands for timber production. By allowing larger, contiguous tracts of land to be obtained, fire protection and forest development programs were facilitated. [Otis, et.al.: 5]

**Hiawatha National Forest Development**

The Upper Peninsula of Michigan was first utilized by the prehistoric Woodland Indians, who exploited the land and water for fish, animals and copper. The Woodland Indians gave way to the group known as the Ojibwe, believed to have migrated down from Canada.

The first Euro-American contact came to the Upper Peninsula (U.P.) in 1621 when French explorers traversed the shores of Lake Superior. By 1634 Jean Nicolet traveled through the Straits of Mackinac, and shortly thereafter the French traded fur with the native populations of the Upper Peninsula. [Aaron: 2]

By 1763, with the signing of the Peace of Paris, the settlements of Sault Sainte Marie, Mackinac and Detroit passed into the control of the English. By 1818 public lands in the Michigan territory became open to settlers. In 1836 Michigan was accepted into statehood, with the reluctant acceptance of the U.P. as part of the admission. [Aaron: 2]
The mid-1800s brought exploitation of both iron and copper deposits of the U.P. Exploitation of the vast virgin pine forests quickly followed the mining efforts. The U.P. fell into a boom period of logging, which led to the rapid development of logging camps, sawmills, and railroads to transport the raw and semi-finished wood products. By the early 1900s, the U.P. was nearly stripped of its virgin timber. [Aaron: 2]

With the reduction of the vast forests, and the slash and debris that extensive logging left behind, fire was a constant threat. Untended camp fires, sparks from a passing train engine, or lightning striking on a dry summer day were all common causes of fire. Fires tended to leave the soil sterile and barren and unable to produce new timber. As a result, the lumber companies, unaccustomed to reforestation or timber restoration projects, allowed their land to revert back to public domain due to delinquent taxes. [Aaron: 2]

Marquette National Forest in the U.P.'s Chippewa County was designated by Presidential Proclamation in 1909. The 30,063 acres of forest land, mostly former logging company land, came under the administration of a ranger who constructed his station near present-day Raco. However, on July 1, 1915 Marquette National Forest was placed under the supervision of the Huron National Forest Supervisor and its name was changed to Michigan National Forest. The forest continued to flourish in Chippewa and Mackinac counties, following the passage of the Clarke-McNary Act of 1924, which recommended that taxes should be based on the value of cut timber, rather than on the value of timber stumpage. [Aaron: 2-4]

By 1928 several local organizations, including the Upper Peninsula Development Bureau and the National Forest Reservation Commission, approved the establishment of a new federal purchase unit in Alger, Delta and Schoolcraft counties. This land, much of which was tax delinquent, was acquired at low
cost by the government. Within three years the federal government had acquired enough land to merit national forest status. On January 16, 1931, President Herbert Hoover proclaimed the establishment of Hiawatha National Forest. [Aaron: 3]

President Hoover signed a proclamation redesignating the 25,450 acres located around Raco in Chippewa County as Marquette National Forest, separating it from the larger Michigan National Forest. After this reorganization, Marquette National Forest came to be administered under the same Forest Supervisor's office in Munsing as Ottawa and Hiawatha National Forests. [Aaron: 3]

Many of the improvements which happened in the Upper Peninsula national forests came initially through the Civilian Conservation Corps (CCC) projects from 1933 to 1942. Initially, the CCCs were responsible for fire protection (including the construction of fire towers), reforestation, and road building which aided the former. Eventually the crews built bridges and buildings, and improved recreational sites in the forests. The CCC projects continued until Congress ceased funding in 1942. [Aaron: 7]

Marquette and Hiawatha National Forests were administered separately, yet by the same Forest Supervisor, until February 2, 1962, when the two forests were merged under the one name "Hiawatha." [Aaron: 5] By 1991, Hiawatha National Forest encompassed over 892,000 acres.

**CCC in the National Forests and the Upper Peninsula of Michigan**

The Civilian Conservation Corps (CCC) was the brain-child of President Franklin Roosevelt. He had, as governor of New York, utilized thousands of men who were recipients of public relief to plant trees in the spring and
summer of 1932. In Roosevelt's presidential nomination acceptance speech in July 1932, he promised to employ a million men in forest-related work across the nation. By March 1933, days after Roosevelt's inauguration, he submitted the Emergency Conservation Work bill to Congress. The bill proposed that the Civilian Conservation Corps would recruit 250,000 unemployed young men to work on state and federally owned land for "the prevention of forest fires, floods, and soil erosion, plant, pest and disease control." [Rosentreter: 2]

The first of the nation's CCC camps opened in George Washington National Forest in Virginia, on April 17, 1933. By May 2, 1933 the first two hundred men from Detroit and Hamtramck, Michigan arrived in Hiawatha National Forest. In Michigan, CCC organization happened quickly due to a number of reasons. First, forestry schools at Michigan State College and University of Michigan were able to loan equipment to get the CCC camps started. Second, many of the Michigan CCC enrollees were natives of the state, and did not have to travel as far as enrollees in other parts of the country. Third, the Michigan Department of Conservation was very supportive of the federal CCC program, and had conducted a survey in the fall of 1932 to determine where the most productive conservation projects might be located. [Rosentreter: 2-3]

The Departments of Interior and Agriculture were responsible for the preparation and supervision of specific work which the CCC enrollees would perform. The Forest Service, which functioned as the largest branch of the Department of Agriculture, took on a large share of that responsibility. However, it was the responsibility of the War Department to enroll, feed, clothe, house, transport, and condition the men. In Michigan, the CCC initially fell under the jurisdiction of the Army's sixth corps area at Fort Sheridan, Illinois. Eventually, they were administered out of Fort Brady in Sault Sainte Marie, Michigan. [Franzen/Wojtala: 12]

Civilian Conservation Corps enrollee's, mostly young men, ranging in age from
seventeen to twenty, enrolled for six month periods and agreed to send at least $22 of their $30 monthly wage to their dependents at home. They were given clothing, toiletries, bedding, and accommodations in tents, and eventually wood barracks. The Army administered the CCC camps, with a regular army officer as commander, as well as a junior officer, medical officer, and a number of technical advisors from the Department of the Interior and the Department of Agriculture. [Rosentreter: 4]

The CCC program proved to be successful throughout the nation, and Michigan CCC's were no exception. During the Michigan CCC's first twenty-four months, they had constructed over 3,000 miles of roads, spent fifty-four thousand man-days fighting fires, assembled eight fire lookout towers, built 275 miles of firebreaks, and reduced fire hazards in over forty thousand acres of forest land. They established tree nurseries, built bridges, improved fish streams, and made numerous improvements in Michigan state parks. [Rosentreter: 5-6]

By 1935, leaning on the success of the CCC program nationwide, President Roosevelt proposed to enlarge the CCC. With Congressional support, the CCC grew to over 500,000 enrollees throughout the country. In that same year, Michigan boasted 103 camps with almost 17,000 enrollees. After that year, the CCC would never again reach such high numbers. [Rosentreter: 11-12]

By 1936, the approaching election forced Roosevelt to propose a reduction of federal expenditures, including the reduction of CCC enrollees to 300,000 nationwide. Despite an attempt on the part of Congress to block this effort, CCC enrollment diminished. Congressmen fought to protect the camps in their districts. Since CCC enrollees supported local markets, businessmen pleaded for the retention of the camps. Families of CCC enrollees dreaded losing income and the protective support of their loved ones in the camps. [Rosentreter: 12-13]
In the summer of 1939, Congress voted to extend the existence of the CCC to July 1943. However, national and international events hastened the CCC's demise. Due to uncertainty of the course of the war in Europe, further budget cuts in 1939 jeopardized the program. By 1941, only one hundred and sixty thousand enrollees remained nationwide. In Michigan, the number of camps went from forty-six in 1941 to fourteen in 1942. By the early war years, public sentiment favored discontinuation of the program. In June 1942 the House of Representatives defeated the last $50 million appropriation to keep one hundred and fifty camps open. Instead, after a House/Senate conference, Congress approved $8 million to liquidate the Civilian Conservation Corps. [Rosentreter: 14, 15]

The CCC program in Michigan was among the largest and most ambitious in the country in its nine year history. Michigan ranked eighth in the nation for numbers of enrollees, with a total of 102,814 participants. Enrollees planted over 485 million trees in Michigan forests, more than double the amount of any other state. They fought forest fires for one hundred and forty thousand man days, planted 156 million fish, constructed seven thousand miles of roads, built 504 bridges and constructed 222 buildings. Isle Royale National Park was established with the vast assistance of Michigan CCC enrollees. Total CCC expenditures reached $95 million, with over $20 million being sent to enrollees' dependents. Besides the tangible, visible results of CCC operations in Michigan, thousands of young men learned skills and trades which they continued to utilize the remainder of their lives. [Rosentreter: 15]

Fire Protection in Hiawatha National Forest

Logging companies, during the railroad logging era from the 1870s to circa 1930, found that clear-cutting of white pine and hardwood stands was the only way to make railroad logging economically feasible. The high cost of laying main rails and spurs, as well as purchasing and maintaining engines and cars, meant that the forests needed to be exploited to their highest potential.
This also meant that little was left of the forests after logging, except slash, small trees, and brush, the waste of the logging process. As this slash dried, sparks thrown from passing railroad engines, unattended campfires and lightning from summer storms easily ignited fires. Some fires were even set intentionally by locals interested in the abundant blueberry crops which grew in the burned-over areas. All of these factors contributed to the severe and devastating fires that began to sweep the U.P. by the early decades of the twentieth century. [Symon, 1983: 5]

Simultaneous to the devastation of the forests, small lumber companies had depleted their sources of raw material, and many tracts were left to revert to public ownership, due to delinquent taxes.

Local organizations in the U.P., including the Upper Peninsula Development Bureau, urged the federal government to take action in controlling the forest fires which were devastating the public owned cut-over lands. In 1928 the National Forest Reservation Commission approved the federal purchase unit in Alger, Delta and Schoolcraft counties. The United States government acquired most of the tax delinquent lands at low cost. In 1931, President Herbert Hoover proclaimed this purchase unit as Hiawatha National Forest. [Symon, 1986: 249-250]

Since state forests and parks were also plagued with fire hazards in both the Lower and Upper Peninsula, the Michigan Department of Conservation also took an active roll in fire detection and control in the 1920s and 1930s. Evidence of the state's concern about fire detection is evident by the fact that by 1928, a total of forty-six state-owned fire lookout towers existed in the Upper Peninsula. According to a Department of Conservation fire tower log book, in January of 1939 a total of 138 state towers, twenty secondary towers and fifty-two U.S. Forest Service towers were in use throughout the state. [Michigan Department of Conservation, 1928; Location Guide to Towers for Fire
Evidence that the U.S. Forest Service was committed, at least in a preliminary way, to fire detection in 1928 also exists. Michigan Department of Conservation maps indicate an un-named fire tower in Marquette National Forest between Strongs and Rexford on Highway M-28 in 1928. By 1929, the tower was identified on the map as "Demond Hill U.S. Tower." Yet in 1930, only "Demond Hill Tower," as a U.S. tower, exists on the map, while a total of fifty-seven state-owned towers were identified. [Michigan Department of Conservation, 1928, 1929, 1930]

The first fire guards in Hiawatha National Forest, beginning their work in 1931, were transported with their equipment in a 1926 Model-T Ford truck. Local people, primarily farmers, woodsmen and railroad men participated in fire fighting when the need arose. Many took the responsibility to spot and report fires, and to take initial action on themselves. [Symon, 1986: 250]

The Civilian Conservation Corps (CCC) was instrumental in bringing fire danger in the U.P. under control, particularly in the Hiawatha, Marquette and Chippewa National Forests. The CCC, founded in 1933, immediately went to work in fire control projects which included tree planting, construction of fire roads, construction and operation of fire lookout towers, and the removal of cull trees, which allowed both light and moisture to larger and more healthy trees. The culled wood was used as fuel wood, poles, fence posts and charcoal. [Throop: 20]

The CCC in Michigan, during the first enrollment period, April 1 to October 1, 1933, built fire breaks, truck trails, emergency landing fields, and fought fires. The second enrollment period was spent constructing fire lookout towers, stringing telephone lines from the towers to the CCC camps, and clearing fire hazards. Fire prevention and control, rather than fire
Since fire control was a primary objective of the CCC camps in the U.P., fire lookout tower construction was prolific in the first years of the CCC’s existence. For example, from 1933 to 1937 in Ottawa National Forest in the Upper Peninsula, 38 lookout towers were constructed. [Symon, 1983: 64]

The towers in the 1930s were constructed of prefabricated angle steel, which were then assembled by CCC construction crews. Like the other CCC buildings, fire towers tended to be a standard design, which was then modified to suit the site. Generally, modifications were limited to height. The U.S. Forest Service Office in Washington, D.C. generated standard blueprints of fire towers, which were available to both national and state forests. [U.S.D.A. Forest Service: Lookout Tower Blueprint]

Fire lookout guards for the CCC, and later the U.S. Forest Service, were given training on how to detect a fire from the towers. CCC fire detection training stressed that almost any fire, in its early stage, could be extinguished by one man, therefore necessitating early detection. Guards were taught how to recognize fire danger periods, using scientific instruments to measure wind velocity, temperature and moisture in the air, and soil and forest litter. Forest headquarters charted regional weather, and reported high fire danger periods to guards and fire fighting crews to alert them of extra precautions needed. [Kylie: 67]

Primary fire lookout towers were positioned on high areas in the region, to allow panoramic views all around the tower. All towers in Hiawatha and Marquette National Forests were equipped with telephones which were linked back to the CCC camps in the 1930s and early 1940s. By the 1945, radios were used for communication. [Wylie: 67; Lowery]
Towers were equipped with an alidade, an instrument which, with a flat surface, and a map of the region, allowed the towerman to identify the location of a fire. The center of the map was marked with a pivot representing the tower, and degrees (360°) were marked on a circle drawn from the same center point. The alidade had two vertical viewfinders opposite one another. The towerman looked through one viewfinder, then aligned the other viewfinder with the location of the fire’s smoke. Once lined up, the towerman could record which degree the fire was located from the tower. He then would use the telephone or radio to call in the location to the CCC camp or ranger station. If a second towerman at another nearby tower location sighted the same fire, and called the location in, the CCC camp and ranger station could use the triangulation calculation to estimate the exact location of the fire. [Kylie: 68-69]

Other than a map table, alidade and telephone/radio, the firetowers were sparsely furnished. A stool was generally furnished, to allow the towerman a break from standing. The stools often were equipped or modified with glass insulators on the feet. This allowed the towerman a safe haven from electrical shock during lightning storms. [Lowery]

National forest fire lookout towers continued to be used in the U.P. until the 1960s. Two factors contributed to the discontinued use of firetowers by the U.S. Forest Service. First, the extensive tree planting activities of the CCC in the 1930s and early 1940s were finally bringing desired results. Reforestation brought more moisture to the undergrowth resulting in a major decline in large forest fires. Second, with improved aerial technology, detection of forest fires by airplane became more accurate and economically feasible. By the 1960s, all towers within the U.P.'s national forests were retired from active use.

Retired fire lookout towers became liability hazards due to the danger of
injury to curiosity seekers, as well as targets for vandals. Of the sixteen U.S. Forest Service towers which once dotted the hills of Hiawatha National Forest (both east and west units), only four towers remain. Protected from trespassers by the chain link fencing, they have been maintained as radio relay towers, and, in the case of McNearney Tower, as a radio tower for the local sheriff's office.

