

Copper Country Survey Phase II

District Name: Alston-Nisula District

County: Houghton **Township(s):** Laird

Boundaries: Bounded on west by Ontonagon County line, on north by Elm River Township and Portage Township lines, on east by Baraga County line (including west side of Prickett Dam Road), on southeast by Silver Mountain and Sturgeon Falls roads (included), and on southwest by east-west portion of South Laird Road (excluded).

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

Current Use: Agriculture; Recreation and Culture; Domestic

RESOURCE COUNT

Buildings: 566 **Structures:** 4 **Objects:** 2 **Sites:** 59

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel

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

Other: Brick; Concrete; Metal/Steel

Style: Arts and Crafts Style; Gothic Revival

Description: The Alston-Nisula district encompasses the northern half of Laird Township. Rectilinear in form, the rural district is comprised of agricultural and forested lands. The two crossroads communities of Alston and Nisula are located in the north-central part of the district on M-38, the only highway in the district and the major artery for east-west travel. Primary north-south roads extend from M-38 and from North Laird Road, the only east-west primary road in the district. Local roads extend from M-38 and primary roads, forming a network of roads that generally follow or parallel section lines or curve to follow natural features such as rivers. The west branches of the Sturgeon and Silver rivers flow through the middle of the district diagonally from southwest to northeast; the west branch of the Otter River flows through the northern part of the district. The topography varies from rugged stone outcroppings and deep valleys along the Sturgeon and Silver rivers to rolling hills and wetlands in the western and northern areas. In the northeast, the Copper Country State Forest is a densely forested and undeveloped area along the Otter River. The Ottawa National Forest occupies the southern portion of the district. The Sturgeon River Gorge Wilderness extends along the southeastern edge of the district.

Though many are inactive, approximately fifty farms help to define the predominantly agricultural character of the district, concentrated along approximately two dozen short rural roads in an area two miles to the north and south of M-38. Farm site features are various combinations of fields, fences, windbreaks, ditches, orchards, and ruined and standing buildings. The numerous gambrel-roofed dairy barns are among the district's most impressive resources, and there are several Gothic-roofed and gabled-roof barns, including examples on White Siding Road and North Laird Road. Additional farm outbuildings include garages, equipment sheds, and pole barns. Finnish cultural building traditions appear in the hewn and well-fitted log construction of barns, sheds, granaries (aittas), and saunas. A farmstead on Papin Road appears to follow a rectilinear courtyard layout, an example of Finnish farm planning, including almost one dozen separate buildings in a square arrangement. Numerous examples of saunas, some of frame and many of log construction, appear throughout the district. Log construction is visible in a number of outbuildings as well as approximately one half-dozen examples of stovewood construction visible in barns and outbuildings.

The majority of houses in the district range in date from the 1900s to the 1960s, with the foursquare, bungalow, Cape Cod, ranch, L-plan, and upright and wing all represented along with front- and side-gabled house types. A pattern of

construction extending over multiple periods is evident in many houses. A revealing example on Pike Lake Road includes visible evidence of log construction beneath wood clapboard and multiple periods of construction as a one-and-one-half story side-gabled log house with dormer gained a two story addition with a pyramidal roof characteristic of the foursquare house type. Several examples of one-and-one-half story side-gabled houses with shed dormers show Arts and Crafts influence, as do the numerous foursquare and bungalow houses with brackets at eaves, use of wood clapboard and wood shingles, and geometrical-patterned window glazing. Exterior cladding on houses in the district varies to include fiberboard, wood shingle, asphalt, asbestos, and plywood. Metal roofs—most relatively new—are common, with many examples of asphalt roofing as well. Foundations use concrete block, cast concrete, and sometimes fieldstone.

Rural resources include a number of recreational camps, with notable examples of one-story side- and front-gabled log cabins on Newberry Road, South Laird Road, and Silver Mountain Road. Most have concrete or stone foundations with some concealed foundations possibly set on posts or pilings. School buildings survive at Motley Road in the northwestern part of the district and Horoscope Road in the northeast. The Motley school (1903) is a well-constructed hewn log building with dovetailed corners and wood shingled gable. The wooden double doors are a later modification from its adaptive reuse as a garage. The school on Horoscope Road is an abandoned one-story frame building with pyramidal roof and rear shed-roofed addition. Features include clapboard siding, evidence of a hipped-roof porch, and remains of geometric patterned glazing in multiple windows.

The district's few commercial and public buildings are located in the communities of Alston and Nisula. Alston Avenue is the location of the Laird Township Hall (1911), a hipped roof one-story frame building; nave plan Lutheran Church; VFW Hall, a one-story hipped roof building on a raised basement; and Houghton County Road Commission garage, a concrete block building with an arched rafter roof. Nearby on M-38, the Mike Jylha Stadium baseball field has bleachers of log construction, dugouts, concession stand, and fencing. The few houses in the Alston area not connected with farms include one- and two-story foursquare types with pyramidal roofs, bungalows with shed dormers, and one-story side-gabled houses. A garage and storefront on M-38 near Alston and the service station and general store at Nisula farther west are the main examples of commercial buildings in the district, constructed in part of concrete block and oriented to the highway. Alston cemetery (1926) south of M-38 features marble and granite markers from the 1920s. At Nisula, St. Henry's Church (1895) is a frame Gothic Revival nave plan church with pointed windows, tower, and belfry; a cemetery (1935) adjoins. The one-story Nisula school, set on a raised basement with a pyramidal roof, retains its wood clapboard exterior, 6/9 windows, and enclosed entryway. There are few non-farm houses in Nisula.

The Ottawa National Forest includes historically significant sites at Silver Mountain: the visible entrance to an 1840s silver mine shaft and the site of a fire lookout tower built by the Civilian Conservation Corps on the mountaintop. Two steel girder bridges (1954) provide access over the Sturgeon River and Silver River. Another early example of an historic bridge is the steel truss bridge on Hoover Road over the West Branch of the Sturgeon River.

Condition: The district counts numerous farms in operation, most maintained in fair to good condition, including outbuildings, great and small. Many camp properties, especially those south of M-38, are in good condition. Some examples of ruined and dilapidated buildings, including houses as well as outbuildings, are scattered throughout the district. There are also some examples of abandoned or inactive farms with buildings still in good condition.

Integrity: The district has largely retained its historic agricultural landscape, especially among farms in the north of the district. Examples on Hazel Road and North Laird Road retain integrity of setting, location, and association through intact viewsheds, settlement patterns, and agricultural resources. Farmsteads with a house, barn, and outbuildings remain in large numbers. Many of the houses are altered with siding, including vinyl and fiberboard as well as asphalt, asbestos, and plywood. Numerous examples also have new windows, some with alterations in the size and placement of window openings. Farm outbuildings usually retain integrity.

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

Date Built: 1890s-1960s

Architect or Builder:

History: The communities of Alston and Nisula were first known as Laird and Faro, respectively. Several years later, when post offices were opened, both communities were renamed in honor of their postmasters: Laird was changed to Alston, and Faro became Nisula. The history of both settlements is dominated by logging, followed by farming, but neither of these activities is pursued on a large scale in the district today.

Alston was settled in 1895, and grew slowly: by 1902 the population was only twenty-five, and would peak at sixty in 1915. In 1903, the South Range branch of the Mineral Range Railroad had reached the community, hauling copper ore from the Mass Mine in Ontonagon County to a stamp mill on the shore of Keweenaw Bay. Alston provided services for the district's farms and logging camps, and although its population remained small, "Frenchmen, Indians, Swedes, Irish, and men of all nationalities" worked in the logging camps that relied on Alston for services. A Methodist Episcopal church and a saw and shingle mill were in operation by 1915. Alston's railroad station—along with the railroad stops of White and Hazel—closed in 1933; by then, the copper mines that relied on the railroad for freight had closed, and train service had become irregular, operating only when needed.

Nisula, west of Alston, was established in 1905 and was also on the Mineral Range Railroad. Finnish farmers, many of them former miners from the Keweenaw's copper mines, began settling in the area early in the twentieth century, and by 1909 its population had reached 225. Like Alston, logging and farming characterized Nisula's economy, and the town soon had its own sawmill and businesses offering farm machinery and supplies. A general store, smithy, and saloon, as well as Lutheran and Methodist churches, also served the community. Once "one of Michigan's most prosperous and beautiful Finnish communities," the community has experienced out-migration as its industries have declined.

References: R.L. Dodge, *Michigan Ghost Towns of the Upper Peninsula* (Las Vegas, NV: Glendon Publishing, 1973); Armas K. E. Holmio, *History of the Finns in Michigan*, Ellen M. Rynanan, translator (1967; Detroit: Wayne State University Press, 2001); Clarence J. Monette, *The Mineral Range Railroad* (Lake Linden, MI: private printing, 1993); Walter Romig, *Michigan Place Names: A History of the Founding and Naming of More than Five Thousand past and Present Michigan Communities* (Detroit: Wayne State University Press, 1973); Horace J Stevens, *The Copper Handbook* (Marquette, MI: Press of the Mining Journal Company, 1900).

NR Status: Multiple farms or farmsteads may be National Register eligible based on architectural significance. These include examples of log construction (hewn dovetailed log buildings as well as stovewood) related to Finnish-American cultural heritage in rural agricultural settings. Notable properties include farms on Motley Road, White Siding Road, Papin Road, North Laird Road, and Horoscope Road. Intensive level survey is needed to identify and assess these potential resources. St. Henry's Church and cemetery (1895, 1935) near Nisula is potentially NR eligible. Research is needed on potentially-eligible school buildings at Nisula and on Motley Road.

Comments: There are more than one dozen properties identified by address markers with resources not visible from the road.

Surveyor: Eric Gollanek

Survey started: 6/20/2011

Survey ended: 6/21/2011

Photos:



Farm on south side of Hazel Rd., looking SE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Alston-Nisula District\Hazel Rd (1-A)



Hoover Rd. bridge over west branch of Sturgeon River, looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Alston-Nisula District\Hoover Rd (1)



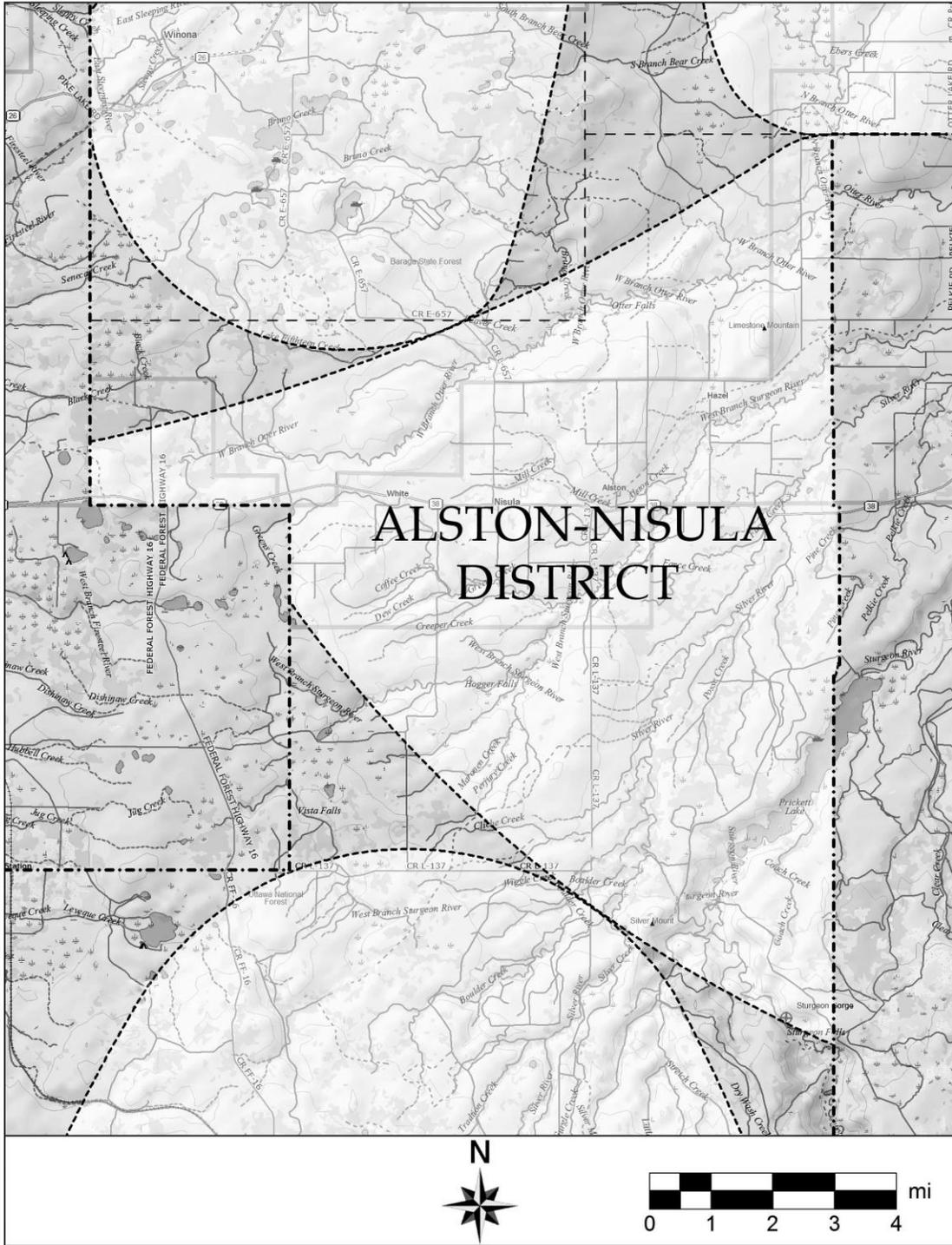
Streetscape in Alston on south side of M-38, looking SE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Alston-Nisula District\M38 (2)



St. Henry's Church and cemetery on south side of M-38, looking SE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Alston-Nisula District\M38 (3)



School building on west side of Motley Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Alston-Nisula District\Motley Rd (1)



Approximate area of Alston-Nisula survey district. Credit: Ryan Holt

Copper Country Survey Phase II

District Name: Chassell District

County: Houghton **Township(s):** Chassell

Boundaries: The district consists of all of Chassell Township and is bounded by the Chassell Township line, including both sides of Boundary and Sajdak roads in the north and both sides of Cote Road on the west.

Historic Use: Agriculture; Commerce; Domestic; Recreation and Culture; Fishing; Education

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

RESOURCE COUNT

Buildings: 843 **Structures:** 15 **Objects:** 1 **Sites:** 91

MATERIALS

Foundation: Concrete; Stone

Roof: Asphalt; Metal/Steel

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

Other: Brick; Stone/Jacobsville Sandstone

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

Description: Chassell district encompasses the whole of the township, an area with strong rural and agricultural character. The district's topography is highly variable, comprised of rolling hills in the west and low-lying marshlands to the east. The district includes the village of Chassell, located on Pike Bay. The eastern edge of the district follows the Portage waterway. The Sturgeon, Pike, and Snake Rivers cross the district flowing from southwest to northeast. Highway U.S. 41 provides the primary means of travel through the district along its eastern edge. Pike/Paradise Road connects the area with the city of Houghton along a north-south axis. Like Pike/Paradise Road, the majority of township roads follow section lines; some follow half-section lines, and a few follow waterways. The railroad grade (tracks removed) of the Duluth, South Shore, and Atlantic Railroad (DSS&A) (inactive) runs parallel to U.S. 41 in the northern part of the district, turning inland south of Chassell village.

The unincorporated village of Chassell extends from the shore of Pike Bay into the hills rising abruptly to the west of U.S. 41, known as Willson Memorial Drive in the village. It adapts an irregular grid of streets to this undulating terrain with numbered cross streets (First to Seventh) connecting Willson Memorial Drive, Hancock Street, and Hamar Street. Development is dense within this area, sparse on the village outskirts. Houses and commercial buildings on both sides of Willson Memorial Drive almost all date between the 1890s and 1950s. House types include the foursquare, bungalow, Cape Cod, two-story front-gabled frame house, and upright and wing. Styles include: Queen Anne with shingled gables, asymmetrical massing of windows and dormers, wrap-around porches with columns, and art glass windows; Arts and Crafts elements appear in square columned porches, stucco exteriors, and bracketed eaves. Exposed rafter tails appear in bungalow and foursquare examples. The Hamar House is a foursquare with Jacobsville sandstone foundation, hipped roof, classical columned entry porch, and gabled dormer with a Palladian window. Additionally, Tudor Revival features are seen on one house's casement windows and steeply pitched gabled entry; another house has Gothic Revival pointed arch windows and glazing. A one-story general store and two-story commercial building anchor a group of commercial buildings, some of them houses with storefronts, along Willson Memorial Drive. The Community Center (1915) is a well-preserved one-story front-gabled hall with clapboard siding on a raised basement of rusticated concrete block. The one-story brick office (originally Chassell State Bank, 1913) is a well-preserved example of a one-part commercial block. Two motels (c. 1950s) and several service station buildings (1920s – 1960s) mark the impact of automobile tourism on the village.

The Chassell school complex on Hancock Street consists of two Colonial Revival school buildings (Maas Brothers, 1916, NR listed 2009) with wood clapboard and shingle siding, cupolas, pedimented entrance porches, and raised basements of Jacobsville sandstone. The landscaped schoolyard features Jacobsville sandstone retaining walls. House types on the residential streets west of Willson Memorial Drive include one-and one-half story front-gabled, L-plan, Cape Cod, and ranch houses. A group of front-gabled houses on Marinette Street may have been built as company housing. There are three church buildings in the village: the Gothic Revival St. Anne's French Canadian Catholic Church (1890) and the Apostolic Lutheran Church (1920) are on Willson Memorial Drive; the Colonial Revival Congregational Church (1893) is on Second Street. Chassell cemetery dates from ca. 1900 with gravestones spanning the twentieth century.

Once the site of the village of Portage Entry, the area southeast of Chassell village along Fishermans Lane and Portage Entry Road includes a mix of resources connected with summer recreational use and the fishing industry. A bungalow in the Arts and Crafts style on Fishermans Lane sits alongside one-and-one-half-story front-gabled houses. Along the lakeshore, approximately a dozen small cabins and sheds could date from the earlier fishing village that was moved from an island to the village of Portage Entry in 1895. The buildings, mostly clad in asphalt siding, include at least one log example. A number of mobile homes in the area appear to date from ca. 1950-1960.

Dairy, potato, and horse farms, some of them working, are prevalent in the rural district; numerous substantial, well-constructed, and well-maintained farm buildings stand out as distinctive resources. On Fishermans Lane, a Gothic-roofed barn with Jacobsville sandstone first story represents the high level of workmanship and condition of many farm buildings in the district. Gable- and gambrel-roofed barns predominate, with significant numbers of Gothic roofs. Farm outbuildings include garages, equipment sheds, a poultry house, and multipurpose sheds possibly used for chickens and pigs. Finnish origins appear in the hewn and well-fitted log construction of barns, sheds, granaries (aittas), and saunas. A Gothic-roofed barn utilizing stovewood construction for its first story stands at the end of Sturgeon River Road, an area striking for the number of surviving farm buildings and landscapes.