Architecture and Construction of Fire Towers

Fire lookout towers constructed during the CCC era were generally constructed of prefabricated angle steel. Most CCC structures were constructed of available materials, such as wood, however fire towers presented an exception. According to the Improvements Handbook issued by the Forest Service for construction guidelines, the logic behind the use of steel is apparent from the following excerpt:

The Forest Service in its own construction work should use wood to the fullest practicable degree. The use of other materials in lieu of wood should be considered and authorized only when their suitability and durability clearly exceed that of wood, or where the use of such substitute materials is made necessary by the general type or design of the structure, or where the first cost plus maintenance cost of wood would so greatly exceed the first cost plus maintenance of other materials that it cannot be justified on any demonstrational or economical basis or where the use of lumber is at variance with City, County, and State building codes. [U.S. Department of Agriculture: 71]

Due to the height and engineering of the fire towers, it was necessary to construct them of steel rather than wood or another material.
Little documentation exists to record the evolution of the design of USDA - Forest Service fire lookout towers, however, oral accounts of early wooden scaffold towers in the forest indicate that the need for fire detection was an early interest of the Forest Service. At least as early as 1928, steel fire towers which were prefabricated and shipped to the site were in use. The towers at Demond Hill and McNearney still exhibit stenciled lettering on the scaffold members which indicate that they were shipped to the U.S. Forest Supervisor, Raco. [Lowery]
P. Associated Property Types

Property types which fall under the Multiple Property Documentation Form "Fire Lookout Towers on Hiawatha National Forest" would include any building, structure, or site historically associated with, and including, all extant fire towers in Hiawatha National Forest.

The four extant fire towers within Hiawatha National Forest are each constructed of prefabricated angle steel frame scaffolded constructions with steel cabs. Basically, plans for all four, ranging in height from eighty to one hundred feet, were the same. Two of the extant towers (Tie Hill and Demond Hill) feature vertical ladders up one side of the four sided scaffold, with hoop-shaped guards attached to the ladder to protect the climber from a fall. Two other extant towers (McNearney and Wetmore) are ascended with the use of stairs, which have metal frames with wood plank steps. The stairs hit a platform and switch back at each scaffold section.

All four towers have similar tower cabins. The tower cabins, affixed at the top of the scaffolding, are 7 x 7 feet, square plan, with a hatch door in the wooden floor, and steel casement windows which could be opened on all four sides. The sides are constructed of sheets of steel. The shed roof also features a hatch door, so the towerman could climb on top for a better visual vantage if needed.

Three of the four towers were painted, generally with a silver tone protective paint. Two of the extant towers (Demond Hill and McNearney) appear to have their original paint, due to the shipping stencils which are still visible on the steel members. Wetmore Tower appears to have been painted more recently. All four of the tower cabins have probably been painted at least once, as tower painting was typically a routine maintenance procedure.
Associated structures typically found with fire lookout towers are towerman's dwellings and/or associated outbuildings. During the CCC's era in Hiawatha National Forest, standardized plans for weatherboard clad frame houses were constructed at the more remote tower sites. Towers which were located closer to towns (such as the Wetmore Tower) did not feature associated structures because, presumably, towermen could live in the nearby town. McNearney Tower had CCC era buildings associated with them, however, they have been removed. The only extant building associated with any of the four towers is at the Tie Hill Tower site. This one room weatherboard clad, front gabled structure is based on USDA - Forest Service Administrative Dwelling Plan # 16, and measures 14 x 16 feet. Other structures which have been associated with the fire towers include garages and latrines, also based on standardized plans.
G. Geographical Data

All resources for this Multiple Property Listing will be found within the boundaries of the east and west Units of Hiawatha National Forest.
H. Summary of Identification and Evaluation Methods

The fire towers in Hiawatha National Forest were surveyed in 1984 by John Franzen and James Wojtala. Their results were published in 1985 in a USDA - Forest Service Cultural Resource Management Report entitled *An Evaluation of Depression Era Structures on the Hiawatha National Forest, Michigan*.

The data for the report was gathered by James Wojtala between October 22 and November 23, 1984 from Forest Service files in Escanaba, Michigan. He completed a field survey of all structures within Hiawatha National Forest. A total of fifty-six structures were identified and evaluated during the survey, which have an historic association with early Forest Service and CCC activities. While conducting the survey, the survey team completed "USDA - Forest Service, Region 9 Cultural Resource Inventory Forms" for each surveyed property. Preliminary determination of potential National Register eligibility for each site was based on the information on the inventory forms.
BIBLIOGRAPHY


Steen, Harold K. The Beginning of the National Forest System. United States


1. Name of Property

Historic name: Wetmore Fire Lookout Tower

2. Location

Street & number: not for publication N/A
city or town: Wetmore

3. State/Federal Agency Certification

The designated authority under the National Historic Preservation Act of 1966, as amended, hereby certifies that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register criteria. I recommend that this property be considered significant nationally statewide locally.

Signature of certifying official Date

State or Federal agency and bureau

National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain):

Signature of the Keeper Date of Action
Wetmore Fire Lookout Tower

Alger, Michigan

5. Classification

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Name of related multiple property listing

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

Fire Lookout Towers on Hiawatha National Forest

Number of contributing resources previously listed in the National Register _4_

6. Function or Use

**Historic Functions**

(Enter categories from instructions)

Other: fire detection

Current Functions

(Enter categories from instructions)

Vacant/not in use

7. Description

**Architectural Classification**

(Enter categories from instructions)

Other: steel scaffold tower

**Materials**

(Enter categories from instructions)

foundation concrete

roof metal

walls metal

other

Narrative Description

Describe the historic and current condition of the property on one or more continuation sheets.)
Wetmore Fire Lookout Tower  
Name of Property: Alger, Michigan  
County and State

### 8. Statement of Significance

**Applicable National Register Criteria**  
Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing:

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

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

- A owned by a religious institution or used for religious purposes.  
- **B** removed from its original location.  
- C a birthplace or a grave.  
- D a cemetery.  
- E a reconstructed building, object, or structure.  
- F a commemorative property.  
- G less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**  
(Enter categories from instructions)

- Conservation  
- Engineering  
- Conservation  
- Engineering  
- Conservation  
- Engineering  
- Conservation  
- Engineering  
- Conservation  
- Engineering  
- Conservation  
- Engineering  
- Conservation  
- Engineering  

**Period of Significance**  
ca. 1934 - 1943

**Significant Dates**  
ca. 1934

**Significant Person**  
(Complete if Criterion B is marked above)  
N/A

**Cultural Affiliation**  
N/A

**Architect/Builder**  
unknown

**Narrative Statement of Significance**  
Explain the significance of the property on one or more continuation sheets.

### 9. Major Bibliographical References

**Bibliography**  
Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested.  
- previously listed in the National Register  
- previously determined eligible by the National Register  
- designated a National Historic Landmark  
- recorded by Historic American Buildings Survey #  
- recorded by Historic American Engineering Record #

**Primary Location of Additional Data:**

- State Historic Preservation Office  
- Other State agency  
- X Federal agency  
- Local government  
- University  
- Other  

Name of repository: State Archives of Michigan
Wetmore Fire Lookout Tower  
Name of Property  
Alger, Michigan  
County and State

10. Geographical Data

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JTM References

(Place additional UTM references on a continuation sheet)

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See continuation sheet.

Verbal Boundary Description

*Describe the boundaries of the property on a continuation sheet.*

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

<table>
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<th>Barbara Kooiman, Architectural Historian</th>
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Additional Documentation

Submit the following items with the completed form:

- Continuation Sheets
- Maps
  - A USGS map (7.5 or 15 minute series) indicating the property’s location.
  - A Sketch map for historic districts and properties having large acreage or numerous resources.
- Photographs
  - Representative black and white photographs of the property.

Additional Items

Check with the SHPO or FPO for any additional items.

Property Owner

Complete this item at the request of the SHPO or FPO.

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
Architectural Description

Wetmore Fire Lookout Tower was constructed circa 1934 on its current site. Located in a small clearing at the end of a short access trail west off of FH-13, circa 1.1 miles south of its junction with M-28/94, the site is circa forty meters west of FH-13. Wetmore Tower is situated on a small hill approximately one mile north of Hanley Landing Field. The tower site is located in a fairly flat, though densely forested area. Trees have begun to grow up around the tower, thus obscuring it from view.

The tower is surrounded by a chain link fence with locked gate on all four sides. The fence measures approximately thirty feet on each side.

Inside the chain link fence is Wetmore Tower. The tower is approximately one hundred feet tall, according to the Cultural Resource Inventory Form. [R-9 CR Inventory No: 09-10-03-689] The only building located on the site is a small metal shed, located inside the chain link fence to the west of the tower. The shed is not historic.

The tower scaffold, constructed of galvanized steel angled beams, is eight sections high. The four legs were approximately thirty feet apart, and taper vertically to support the 7 x 7 foot cabin one hundred feet high. The feet of the tower are set into the ground with concrete pile foundations. The four legs are braced by horizontal angle beams approximately every ten feet apart near the bottom and six feet apart near the top. The tower appears to have been painted orange.

The metal stairs which are used to mount the tower have wood plank steps and switch-back for seven sections. The entire tower is eight sections tall.

The tower cabin, constructed of galvanized steel panels on four sides, is 7 x
7 feet square. The lower sections of the cabin are metal all around, and the upper sections are metal frames for casement windows. Six one-over-one light casement windows encompass each of the four sides of the cabin. The windows would hinge open. Some of the glass out of the windows is currently missing.

The roof of the cabin is metal, with a slight hip. A trap door in the roof allowed the towerman to climb on top of the roof.

The site has, historically, never had any structures associated with it.

Despite minor deterioration, Wetmore Fire Lookout Tower retains sufficient integrity to portray its historical significance.
Statement of Significance

The Wetmore Fire Tower is locally significant under Criterion A, for its association with conservation and fire detection efforts within the Hiawatha National Forest from circa 1935 to 1943, and for its association with the Civilian Conservation Corps in the Upper Peninsula, 1935 to 1942. Wetmore Fire Lookout Tower is also locally significant under Criterion C, as one of only four remaining fire lookout towers remaining in Hiawatha National Forest. This nomination is submitted in conjunction with the Multiple Property Listing "Fire Lookout Towers on Hiawatha National Forest."

Historical Background

Wetmore Fire Lookout Tower was constructed circa 1935. Though a 1928 Land Economic Survey map of Alger County shows a notation marked "Scaffold Hill" at the location of Wetmore Tower, no marker indicating a U.S. Forest Service tower exists. Thus, it can be presumed that the tower was not yet constructed in 1928. [Land Economic Survey Map: 1928]

The tower did not require the construction of a towerman's cabin, due to its proximity to Wetmore and Munising, only a few miles north. Civilian Conservation Corps Camp Kentucky, located at nearby Wetmore, apparently constructed the tower in circa 1935. [R-9 Fire Tower Inventory Form, No. 09-10-03-689]

In 1935 CCC Camp Evelyn replaced Camp Kentucky. A number of enrollees from Camp Evelyn were assigned to man the tower at Wetmore as part of their CCC duties. Henry Norman worked at Wetmore Tower for five months in 1935, and again in 1936. [LaValley: 35, 39, 42] Glen Soles worked Wetmore in 1937. [LaValley: 92] The use of CCC labor to man the fire lookout towers in
Hiawatha National Forest was, by all accounts, a typical procedure.

Besides the oral accounts of the former towermen, the first evidence that Wetmore Tower was constructed can be found on an Improvement Plan of Wetmore Tower, 1939. The plan is very simple, showing minimal landscaping, including a gravel walk from the three car parking lot to the tower. [U.S. Department of Agriculture - Forest Service. Improvement Plan]

The tower continued to be used for fire detection until the early 1960s, when aerial fire detection began to phase out the use of fire lookout towers in Hiawatha National Forest.
Bibliography


Verbal Boundary Description

The Wetmore Fire Lookout Tower boundary is delineated by a circle 50 feet in radius from the Wetmore Fire Lookout Tower. This boundary incorporates the tower and landscape directly associated with this property. The tower is located in the northeast corner of the southeast corner of Section 24, Township 46 North, Range 19 West, Alger County, Michigan.

Verbal Boundary Justification

The Wetmore Fire Lookout Tower is located in Hiawatha National Forest, and its site is not easily separated from the forest at-large. The boundary delineated in the Verbal Boundary Description incorporates the landscape which has been historically associated with the direct and immediate use of Wetmore Fire Lookout Tower.
1. Name of Property
   Historic name __ Tie Hill Fire Lookout Tower __
   Other names/site number ________________________________

2. Location
   Street & number ________________________________ not for publication N/A
   City or town Munising ________________________________ vicinity X
   State Michigan code MI county Alger code 003 zip code 49862

3. State/Federal Agency Certification
   I, the designated authority under the National Historic Preservation Act of 1966, as amended, hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property __ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant __ nationally ___ statewide ___ locally.__ See continuation sheet for additional comments.

Signature of certifying official __________________________ Date __________

State or Federal agency and bureau __________________________

________________________
Signature of commenting or other official Date __________

State or Federal agency and bureau __________________________

National Park Service Certification
I, hereby certify that this property is:
   ___ entered in the National Register __ See continuation sheet.
   ___ determined eligible for the National Register __ See continuation sheet.
   ___ determined not eligible for the National Register __ See continuation sheet.
   ___ removed from the National Register __ See continuation sheet.
   ___ other (explain): __________________________

Signature of the Keeper __________________________ Date of Action __________
### 5. Classification

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**Name of related multiple property listing**

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

**Fire Lookout Towers on Hiawatha National Forest**

| Number of contributing resources previously listed in the National Register | 0 |

### 6. Function or Use

**Historic Functions**

- OTHER/fire detection
- DOMESTIC/single dwelling

**Current Functions**

- VACANT/not in use
- VACANT/not in use

### Architectural Classification

- OTHER/steel scaffold tower
- OTHER/front gabled vernacular

### Materials

- foundation: concrete
- roof: metal
- walls: metal
- weatherboard
- other: glass

### Narrative Description

Describe the historic and current condition of the property on one or more continuation sheets.)
## 8. Statement of Significance

**Applicable National Register Criteria**  
Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.

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

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

- **A** owned by a religious institution or used for religious purposes.  
- **B** removed from its original location.  
- **C** a birthplace or a grave.  
- **D** a cemetery.  
- **E** a reconstructed building, object, or structure.  
- **F** a commemorative property.  
- **G** less than 50 years of age or achieved significance within the past 50 years.

## Areas of Significance

(Enter categories from instructions)

- Conservation
- Engineering
- Architecture

## Period of Significance

ca. 1928 - 1943

## Significant Dates

ca. 1928 - ca. 1931

## Significant Person

(Complete if Criterion B is marked above)

N/A

## Cultural Affiliation

N/A

## Architect/Builder

unknown

## Narrative Statement of Significance

Explain the significance of the property on one or more continuation sheets.