Farm landscape features include fence lines, rows of trees as windbreaks along field boundaries, and small orchards. Farmhouse types include two-story foursquare, upright and wing, one- or one-and-a-half-story bungalow, and front- and side-gabled. The shed dormers on several side-gabled houses show Arts and Crafts influence. Most have vinyl or fiberboard siding, though others retain original wood clapboard siding, and there are several examples of masonry construction. The farmsteads along Paradise Road in particular stand out for their large buildings, with several houses built of brick or terra cotta block and some incorporating details of Jacobsville sandstone. Additional rural resources include at least three one-story front-gabled frame school buildings in the southern part of the district.

Condition: Well-preserved and maintained dairy, potato, and horse farms survive in the district. Homes in Chassell village and in rural parts of the district are generally well preserved and maintained. There are a few empty lots and buildings in poor condition in the village of Chassell. Outside of the village, there are a few houses and a number of farm outbuildings that are dilapidated. There are several ruined houses and outbuildings on abandoned farms.

Integrity: There is little new development to detract from the historic character of the landscape. Though there is widespread use of fiberboard, asphalt, and vinyl siding, original siding materials of clapboard, shingle, and masonry are not unusual. Many homes have replacement windows, though original window openings appear unchanged in many examples. Integrity of feeling and setting is evident in the connection between buildings and landscapes in both the village and rural areas; this contributes to the district's historic character.

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

Date Built: 1880s-1960s

Architect or Builder: Maas Brothers

History: The dense forests, open fields, sandstone deposits, and deep waters that typify the Chassell district are indicative of its history of logging, farming, quarrying, and commercial fishing. Early French Canadian settlers were drawn to Chassell by the opportunities that logging and lumbering offered, and later turned to farming. The Finns followed the French Canadians into farming as cutover lands opened near Klingville, Pike Bay, and in the Sturgeon River Valley.

The Ojibwe have a long but little-known history in the area. A trail running along what is now Chassell's main street connected the area to Ojibwe communities along Portage Lake and Keweenaw Bay; fishing and trading would have been important elements of these settlements. The area was also an important entry point for many Euro Americans in the middle of the nineteenth century, when the primary mode of transportation to the Keweenaw was by boat. Indeed, in 1847 Ransom Sheldon opened the area's first store on a sandbank in Portage Entry. Dredging and widening the Portage River in 1860 allowed more and larger boats direct access to Houghton and Hancock.

The history of the village of Chassell can be traced to 1867, when John Chassell began farming near Pike Bay. In 1881, the Sturgeon River Lumber Company purchased Chassell's farm, and in 1887–88 the company built a sawmill and platted the town. Like other settlements dominated by the logging and lumber industry, Chassell became a primarily French Canadian community. Transportation developments furthered the village and area's growth: in 1888, the Duluth, South Shore, and Atlantic Railroad (DSS&A) built a whistle stop near Chassell's farm at Pike Bay, which provided access to the area's abundant pine forests. Hebard and Sons and the Nestor Company also established logging camps in the area, but after 1903 the Worcester Lumber Company of Chicago dominated the local economy. It operated one of the largest sawmills on the Great Lakes and was the area's major employer until it closed in 1928. In addition, the Portage Entry Quarries Company operated a sandstone quarry in Chassell Township between 1893 and 1909; that quarry, along with others owned by the company on the opposite side of the Portage Lake waterway, helped the company become the most important sandstone producer in the Lake Superior district.

By the 1920s, the local economy had turned to farming and fishing. As in other parts of the western Upper Peninsula, farming began on cutover timberlands. French Canadians settled along Paradise Road and established farms there, while Finns farmed in Klingville and the Pike and Sturgeon River valleys. Initial efforts focused on hay, potatoes, and other vegetables, as well as dairy farming, but by 1949 strawberries had become the product of choice. Meanwhile, Portage Entry, where Ransom Sheldon had opened his first store in 1847 before relocating to Houghton, and which even claimed a post office between 1851 and 1853, had grown. During the winter of 1895, houses—and families—were moved from an island that had been created when the canal was dredged in the 1860s to Portage Entry, which then became an important fishing community. Catches included herring, whitefish, lake trout, and chub. Although up to fifteen commercial fishing boats operated out of Portage Entry between the 1930s and 1960s, few reminders of the industry remain.

References: "Chassell, Michigan: 100 Years of Pride: Celebrating the 40th Annual Strawberry Festival, July 1988" (Chassell, MI: Chassell Centennial Committee, 1988), R.L. Dodge, *Michigan Ghost Towns of the Upper Peninsula* (Las Vegas, NV: Glendon Publishing, 1973); Kathryn Bishop Eckert, *The Sandstone Architecture of Lake Superior* (Detroit: Wayne State University Press, 2000); Armas K. E. Holmio, *History of the Finns in Michigan*, Ellen M. Rynanan, translator (1967; Detroit: Wayne State University Press, 2001); Theodore J. Karamanski, *Deep Woods Frontier: A History of Logging in Northern Michigan* (Detroit: Wayne State University Press, 1989).

NR Status: The Chassell School Complex (NR Listed 2009) and Pike River Bridge (NR listed 1999) are the only resources currently designated. Chassell boasts several impressive resources of potential interest for further research including the Hamar House, the Community Center building, and the former Chassell State Bank. Willson Memorial Drive may warrant study as a potential historic district. Farmsteads and individual agricultural buildings may also be eligible, especially the concentration of Finnish farm buildings along the Sturgeon River Road, Ohtonen Road, and Pike River Road. Paradise Road includes numerous farmsteads with strong architectural character. Portage Entry retains a number of surviving buildings with likely connection to the fishing trade along the water. Intensive level survey is needed in these areas to further assess significance.

Comments:

Surveyor: Eric Gollanek

Survey started: 6/1/2011

Survey ended: 6/2/2011

Photos:



Row of houses on north side of Marinette St. in Chassell Village, looking NE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Chassell District\Marinette St-Chassell Village (1)



Streetscape with churches on west side of Willson Memorial Dr. in Chassell Village, looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Chassell District\Willson Memorial Dr-Chassell Village (3)



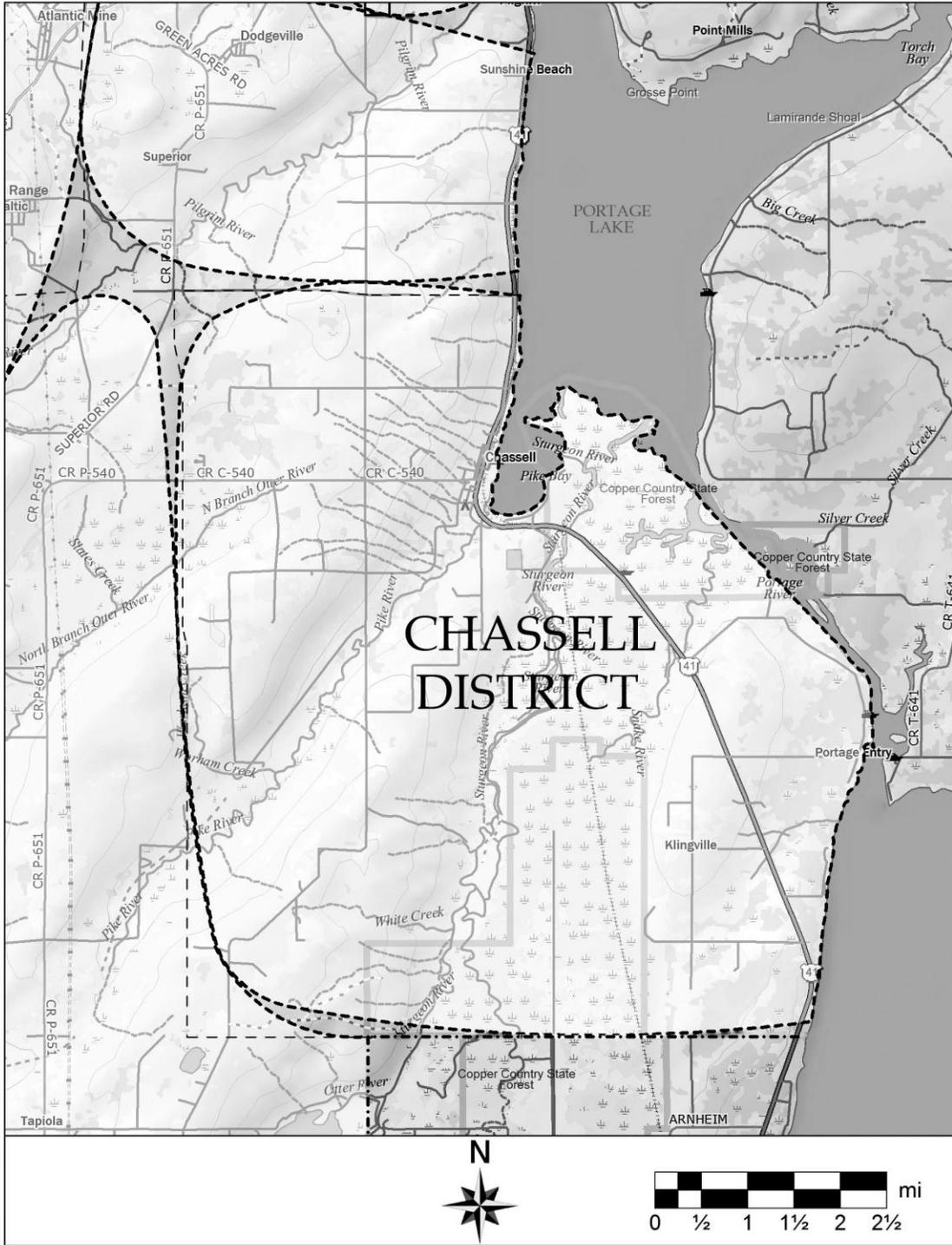
Gothic-roofed barn on east side of Fishermans Lane, looking N. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Chassell District\Fishermans Ln (1)



Block house on east side of Paradise Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Chassell District\Paradise Rd (4)



Schoolhouse on west side of Pike River Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Chassell District\Pike River Rd (2)



Approximate area of Chassell survey district. Credit: Ryan Holt

Copper Country Survey Phase II

District Name: Houghton East District

County: Houghton **Township(s):** (Portage)

Boundaries: Bounded on west by Franklin Street (including that street) and a line extending south from Franklin Street to southern city boundary; bounded on south, east, and north by city of Houghton municipal boundary.

Historic Use: Domestic; Education; Industry

Current Use: Domestic; Education

RESOURCE COUNT

Buildings: 408 **Structures:** 2 **Objects:** 1 **Sites:** 4

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel

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

Other: Stone/Jacobsville Sandstone; Brick; Metal/Steel

Style: Queen Anne; International Style; Arts and Crafts Style

Description: The Houghton East district encompasses the area from Franklin Street to the city's eastern municipal boundary, extending along the waterfront of the Portage Lake Shipping Canal to the southern heights of Sharon Avenue. The campus of Michigan Technological University defines the character of the district with academic buildings, residence halls, and off-campus student housing as striking features. The conversion of mansions along College Avenue to fraternity and sorority houses preserves the historical character of East Houghton as a fashionable residential neighborhood for professionals and the middle class from the period c. 1870-1930. Less visible evidence survives, however, of the extensive mining operations and industrial works connected with the Isle Royale copper lode that defined the working side of the district.

The layout loosely follows a grid plan in the western half of the district, extending the city of Houghton to the east beyond the original four by eight block area platted by Ransom Sheldon in 1854. The rugged topography of the area with its steep grades and bedrock outcroppings shaped the configuration of streets and selection of buildable lots. College Avenue/Townsend Drive (US-41) provides the major artery for traffic through Houghton and follows the shoreline of the Portage Lake Shipping Canal through the length of the district. North of College Avenue, the waterfront retains few signs of its industrial past, with railroad lines removed and several new residential subdivisions occupying lakefront sites. Bisected by College Avenue and extending to the south, the campus of Michigan Technological University includes housing and outdoor recreation space marking the transition from the urban character of Houghton to the undeveloped hills and forest lands outside the city limits.

The western ends of College and Houghton Avenue include a concentration of elaborate houses dating from the period of prosperity in Houghton from c. 1870-1900s including examples of the Queen Anne, Italianate, and Shingle styles. One example, the Ransom B. Sheldon Jr. House (1893, NR listed) typifies the eclecticism of the Queen Anne style, including asymmetrical massing, octagonal tower, wood clapboards, fish-scale shingles, Stick-style ornament in the gable ends, and Gothic tracery in its porch windows. (It is currently occupied by the Tau Kappa Epsilon fraternity, an example of a trend in the district.) Characteristic architectural elements among houses in this section include Palladian windows, Classical Revival porticos and decorative pilasters, scrolled brackets, and fanlight windows. While the changing character of the neighborhood from affluent residential enclave to commercial campus strip has led to new uses for

these buildings and some infill construction on older home sites, evidence of earlier landscapes and gardens also survives in stone walls and terracing along the heights overlooking the Portage Canal.

Michigan Technological University's campus extends across both sides of College Avenue, with a realignment of the road in the 1960s creating a pedestrian-friendly enclave of academic buildings in styles ranging from the Collegiate Gothic to modern. The school, founded in downtown Houghton in 1885, moved to its current location as the Michigan College of Mines with the building of Hubbell Hall (1889--demolished). The oldest building on campus, the Gymnasium/Clubhouse and currently the ROTC building (Charlton and Kuenzli, 1904-06, NR listed) incorporates Tudor Revival style with a Jacobsville sandstone foundation, brick walls, and a half-timbered upper story. The neighboring Administration and Library Building, now the Academic Office Building (Charlton and Kuenzli, 1908), embraces similar variety in materials expressed through a Classical-Revival style with tripartite elevation, one-story Roman Doric portico, cornice, and carved sandstone lintels.

Michigan Tech is significant for its striking examples of International Style modern architecture. Expansion at Michigan Tech beginning in 1965 followed plans proposed by the landscape architecture firm Johnson, Johnson, and Roy to change the alignment of US 41 and begin construction of high-rise college buildings on a centralized pedestrian-friendly campus. The building firm of Herman Gundlach constructed much of the campus beginning in the 1900s and has played a major role at Michigan Tech for over a century. Wadsworth Hall (1955) and McNair Hall (Tarapata-MacMahon Associates, 1965-1968), multi-story residence halls along College Avenue, signal the rejection of historical styles in campus architecture and dramatic reimagining of the university in the post-World War II period. Daniell Heights housing for married students (1960), designed by Minoru Yamasaki, contrasts in scale with the monumental blocks of central campus, showing sensitivity to natural setting and regional building traditions in part through use of the side-gabled form. The rapid growth of the university in this period led to expansion of this residential complex at Daniell Heights addition (Tarapata-MacMahon Associates, 1965). The projects included parking, playgrounds, and a day care building as part of the design for the planned community. Housing and classroom spaces represent only part of the changes at Michigan Tech in the 1960s; numerous campus buildings appeared at this time including the campus Catholic ministry St. Albert the Great (1963) and U. J. Noble Forestry Building (1968).

At the eastern edge of the district, upscale ranch houses from c. 1940s exemplify the clean horizontal lines of mid-century modern architecture, further expressed through emphasis on the picture window and attention to materials. The region's availability and appreciation of quality stonework reads in the contrasting use of fieldstone, limestone, and Jacobsville sandstone in a row of three houses overlooking Portage Lake.

Directly below College Avenue, the waterfront area retains little of its industrial era legacy—one small red sandstone workshop building c. 1880-1900s survives within the industrial park north off of US 41. A row of five two-story front-gabled houses on E. Lakeshore Drive also marks the transition from industrial workers' housing at the waterfront and rail's edge to campus residential community.

In the grid of streets north of Eleventh Avenue, the single-family front-gabled house of frame construction remains the predominant type; foursquare and bungalow forms are also common. Other types include the side-gabled, L-plan, upright and wing, Cape Cod, and gambrel-roof house. A few three-story boardinghouse buildings survive in the district as well, constructed of frame, with one example in brick.

The scale and range of ornamentation varies considerably. The majority of houses appear to date from c. 1880-1920, including many examples with original windows (1/1 most common) octagonal bays, shed roof dormers, and porches with turned posts and balustrades. A majority of houses have enclosed porches, many with 3/1 windows likely dating to the period c. 1920s. The influence of the Queen Anne as well as Arts and Crafts style remains legible (and subtle) in the district. Queen Anne elements include asymmetrical plans, gable roof dormers, use of contrasting materials (fish scale wood shingles with clapboards), intricate window tracery, and wraparound porches. Arts and Crafts elements include an emphasis on straight lines and planar surfaces including square porch posts, hipped roofs, shed roof dormers and broad porches integrated with the roofline of the house. The topography of the area influenced the building of houses on the uphill-side of the street with raised basements, leading to examples of "raised" bungalows and foursquare houses (as at Franklin and Agate Streets) changing the feeling and proportions of these familiar types. Mine waste rock foundations are prevalent with some examples of Jacobsville sandstone (usually on the main elevation) as well as examples of board-form cast concrete foundations. Exterior cladding materials encompass nearly every possible material, with wood

clapboard and shingle represented, along with later composites such as asbestos shingle and asphalt as well as plywood and fiberboard.

The downhill side of the street commonly provided space for automobile parking and garages, built on stone foundations and retaining walls. The ingenuity in the construction of these utilitarian areas shows in these neighborhoods; one distinctive example includes a two-car garage supported on mine timbers over a rugged grade.

South of Eleventh Avenue on Agate Street, there is a mix of isolated front-gabled houses from c. 1880-1920s alongside later twentieth-century suburban development. Lower density and later development up the hills at the southern edge of the district includes split-level and ranch house types dating from c. 1960-1980s.

Condition: Overall the condition of buildings in Houghton East remains fair to good. There are well-maintained examples from the period 1880s-1960s throughout the district. Some buildings in poor condition also appear scattered throughout the district, including examples with damaged roofs, poor exterior cladding, windows, and significant structural issues.

Integrity: The integrity of the residential streets of Houghton East is moderately good, with a number of buildings retaining original windows, exterior cladding, design, scale, and setting. There is also frequent use of replacement materials especially where smaller houses that are relatively plain in appearance tend to have vinyl siding, asbestos shingle, or rolled asphalt that conceals original details. The higher quality of many of the larger and more elaborate houses in the district probably led to uses and attracted owners who maintain or use the buildings with fewer alterations (as seen in the fraternity/sorority house examples.) There are some examples of historic houses enveloped in later additions (as in the crossplan house at Ruby Ave.) Modern architecture at Michigan Tech retains high integrity of form and materials.

Theme/Subtheme: Architecture; Education

Date Built: 1870s-1960s

Architect or Builder: Charlton and Kuenzli; Tarapata-MacMahon Associates; Herman Gundlach

History: In 1854 merchant and mine developer Ransom Sheldon platted land into about eight blocks by four blocks on the south side of Portage Lake. The village of Houghton was incorporated in 1861 with a population of 854. The village added plats on the east, south, and west, but the commercial core of Houghton remained that original plat. East of the original plat, four plats added between 1895 and 1921 pushed the eastern boundary about a mile and constitute East Houghton.

Of the several copper-mining companies that operated in this area in the second half of the nineteenth century, the most successful was the Sheldon Columbian Copper Company, which worked steadily in the 1860s. Its operations included seven shafts, an elevated tramway, and a stamp mill on the lake. The lakefront east of Houghton also accommodated several other industries, including Carroll Foundry, which was destroyed by fire in 1914, just north of Franklin Square; a lumber mill operated by James Pryor; James Croze's dry dock; and Martin Bros.'s ice house. All of these were active in the early twentieth century.

The neighborhood that grew up south of the lake included a number of large mansions along College Avenue. In the blocks that developed southward, working-class houses mingled with larger ones. Generally, in the period from 1890 to 1920, nearly half of the households were headed by skilled workers and a third to a half by professionals.

Dominating the neighborhood is Michigan Technological University. Founded in 1885, with its first classes held in the fire hall in downtown Houghton, the college moved to its current site east of downtown in 1889, building a Romanesque Revival main building called Hubbell Hall. Originally called the Michigan Mining School, the mining-focused college expanded on its site over the decades. Its enrollment stayed small—under three hundred—until the Depression, when it doubled. Veterans on the GI Bill swelled its ranks after the war, pushing enrollment over two thousand. Additional programs as well as buildings accommodated and facilitated the growth. A large dormitory building, Wadsworth Hall, housing more than twelve hundred residents, was built in two phases in the 1950s, and contrasts with small-scale

married student residences designed by Minoru Yamasaki and constructed in 1960. The university has grown steadily to a present enrollment of seven thousand.

College Avenue bisected the campus until, in the 1960s, the road was routed around the center of campus. Several blocks of houses were demolished for this expansion. Campus development also occurred on top of the hill, beginning with the construction of Gates Tennis Center in 1975 and continuing with the Student Development Center and hockey rink in 1981. The college has also had an impact on the residential neighborhood, with fraternities and sororities occupying many of the nineteenth-century mansions.

References: David T. Halkola, Michigan Tech Centennial, 1885-1985 (privately printed, 1985); Julie Kloss, et al., "The East Houghton Historic District, 1880-1920," Student paper, 2001; Kathryn Eckert, Buildings of Michigan (Oxford: Oxford University Press, 1993); Kim Hoagland, Copper Country Architects, <http://www.social.mtu.edu/CopperCountryArchitects/index.htm>; Lawrence J. Molloy, A Guide to Michigan's Historic Keeweenaw Copper District (2008)

NR Status: Houghton East includes three National Register listed properties:

College Club House and Gymnasium, 1416 College Avenue, NR listed 1980

John J. Michels House, 1121 E. Houghton Avenue, NR listed 1991

Ransom B. Shelden House, 1304 Shelden Avenue, NR listed 1980

Additionally there are resources that might be described as potentially eligible, including the campus architecture of Michigan Technological University. The campus includes a selection of buildings from c. 1900-1930 as well as examples of mid-twentieth century modern architecture, outstanding in a regional context, and also potentially significant for its connection with the work of Minoru Yamasaki at Daniell Heights. The stately homes of College Avenue may also offer promise as a National Register district as would the series of three stone ranch houses located at the eastern end of the city on U.S. 41.

Comments: A number of streets indicated on county roadmap do not continue through, possibly closed or never completed. Area in south of district comprising network of Michigan Tech ski trails inspected from road. Houghton Cemetery and Woodland Drive not surveyed because of city boundary limits.

Surveyor: Eric Gollanek **Survey started:** 5/4/2011 **Survey ended:** 5/5/2011

Photos:



Houses on south side of Houghton Ave., looking S. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Houghton East District\Houghton Ave-Houghton City (1)



Allen Forsyth and Caroline Willard Rees House on north side of College Ave., looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Houghton East District\College Ave-Houghton City (5)



Michigan Technological University campus, looking W. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Houghton East District\MTU Campus-Houghton City (1-B)



Daniell Heights apartment buildings on Woodmar Dr., looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Houghton East District\Woodmar Dr-Houghton City (2)



Industrial building on north side of highway U.S. 41, looking S. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Houghton East District\US41-Houghton City (1)



Stone ranch house on south side of College Ave., looking SE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Houghton East District\College Ave-Houghton City (1-B)

Copper Country Survey Phase II

District Name: Houghton West District

County: Houghton **Township(s):** (Portage)

Boundaries: Bounded on the north, west, and south by the city of Houghton municipal boundary; bounded on the east by Franklin Street (excluded) and a line extending south from Franklin Street to the city boundary. Includes the Houghton-Hancock lift bridge.

Historic Use: Domestic; Commerce; Government; Religion/Funerary; Recreation and Culture

Current Use: Domestic; Commerce; Government; Religion/Funerary; Recreation and Culture

RESOURCE COUNT

Buildings: 631 **Structures:** 3 **Objects:** **Sites:** 10

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel

Walls: Stone/Jacobsville Sandstone; Wood/Shingle; Asphalt; Asbestos; Wood/Fiberboard

Other: Brick; Wood; Stone/Jacobsville Sandstone

Style: Richardsonian Romanesque; Italianate; Queen Anne

Description: The Houghton West district consists of the western portion of the city of Houghton, which is located on the southern shore of the Portage Lake Ship Canal. The city is located on a hillside that descends—at times sharply—to the canal. Bedrock outcrops are scattered throughout the city, affecting building placement and construction. Huron Lake is a small lake near the district's southern border. The original 1854 village plat is a grid extending from the canal south to South Avenue and from Bridge Street on the west to Ripley Street on the east. Additions south and west of the original plat continue the grid street pattern. M-26 curves through the center of the district from south to north, where it continues across the bridge to Hancock. Recent commercial development is found along M-26 and along Sharon Avenue, which runs east-west, intersecting M-26. West of M-26, a residential development platted in the 1990s has an irregular street pattern.

Along the canal, what was once predominantly railroad yards and warehouses is now dominated by parking lots on the east and new road construction on the west; a new city park at the west end borders Dakota Heights. The Copper Range Railroad depot (1899) and the Duluth, South Shore, and Atlantic Railroad depot (1903) are extant. Other buildings include Dee Stadium (hockey stadium), three warehouses, and a power plant. A concrete pier and dock pilings in the canal are additional remnants of the historic landscape. The section of the lakeshore and Lakeshore Drive extending from approximately Quincy Street east to Ripley Street is included in the National Register-listed Shelden Avenue Historic District. The Houghton-Hancock lift bridge (1959) crosses the canal, connecting Houghton to Hancock.

The city's business district is located on Shelden Avenue and intersecting side streets. Nearly all of the buildings are commercial buildings, predominantly two to three stories of brick and sandstone. Three front-gabled frame commercial buildings are reminders of what the business district looked like before it was rebuilt in brick and stone. A small number of one-story commercial buildings post-date World War II. The buildings on Shelden Avenue date from the 1860s to 1980s; most were built between the 1880s and 1910s. Richardsonian Romanesque and Italianate styles predominate; a number of buildings have classical details. The inclusion of most of Shelden Avenue in the Shelden Avenue Historic District speaks to the significance of the ensemble. There are also several buildings that are outstanding: the Richardsonian Romanesque Houghton National Bank (1889); the Shelden-Dee Block (1900), with classical details of carved Jacobsville sandstone; the four-story Douglass House hotel (1900), with twin corner towers; the four-story

Masonic Temple (1910); and the Renaissance Revival Houghton Club (1910). Skywalks built in the 1970s connect the upper stories of a number of the buildings.

Montezuma and Houghton avenues and the side streets in between are a mixture of public buildings, churches, houses, and two commercial garages. Most prominent is the Houghton County Courthouse (1887; NR listed) on Houghton Avenue, a High Victorian Gothic building of cream-colored brick with red sandstone trim and a mansard roof. The one-story brick sheriff's office and jail (1963) is next door to the courthouse. The Italianate Continental Fire Company (1883) on Montezuma and the Classical Revival Carnegie Library (1910; now a museum) at the corner of Huron Street and Montezuma are both included in the Sheldon Avenue Historic District. There are three churches on Montezuma: the brick Gothic Revival Trinity Episcopal Church (1910) and Richardsonian Romanesque Grace United Methodist Church (1893), built of Jacobsville sandstone, are large and imposing. The Christian Science Church is in a remodeled house. On Houghton Avenue, St. Ignatius Loyola Catholic Church (1902; NR listed), a Gothic Revival church of Jacobsville sandstone, is second in prominence only to the courthouse. The brick and sandstone St. Ignatius School (1911) is nearby. The Seventh Day Adventist Church is a modest, one-story front-gabled frame building. Montezuma and Houghton and the adjoining side streets have largely the same assortment of houses as in the neighborhood to the south (see below), with the addition of about half a dozen Second Empire houses and two front-gabled double houses.

The area from South Avenue south to Jacker Avenue is almost wholly residential. The construction of this hillside neighborhood would have required considerable grading to create level streets and buildable lots. Many homes have high basements on the north side. It appears that the larger and more expensive houses are on the south side of the streets, facing north for the view of the ship canal. Concrete and stone retaining walls are common, and some houses on the north side of the streets are below street grade. Bedrock outcrops make some lots unbuildable; in other places they have been integrated into the domestic landscape. Most of the streets have sidewalks. The neighborhood is moderately dense, with more vacant lots on the steep north-south streets than on the east-west streets. Building foundations are visible on a few of the vacant lots.

With a few exceptions, the houses are single-family homes of frame construction. A few are brick. Most were built in the late nineteenth or early twentieth century. A large majority of the houses are two stories, and the most common form is front-gabled. Foursquare houses seem to be the second most common type; some of them are typical, while others are variants that may be more rectangular than square or have atypical window or porch designs. Less common house types include front-gambrel, cross-gambrel, L-plan, side-gabled, upright and wing, and bungalow. There is one brick two-flat residence on Edwards Avenue. Most of the houses have either full-width or entrance porches, and a small number have wraparound porches. Most of the porches have been enclosed. Nearly all of the foundations are stone, usually mine waste rock but occasionally Jacobsville sandstone. In addition to these earlier houses, there are perhaps a dozen or so post-World War II ranch houses and a few split levels. More of these are on the southern end of the neighborhood, but others are scattered throughout as infill.

Artificial siding and other alterations have covered up stylistic details on many houses; nevertheless, it appears that most of the houses were relatively plain. The most common stylistic influence is Queen Anne, seen in decorative shingles, porches with turned posts or columns, spindlework, sunbursts, art glass, and bay windows. There are a few fully-developed Queen Anne style houses with features such as asymmetrical form, wraparound porches, Palladian windows, or corner towers. Perhaps a dozen or so gambrel-roof houses suggest a Colonial Revival style influence; unfortunately most have secondary siding so that their details are not visible. On Fourth Street, two identical cross-gambrel houses have square shingles on the first story and fish scale shingles on the second story. On Douglass Avenue, a high style example has a Palladian window in the front gambrel, modillion blocks at the cornice, and Ionic pilasters at the corners of the two-story front porch, which has been enclosed. Arts and Crafts influence is evident on a few houses with square or canted porch posts or stucco siding. Enclosed porches frequently have 3/1 or 4/1 windows.

Early twentieth-century garages are found throughout the residential area, especially on the north-south side streets. There are a few carriage houses and barns. On Third Street, a one-story, side-gabled building constructed of mine waste rock looks like it might have been a blacksmith shop or similar. Another puzzling building is one story with a hipped roof, front wall of Jacobsville sandstone, and side walls of mine waste rock—perhaps a carriage house for a grand house that is no longer extant? At Bridge Street and Seventh Avenue, the Houghton Chinese Christ Disciple Church is a one-story frame building that appears to have been converted from another use.

There are only a few streets between Jacker Avenue and the southern village boundary. The primary street is Sharon Avenue, occupied mainly by commercial development from the last few decades. On the north side of Sharon Avenue there is a narrow, rectangular foundation constructed of mine waste rock and filled with mine waste rock—probably remains of an industrial building or structure. In the vicinity of Hurontown, which adjoins the city of Houghton to the south, there are about a dozen early twentieth-century houses of the usual types. Only one early building was identified in the west end of the city: a one-story hipped roof building on Park Avenue may have been some type of public utility building.

Condition: Most of the buildings are maintained and in good condition. Some rental properties and vacant houses are in need of repairs and maintenance.

Integrity: Commercial buildings have generally experienced the usual storefront alterations and/or window replacements. Some, however, retain their original character to a large degree, and overall the business district retains integrity. The integrity of the residential streets is below average. A large majority of the houses have artificial siding and replacement windows, which is typical. Many houses also have additions that completely transform their appearance; only their foundations and their height hint at their original appearance. This is likely due to the demand for student housing. Some of the churches have insensitive additions. There are some “holes” in the streetscapes where buildings have been removed; the most glaring is the site of Houghton High School, demolished in the 1990s.

Theme/Subtheme: Commerce/retail; Architecture; Politics/Government/county government

Date Built: 1860s-1960s

Architect or Builder: Herman Gundlach, builder; Henry Leopold Ottenheimer, architect; John B. Sweatt, architect

History: In 1854 merchant and mine developer Ransom Shelden platted land into about eight blocks by four blocks on the south side of Portage Lake. The village of Houghton was incorporated in 1861 with a population of 854. The village added population as well as additional land through platting, and by 1910 Houghton had a population of more than five thousand. It was incorporated as a city in 1970, becoming the second city in the Keweenaw.

Houghton served as the entry point to the mines to the south, so various forms of transportation were crucial to its growth, beginning with shipping. The south entry to the Portage Waterway was opened in 1859, enabling lake boats to pull up to docks in Houghton and Hancock, and the dredging of the north entry was completed in 1873, enabling passage through the waterway. In 1883 the Marquette, Houghton & Ontonagon Railroad reached Houghton, connecting it to Marquette and points south. In 1900 the Copper Range Railroad built a depot, coal dock, rail yards, and roundhouse on the Houghton waterfront. The Copper Range Railroad shipped copper out from these docks, took coal in, and also moved passengers to communities to the south and connected with the Chicago, Milwaukee, & St. Paul Railroad. In 1876 a wooden swing bridge with a pivoting center span was the first bridge across the Portage, connecting Houghton to Hancock and points north. A steel bridge with a wooden swing span replaced it in 1901. The current bridge, dedicated in 1959, is a double-decked vertical lift bridge which carried railroad tracks on its lower level and automobile traffic above.

In Houghton the flat land by the water was occupied not only by rail lines but also by warehouses that held food and dry goods as well as mining supplies. Parallel to the lakefront, but a block up the hill, is the main commercial thoroughfare of Shelden Avenue. Farther up the hill residents built houses on a standard grid plan. The boundaries of the village expanded as additional plats were added.

Houghton became the county seat in 1861, but the construction of a grand courthouse a few decades later cemented Houghton’s prominence in the region. The handsome Second Empire courthouse, built of Milwaukee cream brick trimmed with Jacobsville sandstone, and sporting a copper mansard roof, was completed in 1887.

On Shelden Avenue, major commercial buildings accommodated a variety of stores, banks, offices, saloons, and restaurants. The Douglass House, first built in 1861 but added onto in 1900 and taking its present appearance when the original portion burned and was replaced in 1902, was the grandest of dozens of hotels serving a transient population of all classes. Social organizations also flourished here, with a new Masonic Temple, Odd Fellows Hall, and Houghton Club building all completed around 1910. A Carnegie library was also constructed at that time and down on the waterfront

the Amphidrome, built in 1902, housed an ice rink. Churches were located a little farther up the hill, closer to the residential district. Prominent masonry churches for the Methodists, Catholics, and Episcopalians ornament the skyline.

References: Kathryn Eckert, *Buildings of Michigan* (Oxford: Oxford University Press, 1993); Kim Hoagland, *Copper Country Architects*, <http://www.social.mtu.edu/CopperCountryArchitects/index.htm>; David Snyder, "Shelden Avenue Historic District," National Register of Historic Places Registration Form, 1986-87; Larry Lankton, "Keweenaw Copper: Mines, Mills, Smelters, and Communities" (SIA meeting guidebook, 1997); Erik Nordberg, "Historic Houghton Virtual Tour," <http://history.cityofhoughton.com/history>.

NR Status: The Shelden Avenue Historic District encompasses East Lakeshore Drive, most of Shelden Avenue, a small section of Montezuma Avenue, and adjoining side streets. Outside of the Shelden Avenue Historic District, the Houghton County Courthouse and St. Ignatius Loyola Church are individually listed. The Copper Range Railroad depot may be NR eligible, depending on integrity of the interior. The Houghton-Hancock lift bridge appears to be eligible.