## 9. Major Bibliographical References

**Bibliography**

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested.  
- previously listed in the National Register  
- previously determined eligible by the National Register  
- designated a National Historic Landmark  
- recorded by Historic American Buildings Survey  
- recorded by Historic American Engineering Record

**Primary Location of Additional Data:***

- State Historic Preservation Office  
- Other State agency  
- Federal agency  
- Local government  
- University  
- Other

Name of repository: **State Archives of Michigan**
Name of Property: Tie Hill Fire Lookout Tower
County and State: Alger County, Michigan

10. Geographical Data

acreage of Property: less than one (1) acre

UTM References

(Place additional UTM references on a continuation sheet)

Zone 16
Easting 528850
Northing 5113750

Zone 3
Easting
Northing

Zone 2
Easting
Northing

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

II. Form Prepared By

name/title: Barbara Kooiman, Architectural Historian
organization: U.S. West Research, Inc.
date: March 27, 1993
street & number: 421 Main St., Suite 306

ty or town: La Crosse
state: WI
zip code: 54601

Additional Documentation

Submit the following items with the completed form:

- Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property’s location.
- A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(check with the SHPO or FPO for any additional items)

Property Owner

(complete this item at the request of the SHPO or FPO.)

name
street & number

ty or town
state
zip code

date

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for viewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
Architectural Description

Tie Hill Fire Lookout Tower was constructed between 1928 and 1931 on its current site. Located in a clearing at the ridge crest at the end of FR 2263, the tower is circa .6 miles from its junction with FR 2265. The tower site is located in a remote location in a hilly area surrounded by medium sized hardwood and pine trees. Tie Lake and McComb Lake are each located several hundred feet to the west.

The tower is surrounded by a chain link fence with locked gate on all four sides. The fence measures approximately thirty feet on each side.

Inside the chain link fence is Tie Hill Fire Tower and its associated towerman's cabin. The tower is approximately eighty feet tall, according to Cultural Resource Inventory Form [R-9 CR Inventory No: 09-10-003-688], however, the form cites a 1937 site plan which indicates the tower is sixty-five feet, and a 1953 property list gives sixty feet as the height. The reason for this discrepancy in the historic record has not been determined, however, the tower does not appear to have been altered.

The tower scaffold, constructed of galvanized steel angled beams, is six sections high. The four legs are approximately fifteen feet apart, and taper vertically to support the 7 x 7 feet cabin eighty feet high. The four legs are braced by horizontal angle beams approximately every ten feet apart at near the bottom and six feet apart near the top. The tower appears to retain its original, galvanized finish, however, the tower cabin appears to have been painted.

The metal ladder is located on east side of the tower. The ladder is surrounded by a metal guard, constructed of horizontal set metal hoops which surrounded the ladder approximately every ten feet and is secured in place by
metal horizontal bars. Three small wooded platforms are secured along sections of the ladder.

A small platform is located at the top of the ladder, just under the hatch door of the tower cabin. The platform has a wooden floor and metal hand rails on all four sides.

An historic photograph, circa 1936, is located in USDA - Forest Service, Hiawatha National Forest files which show Tie Hill Fire Tower without the ladder rails and platforms, indicating that these were not original to the structure. The photograph does, however, confirm the height and general structural form of the tower. [Photographs, Tie Hill Fire Tower]

The tower cabin, constructed of painted steel panels on four sides, is 7 x 7 feet square. The lower sections of the cabin are metal all around, and the upper sections are metal frames for casement windows. Four one-over-one light casement windows encompass each of the four sides of the cabin. The windows would hinge open. All of the glass out of the windows is currently missing.

The roof of the cabin is metal, with a slight hip. A trap door in the roof allowed the towerman to climb on top of the roof.

Adjacent to the tower, to the direct south, at the foot of the tower, is the towerman's dwelling site. This one story frame structure was utilized by the towerman as a dwelling when he was not up in the tower. It is a front gable form, with a concrete foundation, centered gable-end door, which faces north, windows on each side, and asphalt shingled roof. A small, brick chimney extends up from the east roof slope. The cabin appears to be U.S. Forest Service Standard Plan No. 16. The cabin is believed to have been constructed circa 1931. [R-9 Building Inventory Form, R-9 CR Inventory No. 09-10-03-688]
A 1934 Landscape Plan of Tie Hill Tower shows, in addition to the tower and towermans cabin, a garage/woodshed to the northwest of the tower. The latrine was located southeast of the tower. A stone walk extended from the tower to these adjacent structures. [Tie Hill Tower Landscape Plan] Remnants of the stone walk, and a driveway around the tower hill still exist, however the garage and latrine have been removed or demolished.

Despite the removal of some of Tie Hill Tower's associated buildings, and the minor deterioration of the tower itself, Tie Hill Fire Lookout Tower retains sufficient integrity to portray its historical significance. Tie Hill Tower is the only fire lookout tower on Hiawatha National Forest which retains an extant towermans cabin, emphasizing the property's significance.
Statement of Significance

The Tie Hill Lookout Fire Tower is locally significant under Criterion A, for its association with conservation and fire detection efforts within the Hiawatha National Forest from circa 1928 to 1943, and for its association with the Civilian Conservation Corps in the Upper Peninsula, 1933 to 1942. The tower is also locally significant under Criterion C for its significance as one of four remaining steel frame fire towers which were constructed in Hiawatha National Forest by the Forest Service, and for retaining the only extant towerman's cabin within Hiawatha National Forest. This nomination is submitted in conjunction with the Multiple Property Listing "Fire Lookout Towers on Hiawatha National Forest."

Historical Background

Tie Hill Fire Lookout Tower is apparently one of the earliest fire lookout towers constructed in Hiawatha National Forest, West Unit. The tower is believed to have been constructed between 1928 and 1931. The extant tower is currently marked with a stencil which reads "Forest Officer in Charge, Marquette Purchase Units, Wetmore, Mich." This evidence indicates that the parts to assemble Tie Hill Fire Lookout Tower were shipped to this location between 1928, when federal purchase units were acquired in Alger, Delta and Schoolcraft counties under the management of Marquette National Forest, and 1931 when Hiawatha National Forest was organized. [Aaron: 3]

George D. Ferrar, the first forest supervisor of Hiawatha, came on site in 1931. At that time, Hiawatha (west unit) spread across 281,000 acres, however, only 2,700 acres were under public domain. The only Forest Service road which existed at that time ran from Eight Mile Corner, near Munising, to the area known as Kentucky. The only federally-manned fire tower at that
time was at Tie Hill. [Symon: 67 - 68]

The site was very remote, and required the construction of a towerman's cabin and storage building. In 1931 the Forest Service constructed these buildings, and apparently left the tower manned during high fire risk seasons. The site was complete by the time a 1934 landscape plan was drawn at Tie Hill. [Tie Hill Tower Landscape Plan]

The 1934 landscape plan indicated landscaping which included a loop driveway around the tower and cabin, a garage/woodshed (not extant), and stone walkways which would lead from the driveway, to the tower and dwelling, and on to a latrine (not extant). This landscaping was carried out at least to some degree, as the circa 1936 photographs of Tie Hill Fire Lookout Tower indicate the presence of a stone walkway and a road which encircles the tower. [Tie Hill Tower Landscape Plan; Photographs, Tie Hill Fire Tower]

All of the towers in the West Unit of Hiawatha National Forest were retired in the early 1960s, when aerial fire detection phased out the use of fire towers.
Bibliography


Verbal Boundary Description

The Tie Hill Fire Lookout Tower boundary is delineated by a circle 50 feet in radius from the Tie Hill Fire Lookout Tower. This boundary incorporates the tower, towerman's cabin, and landscape directly associated with this property. The tower is located in the northeast corner of the southwest corner of Section 25, Township 44 North, Range 19 West, Alger County, Michigan.

Verbal Boundary Justification

The Tie Hill Fire Lookout Tower is located in Hiawatha National Forest, and its site is not easily separated from the forest at-large. The boundary delineated in the Verbal Boundary Description incorporates the landscape which has been historically associated with the direct and immediate use of Tie Hill Fire Lookout Tower.
United States Department of the Interior
National Park Service
National Register of Historical Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking “x” in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter “NA” for “not applicable.” For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Use additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property
   Historic name: McNearney Fire Lookout Tower
   Other names/site number: __________________________

2. Location
   Street & number: __________________________ not for publication N/A
   City or town: Strongs
   State: Michigan code: MI county: Chippewa code: 033 zip code: 49790

3. State/Federal Agency Certification
   The designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ______ nomination ______ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ______ meets ______ does not meet the National Register Criteria. I recommend that this property be considered significant ______ nationally ______ statewide ______ locally. ______ See continuation sheet for additional comments.

   __________________________
   Signature of certifying official
   __________________________
   Date

   __________________________
   State or Federal agency and bureau

   __________________________
   My opinion, the property ______ meets ______ does not meet the National Register criteria. ______ See continuation sheet for additional comments.

   __________________________
   Signature of commenting or other official
   __________________________
   Date

   __________________________
   State or Federal agency and bureau

4. National Park Service Certification
   I, hereby certify that this property is:

   ______ entered in the National Register
   ______ determined eligible for the National Register
   ______ determined not eligible for the National Register
   ______ removed from the National Register
   ______ other (explain):

   __________________________
   Signature of the Keeper
   __________________________
   Date of Action
McNearney Fire Lookout Tower

Name of Property

Chippewa County, Michigan

County and State

5. Classification

<table>
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<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
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<td>___</td>
<td>Total</td>
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</tbody>
</table>

Name of related multiple property listing

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

Fire Lookout Towers on Hiawatha National Forest

6. Function or Use

Historic Functions

Enter categories from instructions

Other: fire detection

Current Functions

(Enter categories from instructions)

Vacant/not in use

7. Description

Architectural Classification

(Enter categories from instructions)

Other: steel scaffold tower

Materials

(Enter categories from instructions)

foundation concrete

roof metal

walls metal

other

Narrative Description

Describe the historic and current condition of the property on one or more continuation sheets.)
McNearney Fire Lookout Tower

Chippewa County, Michigan

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing

X A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Conservation

Engineering

Period of Significance

1936 - 1943

Significant Dates

1936

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Narrative Statement of Significance

Explain the significance of the property on one or more continuation sheets.

9. Major Bibliographical References

Bibliography

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey #

recorded by Historic American Engineering Record #

Primary Location of Additional Data:

State Historic Preservation Office

Federal agency

Local government

University

Other

Name of repository: State Archives of Michigan
McNearnev Fire Lookout Tower

Name of Property

Chippewa County, Michigan

County and State

10. Geographical Data

Acreage of Property: less than one (1) acre

JTM References

(Place additional UTM references on a continuation sheet)

16 657920 5143400

Zone Easting Northing

2 __________ __________

Zone Easting Northing

4 __________ __________

See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

Name/title: Barbara Kooiman, Architectural Historian

Organization: U.S. West Research, Inc. date: March 27, 1993

Street & number: 421 Main St., Suite 306 telephone: (608) 782-3338

City or town: La Crosse state: WI zip code: 54601

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property’s location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

Check with the SHPO or FPO for any additional items.

Property Owner

Complete this item at the request of the SHPO or FPO.

Name ________________________________

Street & number __________________________ telephone __________________________

City or town __________________________ state ___ zip code ______

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for viewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
Architectural Description

McNearney Fire Lookout Tower was constructed in 1936 on its current site. Located in a small clearing at the end of FR 3959, circa 1.75 miles west of its junction with FR 3159, McNearney Tower is situated on a hill rising from the east side of McNearney Lake. The tower site is located in a hilly, densely forested area. Trees have begun to grow up around the tower, thus obscuring it from view.

The tower is surrounded by a chain link fence on all four sides with a locked gate. The fence measures approximately thirty feet high on each side.

McNearney Tower is inside the chain link fence. The tower is approximately one hundred feet tall, according to the Cultural Resource Inventory Form. [R-9 CR Inventory No: 09-10-04-300] No associated buildings remain on the site.

The tower scaffold, constructed of galvanized steel angled beams, is eight sections high. The four legs are approximately twenty feet apart, and taper vertically to support the 7 x 7 feet cabin one hundred feet high. The feet of the tower are set into the ground with concrete pile foundations. The four legs are braced by horizontal angle beams placed approximately every ten feet apart near the bottom and six feet apart near the top. Some of the leg beams are marked with stenciled letters displaying "U.S. Forest Service - Raco, MI," which suggests that the parts were manufactured elsewhere and labeled for shipment to the Raco district station of Marquette National Forest (which was the name of the east unit of Hiawatha at that time). The metal stairs which are used to mount the tower have wood plank steps and switch-back for seven sections.

The tower cabin, constructed of galvanized steel panels on four sides, is 7 x 7 feet square. The lower sections of the cabin are metal all around, and the
upper sections are metal frames for casement windows. Six one-over-one light casement windows encompass each of the four sides of the cabin. The windows swing open on hinges. Some of the glass out of the windows is currently missing.

The roof of the cabin is metal, with a slight hip. A trap door in the roof allowed the towermen to climb on top of the roof.

The tower hill is descended by stone stairs which have been set into the side of the hill. At the base of the hill, approximately 50 feet south of the tower site, is the foundation of the towerman's cabin. Though all associated buildings are no longer extant, having been moved or demolished, a 1938 field map indicates that a residence, garage and latrine were on the site at that time. [Acquisition File #54-e] According to the R-9 Fire Tower Inventory Form for McNearney Tower, the dwelling was a three-room log dwelling (Plan 37d) constructed in 1937, a log garage (Plan 26b), and a latrine (Plan 19a). [R-9 Fire Tower Inventory Form, No. 09-10-04-300] A log cabin is located approximately one hundred feet south of the tower, on privately owned land. The cabin is believed to be the McNearney garage, which has been moved.

Despite the removal of the McNearney Tower's associated buildings, and the minor deterioration of the tower itself, McNearney Fire Lookout Tower retains sufficient integrity to portray its historical significance.
**Statement of Significance**

The McNearney Fire Tower is locally significant under Criterion A, for its association with conservation and fire detection efforts within the Hiawatha National Forest from circa 1936 to 1943, and for its association with the Civilian Conservation Corps (CCC) in the Upper Peninsula (U.P.), 1936 to 1942. The tower is also locally significant under Criterion C for its significance as one of four remaining steel frame fire towers which were constructed in Hiawatha National Forest by the Forest Service. This nomination is submitted in conjunction with the Multiple Property Listing "Fire Lookout Towers on Hiawatha National Forest."

**Historical Background**

McNearney Fire Lookout Tower was constructed in 1936 on land which was purchased by the U.S. Forest Service from the Cadillac Soo Lumber Company. The original site encompassed a one acre parcel on a hill on the east side of McNearney Lake. [Acquisition File # 54-c]

The road into the tower was constructed in the summer and fall of 1935 by Civilian Conservation Corps Camp Strongs (668th Company, CCC). The camp was located one and one-half miles south of the village of Strongs, and had been in operation at that location since May 1933. One hundred and thirty-nine enrollees manned Camp Strongs. In the same year as the construction of McNearney Tower road, the camp also planted 1200 acres in Norway and Jack Pine, constructed an underground oil cellar, constructed a three-and-one-half mile truck trail to McNearney Tower, constructed seven miles of telephone lines to connect McNearney Tower to other telephone lines, and cleaned brush piles to reduce fire hazards. [Camp Strongs, F-6, Strongs, MI Inspection Report, 1935]
The purchase of the McNearney Lake Tower site was complete by June 1936, and construction was begun shortly thereafter. Initially, it appears that only the tower was constructed. [Acquisition File #54c]

By 1937, the U.S. Forest Service was considering the purchase of two additional acres around the McNearney Tower site. The Forest Service intended to provide a protective screen around the tower, and to add improvements to the grounds. [Acquisition File #54c] By 1938 it was apparent that the purchase had still not been finalized. A "supplementary statement" stating the U.S. Forest Service's reasons for needing extra acreage around McNearney was forwarded to the Cadillac Soo Lumber Company, owners of the land in question. Hyman M. Goldberg, district forest ranger, made the following persuasive argument in favor of purchase:

If the additional land is not purchased, chemical wood will be cut up to the present acre on all four sides leaving a very bad fire hazard and presenting a very poor appearance. The site is highly recreation in value as it overlooks McNearney Lake. McNearney Lake is the only stairway tower in or near the district, and from the crow's nest can be seen the shoreline of Lake Superior for over 40 miles and a portion of Canada. [Acquisition File #54-e]

By 1939 the site encompassed two acres, as the Forest Service was successful in acquiring the additional land from Cadillac-Soo Lumber Company. Construction apparently preceded purchase, as in April 1939, a "Certification Regarding Rights of Way and Adverse Possession" indicated that the two acre site included McNearney Lake Tower, as well as a dwelling, woodshed and garage, and latrine. [Acquisition File #54-e]

The McNearney Fire Lookout Tower continued to function until fire towers were
phased out in the early 1960s, when the use of aerial fire detection was increased.
McNearney Fire Lookout Tower, Hiawatha National Forest

Bibliography

Acquisition File #54 - c. Located at Raco Field Station, Hiawatha National Forest, Michigan.