Comments:

Surveyor: Jane Busch, Lynn Bjorkman, Eric Gollanek **Survey started:** 5/2/2011 **Survey ended:** 5/4/2011

Photos:



Former depot on south side of Lake Ave., looking SE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Houghton West District\Lake Ave-Houghton City (1)



Shelden Avenue business district, looking NW. Credit: Ryan Holt

Copper Country Survey Phase II\Houghton County\Pictures\Houghton West District\Shelden Ave-Houghton City (1)



Courthouse on south side of Houghton Ave., looking SE. Credit: Ryan Holt

Copper Country Survey Phase II\Houghton County\Pictures\Houghton West District\Houghton Ave-Houghton City (1)



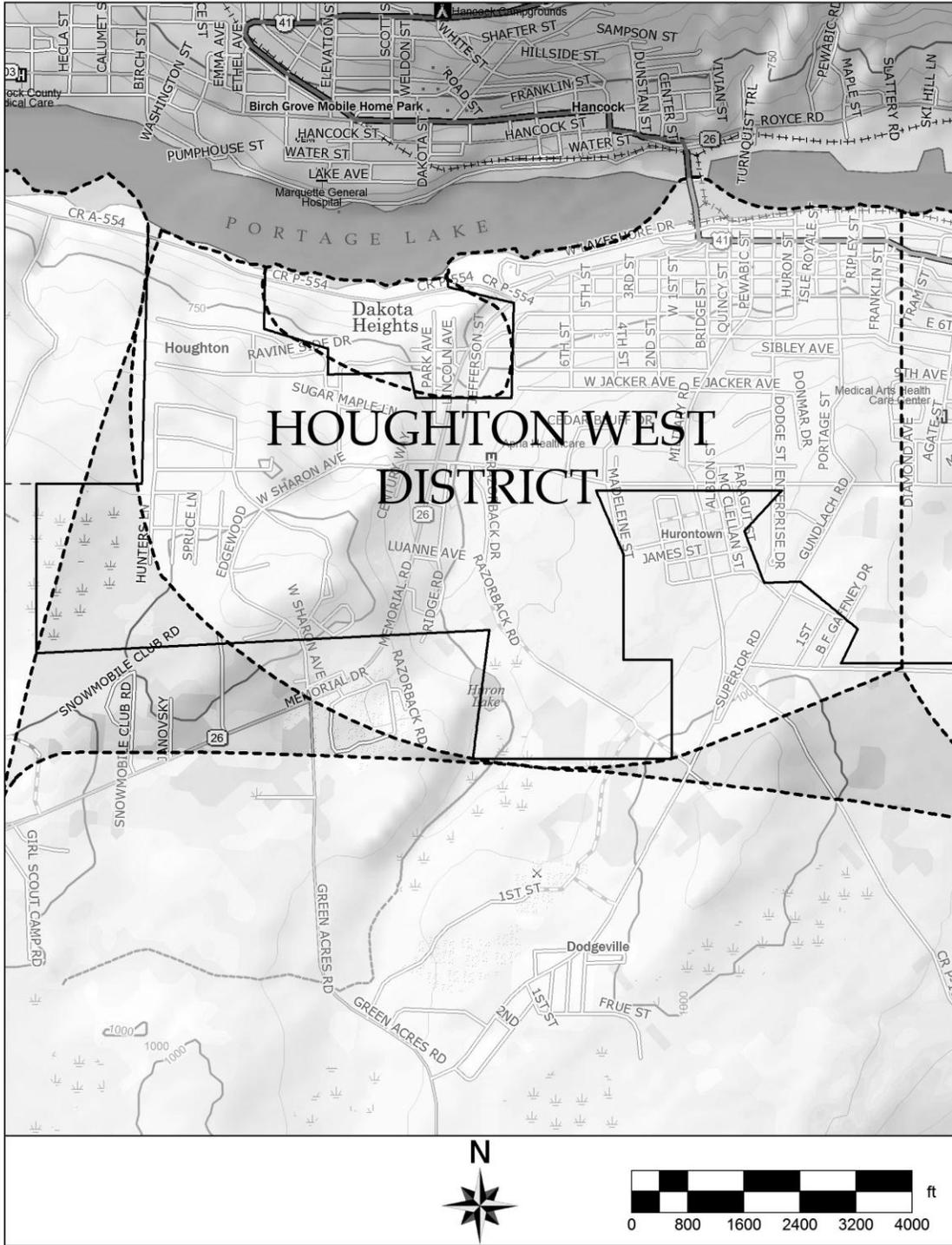
Second Empire house on south side of Houghton Ave., looking SE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Houghton West District\Houghton Ave-Houghton City (3-B)



Houses on south side of Calverley Ave., looking SE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Houghton West District\Calverley Ave-Houghton City (2)



Stone building on west side of Third St., looking SW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Houghton West District\Third St-Houghton City (1)



Approximate area of Houghton West survey district. Credit: Ryan Holt

Copper Country Survey Phase II

District Name: Kenton-Sidnaw District

County: Houghton **Township(s):** Laird, Duncan

Boundaries: District includes all of Duncan Township to the county's borders with Ontonagon County (west), Iron County (south), and Baraga County (east) with its northern limit extending north into Laird Township to section line at T49/50N marked by Pori and South Laird roads. In northeast excludes north side of Pori Road, which is in Ontonagon County. Includes both sides of South Laird Road from R37/36W to the point where South Laird Road turns north.

Historic Use: Industry; Recreation and Culture; Domestic

Current Use: Recreation and Culture; Domestic; Industry

RESOURCE COUNT

Buildings: 391 **Structures:** 14 **Objects:** 3 **Sites:** 22

MATERIALS

Foundation: Concrete; Stone

Roof: Metal/Steel; Asphalt

Walls: Wood/Log; Asphalt; Wood/Fiberboard; Metal/Steel; Wood

Other: Stone; Brick

Style: Rustic; Colonial Revival

Description: The southern portion of Laird Township and all of Duncan Township comprise the Kenton-Sidnaw district, an area fifteen by eighteen miles square. It is lightly populated, with under 1.5 resources per square mile (at 1.4 per linear mile of roads surveyed) and the majority of these properties appear to be seasonal-use camps. More than one quarter of resources in the district stand inside the unincorporated villages of Kenton and Sidnaw, the rural district's only villages, located in the southern part of the district. The district's topography consists of high terrain with rolling hills situated between the east branch of the Ontonagon River (to the west and south) and the Sturgeon River (to the northeast) with wet lowlands around the rivers and tributaries. Plentiful lakes, particularly in the eastern half of the district, make it desirable for recreational use. The majority of the district is forested and comprises part of the Ottawa National Forest.

Two railroads cross the district: the Duluth, South Shore and Atlantic (tracks removed with grade used as a snowmobile trail) runs parallel to highway M-28, and the Escanaba and Lake Superior Railroad (tracks operational) crosses the district diagonally from Pori to Sidnaw. Only two highways cross through the district: Forest Highway 16 running north-south and M-28 crossing the district east-west, with the two intersecting at the village of Kenton. South Laird Road defines the northern boundary of the district, traveling six miles before turning north to the village of Alston. South Sidnaw Road leads out of the district to the south. Lake Thirteen Road parallels M-28 south of Kenton and Sidnaw. In the southwest corner of the district, Golden Glow and County Line roads mostly follow section lines and provide access to a cluster of farms. Kitchie Road and Crystal Lake Road appear to follow older alignments of M-28, with additional segments named West and East Old M-28 Road and still in use. The remaining roads in the district are seasonal roads, utilized for logging and access to recreational lands and hunting camps. These include Skogland, Sparrow Rapids, Norway Lake, Estes Lake, and Markey roads.

The quick moving and ephemeral nature of logging meant that many key sites came and went within decades, leaving little durable architecture behind. The communities of Kenton and Sidnaw, however, retain dozens of buildings attesting to the activity and economic vitality of lumbering in the period from the 1890s to 1920s. Kenton retains its town hall (1906) situated on the south side of the village, on one of its five streets. The small frame one-story front

gabled house is the principal type in town, with additional types including a one-story foursquare house with pyramidal roof and gambrel roof side-gabled house. Wood clapboard was used in multiple buildings, with later applications of asphalt, fiberboard, and vinyl siding appearing as well. Two commercial buildings on M-28 feature plywood and log siding, concealing most evidence of their original form and date of construction. Foundations utilize stone as well as concrete block, with roofs of asphalt shingle and metal.

The town plan of Kenton, as at Sidnaw to the east, includes sidewalks with most streets, suggesting a level of urbanity and planning otherwise lost among the numerous empty lots and houses hidden under a century of changes. The plan of each town responds to the presence of transportation infrastructure and here the differences in the two towns show most directly. Kenton's position alongside the Ontonagon River led to significant changes in the town (c. 1920s-1960s) with the coming of the state highway department and new grades, bridges, and alignments with the creation of M-28. The riveted steel girder bridge (c. 1955) defining the eastern boundary of the town facilitated the growth of recreational tourism in the area for hunting, fishing, and camping. A few houses along East and West Riverside Street and Old M-28 date from this period of renewed economic vitality in the mid-twentieth century, including Cape Cod and ranch house types.

At Sidnaw, roadwork resulted in fewer changes to the core of the town along M-28. The railroad right of way running through the center of town resulted in two distinct developments to the north and south of the tracks. Historic photos identify a two-story false-front hotel with attached shop on State Street (c. 1900), recalling the commercial activity at this rail junction. The building retains its two-part block form, Italianate brackets, original entry, and 2/2 windows. Front-gabled two-story houses are a common type in the village. The railroad also brought red brick to Sidnaw, leading to the construction of two impressive buildings: the public school (1923) and the colonial revival-inspired general store (now U.S. Post Office) with its brick pilasters, gambrel roof, and segmental arched windows. Both represent a level of investment in community building, with the store constructed by local landowner, lumber baron, and market farmer Walter Prickett and the school sponsored by industrialist Henry Ford. (Ford also built a series of steam-heated boardinghouses for lumbermen employed for the motor company's forestry operations, though it did not appear from the survey that any of these resources survive.) Another element of Sidnaw's boom in infrastructure is the Prickett Grooms airport (c. 1930) situated directly in front of the school.

Other former communities have vanished from the landscape, though Kitchie maintains a small cemetery with a few gravestones from the early 1900s. Frost Junction consists of a railroad siding and an abandoned one-story wood frame switching building. The Civilian Conservation Corps (CCC) built camps for relief work in the 1930s at Kenton, Sidnaw, and Pori. No resources are visible at the Kenton site. At Pori, the site retains at least one stone feature, possibly a foundation or retaining wall. The camp site at Sidnaw includes multiple debris piles and ruins, some possibly from the CCC camp, others likely connected to use of the site for a German prisoner of war camp during World War II and later as a sawmill (currently inactive.)

In addition to the CCC camps, other resources in the district relate to conservation. A stone obelisk in Kenton commemorates the dedication of Ottawa National Forest in 1931. In about 1960, the U.S. Forest Service built a modern ranger station in Kenton.

Improvements to the network of roads running through the region brought automobile tourists into the area starting in the 1920s. The Two Rivers Motel and Cabins includes a cluster of log cabins and four-unit motel catering to recreational travelers, as did the nearby two-story log building of the Ottawa Lodge (c. 1935 of which only the stone chimney survives after a 1984 fire.) The most prevalent building type in the district, recreational camps/cabins for hunting and fishing, overwhelmingly use log construction, both saddle-notched and dovetailed examples appearing in the north and south. These log houses embrace the rustic style, including central or side chimneys, arranged on a rectangular plan with both side and front-gabled examples in evidence. Most include broad front porches, some enclosed with windows.

Two modern sawmills survive in the district; the one predating 1970 is located adjacent to the village of Sidnaw on the site of the Sidnaw CCC camp, later the location of a World War II German prisoner of war work camp. Fragments of two guard towers survive from the POW camp, including parts of one moved adjacent to the Sidnaw school by the town's historical society. Logging continues to be an active industry in the area, though the log decks and forest roads leave few lasting resources in spite of the long history of activity. Approximately one dozen active and dormant farms were counted in the southern corners of the district, most of these adjacent to the Ontonagon River or south of Sidnaw. Farm

site features include stone gateposts at entrances, tilled fields, pastureland, orchards, barns, saunas, and sheds. There are a few gambrel roof hay barns with board and batten siding and one example of a barn with Gothic roof. Farmhouses include the same range of types as non-farm houses in the district. There are several examples of log farm buildings, including one barn or house on South Sidnaw Road as well as smaller sheds and a log sauna.

Condition: Many camps are well maintained with painted log ends, metal roofs, functional privies, and wells. Other housing is in poor condition with major structural issues. Camps appear almost exclusively for part-time seasonal use. Many houses even in town appear vacant.

Integrity: Some camp buildings appear to retain high integrity. Most houses, however, have artificial siding such as fiberboard, asphalt, metal, or vinyl siding. Replacement windows are common though a number of buildings retain original doors and windows. Few buildings show signs of large-scale additions, likely owing to the decline of real estate demand after the logging and railroad boom. The loss of building stock especially in town has impacted the historic character of the district, with numerous empty lots changing the feeling of the district.

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

Date Built: 1890s-1960s

Architect or Builder:

History: The history of the Kenton-Sidnaw district is characterized by the rise and decline of two interdependent enterprises: railroads and logging. The Duluth, South Shore, and Atlantic (DSS&A, 1889) and the Milwaukee, Lake Shore, and Western (MLS&W, 1898) railroads were instrumental in opening the region to logging and settlement in the 1890s. Kenton, Kitchie, Frost, and Sidnaw grew up alongside the rails and served first the pine, then hardwood, logging industry. Today the district is contained within Ottawa National Forest; one of its six ranger stations is located in Kenton.

Railroads were the easiest, and in some cases only, way to access the area's rich and untouched pine forests, and logging and lumber companies were quick to take advantage of the opportunity rail presented. According to Theodore Karamanski, the small communities that developed along the railroad line, including Kenton, Sidnaw, Kitchie, and Frost, were all "founded by lumbermen drawn to the area by the prospect of cheap pinelands and reasonable shipping rates." Although the first railroad stop in the area was built in 1889 by the DSS&A in Kitchie, its main and longest lasting stations were in Sidnaw and Kenton, which operated from 1890 to 1960. As testament to the amount of logging that was taking place in the area, Keeler, some three miles west of Sidnaw, also warranted a stop from 1910 through 1929. Investment in Sidnaw also came from Walter Prickett, who profited from lumbering and subsequently invested in electrical power generation through the Upper Peninsula Power Company and construction of the Prickett Dam (north of district.) Prickett's legacy in Sidnaw included building the general store (now U.S. Post Office) as part of an extensive market farming business he operated. The area also attracted the attention of industrialist Henry Ford, who sponsored investment in Sidnaw in the 1920s leading to the construction of boardinghouses for loggers and the village school building. Nevertheless, logging companies and lumber mills—and many district residents—left the area when the hardwood forests were depleted in the late 1920s.

In 1928, the Department of Agriculture began buying logged and abandoned lands in the Kenton-Sidnaw district. In 1931 they created the Ottawa National Forest, which put the Civilian Conservation Corps (CCC) to work. Based at Camp Sidnaw, the CCC developed and managed lands on the east side of the national forest. Crews replanted cutover areas, fought forest fires, and built roads and facilities to improve accessibility for tourists. During the Second World War, the CCC camps at Pori and Sidnaw served as work camps for hundreds of German prisoners of war.

References: John Gaertner, *The Duluth, South Shore & Atlantic Railway: A History of the Lake Superior District's Pioneer Iron Ore Hauler* (Bloomington: Indiana University Press, 2009); R.L. Dodge, *Michigan Ghost Towns of the Upper Peninsula* (Las Vegas, NV: Glendon Publishing, 1973); Theodore J. Karamanski, *Deep Woods Frontier: A History of Logging in Northern Michigan* (Detroit: Wayne State University Press, 1989); Suika Rivett, "New Deal for Recreation: Two CCC-Built Sites in the Ottawa National Forest" (M.S. Thesis, Michigan Technological University, Houghton, Michigan, 2005); Ford R. Bryan, *Beyond the Model T: The Other Ventures of Henry Ford* (Detroit: Wayne State University Press, 1990); *Hunts' Guide to Michigan's Upper Peninsula* [http://hunts-upguide.com/sidnaw_detail.html]

NR Status: While the area has historical significance, the integrity of resources poses a challenge. A number of hunting camps might provide the basis for a thematic historic district. The Sidnaw school may be eligible as an example of a village school that survives with exterior integrity intact. The modern ranger station in Ottawa National Forest may be eligible.

Comments: Camp Nesbit, accessed from Houghton County via Norway Lake Road but located in Iron County, is a youth camp comprising twelve cabins for lodging, a mess hall, recreational hall, showers, nurse's station, and outbuildings. The CCC built the Lake Nesbit Organizational Camp (Camp Nesbit) in 1935 to provide a low-cost camp for children and support the local economy. Camp Nesbit continues to provide recreational opportunities for children in much the same way it did in the 1930s. It is outside of the district boundaries but is a potentially National Register eligible resource.

Surveyor: Eric Gollanek **Survey started:** 5/17/2011 **Survey ended:** 5/18/2011

Photos:



Streetscape of M-28 in Kenton with ranger station and obelisk, looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Kenton-Sidnaw District\M28-Kenton Village (1)



Sidnaw School on west side of St. Claire St., looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Kenton-Sidnaw District\St Clair St-Sidnaw Village (1)



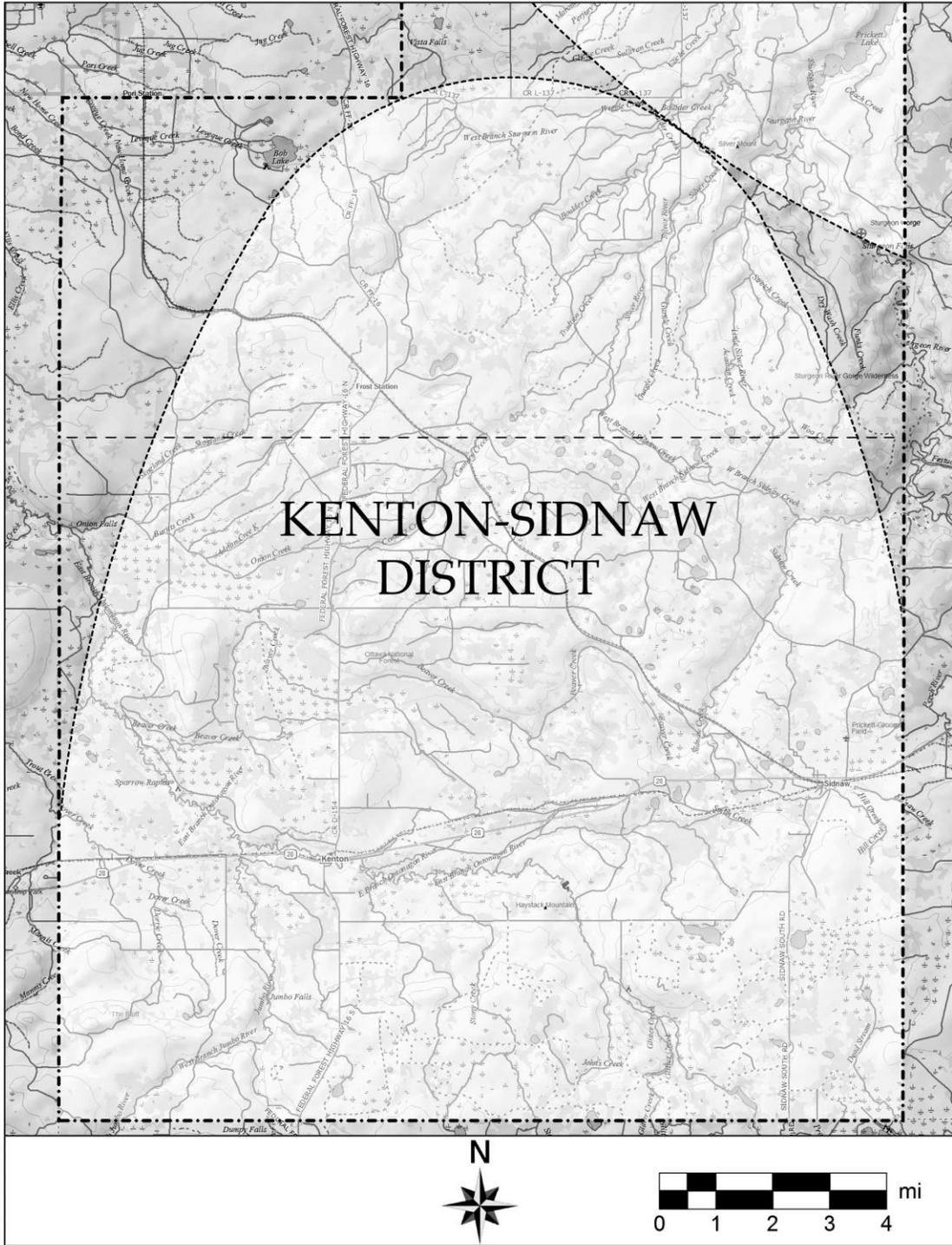
Frost Junction on west side of Forest Highway 16, looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Kenton-Sidnaw District\Forest Highway 16 (1)



Camp buildings on east side of Lower Dam Rd., looking E. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Kenton-Sidnaw District\Lower Dam Rd (1)



Sawmill on south side of M-28, looking SW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Kenton-Sidnaw District\M28 (4)



Approximate area of Kenton-Sidnaw survey district. Credit: Ryan Holt

Copper Country Survey Phase II

District Name: Liminga District

County: Houghton **Township(s):** Stanton, Adams

Boundaries: Bounded on north by Lake Superior; on east by Portage Lake Ship Canal; on south by Adams Township line, including Obenhoff Road west of intersection with Harma Road, both sides of Harma Road, and also extending into Adams Township to include Coles Creek Road east to Canal Road; extends west to intersection of Covered Drive and Liminga Road, including both sides of Covered Drive and its side roads.

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

Current Use: Agriculture; Domestic; Recreation and Culture

RESOURCE COUNT

Buildings: 405 **Structures:** 4 **Objects:** **Sites:** 44

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel

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

Other: Brick; Metal/Steel; Concrete

Style: Queen Anne

Description: The Liminga district is located in the northeastern third of Stanton Township. A triangular shaped area, it sits between the Lake Superior shoreline to the northwest and the Portage Lake Ship Canal to the east. The topography of the district is composed of high ground: rolling hills, forest, and farmland cleared for pasture and crops. Small creeks drain east and west from the ridgeline running from northeast to southwest at the center of the district. Only the minor Schlot Creek warrants a name on the map as it flows from the center of the district towards Oskar on Portage Lake. Tear Lake in the north is the largest of several small lakes in the district.

The road network primarily follows section lines, with Coles Creek and Liminga roads providing east-west access. Canal Road follows the shoreline of the Portage Lake Ship Canal. North and South Superior roads link the southern area of the district to Canal Road. Covered Drive extends Coles Creek Road to Freda Road (outside of district) following a gently curving alignment with tree canopy overhead. More than a dozen smaller roads provide waterfront access or connections to farms and subdivisions. Many recreational camp properties sit along the Lake Superior and Portage Lake shorelines. More than forty-five farms (most active, some inactive) define the predominantly agricultural character of the district. The proximity to the city of Houghton also supports a few residential subdivisions dating from the last twenty years.

The district is rural, with Oskar and Liminga the only identifiable communities in the district. Community buildings in Liminga serve the township's farms. Stanton Township Hall is a front-gabled frame building with enclosed entry, vinyl siding, and raised stone basement. Nearby on Liminga Road are two school buildings (ca. 1900s), each of them one-story gable front buildings with wood clapboard and novelty siding. The cemetery is two miles west of the township hall and includes graves from as early as the 1910s. There are few houses around Liminga other than those connected with area farms. Oskar is located where Schlot Creek meets Portage Lake. An unusual one-and-one-half-story gable front log garage at the intersection of Canal and Ruohonen Roads may have been the Oskar School. The Oskar cemetery (1897) includes gravestones from as early as 1900. Houses in the Oskar area are a mix of types, predominantly one- and one-and-one-half story side-gabled frame houses clad in wood shingle, clapboard, asbestos, and asphalt siding. There are a

few examples of side- and front-gabled two story houses as well as several examples of ranch houses, some with hipped roofs and picture windows.

The former communities of Obenhoff, Schmidt's Corner, and Salmon Trout have only a few buildings remaining to mark their locations. Obenhoff includes a foursquare house with pyramidal roof, full-width hipped roof front porch, and stone foundation. A frame shed and metal pole barn along with the site of a barn (marked by a stone foundation) are all that remain of the village. Schmidt's Corner at the intersection of Liminga and Canal roads was once a crossroads community; it now includes a two-story frame bar/restaurant and site of a gas station. There is also a two-story upright and wing house along with a shed roof barn built on an earlier stone foundation. No visible trace remains of the place named Salmon Trout. Isolated on Coles Creek Road, a front-gabled frame schoolhouse on a raised stone foundation has a rear shed addition.

There are a number of recreational camps, including several examples of small log cabins; one on Little America Road utilizes stovewood construction. Other types include one-story side-gabled houses and some with an L-plan configuration. Most have concealed foundations, possibly set on posts or pilings. Exterior cladding varies to include wood shingle, fiberboard, asphalt, asbestos, and plywood.

Agricultural resources are numerous in the district. Farm site features are various combinations of fields, fences, windbreaks, ditches, ponds, orchards, and ruined and standing buildings. The numerous Gothic-roofed dairy barns are among the district's most impressive resources, with additional examples of gambrel and gable roof barns also common. Farm outbuildings include garages, equipment sheds, pole barns, and multipurpose sheds possibly used for chickens and pigs. Finnish cultural building traditions appear in the hewn and well-fitted log construction of barns, sheds, granaries (aittas), and saunas. Log construction is visible in a number of outbuildings. Farmhouses are a variety of gable-roof forms, most commonly one-and-one-half or two-story side-gabled types, often with rear ells. Many incorporate pairs of dormer windows or occasionally a cross gable on the main façade. The upright and wing house type also appears frequently. One upright and wing house on Obenhoff Road has decorative trim in the gable end and a bay window, suggesting Queen Anne style influence. There is little additional evidence of decorative styles in the district.

The Liminga district's industrial heritage is visible in the stamp sand deposits at North Canal Township Park (built in the 2000s as part of environmental remediation efforts). A breakwall and navigational lights mark the north entry to the Portage Canal. A one-story side-gabled corrugated metal industrial building south of the park may relate to activity on the nearby Portage Canal. On Coles Creek Road, a row of five frame two-story gable front houses may have served as housing for the nearby Michigan Smelter site (located in South Range district.) A site with a masonry chimney and building ruin (visible but not accessible) on Gedvillas Road may also relate to the smelting works.

Condition: Many camp properties are well maintained. Numerous farms are in current operation and are well maintained including outbuildings. Several abandoned farms have dilapidated or collapsed outbuildings.

Integrity: The historic character of the landscape is evident in most areas of the district, with some new development encroaching on open space. Many of the houses are altered with artificial siding, including fiberboard, vinyl, asphalt, asbestos, and plywood. Many also have new windows, some with alterations in the size and placement of window openings. Farm outbuildings usually retain integrity, and most farmsteads feature multiple extant outbuildings.

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

Date Built: 1890s-1960s

Architect or Builder:

History: Liminga is named for Liminka in the province of Oulu, Finland, and as this suggests, its first Euro American settlers came from that community. Indeed, cemeteries indicate Finland as the place of origin for most of the district's early residents, many of whom came to work in logging camps. Small communities developed as family members joined them, and forests turned into farmland in due time. Today, farming has declined, and second growth forests characterize the district.

Oskar, Liminga, and Salmon Trout each began as a logging camp. Oskar, originally called Ojanpera after its first settler, was the first of these communities and was established in 1875; it had a school by 1882. A temperance society and Apostolic Lutheran congregation were both organized by 1894, although neither had a dedicated building until 1904, when Oskar's population reached 250. The lumber industry was very important, particularly between 1890 and 1895: cordwood was sold to mining companies until coal replaced it as the fuel of choice; subsequently a sawmill produced and sold lumber. Salmon Trout and Liminga were established in 1880 and 1899 respectively.

The local economy was diverse: between 1878 and 1910, the area claimed charcoal and brick factories. Agriculture was also becoming an important industry by the early twentieth century. In 1916, Liminga's population was three hundred, and a business directory from that year identifies each listing as a farmer. Obenhoff, like Salmon Trout a stop on the Copper Range Railroad, boasted a creamery that made ice cream sold throughout the Copper Country. By 1934, wheat, strawberry, and potato farming had increased to the point that the district's cooperative farmers were advertising the need for a communal potato warehouse. That same year, the Civil Works Administration funded work on North Superior Road; for a time it was called Relief Road. The Liminga Hall, likely built in the early twentieth century, provided space for community meetings and dances until the 1950s. A general store and later filling station on Schmidt's Corner supplied goods and services within the district until 2009.

By 1960, few people remained in the Liminga and Oskar areas. As agriculture declined, the forests returned. Timber companies currently own a large amount of property within the area, and logging is once again an important part of Liminga's economy.

References: Armas K. E. Holmio, *History of the Finns in Michigan*, Ellen M. Rynanan, translator (1967; Detroit: Wayne State University Press, 2001); Arne Alanen, personal communication, 30 March 2011; Matti Kaups, "Finnish Place Names as a Form of Ethnic Expression in the Middle West" (2 parts), *Finnish Americana* 1 & 2 (1978 & 1979); Barb Koski, "Liminga," <http://www.stantontownship.com/wp-content/uploads/2010/04/1.-Liminga-Community3.pdf> (accessed 21 April 2011).

NR Status: Multiple farms or farmsteads may be National Register eligible based on architectural significance. There are numerous examples of Gothic-roofed dairy barns throughout the district including several with Jacobsville sandstone walls on the first story. The district also includes numerous examples of log construction, especially as related to Finnish-American cultural heritage in a rural agricultural setting. Intensive level survey is needed to identify and assess potential resources.

Comments: Chimney and building ruin visible from Oak Lane and Gedvillas Road but not accessible. There are more than thirty properties identified by address markers with resources not visible from the road. Information on historic building use and locations compiled by Barb Koski, local historian with Stanton Township history website: www.stanton-township.com.

Surveyor: Eric Gollanek

Survey started: 6/16/2011

Survey ended: 6/17/2011

Photos:



Gothic-roofed barn on east side of Canal Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Liminga District\Canal Rd (4)



Streetscape of Oskar on south side of Canal Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Liminga District\Canal Rd (6)



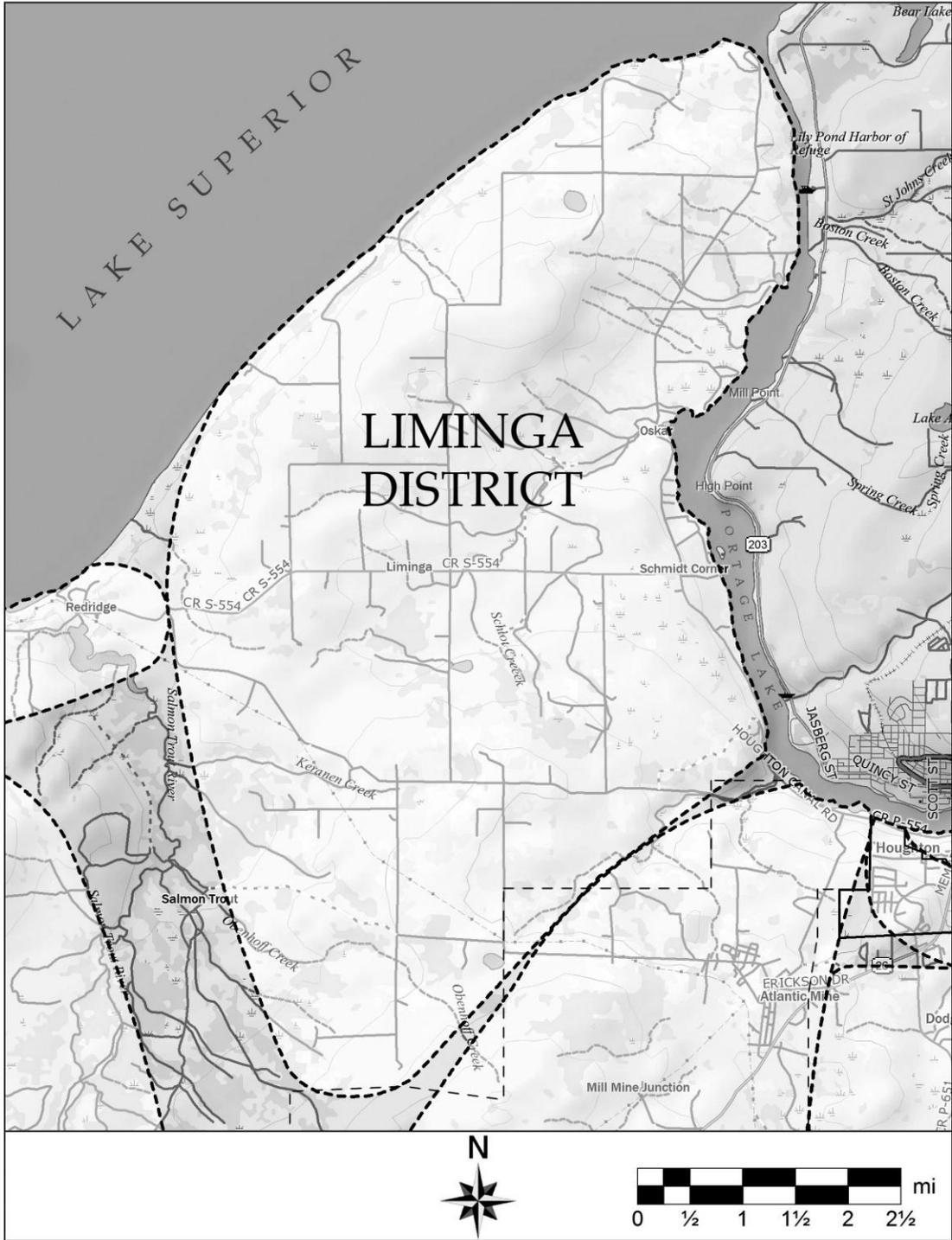
Schoolhouse on north side of Coles Creek Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Liminga District\Coles Creek Rd (2)



Township hall at Liminga on north side of Liminga Rd., looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Liminga District\Liminga Rd (5)



Cabin on Lake Superior on west side of Little America Rd., looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Liminga District\Little America Rd (1)



Approximate area of Liminga survey district. Credit: Ryan Holt

Copper Country Survey Phase II

District Name: North Portage Township District

County: Houghton **Township(s):** Portage

Boundaries: Bounded on north by city of Houghton municipal boundary; on west and northwest by Adams Township line; on south by section line N44,000, excluding Boundary and Sajdak roads; and on east by Portage Lake. Includes unincorporated village of Dakota Heights, which is bounded on west, south, and east by city of Houghton municipal boundary and on north by Portage Lake Ship Canal.

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

Current Use: Domestic; Recreation and Culture

RESOURCE COUNT

Buildings: 505 **Structures:** 3 **Objects:** 3 **Sites:** 28

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel

Walls: Vinyl; Wood/Fiberboard; Wood/Shingle; Wood/Log; Brick

Other: Brick; Stone

Style: Colonial Revival; Modern; Queen Anne

Description: North Portage district includes a mix of agricultural and forested lands in the south, the former mining villages of Dodgeville and Hurontown in the north, and cottages and motels along Portage Lake. The district's proximity to the city of Houghton has led to suburban residential neighborhoods, including those to the east (along Woodland Road) and west (Dakota Heights) of the city. Multiple roads and highways cross through the district. U.S. Highway 41 extends along the eastern perimeter, parallel to the shoreline of Portage Lake. Its low and level alignment contrasts with the steep hills rising inland to the west. A segment of state highway M-26, Houghton's suburban commercial strip, crosses the northwestern corner of the district. Paradise Road and Superior/Green Acres Road are the primary north-south roads in the district; Green Acres Road becomes Superior Road south of Dodgeville (at Main Street) and adapts a curving alignment to hilly topography. Several secondary roads follow or parallel section lines, with short dead-end roads extending at right angles to serve farms and residences. The railroad grade (tracks removed) of the Duluth, South Shore, and Atlantic Railroad (DSS&A) runs parallel to U.S. 41. Few legible traces remain of the rail lines once serving the Superior and Isle Royale mines. The Pilgrim River flows from southwest to northeast across the middle of the district, with a ridgeline located above the northwestern side of the river. Denton and Eaton creeks flow from east to west into Portage Lake.

Dakota Heights in the northwestern corner of the district comprises a small residential neighborhood laid out in 1906 as a worker housing development adjacent to the once extensive smelting and railroad works along the Portage Canal. Two-story foursquare houses with hipped or pyramidal roofs are the predominant type. Two story gable-front houses also appear. Some retain wood clapboard or original wood shingle siding, though many examples employ fiberboard and vinyl siding. Garages are common outbuildings in the neighborhood.

The area along highway M-26 in Dakota Heights includes post-World War II commercial development (most from after 1970) alongside a few earlier resources. A one-story motor court motel on Park Avenue stands near a gambrel roof barn with a stone first story. There are a few examples of ranch houses with gable or hipped roofs, picture windows, and attached garages. On M-26 south of the city of Houghton, a bungalow with hipped roof and shed dormers and a row of ranch houses appear isolated within the recently developed suburban commercial landscape along the highway.

At the northeastern corner of the district, ranch, split level, and two-story houses dating from the 1940s through 1960s often exemplify the clean horizontal lines of mid-century modern architecture, further expressed through emphasis on large banks of windows and contrasting materials. A modern house on Woodland Road has a boxlike form, flat roof, and steel framing clad in brick and wood. Many homes combine contrasting materials, as seen in a Woodland Road split-level house with brick, vertical board, and clapboard. Concrete block is employed in foundations as well as wall construction on a few ranch houses. Some ranch houses have Colonial Revival details such as dentillated cornices and triangular pediments. One- and two-car garages are both freestanding and attached to houses.

Designed landscapes in the northeastern area of the district include the Portage Lake Golf Course (1903) in the northeastern area of the district off of highway US-41, laid out with eighteen holes featuring mature maple trees in an allee along the entrance drive and within the course. Forest Hill Cemetery includes white marble and granite monuments dating from as early as the 1860s. Jacobsville sandstone retaining walls enclose several cemetery plots; the rusticated stonework of the Hore family mausoleum (1895) is another striking use of the material.

Adjoining the city of Houghton's southern boundary, the unincorporated village of Hurontown includes approximately one hundred resources within its compact and square gridiron plan. One-and-one-half- and two-story front-gabled houses are the predominant house types in Hurontown, with several examples of foursquare, bungalow, cross-wing, ranch, and L-plan houses. Houses are generally plain, though some examples retain original features of the Queen Anne style, including wraparound porches, turned columns, balustrades, art glass, and fish scale shingles. An Arts and Crafts style bungalow on Main Street maintains its original double lot with a stone wall; architectural features are square porch pillars, decorative brickwork, stucco exterior, original windows, and a shed dormer. There are several additional examples of the bungalow form in Hurontown and elsewhere in the district with features such as shed dormers, 3/1 and 4/1 windows, and full-width porches contained under the main roof. Many houses in Hurontown have wood shingle, asphalt, asbestos, and vinyl siding.

Isle Royale No. 2 Location is located approximately one-quarter mile southeast of Hurontown and is comprised of one-and-one-half-story front-gabled houses along First and Second Street. From here, Isle Royale mine sites extend in a line to the southwest past Dodgeville; surviving resources in this area include industrial buildings, concrete ruins, and housing. An imposing two-story concrete block industrial building with monitor roof is located on Gundlach Road between No. 2 Location and Hurontown. Farther south on Gundlach Road, at the corner of Pilgrim Road between Isle Royale No. 2 and No. 4 locations, two isolated foursquare houses once occupied by mine company management have been altered with asbestos siding and new windows.