Acquisition File #54 - e. Located at Raco Field Station, Hiawatha National Forest, Michigan.

Camp Strongs, F-6, Strongs, MI Inspection Report, October 18, 1935. Located at National Archives, Record Group #33, Civilian Conservation Corps, Division of Investigation, Camp Inspection Reports, 1933 - 1942, Michigan Box #100.

R-9 Fire Tower Inventory Form, McNearney Lake Tower, No. 09-10-04-300. Located at USDA-Forest Service, Hiawatha National Forest, Escanaba, Michigan.
McNearney Fire Lookout Tower, Hiawatha National Forest

Verbal Boundary Description

The McNearney Fire Lookout Tower boundary is delineated by a circle fifty feet in radius from the McNearney Fire Lookout Tower. This boundary incorporates the tower, towerman's cabin, and landscape directly associated with this property. The tower is located in the southwest quarter of the northwest quarter of Section 33, Township 47 North, Range 5 West, Chippewa County, Michigan.

Verbal Boundary Justification

The McNearney Fire Lookout Tower is located in Hiawatha National Forest, and its site is not easily separated from the forest at-large. The boundary delineated in the Verbal Boundary Description incorporates the landscape which has been historically associated with the direct and immediate use of McNearney Fire Lookout Tower.
United States Department of the Interior
National Park Service

National Register of Historical Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Demond Hill Fire Lookout Tower

2. Location

Street & number: not for publication N/A
City or town: Raco
State: Michigan
county: Chippewa

code: MI

code: 033

Zip code: 49715

3. State/Federal Agency Certification

I, the designated authority under the National Historic Preservation Act of 1966, as amended, hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally.

Signature of certifying official
Date

State or Federal agency and bureau

Signature of commenting or other official
Date

State or Federal agency and bureau

National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain):

Signature of the Keeper
Date of Action
**Demond Hill Fire Lookout Tower**  
*Name of Property*

**Chippewa County, Michigan**  
*County and State*

### 5. Classification

#### Ownership of Property

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</tbody>
</table>

#### Number of related multiple property listing

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

**Fire Lookout Towers on Hiawatha National Forest**

#### Number of contributing resources previously listed in the National Register

0

### 6. Function or Use

#### Historic Functions

(Enter categories from instructions)

**Other: fire detection**

#### Current Functions

(Enter categories from instructions)

**Vacant/not in use**

### 7. Description

#### Architectural Classification

(Enter categories from instructions)

**Other: steel scaffold tower**

#### Materials

(Enter categories from instructions)

**foundation concrete**

**roof metal**

**walls metal**

**other**

### Narrative Description

Describe the historic and current condition of the property on one or more continuation sheets.)
Demond Hill Fire Lookout Tower

*Name of Property

Chippewa County, Michigan

County and State

8. Statement of Significance

Applicable National Register Criteria

Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing

X A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

Mark "X" in all the boxes that apply.

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Conservation

Period of Significance

ca. 1928 - 1943

Significant Dates

ca. 1928

Significant Person

N/A

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

unknown

Narrative Statement of Significance

Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey #

recorded by Historic American Engineering Record #

Primary Location of Additional Data:

State Historic Preservation Office

X Other State agency

X Federal agency

Local government

University

Other

Name of repository: State Archives of Michigan
Demond Hill Fire Lookout Tower  
Name of Property  
Chippewa County, Michigan  
County and State

10. Geographical Data

Acreage of Property  
less than one (1) acre

JTM References
(Place additional UTM references on a continuation sheet)

1 16 570640 5136240
Zone Easting Northing

2 3 Zone Easting Northing
See continuation sheet.

3 4 Zone Easting Northing

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title  Barbara Kooiman, Architectural Historian
organization  U.S. West Research  
date  March 27, 1993
street & number  421 Main St., Suite 306  
phone  (608) 782-3338

City or town  La Crosse  
state  WI  
zip code  54601

Additional Documentation
Submit the following items with the completed form:

- Continuation Sheets

- Maps
  - USGS map (7.5 or 15 minute series) indicating the property's location.
  - Sketch map for historic districts and properties having large acreage or numerous resources.

- Photographs
  Representative black and white photographs of the property.

Additional items
Check with the SHPO or FPO for any additional items.

Property Owner
Complete this item at the request of the SHPO or FPO.

name

street & number  
phone

city or town  state  zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
Architectural Description

Demond Hill Fire Lookout Tower was constructed circa 1928 on its current site. The tower is located in the northeast quarter of the northeast quarter of Section 27, Township 46 North, Range 4 West, approximately one hundred feet south of State Highway 28. Raco Field, an aircraft landing field constructed in the early 1960s, is located directly west, in Section 28. The tower site is located in a relatively flat, brushy area known as the Raco Plains, however, the tower itself is situated on a small hill which is surrounded by medium sized hardwood and pine trees. Between the tower hill and the highway is a brushy, disturbed area which exhibits evidence of a concrete foundation, as well as other earthen disturbances, where historically the towerman's cabin and other associated structures once stood.

The tower is surrounded by a chain link fence with locked gate on all four sides. The fence measures approximately thirty feet on each side.

Inside the chain link fence is Demond Hill Tower. The tower is approximately 80 feet tall, according to Cultural Resource Inventory Form [R-9 CR Inventory No: 09-10-04-299], however, the form cites a 1937 site plan which indicates the tower is sixty-five feet, and a 1953 property list gives sixty feet as the height. An explanation for this discrepancy is not readily available.

Another discrepancy in the historic record is the number of scaffold sections. A 1929 photograph which is in the U.S. Forest Service collection shows Demond Hill Tower as being nine sections tall (from bottom section to base of cabin). A 1944 photograph donated by Harold Lowery, a former towerman at Demond Hill shows the tower as nine sections tall also. However, the tower at Demond Hill today is only eight sections tall. The reason for the discrepancy in the height of the tower has not been determined with available information. It is possible that some time after the 1944 photographs were taken, the tower was
shortened by one section. This does not, however, impact significantly on the
tower's integrity, as the remaining members and tower appear to be from the
original circa 1929 construction date. [Franzen/Wojtala: 54; Demond Hill
photographs]

The tower also has a slightly different ladder than is evident in the historic
photographs. The 1929 and 1944 photographs show a simple vertical ladder,
with no safety rails, and a single platform just under the floor of the cabin.
The present-day tower has a vertical ladder with hoop-like rail guards spaced
approximately every eight feet, with a platform situated about halfway up the
ladder. This may have been a later addition to the pre-existing ladder.
[Franzen/Wojtala: 54; Demond Hill photographs]

The tower scaffold, constructed of galvanized steel angled beams, is eight
sections high. The four legs were approximately fifteen feet apart, and taper
vertically to support the 7 x 7 feet cabin at the top of the scaffold. The
four legs are braced by horizontal angle beams approximately every ten feet
apart near the bottom and six feet apart near the top. Some of the leg beams
are marked with stencilled letters displaying "Forest Supervisor, Raco,
Mich.," which suggests that the parts were manufactured elsewhere and labeled
for shipment to the Raco district station of Michigan National Forest (which
was the name of the East Unit of Hiawatha at that time).

The metal ladder is located on the east side of the tower. The ladder is
surrounded by a metal guard, constructed of horizontal metal hoops which
surround the ladder every ten feet and was secured in place by metal
horizontal bars. One small wooded platform is secured halfway up the ladder.

A small platform is located at the top of the ladder, just under the hatch
door of the tower cabin. The platform has a wooden floor, and metal hand
rails on all four sides.
The tower cabin, constructed of galvanized steel panels on four sides, is 7 x 7 feet square. The lower sections of the cabin are metal all around, and the upper sections are metal frames for casement windows. Four one-over-one light casement windows encompass each of the four sides of the cabin. The windows hinge open. All of the glass out of the windows is currently missing. Historically (pre 1950s) the windows were wood frame, with four panes on each of the four sides, however, these were replaced with metal in the 1950s. [Lowery]

The roof of the cabin is metal, with a slight hip. A trap door in the roof allowed the towerman to climb on top of the roof.

Adjacent to the tower, to the direct north, between the tower and the highway, was the towerman's dwelling site. Though all associated structures have been removed or demolished, records indicate that the dwelling, which faced north, was a wood frame weatherboard clad front gabled structure which measured 20 x 30 feet, including porch. Southeast of the house was a woodshed and latrine, and southwest of the house was a garage, measuring 18 x 12 feet. [McIver, 1934 map; Demond Hill Photographs, 1944]

Despite the removal of the Demond Hill Tower's associated buildings, and the alterations and minor deterioration of the tower itself, Demond Hill Fire Lookout Tower retains sufficient integrity to portray its historical significance.
Statement of Significance

The Demond Hill Fire Tower is locally significant under Criterion A, for its association with conservation and fire detection efforts within the Hiawatha National Forest from circa 1928 to 1943, and for its association with the Civilian Conservation Corps in the Upper Peninsula, 1933 to 1942. This nomination is submitted in conjunction with the Multiple Property Listing "Fire Lookout Towers on Hiawatha National Forest."

Historical Background

Demond Hill Fire Lookout Tower was constructed in response to the devastating fires which ravaged the Upper Peninsula after the extensive logging period which left thousands of acres of virgin pine and hardwood forests stripped of all cover except slash, the by-product of clear-cut timbering.

The first known record of the existence of a tower at the Demond Hill site is a document listing possible locations for lookout towers on the Marquette District, dated October 13, 1922. This document discusses a location at the Southeast quarter of the Southeast quarter of Section 22, Township 46 East, Range 4 West which at that time was the current location of Demond Hill Lookout Tower. It describes the site as having an "excellent view of the D.S. S. & A. RR right-of-way in both directions." This was considered advantageous because due to the steep grade it was the location of several railroad fires. The tower on the site at that time was proposed to have been replaced by one fifteen feet higher. ["Improvement, Michigan, Fire Lookout Tower, October 13, 1922]"
existence of a "U.S. Government Tower" in Marquette National Forest between Strongs and Rexford on M-28. No other U.S. government towers are identified on this state map, indicating that Demond Hill was likely the oldest federally owned tower in the state. By 1929 and 1930, the Michigan Department of Conservation maps were indicating the tower as "Demond Hill U.S. Tower." [Michigan Department of Conservation: 1928, 1929, 1930 (maps)]

Little more is known about the construction or use of the tower before 1934, when a site map was drawn of the buildings and tower at Demond Hill. By that year, the tower was accompanied by a "tower cabin," located approximately 70 feet north of the tower, as well as a garage, woodshed and toilet. [McIver, map] Though the tower cabin appears to be similar to CCC era designs, and CCC Camp Raco was located two miles to the east of the tower, the cabin meets no standardized plan being used during the CCC era. Additionally, a photograph dated 1929 exists in the USDA Forest Service collection which clearly shows a steel tower and associated wood towerman's cabin, shed and latrine. [Franzen/Wojtala: 54] A 1941 USDA-Forest Service Improvement Plan map of the Demond Hill Tower site indicates that the garage was constructed using standardized Plan No. 26. [R-9 U. S. Department of Agriculture - Forest Service Improvement Plan: Approved 1941]

Presumably, the Demond Hill Tower was manned, during the Civilian Conservation Corps (CCC) era, by CCC enrollees from Camp Raco. Camp Raco was the first CCC camp established in the Upper Peninsula. Initially, the early CCC camp enrollees worked on road clearing, fire hazard reduction and timber stand improvements, as well as reforestation, fire control, road construction and maintenance, building telephone lines, warehouses and towers, running survey lines, making forest inventories and lake and stream improvement for erosion control for fish habitats. [Symon: 179, 69]

The land on which the Demond Hill Lookout Tower site is located did not become
USDA-Forest Service property until 1936. The tower had apparently been constructed in trespass upon land which was in 1935 owned by Herman Rath, a local timber broker. The Forest Service made arrangements with Mr. Rath, and finalized purchase of the site by November 1936. [Acquisition Files, #55i]

Harold Lowery, a former towerman at Demond Hill from 1944 to circa 1962, described the furnishings of the tower. A flat table furnished with a map of the region stood in the middle of the tower cabin. An alidade was secured to the map. A stool, with glass insulators on the feet, also furnished the cabin. The tower was connected to Camp Raco and the Raco District Station by a single telephone line, which the towerman used to call in potential fires, and other hazards he might see. By 1945 Demond Hill Tower was equipped with a radio, rather than telephone. [Lowery]

Demond Hill Fire Lookout Tower was retired circa 1962, simultaneous with the construction of Raco Field. With the increased use of airplanes for fire detection, the need for fire lookout towers in Hiawatha National Forest became obsolete. [Lowery]
Bibliography

Acquisition Files, Purchase, Marquette, Rath, Herman G. #55i, Case Closed 11/14/36. Files located at Raco Field Station, Hiawatha National Forest, Michigan.


"Improvement, Michigan; Fire Lookout Tower; Raco, Michigan; October 13, 1922: Memorandum to accompany platt [sic] showing possible locations for Lookout Towers on the Marquette District." Located in files at USDA - Forest Service, Hiawatha National Forest, Escanaba, MI.


McIver, ___. Demond Hill Fire Tower, site map, surveyed by Halfaday, mapped by McIver. February 24, 1934.


Verbal Boundary Description

The Demond Hill Fire Lookout Tower boundary is delineated by a circle one hundred feet in radius from the Demond Hill Fire Lookout Tower. This boundary incorporates the tower and landscape directly associated with this property. The tower is located in the northeast quarter of the northeast quarter of Section 27, Township 46 North, Range 4 West, Chippewa County, Michigan.