Dodgeville, approximately 1.5 miles south of Hurontown, comprises approximately ninety resources including both the unincorporated village of Dodgeville and Isle Royale No. 5 Location, which adjoins Dodgeville to the southwest. The most intact streets in Dodgeville are Dodge Street and Epidote Street. House types include two-story front gable, L-plan, A-frame, and upright and wing. Multiple examples of two-story foursquare houses appear on Huron Street. Mine rock foundations and brick chimneys are common features. A mix of alterations includes: new windows (including sliding or casement windows in place of double hung along with altered window openings and placement), enclosed porches, and replacement siding (asphalt, vinyl, plywood, and fiberboard). Many houses have garages at either the rear of the lot or occasionally at the street, with a few houses also retaining back sheds or barns. Main Street once included a row of commercial buildings; only a few buildings survive, including one two-story frame house with a decorative brick shop front (now enclosed). Additional resources include an abandoned mobile home park on First Street, a dilapidated frame chicken house, and a concrete block mine building now in use as a garage. There are numerous examples of modular houses erected as infill on vacant lots, especially along the perimeter of the village. At the west end of Dodge Street is a concrete block mine building, part of the surface works of Isle Royale No. 5 shaft. Isle Royale No. 6 mine site, west of Dodgeville on Green Acres Road, includes a one-story concrete block dry house building as well as the concrete foundation for a rockhouse.

Isle Royale No. 5 Location adjoins Dodgeville to the southwest along Maple Street and Main Street between First and Fourth Street. Uniform in their scale and massing, one-and-one-half- and two-story front-gabled houses are the predominant house types on Maple and Main streets. The character of their alterations and outbuildings matches those just to the north in Dodgeville. At the southern edge of the No. 5 Location on Fourth Street, a one-story gable-front school building with wood clapboard siding sits on a raised basement. Nearby on Green Acres Road at Happapuro Road,

the Isle Royale School (1913) is an imposing Classical Revival style brick building with Jacobsville sandstone details. It retains its Doric entryway, cornice, and water table. Converted to use for apartments, altered window openings and placement are the most significant changes to its exterior appearance.

Among other copper mining resources in the district, the most prominent is the Isle Royale mill site, a collection of concrete and steel ruins visible on the hillside behind a gas station on U.S. 41 in the northeastern area of the district. Superior location, one mile southwest of Dodgeville, includes the concrete foundation of a hoist house; five houses, including two-story front-gable types; and a few outbuildings (sheds, garages, and a barn).

Cottages along U.S. 41 and the Portage Lake shore include numerous examples in the rustic style as seen in several one-story houses of saddle-notched log construction. These small houses vary in configuration with front- and side-gable types common, some with pyramidal or hipped roofs. Wood shingle and vinyl are the predominant siding materials. There are a few examples of fieldstone chimneys. The lakeshore route also includes three motor court motels c. 1950-1960s. On a grander scale, the Theta Tau fraternity occupies a stucco foursquare house with pyramidal roof (1906) set on the hillside overlooking Portage Lake; a curving drive leads to iron gates at its highway entrance.

Approximately two dozen farms (many inactive) are concentrated in the southern half of the district. Farm site features are various combinations of fields, fences, windbreaks, ditches, orchards, and ruined and standing buildings. A few examples of gambrel and gable roof barns can be seen, some clad in sheet metal over log or vertical board. Additional farm outbuildings include garages, equipment sheds, storage buildings, saunas, chicken houses, and pig barns. One gambrel-roofed barn utilizing stovewood construction stands along Denton Road. Farmhouse types include one-and-a-half-story and two-story front gable as well as upright and wing. The wide proportions of a few farmhouses on Paradise Road may relate to French Canadian settlement in the area. Some farmhouses in the district retain wood clapboard siding and original 2/2 double hung windows; many houses have replacement vinyl, fiberboard, or wood shingle cladding.

Condition: The condition of buildings in the district ranges from good to poor, with many houses in fair condition. Housing closest to Houghton appears well maintained, especially in the eastern residential suburbs. There are several examples of streets with empty lots and buildings in fair to poor condition in the villages of Dodgeville and Hurontown. Outside of the villages, there are a few houses and a number of farm outbuildings that are dilapidated. There are several inactive farm sites with abandoned houses and outbuildings.

Integrity: There is much new development altering the historic character of the landscape. Most houses appear to have substantial alterations including widespread use of fiberboard and vinyl siding. Many homes have replacement windows, including altered openings and window placement. Although there is some loss of streets, vacant lots, and infill with new construction, the plans of Hurontown, Dodgeville, and the Isle Royale locations appear legible and retain integrity of setting and association with copper mining. The neighborhood of Dakota Heights retains its plan and architectural character even though highway M-26 bisects the community. Based on the strength of landscape features, the Portage Lake Golf Course and Forest Hill Cemetery appear to retain integrity of location, design, feeling, and setting.

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

Date Built: 1860s-1960s

Architect or Builder:

History: Mines south of Houghton developed, with mixed success, in the 1850s. The Huron and Isle Royale mines flourished during the Civil War, but foundered afterwards. Still, the early success spawned the development of the unincorporated community of Hurontown, laid out in two adjacent plats named Village of Huron (carved out of Huron Mining Co. lands) and Perkinsville (out of Isle Royale lands), in 1862. They shared a main street that offered stores, saloons, a school, a Methodist church, and a fire hall. By 1898 the two communities were referred to as Hurontown.

In 1898 new investors reorganized the two mining companies, combining them with several others into the Isle Royale Consolidated Mining Company, of which Calumet & Hecla (C&H) obtained a controlling interest in 1909. In 1917 C&H extended its ownership and renamed the company Isle Royale Copper Company.

In 1898, the newly reorganized company sank a number of new shafts and built extensive works aboveground. A dedicated railroad transported the copper rock to a stamp mill east of the diggings, on Portage Lake. The company built workers' housing at Shaft Nos. 2 (thirty houses in 1899) and 5 (twenty-five houses in 1907). And, as at many other mines in the Copper Country, investors platted a commercial village on land not owned by the company. Real estate developers James Healy and Frank Hildebrandt platted Dodgeville in 1908 in order to sell lots to Isle Royale employees. Besides an alternative to company housing, the unincorporated village offered grocery stores, confectioneries, saloons, a post office, and a bowling alley.

With the copper business booming during World War I, in 1917 C&H invested further in its Isle Royale mines, building a warehouse and engine house near Shaft No. 2. The company also added twenty new houses to its location at Shaft No. 5.

C&H also controlled Superior Copper Company, which was founded in 1904 and went into production in 1909. Located between the Baltic and Isle Royale Mines, it was capitalized at \$2.5 million. Between its two shafts, the company built an office, warehouse, blacksmith shop, change house, and a number of houses. C&H fully acquired the mine in 1925.

Mining was not the only occupation of residents of northern Portage Township. The activity at the Copper Range Railroad yards on Portage Lake west of Houghton spurred the development of a neighborhood called Dakota Heights, which was platted by James T. Healy and other investors in 1906. Developed specifically to be marketed to railroad workers, the neighborhood has never been annexed by Houghton, although it is surrounded on three sides by the city (and on the fourth by Portage Lake). The neighborhood is bisected by M-26, originally platted as Ravine Street, which was the site of, not surprisingly, a large ravine.

Other township residents took up farming, particularly in the eastern part of the township. Along Portage Lake, summer cottages, motels, and even a yacht club sprang up, despite the Mineral Range Railroad (later Duluth, South Shore & Atlantic) line, which also ran up the shore. Some suburban development, including the communities of Royalewood, Woodland Drive, and Shopko Heights, has occurred close to Houghton in recent decades.

References: Larry Mishkar and Alicia Valentino, "National Register of Historic Places Registration Form: Isle Royale Copper Company Worker Housing," Student report, 2002; Suika A. Rivett, "National Register of Historic Places Registration Form: Dodgeville," Student report, 2004; Horace J. Stevens, comp., *The Copper Handbook: A Manual of the Copper Industry of the World* (privately printed, 1911), 10: 1627-8; David A. Vago, "National Register of Historic Places Registration Form: Dakota Heights Plat," Student report, 2004; Joseph A. P. Wilson, et al., "National Register of Historic Places Registration Form: Hurontown," Student report, 2003; Joseph Andrew Park Wilson, "The Influence of a Mining Failure: The Huron Mining Company and Early Experimentation in Milling Technologies," *New Perspectives on Michigan's Copper Country*, Alison K. Hoagland, Erik C. Nordberg, and Terry S. Reynolds, eds. (privately printed, 2007), 27-41.

NR Status: Draft National Register nominations exist for Dakota Heights, Dodgeville, Hurontown, and Isle Royale Copper Company Locations Number Two (southeast of Hurontown) and Number Five (southwest of Dodgeville.) Dakota Heights, both Isle Royale locations, and Hurontown appear potentially eligible. Dodgeville appears to have fewer surviving resources and a fragmentary potential district area. Several post-World War II era ranch, split level, and modern houses along Woodland Road may support a multiple property nomination or possible district (along with resources in Houghton East district.) A bungalow on Main Street in Hurontown is potentially eligible based on architectural significance. Several farmsteads on Paradise Road may warrant intensive level survey. A barn with stovewood construction visible on Denton Road is potentially contributing to a larger collection of stovewood resources across the region. Forest Hill Cemetery and Portage Lake Golf Course are potentially eligible.

Comments: There are at least one dozen properties that are not visible or accessible from the road. Superior mine site and location are inaccessible behind gated and posted private roads; photographs of the location were supplied by Bill Haller. There are no visible ruins at Isle Royale No. 2 mine site, at Fredrick and Main streets near Hurontown. A wooden marker and garden (c. 1970s-1990s) on Paradise Road references French Canadian area settlement history with the following inscription: "Louis and Melina Vadrais, First Paradise settlers 1885, Albert Chaput, Charge d'affaires." The American Legion Cemetery is located within Forest Hill Cemetery.

Surveyor: Eric Gollanek

Survey started: 7/11/2011

Survey ended: 7/12/2011

Photos:



Streetscape of south side of Calverley Rd. in Dakota Heights, looking SW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\North Portage Township District\Calverley Rd-Dakota Heights Village (1)



Industrial building on north side of Gundlach Rd. in Hurontown, looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\North Portage Township District\Gundlach Rd-Hurontown Village (1)



Stovewood barn on north side of Denton Rd., looking NE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\North Portage Township District\Denton Rd (1)



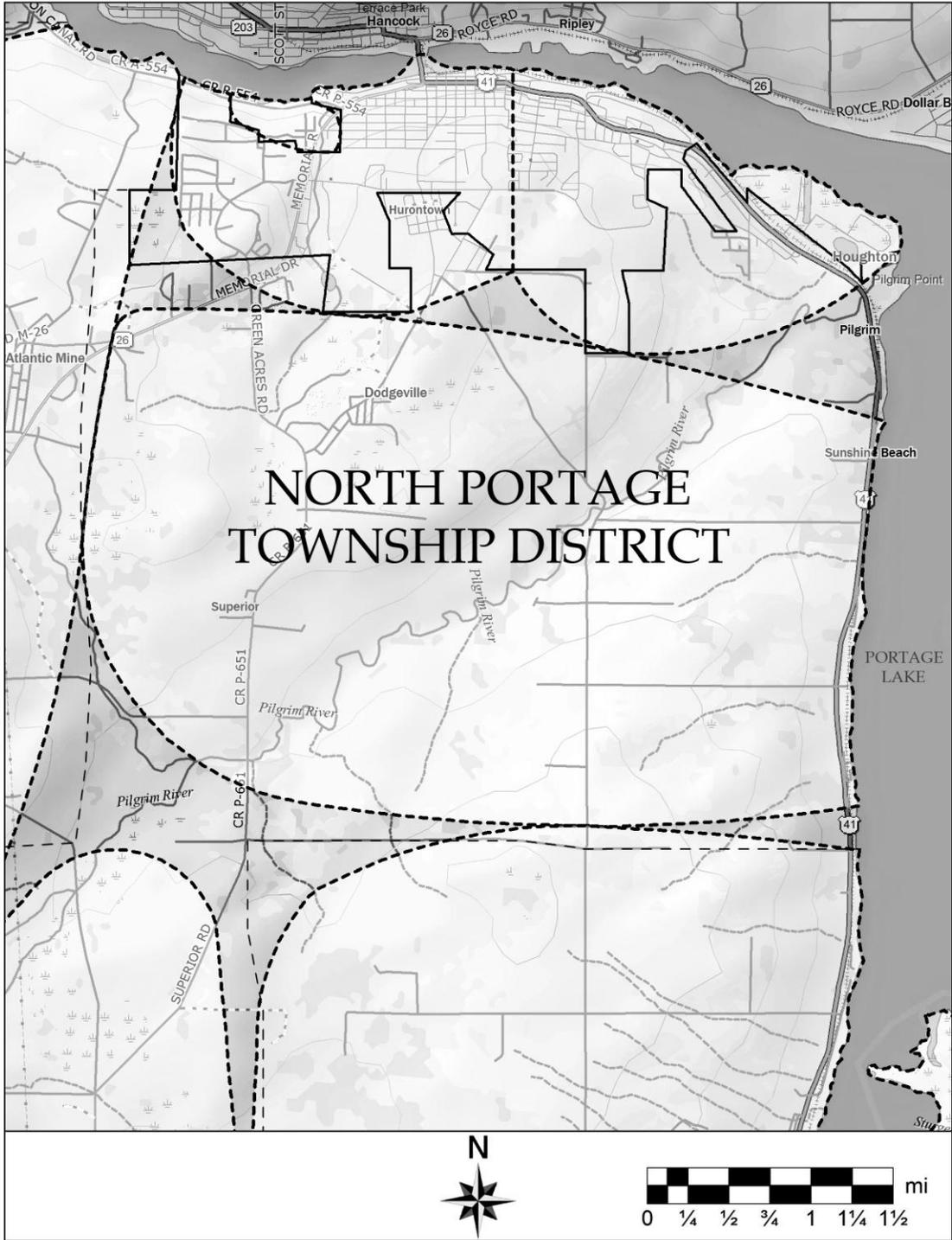
Portage Lake golf course on west side of U.S. 41, looking S. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\North Portage Township District\US41 (2)



Motel on south side of U.S. 41, looking SW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\North Portage Township District\US41 (3)



House on north side of Woodland Rd., looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\North Portage Township District\Woodland Rd (1)



Approximate area of North Portage Township survey district. Credit: Ryan Holt

Copper Country Survey Phase II

District Name: Redridge District

County: Houghton **Township(s):** Stanton

Boundaries: Bounded on the north by Lake Superior; extends along both sides of Freda Road from former village of Freda in the west to intersection with Covered Drive in the east, including intersecting local roads and streets; Beacon Hill Toivola Road not included in district.

Historic Use: Industry; Domestic; Education

Current Use: Domestic

RESOURCE COUNT

Buildings: 63 **Structures:** 2 **Objects:** 1 **Sites:** 4

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt

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

Other: Brick; Concrete

Style: Queen Anne

Description: The Redridge district consists of the historical communities of Freda, Beacon Hill, and Redridge, located along Freda Road on the shore of Lake Superior. The Copper Range Railroad and Atlantic & Superior Railroad once connected the district to Houghton and the South Range communities; fragments of the grade are visible near Redridge dam and near River Street at the Salmon Trout River, where trestles survive. Primary access is now along Freda Road with limited access from the south along the gravel-surfaced Beacon Hill Toivola Road (outside of district.) The land is covered with hardwood forest atop rugged topography with Freda and Beacon Hill set high above Lake Superior. The steep terrain to the north and south of Freda Road remains undeveloped and inaccessible. The Salmon Trout River is located near the eastern edge of the district, flowing from south to north. The river is a significant natural feature in the district as the location of the Redridge steel dam and earlier wooden crib dam (1900 and 1893, NR listed 1992) that supplied water to nearby Atlantic and Baltic stamp mills (not extant).

The three communities were developed as stamp mill locations with housing, schools, and stores on numbered streets and avenues. Of the three, Freda is most legible as a former village, with a visible street grid and concentration of buildings. The communities at Beacon Hill and Redridge have lost many streets to the forest, and very few buildings survive from their heyday in the early twentieth century. There are numerous resources connected with the copper stamp mills that fueled the development of these villages. The Champion Mill site, located along the Lake Superior shoreline just below the high cliffs at Freda, is an impressive and picturesque industrial ruin. The concrete smokestack towers over the foundation and pilings that once supported the railroad trestle supplying copper ore for processing from the Champion mine. Only the two-story frame mill office and warehouse on Superior View Road survives intact from the Champion complex.

House types are the same as those found at mine locations. Freda retains nineteen mill worker houses and garages, with the two-story front-gabled frame house as the most common type. There are also two examples of two-story front-gabled frame double houses on Third Street. Houses employ mine rock foundations and many retain wood clapboard siding; many examples have original 2/2 sash windows. Beacon Hill, largely abandoned after the burning of the Trimountain mill in 1916, retains nineteen buildings—mostly houses, a few sheds, and a small Quonset hut storage building—amid the overgrown streets and lots reclaimed by the forest. The one-and-one-half-story front-gabled side

entrance house is the most common type. At Redridge, twenty-five buildings remain in a town that once had a population of seven hundred. The most prominent building is the public school (1907), a two-story hipped roof frame building with original windows and contrasting use of wood clapboard and shingles. Houses occupy hilly sites in the wooded landscape. The two-story front-gabled frame house is most common; the side-gabled house and upright and wing also appear. On River Street, two side-gabled houses with wood-shingled exteriors are recreational properties overlooking Lake Superior. Extensive deposits of stamp sands along the lakeshore remain from the stamp mills.

Condition: Condition varies across the district with houses in current use in a stable or well-maintained state. Some houses around Redridge appear to have been moved and are undergoing rehabilitation. There are vacant buildings in the villages and in wooded areas where the villages have contracted in size. Several vacant buildings appear structurally sound, but others have missing windows or doors and are deteriorating due to exposure to the elements.

Integrity: Aside from a group of newly constructed lakefront homes on River Street near Redridge, the historic character of the district has not been diminished by newer development. The loss of streets and buildings has altered the feeling of the villages. Many buildings retain original wood clapboard siding, though some have replacement asphalt, fiberboard, plywood, and vinyl cladding. Window openings retain their original configuration in most cases, with some houses also preserving 6/6 or 2/2 sash windows.

Theme/Subtheme: Industry/copper industry; Architecture

Date Built: 1890s-1950s

Architect or Builder:

History: Redridge, Freda, and Beacon Hill are former stamp mill locations associated with the Copper Range Consolidated Company. Although Copper Range and its subsidiaries provided housing, schools, and stores for its employees, investment in these mill locations was slight. Logging was pursued as milling slowed, but communities declined as residents left in search of other opportunities.

In the late 1890s, the federal government placed restrictions on the amount of tailings, or stamp sand, that could be deposited in Portage Lake. This required several mining companies to find a new place to build milling facilities, which required a large water supply and room to dispose of large amounts of stamp sand. The Redridge area provided an ideal location for the Atlantic, Baltic, Trimountain, and Champion mining companies, all of which were controlled by Copper Range Consolidated by 1911. The area had been occupied by the Ojibwe before white settlement began in the 1880s in Salmon Trout, on the banks of the river of the same name. The community became known as Redridge with the arrival of the post office in 1895.