Verbal Boundary Justification

The Demond Hill Fire Lookout Tower is located in Hiawatha National Forest, and its site is not easily separated from the forest at-large. The boundary delineated in the Verbal Boundary Description incorporates the landscape which has been historically associated with the direct and immediate use of Demond Hill Fire Lookout Tower.
1. Name of Property
   Historic name Doty Trestle Bridge
   Other names/site number

2. Location
   Street & number ____________________________ not for publication N/A
   City or town Munising ____________ not for publication N/A

3. State/Federal Agency Certification
   The property ______ meets ______ does not meet the National Register criteria. (See continuation sheet for additional comments.)
   Signature of certifying official ____________________________ Date ____________

4. National Park Service Certification
   I, hereby certify that this property is: ____________________________ ____________________________ Date ____________
   ___ entered in the National Register ____________________________ ____________________________ ____________________________ ____________________________
   ___ determined eligible for the National Register ____________________________ ____________________________ ____________________________ ____________________________
   ___ determined not eligible for the National Register ____________________________ ____________________________ ____________________________ ____________________________
   ___ removed from the National Register ____________________________ ____________________________ ____________________________ ____________________________
   ___ other (explain): ____________________________ ____________________________ ____________________________ ____________________________
### Doty Trestle Bridge

**Name of Property**

**Alger County, Michigan**

**County and State**

### 5. Classification

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<th>Ownership of Property</th>
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**Name of related multiple property listing**

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

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### 6. Function or Use

**Historic Functions**

(Enter categories from instructions)

TRANSPORTATION: Rail Related

**Current Functions**

(Enter categories from instructions)

TRANSPORTATION: pedestrian related

### Description

**Architectural Classification**

(Enter categories from instructions)

OTHER: timber trestle bridge

**Materials**

(Enter categories from instructions)

foundation wood

roof N/A

walls N/A

other metal

**Narrative Description**

Describe the historic and current condition of the property on one or more continuation sheets.)
**8. Statement of Significance**

**Applicable National Register Criteria**

Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.

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

(Enter categories from instructions)

- Transportation: Railroad
- Industry: Lumber
- Engineering

**Criteria Considerations**

(Mark "X" in all the boxes that apply.)

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<td><strong>C</strong></td>
<td>A birthplace or a grave.</td>
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<td><strong>D</strong></td>
<td>A cemetery.</td>
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<td><strong>E</strong></td>
<td>A reconstructed building, object, or structure.</td>
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**Period of Significance**

1902 - 1943

**Significant Dates**

1902

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**Narrative Statement of Significance**

Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Primary Location of Additional Data:**

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Name of repository: Library of Michigan

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #
Dotv Trestle Bridge

10. Geographical Data

- County: Alger County
- State: Michigan
- Area of Property: less than one (1) acre

UTM References

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Verbal Boundary Description

- Describe the boundaries of the property on a continuation sheet.

Boundary Justification

- Explain why the boundaries were selected on a continuation sheet.

11. Form Prepared By

- Name/Title: Barbara Kooiman, Architectural Historian
- Organization: U.S. West Research
- Date: March 27, 1993
- Street & Number: 421 Main St., Suite 306
- City or Town: La Crosse
- State: WI
- Zip Code: 54601

Additional Documentation

- Submit the following items with the completed form:
  - Continuation Sheets
  - Maps
    - USGS map (7.5 or 15 minute series) indicating the property's location.
    - Sketch map for historic districts and properties having large acreage or numerous resources.
  - Photographs
    - Representative black and white photographs of the property.

Additional Items

- Check with the SHPO or FPO for any additional items.

Property Owner

- Complete this item at the request of the SHPO or FPO.

- Name: __________________________
- Street & Number: __________________________
- City or Town: __________________________
- State: _____
- Zip Code: ______

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for viewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
The Doty Trestle Bridge is located on the historic East Branch of the Lake Superior & Ishpeming Railroad, between Doty and Stillman, in the southeast quarter of the southwest quarter of Section 22, Township 46 North, Range 18 West in Alger County, Michigan. It spans the North Branch of Stutts Creek. The creek flows southeast and at the bridge crossing point has steep banks which drop approximately twenty feet to the shallow creek.

The Doty Trestle Bridge is a railroad timber trestle bridge which has been converted for use as a snowmobile trail bridge. The bridge is ten spans supported on nine timber frame bents. The overall bridge length is 139 feet. The timber frame bents are supported on a combination of spread footings and piles. The bents which are supported on pilings have six piles per bent with an average diameter of ten inches per pile. The timber frame bents are constructed with three vertical and two sloped 12" x 12" members each on 12" x 12" pile caps. The pier caps are also 12" x 12" members. The bents support eight 7.75" x 20.25" stringers which are continuous over two bents. The stringer joints alternate between bents. The cross ties are 8" x 8" x 10' at 13" on center. The old ties have been overlaid with 3" longitudinal decking. 8.5" x 6.5" curbing has been added with 8' 6" clear distance between the face of curbs. A pedestrian type railing system was also added to the structure, probably in the last ten years. Abutments and wingwalls are timber piles, with 8" thick timber retaining walls. The wingwalls on the east end of the bridge have been reconstructed using old telephone poles. [Knutson: Bridge Technical Report]
Statement of Significance

The Doty Trestle Bridge is locally significant under Criterion C, as an excellent example of a timber railroad trestle bridge in the Upper Peninsula of Michigan, where few timber railroad trestle bridges remain intact. Additionally, the Doty Trestle Bridge is locally significant under Criterion A under the areas of significance of Transportation and Industry as the only remaining timber trestle bridge that was formerly part of the East Branch of the Lake Superior & Ishpeming Railroad, which was owned and controlled by the Cleveland-Cliffs Iron Company, for the purposes of hauling cordwood for iron refining charcoal.

Historical Background

In the 1830s the Upper Peninsula of Michigan was first utilized and exploited by Euro-Americans industrially, when the first commercial sawmill was constructed on the Escanaba River in 1838. Harvesting of the virgin pine stands of Michigan, Minnesota and Wisconsin came in direct response to the near depletion of lumber stands in the eastern coastal states by the mid-nineteenth century. Steam technology, introduced to the Midwest at the same time the lumber industry began there, allowed for the efficient powering of lumber mills in remote areas, where water power may not have been sufficient where the timber stands may have been abundant. [Karamanski: 16 - 18]

After the Civil War, the demand for white pine timber increased significantly. By 1868, the Chicago Lumber Company had established in Manistique, Michigan, where they conducted extensive lumbering operations in the region into the early twentieth century. By the 1880s and 1890s several more lumber companies established in the Manistique area, as well as along the shore of Big Bay De Noc, in St. Ignace, and at Emerson. [Karimanski: 30-31]

From the 1860s through the 1890s, as the lumber industry thrived in the Upper...
Peninsula, the charcoal iron industry also expanded. Due to the large amounts of hardwood in the Upper Peninsula, entrepreneurs built blast furnaces, which utilized the iron ore found on the iron ranges in the western part of the peninsula. [Karimanski: 34]

Railroads became an important factor in the development of the Upper Peninsula, with the introduction of the Chicago and Northwestern Railway in 1872, when the line was expanded from Menominee to Escanaba. By 1881 the Detroit, Mackinac, and Marquette Line was completed, and between these two railroad lines, the remote interior of the Upper Peninsula was finally accessible, facilitating lumber production. Specialized logging railroads were established which branched out from main lines, allowing access to timber stands not accessible via waterways. [Karimanski: 51]

One of the main incentives for developing railroad transportation in the Upper Peninsula was to close the communication and transportation gap between the lower and upper peninsulas. As early as 1881 the Mackinac Transportation Company was formed, and owned jointly by the Detroit, Mackinac and Marquette Railroad and the Michigan Central Railroad, as well as Grand Rapids and Indiana railroads. This company began two ferries, one to transport passengers and cargo between St. Ignace and Mackinaw City, and the other to move railroad cars between the peninsulas. [Symon: 193]

The Marquette & Western Railroad, chartered in 1883, was formed as a subsidiary of the Sault Sainte Marie Bridge Company to construct a branch railroad line from Marquette to Ishpeming, where iron mines were located. In 1883 the Marquette & Western Railroad purchased the Cleveland Iron Mining Company's iron ore dock in Marquette. Iron ore shipments began in 1885, after extensive rebuilding of the docks, however, it was quickly realized that the low rated commodities of iron ore and forest products would not bring the revenues needed to recover from improvement investments. Thus, Marquette & Western Railroad was sold to the Marquette, Houghton & Ontonagon Railroad, then in turn sold to the Mackinaw & Marquette Railroad, which in turn was
consolidated with the Duluth, Superior & Michigan Railroad, the Sault Sainte Marie & Marquette Railroad and the Wisconsin, Sault Sainte Marie and Mackinac Railway to form the Duluth, South Shore & Atlantic Railway in December 1886. [Symon: 193-194]

In the 1890s three major Upper Peninsula lumbering companies made the technological switch from timber transportation via river to transportation via railroad. The Chicago Lumber Company, Weston Lumber Company and Bay De Noquet Company all invested in the railroad industry so that they could reach inland timber stands. In 1896 the Chicago Lumber Company built the Manistique and Northwestern Railway, linking the company's mills with Shingleton on the Detroit, Mackinac, and Marquette Line. [Karimanski: 52-53]

In 1895 the Lac LaBelle Company of LaPorte, Indiana formed the Munising Railway with the intention of "building over eighty miles of railway for the purpose of carrying timber to shipping points on Lake Superior, where the company owns the best harbor on the lake." The intent was to begin at Munising Bay with three branches: one westerly about thirty-eight miles to a junction with the Chicago & Northwestern Railway at Little Lake station, one southeast, thirty miles or more to Manistique, and one northeast parallel with the shore of Lake Superior, and about six miles from Munising Bay. [Symon: 195]

The Munising Railway was sold to George C. Fry of Chicago, who secured the right for an extension of the railway to Marquette, where it could connect with the Lake Superior & Ishpeming Railway. The railroad and rights were then sold to Mr. W. G. Mather, president of Cleveland-Cliffs Iron Company on September 1, 1900. Improvements were continued into 1901 and 1902, with connections being completed from Munising to Ishpeming, as well as branches extending from Stillman, southwest of Munising, through Forster Junction, Ethel, Hartho and Petrel by 1902. [Symon: 195]

It was during this era that the Cleveland-Cliffs Iron Company turned a heavy
 investment toward hardwood lumbering in the Upper Peninsula. Once Cleveland-Cliffs controlled the Marquette and Southeastern Railway, and the Lake Superior and Ishpeming Railway, they aggressively brought land holdings in Alger County to approximately 300,000 acres. Alger County’s level topography was ideally suited to railroad logging. Cleveland-Cliffs Iron Company generally followed a policy of clear cutting its holdings, which was facilitated by the ease of access with which the railroad could reach landlocked forested terrain. [Karimanski: 57]

Cleveland-Cliffs Iron Company quickly found that clear-cutting the forest could be doubly lucrative, as they used the hardwoods in iron production, and pulpwood was sent to the Munising Paper Company plant. Finally, chemical wood, rotted logs, and other substandard wood was shipped to Cliffs Chemical plant for processing into wood alcohol and other chemicals. [Karimanski: 58]

Cleveland Cliffs Iron Company was additionally motivated to participate in the logging industry due to the fact that a large amount of hardwood was utilized in the production of charcoal iron. Though coal smelting became the principal process for iron production in the post-Civil War period, charcoal iron production increased until 1890, and continued to be used until the 1920s. From 1896 until the late 1920s Cleveland-Cliffs Iron Company operated charcoal iron furnaces at Gladstone. Annually, the Gladstone furnace produced nearly 348,000 tons of pig iron, utilizing over 1,200 acres of woodland. [Karimanski: 61]

In 1911, the stockholders of the Munising Railway and the Marquette & Southeastern Railway agreed to merge the two companies. As a result, the Munising, Marquette & Southeastern Railway was formed. In 1913 it was reported that the new railway had 96.20 miles of main track, with 55.66 miles of sidings and 40.82 miles of branches. In 1923, the Lake Superior & Ishpeming Railway, and the Munising, Marquette & Southeastern Railway filed to consolidate as a single corporation, named the Lake Superior and Ishpeming Railroad (LS&I). The new company went into operation in 1924. [Symon: 196]
LS&I was a subsidiary of Cleveland-Cliffs Iron Company. The large iron company realized that it could make money by hauling its own ore, rather than paying another carrier, such as the Duluth, South Shore & Atlantic, or the Chicago & Northwestern to haul their ore. The Cleveland-Cliffs Iron Company incorporated LS&I in February 1893. The first tracks were built from the Lake Superior docks at Marquette to the ore mines at Ishpeming. By 1927 LS&I was able to report a total of 165.59 miles of track. Though a relatively short line, the mileage earnings of this company were among the highest of all railroads in the United States. [Symon: 197-98; Simonson: 25]

LS&I peaked at 170 miles of track until the late 1950s, when track was removed in the Princeton and Gwinn area. The number of route miles was continually diminished. In 1966 LS&I removed tracks and ties along their East Branch. In 1979 LS&I made a major abandonment of all of its lines east of Marquette, except for approximately five miles between Munising and Munising Junction, to provide service for the Kimberly-Clark paper mill in Munising. [Simonson: 27; Symon, 1986: 199]

By 1990 LS&I owned only forty-nine route miles of track, almost exclusively confined to the area between the Empire and Tilden ore mines on the Marquette Range south of Ishpeming, and to the LS&I yards at Ishpeming. The Empire Mine, owned by Inland Steel, LTV Steel, Wheeling-Pittsburgh Steel and Cleveland Cliffs (and managed by Cleveland Cliffs), mines magnetite, which is hauled to the docks in Marquette by LS&I freight engines. The Tilden Mine, which is owned by Algoma Steel, Stelco and Cleveland-Cliffs (and managed by Cleveland Cliffs) is reached by an LS&I branch from the Empire Mine. By 1990 the Tilden mine was shipping about seven million tons annually, via LS&I to the Marquette docks, where it is eventually shipped to Sault Sainte Marie; Hamilton, Ontario; Trenton, Michigan and Cleveland, Ohio. [Simonson: 30]

The Doty Trestle Bridge, which spans the North Branch of Stutts Creek, in Alger County, Section 22, Township 46 North, Range 18 West, was constructed in 1902 when the Munising Railway Company, formed in 1895, constructed branches
from Stillman through Forster Junction, Ethel, and Hartho to Petrel. The Hartho branch was directly north and east of the Doty spur. [Symon: 195; Michigan, 1938]

Due to loss of LS&I maintenance records, little detail is known about the bridge itself. It is known that the tracks and trestle were used primarily to carry timber for Cleveland-Cliffs Iron Company, from 1902 until well into the 1930s. The bridge likely continued to be used until the time the branch was retired and removed in 1966.

After the branch's retirement in 1966, the right-of-way of the LS&I was acquired by the United States of America for Hiawatha National Forest. The bridge was modified with rails and a wooden plank platform. It is now utilized as a snowmobile trail.

**Railroad Bridges in the Upper Peninsula of Michigan**

Due to the Upper Peninsula's vibrant railroad history, railroad bridges were built extensively, from 1879 when the first Upper Peninsula railroad began operations, well into the twentieth century. Though a comprehensive railroad bridge survey has not been conducted in the Upper Peninsula, in 1978 Charles K. Hyde studied the most significant of the U.P.'s railroad related resources in the Historic American Engineering Record. [Hyde: 178 - 205]

Of the fifty-one railroad bridges surveyed in Hyde's study, twelve were built in the nineteenth century, twenty-eight were constructed between 1900 and 1920, and the remaining eleven have been built since 1920. The majority studied were iron or steel trusses. Stone and concrete arches, steel and concrete girders, steel cantilevered spans, steel and timber trestles, and steel vertical lift bridges were also studied. [Hyde: 178]

In Hyde's study, the only trestle comparable to the Doty Trestle was the Duluth, South Shore and Atlantic Railroad Trestle over the Jumbo River near
Kenton, Houghton County. The Jumbo River Trestle, constructed in 1899, is eight feet wide and two hundred feet long and consists of three distinct sections. There are two timber trestle approach sections, each seventy-five feet long, and a single steel deck girder span resting on steel piers, fifty feet in length. [Hyde: 195]

The Jumbo River Trestle is comparable to the Doty Trestle in its overall design in that the trestle is made of timbers. The Doty Trestle is approximately forty feet shorter than the Jumbo River Trestle, and the Doty Trestle does not feature a steel deck girder span. The entire span of the Doty Trestle is supported by timber frame bents.

With no more comparable documentation, it appears evident that the Doty Trestle Bridge is a relatively rare structure type in the Upper Peninsula of Michigan. Though similar to the significant Jumbo River Trestle, the Doty Trestle is distinctive in its design, and no known comparable structure is extant in the Upper Peninsula.
Bibliography


Knutson, Michael S., Civil Engineer to Dewayne Ide, Forest Engineer. Correspondence, Subject: Doty Tressel Bridge 120-29.8 (Munising Ranger District), Reply to 7700. May 31, 1991.


Legal Boundary Description

The Doty Trestle Bridge is located in Township 46 N, Range 18 West, Section 22, southeast quarter of southwest quarter, on the south section line where the line intersects with the North Branch of Stutts Creek.

Boundary Justification

The nominated property encompasses the entire parcel historically associated with the Doty Trestle Bridge. This includes only the bridge structure which passes over the North Branch of Stutts Creek, and not the adjacent right-of-way of the former Lake Superior & Ishpeming Railroad tracks.
United States Department of the Interior
National Park Service

National Register of Historical Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. See additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property
   Historic name Neville, Lloyd Cabin
   Other names/site number North Star Camp, Byer's Lake Recreational Area

2. Location
   Street & number ___________________________ not for publication N/A
   City or town Steuben
   County Schoolcraft
   Zip code ________

3. State/Federal Agency Certification
   I, hereby certify that this property is: See continuation sheet.
   _ entered in the National Register
   _ determined eligible for the National Register
   _ determined not eligible for the National Register
   _ removed from the National Register
   _ other (explain): ________________________________

   Signature of certifying official
   ____________________________
   Date _______________________

   State or Federal agency and bureau
   ____________________________

   In my opinion, the property _meets _does not meet the National Register criteria. ( _ See continuation sheet for additional comments.)
   ____________________________
   Date _______________________

   State or Federal agency and bureau
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<td>Narrative Description</td>
<td>Describe the historic and current condition of the property on one or more continuation sheets.)</td>
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**Neville's Cabin/Camp North Star**  
Name of Property

**Schoolcraft County**  
County and State

### 8. Statement of Significance

**Applicable National Register Criteria**  
Mark “X” in one or more boxes for the criteria qualifying the property for National Register listing:

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

**Criteria Considerations**  
(Mark “X” in all the boxes that apply.)

- [ ] A owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or a grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**  
(Enter categories from instructions)

- [ ] Entertainment/Recreation

**Period of Significance**

1949

**Significant Dates**

1949

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

unknown

**Narrative Statement of Significance**

Explain the significance of the property on one or more continuation sheets.

**9. Major Bibliographical References**

**Bibliography**

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.

**Previous documentation on file (NPS):**

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested.
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey #
- [ ] recorded by Historic American Engineering Record #

**Primary Location of Additional Data:**

- [X] State Historic Preservation Office
- [X] Other State agency
- [X] Federal agency
- [ ] Local government
- [ ] University
- [X] Other

Name of repository: Michigan State Archives
Neville's Cabin/Camp North Star
Schoolcraft County

10. Geographical Data

Acreage of Property 15.58 acres

UTM References
(Place additional UTM references on a continuation sheet)

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See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

Name/title Barbara Kooiman, Architectural Historian
Organization U.S. West Research, Inc. date March 27, 1993
Street & number 421 Main St., Suite 306 telephone (608) 782-3338
City or town La Crosse state WI zip code 54601

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets
Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs
Representative black and white photographs of the property.

Additional Items
Check with the SHPO or FPO for any additional items.

Property Owner
Complete this item at the request of the SHPO or FPO.

Name
Street & number telephone
City or town state zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
Architectural Description

The Lloyd J. Neville Cabin/North Star Camp complex is located on the south end of Byers Lake in Inwood Township, Schoolcraft County, Michigan. The complex of buildings located approximately two miles west and north of the village of Steuben, is 15.6 acres in size. The seventeen buildings vary in size from 104 square feet to 3240 square feet. Though the site is generally rustic, several of the structures have been equipped with plumbing and electricity.

The site, approximately three-quarters of a mile north of the highway, is reached by a dirt road from County Highway 437. The site is located in a clearing which spans several hundred feet of the lakefront. The hilly terrain displays a clearing at the south end near the driveway on a high point, which then slopes down to the waterfront. The main cabin, Neville's Cabin, is located at the west end of the clearing, with a cluster of six smaller cabins around it. To the east, along the south edge of the lakefront, are five more cabins, and a prefabricated modular house. On the high area south of the lake is another cluster of six more cabins. A deteriorated concrete platform, which was once a tennis court, is on the low, flat area between the cluster of cabins on the rise and the row of cabins near the lake. Please refer to the attached sketch map.

A description of each building is as follows, and keyed to the accompanying sketch map.

Building #1

This structure, the Lloyd Neville Cabin, is undoubtedly the oldest building in the complex. The original, two story structure appears to have been built between 1926, when Lloyd Neville purchased the property, and 1932, when the citation "Nevilles Cottage" appears on a Michigan Department of Conservation map. [Schoolcraft County, MI: Liber 40, Page 63; Michigan Department of Conservation, 1932]
The Lloyd J. Neville Cabin, sited on a high ridge overlooking the southwest corner of Byers Lake, is located within thirty to sixty feet from Buildings #2 through 6. It is a one and one-half story, front gabled, log structure with one story shed roof additions on all four sides.

The front facade of the structure, which faces east, is four bays wide on the first story and two bays wide on the second story. The three bays to the south side of the east facade on the first story appear to be of the same construction period. Presumably the bays were added in the late 1940s or early 1950s, while under the management of North Star Camp. The bay to the north side of the east facade appears to have been constructed more recently, perhaps in the 1960s.

The walls are whole log, with exposed ends which have been painted white. The logs appear to have been stained dark brown. The logs were corner notched with saddle notching, which is rounded, to create a cradle for the matching log. The logs, in general, appear to be approximately four to eight inches in diameter, and all seem to be very straight. Each bay, displaying horizontal logs, is approximately 10 feet wide.

The front door is set in the center of the first floor of the east facade, which is four bays wide. The door itself is a manufactured door, with lower panels and a three-over-three light window on the upper half. The windows which flank the two bays to the south and one bay to the north of the door are three-part casement windows. The middle part on each window is fixed, with two-over-four panes. The parts on either side of the fixed center window are also two-over-four panes, but are casements which crank open from the interior on side-hung hinges. The furthest north bay also features casement windows which are two sets wide. They appear to be similar in window pane configuration and size as the other three windows, except that they were probably added with the north-side addition to the cabin in more recent years. The wall siding on this bay is half-log vertical siding. The entire first
The second story of the east facade is basically a half-story gable end. This portion is part of the original construction of the cabin. The two horizontal sash windows, which are probably later replacements, open horizontally. The wall material of the second story is horizontal whole log construction. The gable roof over the second story is clad with asphalt shingles. (See Photo #7)

The south facade features a one story addition which spans the entire facade. The addition is constructed completely of horizontal whole logs, identical to the construction of the first story east facade on the addition. There are three sets of three part casement windows, of similar manufacture as those featured and described on the east facade. The set of casement windows at the west end of the facade are shorter, with only two-over-three lights. The hipped roof of the addition terminates just under the eave of the gable roof of the original part of the cabin. Approximately in the middle of the seam where the two roof lines meet, a rustic stone chimney with an arched cap extends approximately four feet up from the roof. A wood door with wrought iron strap hinges exits from the west end of the south facade. (See Photo #2 and #6)

The rear, west facade is of more recent construction, probably in the late 1950s to early 1960s. The facade features three bays. The two south bays are lighted by two double sets of four-over-four sash windows. The bay to the north exhibits a small platform deck with a set of wooden stairs. The deck is flanked by windows to the north and south, each single two-over-four sash. The entire one story facade is covered with a hipped roof, clad in asphalt shingles. (See Photo #3)

The north facade is, like the west facade, of more recent construction. It is clad in half-log vertical siding, and covered with an asphalt shingle clad hipped roof. Two doors, built of wood with two panels, exit this facade.
The second story is reached by a rustic designed open stairs, which flank the south wall of the "main room." Separated by a small hallway, there are four small bedrooms on the second floor. Two rooms are located on the east side, whereas the other two on the west side. Two of the rooms have been painted white, and two have been left in their natural wood color.

Overall, the integrity of Neville's cabin is poor when evaluated in terms of its historic association with Lloyd Neville, who used the cabin for private recreational purposes. However, after it was purchased by the organizers of North Star Camp in 1949, most of the additions and alterations to the cabin were made. This puts the cabin, as it exists today, outside the historic period, which is 1943.

North Star Camp Cabins

A total of fifteen buildings (#2-17, exclusive of #12) on the site which is currently owned by Hiawatha National Forest, were constructed during the period of operation of North Star Camp. This privately owned summer camp, designed for children's recreation, appears to have operated from 1949 to at least 1963, based on preliminary research. Most of the camp buildings are one or two rooms, with rustic interiors. Two additional cabins, which were likely originally part of North Star Camp, are still located on the site. However, they are currently located on privately owned land, and were not evaluated as a part of this project. Another building, Building #12, was moved to the site in the 1970s by the owners of the property at that time, and does not have historical ties to North Star Camp.

Each of the cabins are briefly described as follows:

Cabin #2 (See Photo #13)

This small cabin is 216 square feet. The building is sited northeast of
Five two-over-four casement windows ventilate and light the facade. The entire north addition is elevated to the level of the remainder of the building with unmortared concrete block piles, which appear to be temporary. Where the roof line of the one story addition meets the eave of the gable roof, a well-constructed stone chimney extends approximately four feet up from the roof. (See Photo #4 and #5)

One uses the main door, located on the east facade, to access the cabin. The interior has been left unfinished, with exposed log walls. The floors are wood, and the ceilings have been finished with narrow tongue-in-groove boards. The entire interior has been left unpainted, in its natural wood color. (See Photo #10)

The interior first floor plan gives clues to original and addition sections of the building. The "main room," located in the center of the structure, features diagonal floor boards, flush board ceiling, supported by cross-beam logs, and a massive stone fireplace, which appears to have been constructed by a skilled stone mason. (See Photo #12)

The east and south addition section also displays wood floors. One-third of the way down the south side of the house is a doorway into the kitchen, which is flanked by a knotty pine built-in cabinet. This cabinet was probably constructed at the same time as the east/south addition, in the early 1950s. (See Photo #9)

The kitchen, on the south side of the house, exits to the rear, (west addition) through a door. The west addition is an entire room, which is two steps lower than the rest of the first floor interior. It exhibits a concrete floor, and was used as a kitchen in the 1950s and 1960s, during the summer camp history of the site.

The north addition section is one entire room inside. The ceiling is tenuously supported by beams. The entire addition appears to be in poor
Neville's Cabin, and rests on a steep slope near the lake. It is a one-story frame, side gabled structure which is clad with vertical half-log siding. The roof's shingles are asphalt. It has a center wood door and two two-over-two double casement windows. The interior features two rooms, with one toilet. The ceiling is flush-board and the walls are unfinished. The entire structure sits on a concrete block pier foundation.

Cabin #3 (See Photo #14)

This square plan cabin is 168 square feet. The building sits northwest of Neville's Cabin, in the edge of the woods. The frame building has vertical false log siding, one two-over-four casement window in front (south), and a wood door off-set to the east. The asphalt shingled roof is hipped.

Cabin #4 (See Photo #15)

This front gabled, frame cabin has a side gabled ell addition with a total of 299 square feet. The weatherboard sided building features a centered door which features a small gabled pediment over. Three-over-three vertical pane sash windows flank the doorway. The roof is clad with rolled asphalt. The ell addition, an apparent later renovation, has one large four pane window.

Cabin #5 (See Photo #17)

This front gabled frame shed has vertical weatherboard siding. The front faces east, and the wood door is offset to the north. A small four pane window lights the north facade, while a small ell, facing north, extends from the west side. The building apparently has functioned as a storage shed.

Cabin #6 (See Photo #16)

This front gabled frame building is clad with weatherboard and faces west. The wood door is centered. Windows with top hinged wooden shutters flank each
side of the door, as well as the the sides and rear. The one-room interior features a wooden floor and unfinished walls.

Cabin #7 (See Photo #19)

This side gabled frame building, which faces south, is clad with vertical false log siding. The centered door is flanked by simple casement windows. The roof is clad with rolled asphalt. The interior is one room, with a wood floor and unfinished walls.

Cabin #8 (See Photo #18)

This front gabled cabin faces east. The frame structure is faced with vertical false-log siding. The roof is clad with asphalt shingles. The north and south facades each feature five screened windows. The interior is one room, with wood floor and unfinished walls.

Cabin #9 (See Photo #20)

This square plan building faces south with a door which is offset to the east. The south facade features one screened window. The frame structure is clad with horizontal weatherboard. The hipped roof is covered with rolled asphalt. The interior has a concrete floor, and is divided into one large room at the south end, and two small rooms at the north end. From the appearance of the interior, this structure was historically a bathhouse.

Cabin #10 (See Photo #21)

This side gabled frame structure is clad with vertical false log siding. The door, on the south facade, is centered, with casement windows flanking either side. The gabled roof is clad with asphalt shingles. The interior, one room, has wood floors and unfinished walls.
Cabin #11 (See Photo #22)

This end gabled frame building is clad with horizontal weatherboard. The centered door faces west, and is flanked by wood shuttered windows on either side. The north and south facades each feature long, rectangular shuttered windows. The roof is clad with asphalt shingles. The single room interior has a wood floor and unfinished walls.

Building #12 (See Photo #24)

This structure is a gabled-T frame structure with vinyl siding. It was moved to the site in the 1970s, and does not contribute historically to the North Star Camp site.

Cabins #13, 14, 15 and 17 (See Photos #25, 26, 27 and 28)

All four of these frame cabins are virtually identical in their form, materials, and integrity. Each are side gabled structures with one wood door centered on one side. All structures have vertical false log siding, and shuttered windows which flank the door, and shuttered windows on each gable end on the rear of the structures. The gabled roofs have asphalt shingles. The interiors are single rooms with concrete floors and unfinished walls.

Cabin #15 (See Photo #29)

This square plan building faces south with a door which is offset to the east. The south facade features one screened window. The frame structure is clad with horizontal weatherboard. The hipped roof is covered with rolled asphalt. The interior has a concrete floor, and is divided into one large room at the south end, and two small rooms at the north end. Toilet stalls flank the east wall. From the appearance of the interior, this structure was historically a
bathhouse.

**Historical Background**

The Upper Peninsula (U.P.) of Michigan was first permanently settled by Euro-Americans in the 1840s, during the last years of the fur trade in the Great Lake States. Prior to that period, permanent settlement was intermittent and dangerous, due to Native American hostilities toward Euro-American encroachment.