The Atlantic Mining Company also located in the district in 1895. It built the district's first stamp mill by the mouth of the Salmon Trout River, which it dammed to supply the water for milling. The Baltic Mine built its mill across from the Atlantic in 1900. Each company built its own employee housing in Redridge, but worked cooperatively in 1901 to build a new, steel dam in order to meet the demand for more water. The Trimountain and Champion mills were built in 1900: Trimountain at Beacon Hill and Champion at Freda. The Adventure Mining Company also milled its ore in the district, establishing Edgemere, complete with company housing and a school, between Redridge and Freda in 1901.

There was only one unimproved road to the district until the Copper Range Railroad, a wholly owned subsidiary of Copper Range, extended its line to the mills in 1902. Residents relied on the railroad for transportation; students even rode it to Painesdale for high school until 1942. In 1908, Copper Range built an amusement park at the end of the line, complete with dance pavilion and beer garden; people from as far away as Calumet came to "Freda Park" on special excursion trains.

Copper Range began closing and dismantling the mills and railroad lines beginning with the Atlantic mill in about 1912. Fire destroyed the Trimountain mill in 1916. Freda Park closed in 1918, and neighborhoods began to lose people and buildings. The Champion mill was the last to operate, closing in 1967; it was dismantled in 1971. As mining and milling slowed, Copper Range expanded its logging program; the company had begun logging as early as 1922, but turned in earnest to timber as a source of revenue in 1937. The company replaced its forests by planting thousands of Norway pines; these trees dominate the landscape today.

References: R.L. Dodge, Michigan Ghost Towns of the Upper Peninsula (Las Vegas, NV: Glendon Publishing, 1973); Richard A. Fields, Range of Opportunity: A Historic Study of the Copper Range Company (Hancock, MI: Quincy Mine Hoist Association, 1997); Sandra Hollingsworth, The Atlantic: Copper and Community South of Portage Lake (Hancock, MI: John H. Forster Press, 1978); Barb Koski, "History of Edgemere," <http://www.stantontownship.com/history/freda/topics> (accessed 20 March 2011); Lawrence J. Molloy, A Guide to Michigan's Keweenaw Copper District: Photographs, Maps and Tours of the Keweenaw—Past and Present (Hubbell, MI: Great LakesGeoScience, 2008); Clarence Monette, "Freda, Michigan: End of the Road," (Lake Linden, MI: private printing, 1989) and "Redridge and its Steel Dam," (Lake Linden, MI: private printing, 1992); Jack Ovist, "The Redridge Area," (unpublished report, 1979).

NR Status: The Redridge Wood Crib Dam and Steel Dam (NR listed 1992) are the only listed resources in the district. The Redridge School (1907) may be individually eligible, depending on integrity of the interior. Freda may have potential as a district based on retention of its street plan, Champion Mill site, and examples of workers housing—intensive level survey is needed.

Comments: The USGS map shows buildings along the Lake Superior shoreline below Freda that were on a private road and inaccessible. The Baltic Mill site located on private land along Lake Superior and west of Salmon Trout River reportedly includes a railroad trestle and smokestack. The ruins of the Trimountain Mining Company Mill site were not accessible. Edgemere mill site may be located on a private road marked by same name, though Molloy describes no above-ground surviving resources. The Boy Scout campground marked on the USGS map is inaccessible except on foot over a distance 1.5 miles from road.

Surveyor: Eric Gollanek **Survey started:** 6/15/2011 **Survey ended:** 6/15/2011

Photos:



Houses on north side of Second Ave. in Beacon Hill, looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Redridge District\2nd Ave-Beacon Hill Village (1)



Streetscape on south side of Third St. in Freda, looking W. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Redridge District\3rd St-Freda Village (1)



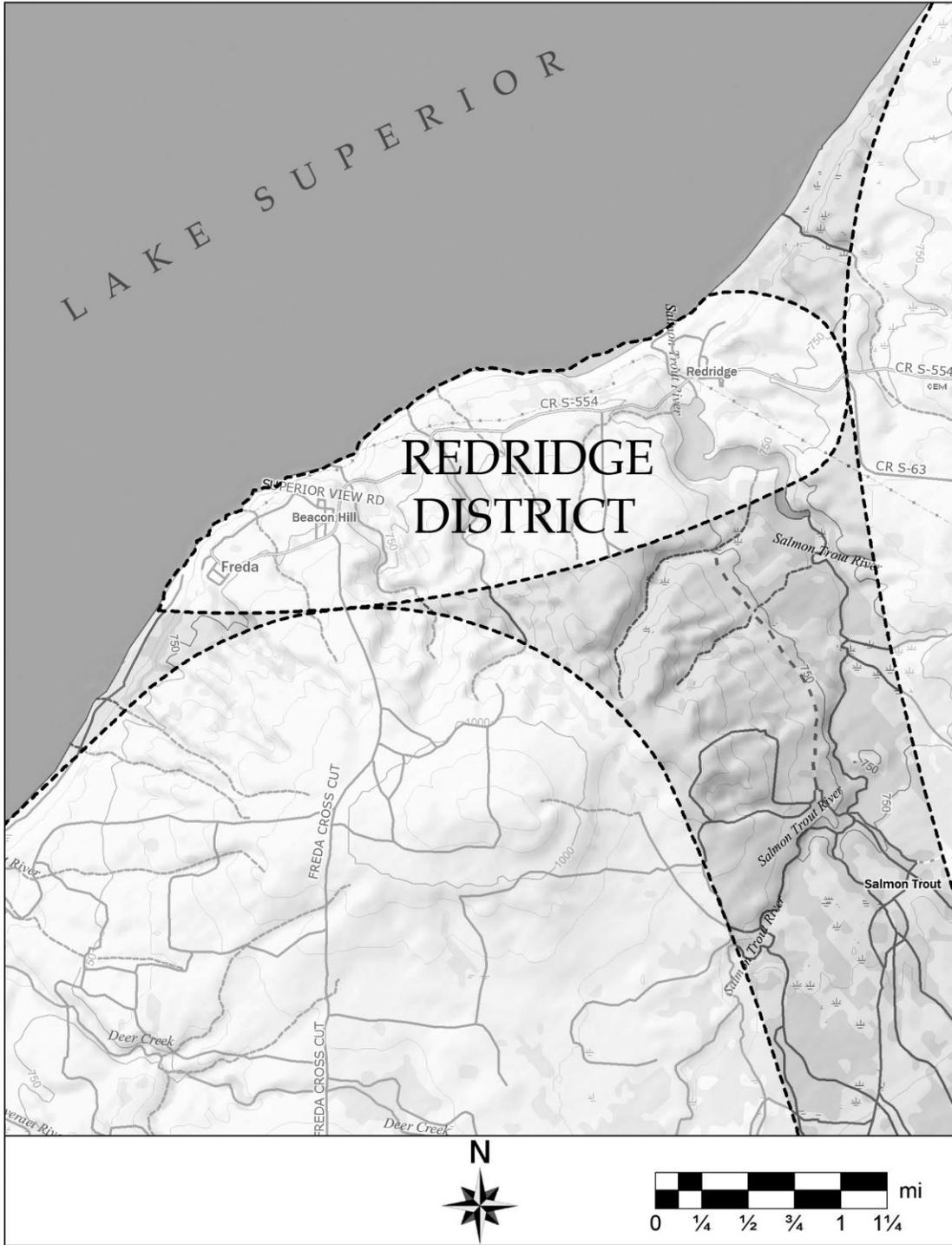
Champion Mill site at the end of Superior View Rd. in Freda, looking W. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Redridge District\Superior View Rd-Freda Village (1-B)



Redridge school on north side of Freda Rd. in Redridge, looking N. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Redridge District\Freda Rd-Redridge Village (1)



Redridge steel dam on south side of Freda Rd., looking SE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Redridge District\Freda Rd (2-B)



Approximate area of Redridge survey district. Credit: Ryan Holt

Copper Country Survey Phase II

District Name: South Range District

County: Houghton **Township(s):** Adams Township

Boundaries: South Range district is located in the northern portion of Adams Township. It extends northeast from township line T54N-T53N at Lake Perrault Road and Lake Perrault (both included) to Canal Road (included) at Portage Lake. It is bounded on the northwest, west, and east by the Adams Township line.

Historic Use: Industry; Domestic; Commerce; Education

Current Use: Domestic; Commerce

RESOURCE COUNT

Buildings: 875 **Structures:** 4 **Objects:** 5 **Sites:** 43

MATERIALS

Foundation: Stone; Concrete

Roof: Asphalt; Metal/Steel

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

Other: Stone/Jacobsville Sandstone

Style: Classical Revival; Colonial Revival; Arts and Crafts Style

Description: South Range district includes the mining communities of Painesdale, Trimountain, Brooklyn, Baltic, South Range, and Atlantic Mine. Almost all resources are located in these villages extending along a line about five miles long from southwest to northeast. Ridges and valleys define the topography of the district, with large areas of steep terrain to the west and east left inaccessible by road and undeveloped. Much of the district is forested, with second growth hardwood and pines in and around the villages. The presence of mine tailings adds to the ruggedness of the landscape around historic mine sites. Highway M-26 provides the main access to the district, running diagonally across the length of it. Other county primary roads, including Chassell-Painesdale Road, Baltic-Onkalos Corner Road, Obenhoff Road, and Canal Road, extend from M-26 and connect communities. Short local roads extend from these primary roads. The Copper Range Railroad connected the villages and mines in the district, following an alignment parallel to M-26 and serving as the primary means of travel well into the automobile age. The railroad grade is now a snowmobile trail.

In the southern part of the district, the unincorporated village of Painesdale (NR district, listed 1993) includes the site of the Champion Mine as well as the Seeberville neighborhood. The community was a residential and industrial site, with housing for workers and managers arrayed around the working mines and shafts located to the south and east. In the northern part of Painesdale, most of the residential streets run from east to west and are named in alphabetical order from north to south. In the southern part of the community, an irregular street pattern results from topography and mining activity. In Painesdale, as in most of the South Range district villages, many house sites consisting of foundations, retaining walls, fences, and/or landscape features are visible.

The most common building type in Painesdale is the two-story front-gabled frame house, often with a shed roof front porch that was later enclosed. Examples of this type appear on Globe, Highland, and Iroquois streets. Original examples of clapboard siding survive, but wood shingle, asbestos, and fiberboard now appear to be the most common cladding. Windows include 1/1 or 2/2 sash windows, although many houses have replacement windows. Here and throughout the district, mine rock foundations appear to be most common for worker housing, with some use of cast concrete block. The front-gable house with an offset front entrance is common in the Seeberville neighborhood. The two-story front-gable wood frame double house is common on the northern streets of Adams, Baltic, and Concord. Another duplex house type is the saltbox form, a two-story side-gabled type with rear roof sloping down to one story at the back.

These units, smaller in scale than the front-gable double house, appear in the center of town on Douglas, Baltic, and Forest streets. The New England Colonial Revival origins of the saltbox house extend to the use of 6/6 sash windows. Hubbard Avenue and Algomah Street form part of "Snob Hill," the neighborhood of company managers. The broad, tree-lined Algomah Street includes Craftsman, Colonial Revival, and Queen Anne style houses. The general manager's house on Hubbard Avenue was one of three that Milwaukee architect Alexander C. Eschweiler designed for this fashionable neighborhood. These houses are clad in wood clapboard and shingle with Jacobsville sandstone foundations and brick chimneys. Details include pilasters, Palladian windows, pediments, and turned columns. Examples of foursquare and L-plan house types also appear in the village. Outbuildings include small sheds, with some converted to garages. The addition of a garage with flat roof or gable roof attached to the side of the house is common in the northern part of the village.

Beyond residential architecture, Painesdale includes the Jeffers High School (Alexander C. Eschweiler, 1909, 1934-35), a three-story Jacobsville sandstone building in a Jacobean Revival style. The Albert Paine Memorial Methodist Church (1907) is a Gothic Revival building with Shingle Style influence. It features a corner tower with steeple and a stained glass Gothic arched window. The open area between these two buildings is the site of the regional elementary school (not extant).

Painesdale includes important examples of mine buildings. Champion Mine Number 4 Shaft House (c. 1904-1906) is the only extant shaft house in the South Range district and likely the oldest still standing in the Keweenaw Peninsula. It is now in use as the township water supply building, and an octagonal water tank structure stands adjacent to it. The machine and blacksmith shop, engine houses, and mine captain's office building also survive near the shafthouse. Red sandstone and mine rock along with corrugated metal are the prominent materials for these buildings, the largest of them (machine shop, 1901) features a monitor roof with clerestory windows and brick segmental arch lintels.

Trimountain location was primarily a residential community with worker housing close to the mine shafts. The street plan is a grid of numbered streets and avenues. The front gable one-and-a-half-story frame house with side entrance is the most common house type. Other types include the two-story saltbox duplex and the side-gable one-and-a-half-story house with offset entry. Wood shingle appears often, although many houses resided with fiberboard, plywood, and vinyl cladding suggests a period of housing updates in the 1950s-1980s. Outbuildings include sheds, garages, and saunas. The Trimountain mine site includes an impressive tailings pile, foundations, and a brick masonry smokestack connected with the mine's surface works.

Brooklyn and Baltic locations are similar to Trimountain in plan and layout. Brooklyn is quite small, with only nine buildings that include side-gabled duplexes as well as one-and-a-half-story front-gabled houses. The site of the Baltic mine extends across both sides of the road between Brooklyn and Baltic locations. On the east side of Baltic-Onkalos Corner Road, two rectangular red sandstone front-gable industrial buildings (1901, 1902) once housed the machine shop and compressor building. On the west side, there are two additional buildings (1910) constructed of rusticated concrete block and cast concrete.

Baltic location appears to be more intact than its southern neighbors, Brooklyn and Trimountain, with fewer open lots on its streets. The two-story front-gabled frame house with side entry is a common house type. The two-story saltbox duplex is another type, with several examples retaining original clapboards or shingles along with 9/6 sash windows. Two-story side-gable and L-plan houses also appear. Garages with shed additions appear in many yards, as do smaller sheds at the back of lots. In the southern part of the location on Twelfth Avenue is a cluster of more elaborate houses built for mine company managers. The lone two-story foursquare house with hipped roof and columned porch contrasts with the scale and finish of neighboring workers' housing. This Craftsman-influenced manager's house has wood clapboard and shingle used on alternating stories, columned porch, patterned brickwork on the chimney, and Jacobsville sandstone foundation.

The incorporated village of South Range is the most intact and substantial of the district's communities. Centrally located in the district, it has a grid of residential streets along with a commercial district on Trimountain Avenue that served the entire district. The Kaleva Temple (NR listed, 1907-1910) is a two-part Jacobsville sandstone commercial block composed of shop fronts on the ground floor and a social hall on the upper level. It features a knobbed cornice cap with pedimented peak over each entrance and a bracketed cornice. Across from the temple is the South Range Community Building (NR listed, Civil Works Administration project, 1935), constructed of brick with a sandstone façade

that has brick quoins, window trim, and belt course; several cross gables enliven the hipped roof. Next door to the Kaleva Temple is the Copper Range Historical Museum, originally South Range Bank (1903, Henry Leopold Ottenheimer), a one-and-a-half-story front-gabled brick building with sandstone quoins in the Classical Revival style. Trimountain Avenue also includes several brick and frame two- and three-story commercial blocks, some with false fronts, decorative cornices, and/or projecting bay windows. The brick Romanesque Revival Holy Family Parish church (1937) stands at the end of the business district on Atlantic Avenue. On First Street, the business district transitions to warehouses and workshops, orientated to the railroad. Concrete block is a prominent material on First Street, best seen in the monumental fire hall (1913).

Housing in South Range is concentrated in the blocks from Second Street to the village limits at Seventh Street. Most houses date between 1900 and 1930, but there are more examples of mid-twentieth century house types, such as the ranch and Cape Cod, than elsewhere in the district. All of the house types seen elsewhere in the district show up in South Range in quantity, with the foursquare, L-plan, and upright with wing most numerous. Distinctive types include elaborate versions of the one-and-a-half-story front-gable house on Second Street. Often appearing in sets of two, these houses incorporate the Queen Anne and Colonial Revival style with their classical columned porches, 'cottage' windows, oval windows with keystone blocks, and wood shingled pent roofs. In addition to the usual mine rock, a significant number of house foundations in South Range village use concrete block or concrete facing scored to resemble block masonry. Approximately a half-dozen two-story houses on Third Street and Sixth Street have superimposed first- and second-story porches, suggesting the form of two flats. The South Range Cemetery on the edge of town has graves dating to the early twentieth century.

The community of Atlantic Mine to the north of South Range includes an impressive example of industrial architecture in the E shaft hoisting engine building (1899), later reused as St. Mary's Church Hall. The one-story hipped roof sandstone building employs rusticated stonework for lintels, quoins, and arched entry. Little else survives of the mines beyond ruins and tailings. Residential streets are configured in long blocks in the southern part of the village and a compact grid-like arrangement in the northwest. The two-story side-gable and front-gable house appear to be the most common house types. There are also bungalows, T-plan, and L-plan houses. Atlantic Mine has a fire station (1949) and three churches: Apostolic Lutheran and Lutheran churches on South Atlantic Street and Sts. Sergius and Herman Valaam Orthodox Church on Erickson Road. Atlantic Mine cemetery appears to date from the early twentieth century.

Outside of the villages, there are a few isolated farmhouses with little evidence of agriculture beyond small orchards or rows of trees defining the edges of abandoned farm fields. A large two-story L-plan frame house with wall dormer on Obenhoff Road is more substantial than usual.

In the northernmost part of the district on Canal Road is the site of the Michigan Smelter. Only the mill office survives, a two-story hipped-roof brick building set into the hillside on a mine rock foundation.

Condition: Condition varies across the district, with houses in South Range, Baltic, and Atlantic Mine generally faring better than those in Brooklyn, Trimountain, and Painesdale. Many garages and outbuildings appear in a dilapidated condition. The commercial buildings in South Range are generally in good condition. The robust construction of masonry industrial buildings has allowed some of them to survive in stable condition, either occupied or vacant.

Integrity: Most houses have undergone modifications—some more extensive than others—including rear and side additions and replacement windows and cladding. Many of the houses have altered window openings with the extent of changes concealed by re-siding. Wood clapboard remains visible in a few examples, but fiberboard is the predominant material, with wood shingle, asphalt, and asbestos as common alternatives. The addition of garages and enclosed porches are common alterations, some dating to the early twentieth century, some more recent. South Range village has retained elements of integrity in the survival of considerable numbers of individual buildings that define the street plan, scale, and historic patterns of residential and commercial use. Painesdale, Baltic, and Trimountain retain their legibility as company towns through their street grids as well as recognizable massing and scale of house types. In Painesdale, Trimountain, Brooklyn, and Atlantic Mine, numerous empty lots mark where houses, mining buildings, and public buildings once stood, resulting in some loss of historic character.