The first permanent settlers were primarily French, and settled at the fur trading outposts, with little interest in agricultural development. By 1800, a few French agriculturalists did settle in the Upper Peninsula region, however, long trade routes, poor soil and difficult growing conditions hindered agricultural success. [Karamanski: 154]

The second decade of the 1800s began to bring changes. With the Treaty of Ghent in 1814, the War of 1812 was ended, thus minimizing conflict between Great Britain and France in the Great Lakes region. Disarmament of the Great Lakes and the Canadian border came in 1817 with the Rush-Bagot Agreement. These peace agreements, along with various Indian treaties, brought increased stability to the U.P. after 1820.

Early homesteaders, though often granted 640 acre land tracts, often cleared only a few acres. Except for a few isolated settlers, the vast majority of nineteenth century settlement came after 1840 in the Upper Peninsula. There were two main factors in this post-1840 date. First, between 1817 and 1848 the United States government continued to negotiate with the Indian nations for acquisition of all lands in the Upper Peninsula. Two years after the ratification of the 1836 treaty with the Ojibwe, a wave of settlers entered the Upper Peninsula after the government conducted land surveys. Second, by 1845 the value of the copper and iron deposits of the Upper Peninsula was
finally realized. [Karamanski: 155-156]

Settlers trickled into the Upper Peninsula until after the Homestead Act of 1862. This act of Congress gave every man or woman over twenty-one years old the right to file for 160 acres of public domain. Settlers were required to make improvements and live on the site for a minimum of five years. After that time, the land was theirs. The act reserved land in each township for public schools. The federal government also maintained the right to award grants of land to organizations which could advance social standards. Thus, much of present-day Hiawatha National Forest land had come under the ownership of railroad and canal companies.

According to maps and census records, the majority of the Upper Peninsula's nineteenth century settlers were French. In addition, Anglo-Americans, as well as immigrants from Finland, Canada, Scandinavia, Ireland and England came in relatively large numbers. Lesser numbers of Germans, Dutch, Italians, Belgians, Scots, Poles and Russians also settled in the Upper Peninsula. Changing economic and political conditions prompted a majority of the immigrants to leave their native countries in the nineteenth century. [Karamanski: 160]

Settlement patterns of the Upper Peninsula were, according to J.O. Veatch, based upon the forest and mineral deposits of the peninsula.

The Northern Peninsula was occupied primarily for the purpose of exploiting the mineral wealth, forests, fur-bearing animals and fish. Occupation of the land for farming was secondary, and the location of farms was determined more by location of mines, lumber mills, and shipping ports than by the intrinsic character of the soil. [Veatch: 210]

Farmers relied heavily on the local market, resulting in settlements which usually remained close to the mining and logging operations of the Upper Peninsula. The relationship between the farming and the extractive industries
tended to be one of mutual benefit. The logging and mining operations created markets for crops and livestock. Likewise, without local farmers, the industrial operators would need to invest in the transport of goods from more distant agricultural areas. Additionally, local farmers supplied silage and hay for the logging industry's draft animals. [Karamanski: 163]

Upper Peninsula farms were generally no larger than 160 acres, though often they were smaller. This was certainly the case with the Bosworth Farm. James A. Bosworth obtained Government Lots 5 and 6 of Section 18, Township 44 North, Range 17 West in December 1891 from the United States via a government patent. [Schoolcraft County, MI: Liber F, Page 172] These two lots, on the south shore of a lake which came to be known as Bosworth Lake, encompassed 39.33 acres.

James Bosworth continued to own the property until 1897, when he discharged a mortgage for $250 to Judson Eager. [Schoolcraft County, MI: Liber 4, page 412] From there, the land went through a number of transfers, until 1907, when William Kroenlein purchased the property via a quit-claim deed of $200 from the Manistique Realty Company. [Schoolcraft County, MI: Liber 17, page 124]

William Kroenlein was listed in the 1910 United States Census as a single, fifty-four year old "laborer." He was living with another bachelor named Charles Braulein. Though Kroenlein is listed as the owner of the land, he apparently did not live there, at least in 1910, because he was listed as a resident of Thompson Township in Schoolcraft County. Whereas the above-referenced property is located in Inwood Township in Schoolcraft County. [U.S. Census, 1910]

It does appear, however, that there was a tenant on the land. According to long-time Steuben resident Agnes McManus, Billy Byers lived in a log cabin at the lake which came to be known by local residents as Byers Lake. She did not know how long Byers lived there, but she was sure that he lived in a cabin which is no longer on the site. She described the location of the cabin as
approximately 100 feet south of the existing cabin, in the little valley which goes down to the lake. [McManus]

Kroenlein owned the land until May 1923, when ownership was transferred via a quit-claim deed to Lloyd J. Neville. [Schoolcraft County, MI: Liber 40, page 63] The only dispute to this information is the 1930 platbook for Schoolcraft County. This plat shows Township 44 North, Range 17 West, Section 18, Government Lots 5 & 6 under the ownership of W. Kroenlein. [Schoolcraft County, 1930: T44N R17W] This map may be doubted, however, based on other inconsistencies with the map, such as location and configuration of roads and railroads, as well as the wrong location for the village of Steuben.

Though there apparently were earlier structures on the property, it appears to be evident that the extant log cabin on the south end of Byers Lake was constructed during the time Neville owned the land, extending from 1923 to 1941.

According to Clint Leonard, a long time local resident, the "Neville boys" owned the land. Their father was a druggist and their mother had passed away. The two boys built a cabin on the land and lived there approximately four years. Leonard was able to identify the exact location where the extant cabin is today as the Neville Cabin. He claimed it was a very fine log cabin of possible Finnish style construction. He went on to describe Finnish construction as follows:

The logs have to be quite true, as far as being straight. Then they are scribed. And then they are grooved and -- say the right word -- but it's a tent that goes in the groove. But, before they put that down, they put oakum. Then, as most people familiar, log cabins shrink, but under that type of construction, you do not have to continue to chink them because they settle they just become tighter down into the oakum and into their spline. [Leonard: 6]
Leonard believed that the Neville boys lived in the cabin for about four years, during the Depression years, approximately 1929 to 1935. [Leonard: 7]

Clint Leonard's recollections of Neville's cabin were confirmed for the most part by the recollections of Agnes McManus. She had moved to the Steuben area with her family in 1918. She believed that the Neville brothers, Lloyd and George, constructed the cabin themselves with timbers off the property. She thought that they built the cabin sometime after 1933, as that was the year she was married. She and her husband often went out to Neville's cabin on Byers Lake for summer cookouts. Agnes recalled that the original cabin constructed by the Nevilles was just the interior, one and one-half story section. The large stone fireplace was original to the cabin. [McManus]

Agnes remembered that the Neville brothers used the cabin extensively in the summer, however they kept permanent homes in Manistique during the winter months. The large fireplace was mostly for show, and to keep the summer's evening damp out of the house. She remembered it was not very practical for warmth. She said that they had a cookstove in the northwest corner of the main room. The upstairs always had the four bedrooms, as it does now. [McManus]

Other evidence confirms that the Nevilles constructed a building on this site according to the Michigan Department of Conservation Land Economic Survey Map of 1932. On that map, at the south end of Byers Lake is the notation "Nevilles Cottage." [Michigan Department of Conservation] Therefore, it can be assumed that the log cabin was constructed sometime between 1926, when Neville took ownership of the land, and 1932, when the Michigan Department of Conservation Map was prepared.

Little is known about Lloyd J. Neville, except that by the time he sold the property in 1941 to Richard A. Hoelzle, Neville was married to Alice M. Neville, and they resided in Manistique, Michigan. [Schoolcraft, County, MI:
Lloyd L. Neville and Alice M. Neville to Richard A. Hoelzle, 12 June 1941.

From 1949 to at least 1962, and probably a few years later, the property, including the original Neville cabin, was developed into a summer recreational camp. The property transferred from Ben and Dina Rubenstein to the North Star Camp Company, a Michigan corporation, in September 1949. [Schoolcraft, County, MI: Ben and Dina Rubenstein to North Star Camp Co., a Michigan corporation. 15 September 1949]

It is likely that during the period when the North Star Camp operated, the Neville Cabin was expanded, with a first story additions to west, south, and east. The North Star Camp, which encompassed most of the buildings which are currently on the property, was, according to previous owners, a camp for children with allergies. [Gudwer] This information conflicts from Clint Leonard’s recollection that the camp accommodated doctors, lawyers, and college professors from the Columbus, Ohio area, who utilized the property as a private recreational facility for fishing. [Leonard: 5]

Agnes McManus, as a local resident, began working as a camp cook at North Star Camp in 1951. She remembered that the camp accommodated privileged children from the Detroit area. She recalled that the one story front (east) and side (south) additions to the Neville cabin, as well as the kitchen lean-to (west) were all added to the cabin during the early 1950s. She said that she worked for a Mrs. Aptekar. The name Aptekar is associated with the property in 1951 when David Aptekar took over the mortgage from North Star Camp Company. [McManus; Schoolcraft County: Liber 35, page 164]

It seems apparent that the majority of the frame cottages on the property were constructed exclusively for recreational purposes, during the time that it was a summer facility for children. Agnes McManus confirmed that all of the cottages were constructed in the early 1950s, when she worked at the camp. She remembered that there was also a barn and corral for horses at the east end of the clearing. This barn is no longer on the site. [McManus]
Bibliography


Schoolcraft County, Michigan. North Star Camp Co., a Michigan corporation, by its Vice President, to David Aptekar, Mortgage ($10,000), Dated August 2, 1951. Liber 35, Page 164, Schoolcraft County Courthouse, Manistique, Michigan.


Verbal Boundary Description

The property includes Parcels 1, 2, and 5 of Government Lot 6, T44N, R17W, Section 18, Inwood Township, Schoolcraft County, Michigan. The description of these parcels are as follows:

Parcel 1: T44N, R17W, Section 18, Schoolcraft County, Inwood Township, Commencing at the SW corner of Section 18, thence N O' 02' 30" E along the Section Line 1,232.54' to an iron bar on the south shore of Byers Lake, this being the Point of Beginning, thence along the shore S 17' 27' E 246.52', thence S 28' 33' E 144.36', thence S 34' 17' E 206.36', thence S 59' 48' E 125.23', Thence leaving the shore S 46' 31' 20" W 172.06', thence N 86' W 244.19', to the west section line of Section 18, thence N 0' 02' 30" E 697.43' to the POB. There are improvements on this property.

Parcel 2: T44N, R17W, Section 18, starting from the SW corner, this being the Point of Beginning Thence N O' 02' 30" E 318.61', Thence N 87' 49' 00" E 200', Thence N 11' 32' 40" E 175.0'. Thence N 20' 24' 00" E 300.00; to the south shore of Byers Lake, Thence S 87' 21' 00" E 179.15', Thence 76' 46' 30" E 243.32', Thence N 80' 42' 30" E 209.56', Thence N 66' 59' 00" E 91.65', Thence S 0' 01' 30" W 612.06', Thence S 89' 56' 00" W 1,223.7' to the POB. There are improvement on this property.

Parcel 5: T44N, R17W, Section 18, Beginning at the Southwest corner of said Section; thence N 0' 02' 30" E along the West line of said Section, 318.61 feet; thence N 87' 40' E 368.78 feet; thence N 20' 24' E 300.0 feet to the shore of Byers Lake; thence S 77' 31' E along shoreline 39.14 feet; thence S 87' 21' E along shoreline 179.15 feet; thence S 76' 46' 30" E along shoreline 243.32 feet; thence N 80' 42' 30" E along shoreline 209.56 feet; thence N 66' 59' E along shoreline 97.65 feet; thence S 0' 01' 30" W 612.06 feet to the South line of said Section; thence S 89' 56' W along said South line 1223.7 feet to the Southwest corner of said Section and the Place of Beginning. Said parcel contains 13.84 acres and extends to the waters edge of Byers Lake.
Boundary Justification

The property evaluated includes all structures associated with Neville's Cabin and the North Star Camp which are currently owned by the USDA - Forest Service, Hiawatha National Forest.
Lloyd J. Neville Cabin, Inwood Township, Schoolcraft County, Michigan

*Not to Scale*
1. **Name of Property**

- Historic name: Inland Lime and Stone Company
- Other names/site number: Manistique Ranger District Station

2. **Location**

- Street & number: NW corner U.S. Highway 2 & Range Street
- City or town: Manistique vicinity
- State: Michigan
- Code: MI
- County: Schoolcraft
- Code: 153
- Zip code: 49854

3. **State/Federal Agency Certification**

The designated authority under the National Historic Preservation Act of 1966, as amended, hereby certifies that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ___ meets ___ does not meet the National Register criteria. I recommend that this property be considered significant ___ nationally ___ statewide ___ locally.

(See continuation sheet for additional comments.)

Signature of certifying official

Date

State or Federal agency and bureau

my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. **National Park Service Certification**

I, hereby certify that this property is:

- [ ] entered in the National Register
- [ ] determined eligible for the National Register
- [ ] determined not eligible for the National Register
- [ ] removed from the National Register
- [ ] other (explain):

Signature of the Keeper

Date of Action

See continuation sheet.
### 5. Classification

<table>
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<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
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**Name of related multiple property listing**

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

N/A

**Number of contributing resources previously listed in the National Register** 0

### 6. Function or Use

**Historic Functions**

(Enter categories from instructions)

INDUSTRY/business

Current Functions

(Enter categories from instructions)

GOVERNMENT/government office

### Architectural Classification

(Enter categories from instructions)

MODERN MOVEMENT/ Moderne

Materials

(Enter categories from instructions)

foundation concrete
roof metal/ steel
walls stone/ limestone
other metal/steel

### Narrative Description

Describe the historic and current condition of the property on one or more continuation sheets.)
Inland Lime and Stone Company

8. Statement of Significance

Applicable National Register Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Property is associated with events that have made a significant contribution to the broad patterns of our history.</td>
</tr>
<tr>
<td>B</td>
<td>Property is associated with the lives of persons significant in our past.</td>
</tr>
<tr>
<td>C</td>
<td>Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.</td>
</tr>
<tr>
<td>D</td>
<td>Property has yielded, or is likely to yield, information important in prehistory or history.</td>
</tr>
</tbody>
</table>

Criteria Considerations

Mark "X" in all the boxes that apply.

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

Areas of Significance

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<tr>
<th>Area</th>
<th>Description</th>
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Period of Significance

1939 - 1943

Significant Dates

1939

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Stoetzl, Ralph E.

Narrative Statement of Significance

Explain the significance of the property on one or more continuation sheets.

Major Bibliographical References

Bibliography

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.

previous documentation on file (NPS):

<table>
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<tr>
<td>recorded by Historic American Buildings Survey</td>
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<td>recorded by Historic American Engineering Record</td>
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Primary Location of Additional Data:

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<tr>
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<td></td>
</tr>
<tr>
<td>University</td>
<td></td>
</tr>
<tr>
<td>Other</td>
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Name of repository: ____________________
### Geographical Data

**Acres of Property**  
less than one (1) acre

**UTM References**

(Place additional UTM references on a continuation sheet)

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<th>Northing</th>
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<tr>
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<td>558860</td>
<td>5088540</td>
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</table>

See continuation sheet.

### Verbal Boundary Description

Describe the boundaries of the property on a continuation sheet.

### Boundary Justification

Explain why the boundaries were selected on a continuation sheet.

### Form Prepared By

**Name/Title**  
Barbara Kooiman, Architectural Historian

**Organization**  
U.S. West Research

**Date**  
March 27, 1993

**Street & Number**  
421 Main St., Suite 306

**Telephone**  
(608) 782-3338

**City or Town**  
La Crosse

**State**  
WI

**Zip Code**  
54601

### Additional Documentation

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

- USGS map (7.5 or 15 minute series) indicating the property's location.
- Sketch map for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative black and white photographs of the property.

### Additional Items

Check with the SHPO or FPO for any additional items.

**Property Owner**

Complete this item at the request of the SHPO or FPO.

**Name**

**Street & Number**

**Telephone**

**City or Town**

**State**

**Zip Code**

---

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.
Architectural Description

The Inland Lime and Stone Building is a one story Art Moderne stone structure, constructed in 1939 by the Inland Lime and Stone Company as an office building. Ralph E. Stoetzel, 612 N. Michigan Ave., Chicago, Illinois, was the principal architect, and Raymond C. Perkins, Royal Oak Michigan, was the associate architect. Rossen, Evans and Rossen was the engineering firm associated with the construction of this building. [Stoetzel, Specifications: cover; Stoetzel, Plans: 7-8.]

The building is sited on a slightly elevated lot at the northwest corner of the intersection of U.S. Highway #2 and Range Street in Manistique, Schoolcraft County, Michigan. The main facade of the building faces the southwest, with a picturesque view of Lake Michigan to the south of U.S. Highway #2. The lot has been landscaped with evergreen shrubs close to the building, and larger evergreen and hardwood trees in the triangular lawn.

The parking area is sited between U.S. Highway #2 and the lawn on the southwest side of the building. A loose limestone retaining wall, at maximum one and one-half feet high, extends east and west of the centrally located entrance concrete stairs and sidewalk. The metal railing for the front stairs is not original to the building but was apparently added in the last twenty years.

All of the exterior walls of the building feature a veneer of Lannon stone, thin, rough hewn limestone, set in a random, horizontal ashlar. [Stoetzel, Specifications: 21] The trim material is Indiana Limestone [Stoetzel, Specifications: 21], used as accent to the window lintels and sills, as a course over the window and doorway tops, for round medallions on the main (southwest) facade, and for cornice trim.

The plan of the Inland Lime and Stone Building is basically rectangular. The building itself has a symmetrical facade, with centrally located double doors, flanked by a pair of casement windows on either side of the doorway. The doorway and the two closest windows are in an inset cove. This central
section is further emphasized with a simple, flat topped parapet which extends higher than the flanking sides. This central part was originally designed to exhibit metal letters spelling "Inland Lime and Stone," formed of bronze in twenty-two inch high letters. [Stoetzel, Plans: 1] The walls with the two outer windows are set out slightly from the building. The doorways and the windows are all shaded by metal awnings, which do not appear to have been originally designed for the building. [Stoetzel: Plans: 1]

The side facades, each facing southeast and northwest, are identical. Each features three metal casement windows, and three limestone medallions near the cornice. The limestone course above the windows continues on the side facades to the rear.

The rear facade (northeast) is similar to the front facade (southwest) except that the wall surface is not inset for the doorway. Also, the cornice is not accented with a raised parapet, as on the front facade. In the center of the rear facade is a chimney, set out from the building, but veneered with the same Lannon stone as the rest of the building. The chimney extends approximately two feet above the cornice.

There are five casement windows on the rear facade, three to the east of the chimney, and two to the west. Closet to the chimney on the west is a rear, standard size door, with two concrete steps leading up to it. The door is metal, with a single window in the upper portion. A metal screen door is on the outside of the door. Metal scroll work decorates the door, with the letter "I" inset in the scroll work, presumably intended as a monogram for "Inland." A metal awning shades the door.

As the visitor enters the front (southwest) doors, they come into a vestibule area, which leads through a second set of double, wood doors with large, single pane windows. A transom is set over both the exterior doors and the interior doors. The transom spans the width of both doors, is constructed of wood, and has four panes per door.

The current floor plan has changed somewhat from the original plan, as indicated in the 1939 architectural plans. The original plan featured a total
of five closed offices and an open office. Visitors could enter through the vestibule and face an open office to the north corner of the room. From the open office, two additional closed offices were accessed on the southwest wall. The south corner of the room had two additional enclosed offices, accessed through the hallway, running along the northeast side of the offices. A fifth office was reached by following the hall to the north corner of the building.

All walls in the original interior first floor were finished in plaster, with hardwood trim and doors. The floors were all covered with linoleum. Window frames were finished with plastic tile.

The basement floor featured restrooms along the northwest wall, with storage space for the furnace and air conditioner on the northeast wall.

The current plan features an open meeting room to the northwest of the entrance, and an open office to the east of the entrance. Two offices are in the south corner of the building, and restrooms and a small storage room are located on the northwest side of the building. Much of the woodwork is intact, as well as some of the doors.

The ceiling has been dropped with acoustical tile, which covers the top one foot of the casement windows. The original windows have remained intact.

The entire first floor has been carpeted, except for the vault, which still retains its original linoleum floor. The restrooms which are along the northwest wall, have new vinyl flooring, and the walls are covered with sheet, wood grain paneling.

The basement has been renovated in recent years to accommodate office space. The restrooms which were once on the northwest wall have been removed, and the rooms have been converted to one office room. The basement vault is also used as an office and features with wood paneling and carpeting. The large room along the southwest wall was converted to office space with the use of paneled walls and dividers. The furnace room and storage room on the northeast wall
have remained intact.
Statement of Significance

The Inland Lime and Stone Company building, located on U.S. Highway #2 in Manistique, Schoolcraft County, Michigan, is locally significant under Criterion A for its association with the Inland Lime and Stone Company, a large industrial employer in Manistique and Schoolcraft County. The Inland Lime and Stone Company Building is also locally significant, under Criterion C, as an excellent example of Art Moderne style architecture, and as the only building constructed within the historic period as an office for an industrial firm in the city of Manistique. The building has an extremely intact exterior and has remained well-preserved throughout its history as the administrative office of Inland Lime and Stone Company (1940 to 1961), City Hall for the city of Manistique (1961 to 1968) and the Hiawatha National Forest Ranger District Station (1968 to present).

Historical Background

The Manistique, Michigan area was first recorded by Father Frederic Baraga, a pioneer priest who came to the shores of Indian Lake and established a mission church in 1833. A band of Ojibwe Indians were living in the area. The first land patents were issued on lands bordering both sides of the Manistique River near the present location of the city of Manistique from 1848 to 1860. [Manistique Centennial: 1]

In 1860, Charles T. Harvey, an engineer who conceived the Soo Locks, built a dam on the Manistique River. The Spinney and Boyd Lumber Company was the first to use the power generated by Harvey’s dam. This company was succeeded by Reed, Cutler and Whitbeck, who organized the Chicago Lumbering Company of Michigan, with headquarters in Chicago. [Manistique Centennial: 1]

Manistique's early history was directly related to its location at the Manistique River and Lake Michigan. Abundant virgin pine and a relatively deep and protected port enabled Manistique to be a major shipping point for lumber to the south, when the Civil War created a high demand for timber.
From 1872 to 1880, Manistique developed rapidly due to the post-war financial success of the Chicago Lumbering Company. They updated their lumber mill in 1876 and built lumber docks which enabled up to fifty million board feet to be stored until loaded on Chicago Lumbering Company boats. This company accessed a number of ports throughout Lake Michigan. [Manistique Centennial: 1, 2]

Between 1882 and 1900, a number of new industries contributed to the economy of Manistique. In 1882 the Weston Lumber Company organized, building a mill on the west side of the Manistique River. Subsidiary companies organized, including the Western Manufacturing Company, a sash and door manufacturer, and the Weston Furnace Company, manufacturer of furnaces and charcoal kilns. The White Marble Lime Company processed lime, as well as manufactured shingles, posts, ties and other cedar products. During peak season, employment was about 1,000 men in Manistique. [Manistique Centennial: 2]

Into the twentieth century, a new company, named Consolidated Lumber Company, purchased many of the Chicago Lumber Company's investments, including timberlands, dams, riparian rights, homes and businesses in Manistique, mills, and logging contracts for delivery of products to White Marble Lime Company and Federal Leather Company. [Manistique Centennial: 5]

At the turn of the century the population of Manistique was 7,889. By 1920, when the Manistique Pulp and Paper Company began operations in Manistique the population had risen to 9,977. [Manistique Centennial: 5]

In 1928 one of the largest industrial expansions in the Manistique area in the early twentieth century came when the Inland Steel Company of Chicago began explorations and preliminary engineering for a limestone quarry. They purchased the White Marble Lime Company. By 1930 the subsidiary Inland Lime and Stone Company had a limestone quarry and processing plant approximately twenty-two miles east of Manistique, near Gulliver, where the company had dredged a port for ships to transport their limestone to Inland Steel manufacturing facilities in Illinois, Wisconsin and Indiana. [Manistique Centennial: 6]
In 1917 Inland Steel Company incorporated in Delaware as successor to an Illinois corporation of the same name established in 1893. At the time that Inland Steel Company had created their subsidiary company, Inland Lime and Stone Company, the parent company manufactured pig iron, billets, sheet bars, structural shapes, plates, standard steel rails, splice bars, tie plates, merchant bars, bars and shapes for agricultural implements, blue annealed sheets, black and galvanized sheets, tire sections, fence posts and coke by-products. They owned five ore leases with producing mines, on the Mesabi Range near Hibbing, Minnesota and on the Cuyuna Range at Crosby, Minnesota. They had production plants at Indiana Harbor, Indiana; Chicago Heights, Illinois and Milwaukee, Wisconsin. [Porter, 1929: 216]

Inland Steel chose the location near Gulliver, Michigan for their limestone quarry due to the location of the limestone deposits, near Lake Michigan, where dredging could create a port deep enough for large vessels to dock and ship the limestone which they produced. Additionally, the limestone quarried at the Inland Quarry is of exceptionally pure quality, belonging to the Niagaran series of the Lower Silurian Period and having an analysis of between 97% and 98% calcium carbonate. [Cooperative Extension Service: 20]

Limestone is an important ingredient in the processing of steel. Approximately one quarter ton of limestone or dolomite (a form of limestone containing magnesia) is used to make one ton of steel. The lime in the stone or burnt lime, which is produced when melted in blast furnaces, open hearth furnaces, basic oxygen furnaces or electric furnaces, combines with the impurities in iron ore or hot metal to form a light slag, which floats on top of the molten metal. [Upper Peninsula Sunday Times: 29 July 1929]

From the decade between 1928 and 1939, Inland Lime and Stone Company became an increasingly important factor in the business and industrial life of Manistique and Schoolcraft County, employing at peak production level a total of 350 to 370 men. In the off season, when the Port Inland dock near the quarry was frozen, employment figures dropped to approximately two hundred men. In 1939 the shipments from the Port Inland dock were the largest to date
in the history of the company, reaching a total of 2,373,799 tons. [Manistique Pioneer-Tribune: 18 January 1940]

Because the majority of Inland Lime and Stone Company employees resided in Manistique, the company transported the men to and from the operating plant and back by busses. Manistique was also the location of the Inland Lime and Stone Company's administrative offices. When they initially began operations in 1928, they were located in the White Marble Lime Company building in Manistique, which Inland Steel purchased at the time of the subsidiary company's organization. They apparently outgrew that space, because from 1938 to 1939 they used the Manistique Bank Building. [Manistique Pioneer Tribune: 18 January 1940]

In July 1939 the Inland Lime and Stone Company announced the construction of a new office building in Manistique. [Manistique Pioneer Tribune: 13 July 1939] Inland Lime and Stone Company hired a Chicago architect, Ralph E. Stoetzel, to draw the plans and specifications for the new building. By March 18, 1939 the plans were completed. [Stoetzel: Plans; Stoetzel: Specifications] In September 1939 the land for the new office was purchased from Alfred W. Heitman and wife. [Schoolcraft County: Indenture, Heitman to Inland Steel Co.]

The general contract for construction for the new office building was awarded to A. H. Proksch of Iron River, Michigan. Using a crew of local laborers, Mr. Proksch immediately began the work that was scheduled to be completed by December 21, 1939. [Manistique Pioneer-Tribune: 17 August 1939]

By the third week of January, 1940 the new office building was finally occupied. The local newspaper described the building as "one of the most attractive in the city and is the only building in Manistique to be designed and built for office quarters by an industrial firm." The company continued to maintain a plant office at the Port Inland site. [Manistique Pioneer Tribune: 18 January 1940]

The new building was one story tall, sixty feet long by forty feet wide, with an exterior of Lannon stone and Bedford stone trim. The name "Inland Lime &
Inland Lime and Stone Company, Manistique, Schoolcraft County, Michigan

Stone Company* was attached to the top facade in bronze letters. The interior featured a main office and conference room, as well as private office space for four Inland employees: A. J. Cayia, general superintendent; Walter Moon, treasurer; Gordon Hughes, sales manager and William Corson, assistant sales manager. [Manistique Pioneer-Tribune: 18 January 1940]

Inland Lime and Stone Company retained their administrative offices in Manistique until 1961, when they apparently felt that administrative operations could be more effective from the Inland Port quarry site. The Inland Steel Company released the property, via quit-claim deed, to the city of Manistique on May 16, 1961. [Schoolcraft County: Quit-claim, Inland Steel to City of Manistique] The city of Manistique opened their city hall offices in the building in that same year and remained there, sharing the building with the Hiawatha National Forest Ranger District Station, until 1968, when the City of Manistique sold the Inland Lime and Stone Company property for the amount of $40,000., to the United States of America to use as the Hiawatha National Forest Ranger District Station. [Schoolcraft County, MI: Warranty Deed, City of Manistique, MI to United States of America] The Manistique Ranger District Station has utilized this property for their operations to the present.
Bibliography

Co-operative Extension Service. *This is Schoolcraft County*. Schoolcraft County, MI: May 1962.


*Manistique (MI) Pioneer Tribune*, 13 July 1939; 17 August 1939; 18 January 1940


"Pictures taken of Manistique office, approx. 1969 (when City Hall office was here also)." Twenty seven (27) photographs of interior of Inland Lime and Stone Company building during time that Manistique City Hall was located there, located in a file labeled "Operating & Maintenance Plan, Manistique Ranger Station," Manistique Ranger District Station of Hiawatha National Forest, Manistique, Michigan.

Schoolcraft County, Michigan Register of Deeds. "Quit-Claim Deed, between Inland Steel Company and the City of Manistique, Michigan, Block 8 of Chicago Lumbering Company's Addition and entire lot 8, south 9 1/2 feet of lot 16 and entire lot 17, all in Block 5 of Daniel Heffren's Addition in Village of Manistique." 16 May 1961.


Upper Peninsula Sunday Times: 29 July 1929
Verbal Boundary Description

Part of Block 8 of Chicago Lumbering Company's Addition to the Village of Manistique, according to the recorded plat thereof, more particularly described as follows: Beginning at a point 797 feet south of the northeast corner of said Block 8; thence south a distance of 211.8 feet; thence north 38' 55' west a distance of 222 feet; thence 32' 07' west a distance of 10 feet; thence north 55' 43' east a distance of 55.3 feet; thence east a distance of 99.6 feet to the point of beginning. Containing 0.39 acre, more or less.

Verbal Boundary Justification

The property includes the entire parcel historically associated with the Inland Lime and Stone Company building.
HIAWATHA NATIONAL FOREST
EAST UNIT

▲ = Evaluated properties