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

Date Built: 1900-1960s

Architect or Builder: Alexander C. Eschweiler; Henry Leopold Ottenheimer

History: The development of the South Range copper mines began with the construction of a railroad: the Copper Range, which ran south from Houghton to Ontonagon. Copper Range also served as a holding company, acquiring or gaining significant interest in three newly developed mines on the Baltic lode: Baltic (founded 1897, acquired 1901), Champion (founded as a subsidiary in 1899), and Trimountain (founded 1899, acquired 1903). By 1905 Copper Range Consolidated Copper Company was the second-leading producer of copper in the Copper Country, second only to Calumet & Hecla.

Each mine site had several shafts and attendant hoists, rock houses, and engine houses. Railroads transported the ore to stamp mills on Lake Superior, west of the South Range. From there the Copper Range Railroad took the copper to the Michigan Smelter, built 1903-04 on Portage Lake. The railroad then carried the concentrated copper about a mile east to the docks from which it could be shipped out.

Each of the three mines had its own locations of company housing. Painesdale, the home of Champion and Copper Range, was the largest, with a neighborhood of managers' houses, a sandstone library (a gift from William Paine, one of the primary investors), and a sandstone high school that served the township. The hospital, which occupied a house originally built for a mine superintendent, was located in Trimountain. As at other mines in the Copper Country, a commercial village was platted and offered lots for sale. South Range advertised itself as a "Home for the Working Man" in 1903. Here, saloons, a bank, dry goods store, groceries, a meat market, and a billiard hall were available, as well as ethnic organizations and, in 1913, a local office of the Western Federation of Miners.

During the 1913-14 strike, Painesdale was the scene of two significant acts of violence. In August 1913, company deputies shot and killed two Croatian men and wounded a third in their boardinghouse in Seeberville, a community in the southeast corner of Painesdale. And at the northwest end, a few months later, unionists killed three Cornishmen in their boardinghouse in an apparently random shooting.

In 1911 Copper Range acquired another mine, one that had been defunct for five years. For twenty-five years, Atlantic Mining Company was the only operating mine south of the Portage. It was organized in 1872, paying its first dividend in 1878. A thriving community grew up at the mine, with its population peaking in 1905 at three thousand. Forester's Hall in Atlantic Mine served as the center of the community, accommodating a theater, pool room, candy store, barbershop, doctor's office, dispensary, and post office. A store, hotel, churches, and six saloons also served the local population. The mine used a stamp mill at Coles Creek on Portage Lake that had been built by its predecessor, the South Pewabic Copper Company. In 1895, though, forced by the U.S. government to cease dumping stamp sands into the Portage, Atlantic opened a new stamp mill on Lake Superior at Redridge. The mine had some years of prosperity in the 1880s and 1890s, but in the early 1900s air blasts (underground cave-ins) plagued the company. After an especially severe series of air blasts in 1906, the mine abruptly closed. During its existence, the mining company paid dividends of \$990,000, but assessed its shareholders \$1,180,000. After its acquisition by Copper Range, the mine never reopened and the community has grown smaller.

The Globe Mine, south of Champion, also interested Copper Range, which acquired options on it beginning in 1905. Beginning in 1928 Copper Range invested considerably there, buying it outright in 1938. The mine produced copper until 1945.

References: Sandra Hollingsworth, *The Atlantic: Copper and Community South of Portage Lake* (privately printed, 1978); Larry Lankton, *Hollowed Ground: Copper Mining and Community Building on Lake Superior, 1840s-1990* (Detroit: Wayne State University Press, 2010); Lillian Trettin, "Give Them Comfortable Quarters: Tied Housing and Homeownership in the Lake Superior Copper District," *Michigan Explorations in Social History*, eds. Francis X. Blowin, Jr. and Maris A. Vinovskis (privately printed, 1987): 70-103; Lawrence J. Molloy, *A Guide to Michigan's Historic Keeweenaw Copper District* (2008).

NR Status: South Range and Painesdale boast distinctive resources as seen in the Painesdale Historic District (NR listed 1993); South Range's Kaleva Temple, Trimountain Avenue (NR listed 1982); and South Range Community Building, Trimountain Avenue (NR listed 1981). There is likely an eligible business district along Trimountain Avenue in South

Range village, building upon the National Register listed buildings. Given the diversity of houses dating from 1900-1960, South Range village warrants an intensive level survey to assess the village's development and evaluate potential for a larger historic district. Similarly, there may be small districts on residential streets in Baltic, such as the managers' houses on Twelfth Avenue. Trimountain also retains legibility as a company town and may be an eligible district. Intensive level survey is needed in each of the communities of South Range, Baltic, and Trimountain. Industrial buildings at Baltic Mine and Atlantic Mine may also be potentially eligible as well as the Michigan Smelter mill office building on Canal Road.

Comments: Numerous house sites including landscaping, stone walls, and foundations counted as sites in mine locations.

Surveyor: Eric Gollanek **Survey started:** 5/23/2011 **Survey ended:** 5/25/2011

Photos:



Lutheran churches on south side of Atlantic Ave. in Atlantic Mine, looking SW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\South Range District\Atlantic Ave-Atlantic Mine Village (1)



Machine shop at Champion No. 4 mine site on south side of Second St. in Painesdale, looking W. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\South Range District\Second St-Painesdale Village (1)



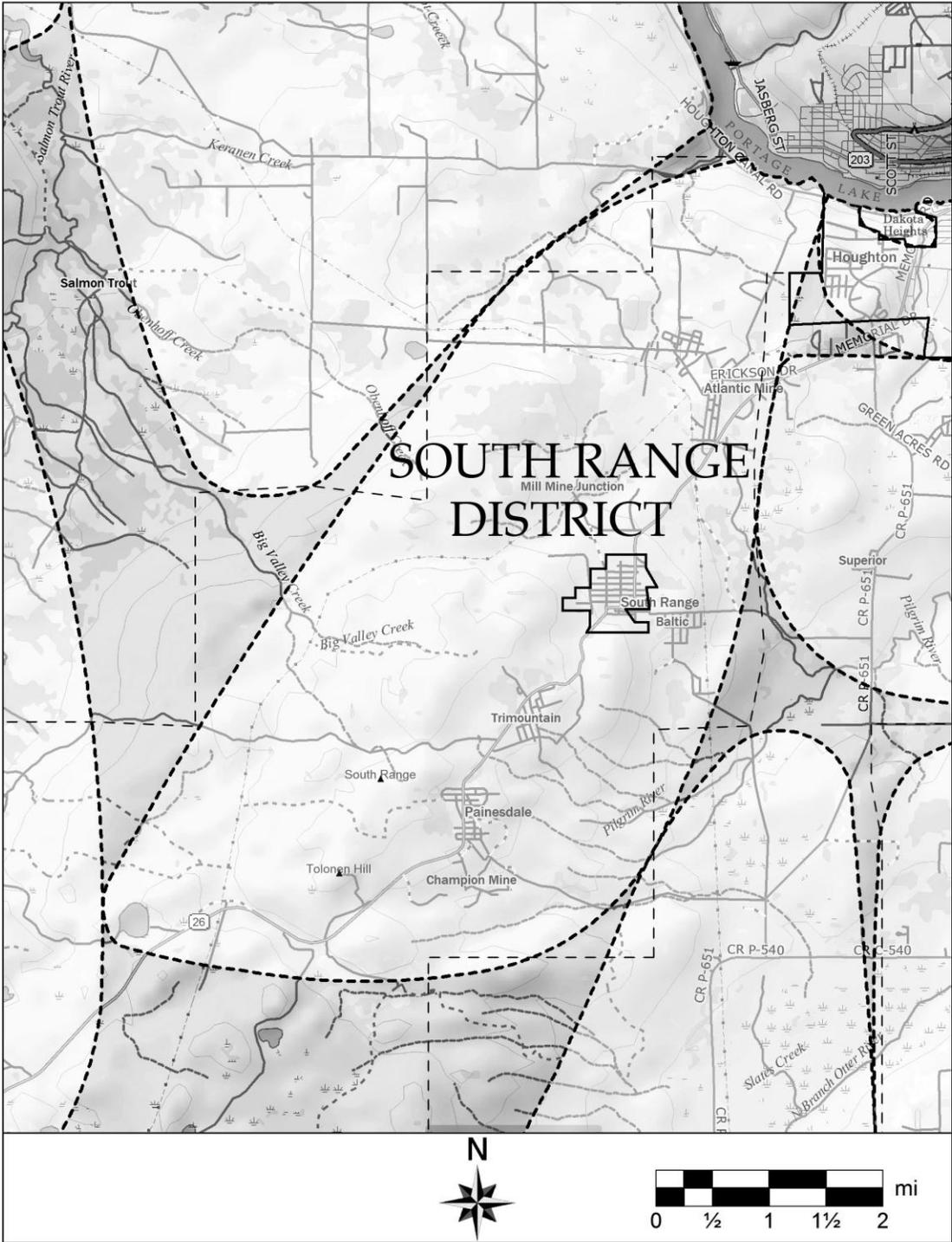
Commercial streetscape on north side of Trimountain Ave. in South Range, looking NE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\South Range District\Trimountain Ave-South Range Village
(1)



Row of houses on north side of Sixth Ave. in Trimountain, looking S. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\South Range District\Sixth Ave-Trimountain Village (1)



House on west side of Twelfth Ave. in Baltic, looking W. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\South Range District\Twelfth Ave-Baltic Village (1)



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

Copper Country Survey Phase II

District Name: Tapiola District

County: Houghton **Township(s):** Portage

Boundaries: Bounded on the north by Section line N44,000; on the south, east and west by Portage Township line. Includes resources on west side of Tower Road.

Historic Use: Agriculture; Domestic; Commerce; Industry

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

RESOURCE COUNT

Buildings: 693 **Structures:** 1 **Objects:** 6 **Sites:** 253

MATERIALS

Foundation: Stone; Concrete

Roof: Metal/Steel; Asphalt

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

Other: Brick

Style: Arts and Crafts Style; Colonial Revival

Description: The Tapiola district is located in southern Portage Township, occupying approximately 80 percent of the township. Overall, the district's topography is highly variable, with ridges and valleys that generally run in a southwest-northeast direction. The valleys follow the district's numerous riverways and streams, while one of the highest points in the district, Askel Hill, rises to about nine hundred feet above sea level. Hardwood forests cover most of the land in the Tapiola district; coniferous species exist in smaller numbers, primarily as windbreaks, plantations, decorative plantings next to dwellings, and tree farms. Remnants of numerous apple orchards are found along roads throughout much of the area. Two large parcels of undeveloped forestland, part of the Copper Country State Forest, occupy much of the land area along the district's western edge.

The North Branch of the Otter River serves as the district's defining physical feature. It originates close to the northern border of the district, and is fed by the Sante River and a number of creeks as it flows to the southwest. Eventually the North Branch joins the West Branch farther south outside the district to form the Otter River, which then flows northward to enter the district at its southeastern corner. The river forms a marshy delta where it empties into the southern end of Otter Lake, a large body of water (935 acres) that affords scenic views and recreational opportunities. On the North Branch of the Otter, near the township's southern boundary, is the Otter River Fish Hatchery (Michigan Department of Conservation, 1932), now used as a research and teaching facility for Michigan Technological University. Located in an isolated and wooded spot at the western end of Fish Hatchery Road next to the river, the property includes an Adirondack-style round log building, a wood storage building, and metal structures on the river banks related to its original purpose.

The Otter River and its North Branch have played a central role in defining the district's settlement patterns. Extensive wetlands west of the Otter's North Branch are not suitable for farming; thus, most land historically used for agriculture is located in the southern part of the district on higher ground that lies between the two rivers. Farming by ethnic Finns began in 1890-91 along Askel Road and in the vicinity of Tapiola village; subsequent agricultural activities continued to be concentrated in these two areas. Roads within this part of the district developed to serve the needs of marketing agricultural products and generally stretch along section lines in a right-angled pattern. Short, dead-end roads extend from section line roads to serve farms (mostly former) and residences situated away from primary roads. North-south vehicular movement occurs on the Tapiola Road (Houghton County Road P651). Because of the physical barriers

provided by wetlands, Otter Lake, and the Otter River, the only direct east-west route to Baraga County is via Askel Road. The North Branch of the Otter River limits access to the west, except for a few poorly maintained seasonal roadways, e.g. Hazel Swamp, Horoscope Swamp, and Donken-Tapiola roads. These roads primarily serve logging interests, the area's primary industry, providing limited access to the Copper Country State Forest and some private land holdings. No year-round settlement occurs in this area; where present, seasonal camps are usually not visible from these roads.

Farmsteads represent the overwhelming majority of resource types in the district; there is very little commercial or industrial development. Historically, dairy farms were primarily located along roads that were passable throughout the year and were sited close to the road. Landscape features associated with dairy farming include open fields bordered by conifer windrows, pasture enclosed by wire and wood post fencing, and near to the farm dwelling, orchards and windbreaks. In lowland fields, some drainage ditches are evident, as are ditches along both sides of many roads. Although many original farm buildings have been lost, those that remain, especially the barns, provide highly visible evidence of former agricultural practices. (A number are now maintained by hobby farmers.) Gable-roofed barns (fifteen) predominate, while smaller numbers of later forms—those with gambrel (eight) and Gothic (seven) roofs—are scattered throughout the farming area. The Finnish origins of many sites are evident in numerous buildings, notably those that reveal well-crafted log construction: houses (most now covered with various forms of siding), barns, sheds, granaries (aittas), and especially the fifty-two historic saunas (at least sixteen modern saunas have also been built since 1970). Three buildings on a farmstead on Bear Creek Road, for example, are constructed of logs: a barn, a lato (a field hay barn), and the sauna's steam room, which likely served as a savusauna (smoke sauna) before it was modernized by adding a chimney (brick or concrete block) and a frame and board dressing room. Another farm on Onkalos Corner Road still has its log sauna (now dilapidated) and a nearby frame and board sauna that probably dates to the 1940s; an adjacent field includes the ruins of a Finnish hay barn. The district's premier historic farm, established in 1890 among the first in southern Portage Township, remains at the crest of the hill on Askel Road. The approximately ten buildings and structures that remain on the Heikkinen farmstead—a gambrel-roofed barn with a concrete block foundation and adjoining milk house, a sauna, a summer kitchen, a root cellar, a quonset hut building, and various sheds and storage units—are highly intact; several are built of logs. The two-story house still retains its square footprint, its original two-over-two windows, and its pyramidal roof, although the exterior walls are now covered with rolled-brick asphalt siding. Close to the Heikkinen farm is a stone monument dedicated to early settlers. Nearby and immediately adjacent to Askel Road is an exceptionally well-preserved gable-roofed barn; the walls are constructed of small logs joined together at the corners by dovetailed notching. Another excellent example, situated on Naasco Road, just off Askel, is a gable-roofed barn that has log walls and a wing built of frame and board.

Additional well-preserved farms and buildings that retain integrity are located immediately west of Tapiola village along South River, Yon, and River roads. One farmstead on River Road has four buildings—a barn with two covered entrances, an aitta or granary (unusual in that it has a side gable entrance), a sauna with an attached storage room, and a house. The entire ensemble, with the buildings arranged in a rectilinear pattern around a central courtyard, is reminiscent of western Finland. At least five or six stovewood buildings were observed in the district, but one example on South River Road is the finest; originally a poultry house with several south-facing windows, the building is in pristine condition. Nearby on Yon Road is a former farm that includes a Craftsman-style house and a barn that has a side-gabled hay hood—a fairly commonplace practice along the alleys of the Copper Country's mining communities, but seldom found in rural areas. Elsewhere, on Torro Road, is a gambrel-roofed barn with a white-washed stovewood foundation and a granary (aitta).

Historically, most dwellings in the Tapiola district were built in association with dairy farms, primarily from the 1890s into the 1940s. Many of these are extant and appear occupied; some stand on cleared land, others are surrounded by trees and brush that have reclaimed once-open fields. However, abandoned and dilapidated farmhouses—in some cases surrounded by outbuildings in ruins—are found throughout the district, more frequently, perhaps, in the northern part. Houses built in the early days of settlement are smaller and simpler in form than more the substantial dwellings built later (e.g. 1920s). Earlier types remaining include: one- or one-and-a-half story, side-gabled with a rear shed-roof addition; one- or two-story front-gabled; one-and-a-half or two-story upright-and-wing; and a one-and-a-half story foursquare with a pyramidal roof. A considerable number of these house types were probably constructed, at least partially, of hewn logs, but virtually all have received various forms of siding, including wood shingles, rolled asphalt, asphalt shingles, fiberboard, and vinyl. Roofs often have gabled dormers; wall dormers occur on a few. Among this

group, stone foundations are common, sometimes parged with concrete. Remaining original windows in older dwellings are rare: a few survivors have two-over-one or two-over-two lights. Due to their small size, most early farmhouses have various forms and sizes of additions such as enclosed porches, dormers, wings, and decks.

Houses built in the 1920s and 1930s are larger in scale and more complex in form, especially those on more successful farms. One type is a one-and-one-half-story, side-gabled bungalow with a wide, enclosed front porch and front shed dormer; a few variations of this type have gambrel roofs. Another notable type is a one-and-a-half or two-story foursquare with an enclosed porch and pyramidal roof. Distinctive about this house type are the wide, hipped-roof dormers that project from three (or sometimes four) slopes of the roof. Some original wood siding remains on houses from this period; however, fiberboard, asbestos shingles, or vinyl siding frequently covers original wood. Scant Craftsman details are found within this group of houses; in some cases shed roof dormers and three-over-one windows remain.

The unincorporated village of Tapiola, today consisting of fewer than a dozen buildings, has acted as the agricultural and service center for the district since the early twentieth century. Two important commercial buildings remain on the western side of Tapiola Road, although both have been modified appreciably. One is Karvako's Store (1925), which maintains its original rectilinear form and flat, sloping roof. However, vinyl siding, new front entry construction, loss of original windows, and changes to the interior have substantially altered the building. Directly south of the store is the former Tapiola (Finnish) Co-op Store (1920s). Its first floor originally housed the general store, while the store manager's family was provided with an upstairs apartment. A feed mill wing was later added to the southern side of the co-op store. Sometime after the cooperative closed (ca. 1970s) the building was converted into a restaurant and received a large one-story addition, wrap-around open porch, and modern siding. On the eastern side of Tapiola Road is the vacant John A. Doelle Agricultural School (1930). The large, rectangular, Colonial Revival-style brick building has a flat roof with concrete wall trim, projecting wings, some original six-over-six windows (deteriorated), and a round arched central entrance. Also located on the school site is the Doelle Senior Citizens Center, a post-1970, one-story vinyl clad building. Immediately south of the school is the Otter Lake Recreational Area (also known as the Tapiola Recreation Area), a thirty-three-acre property owned by Portage Township and developed in the 1980s.

About three and one-half miles south of Tapiola is the diminutive settlement of Elo, established in the early 1900s. Today, only two buildings remain in Elo: the larger is a false-front, commercial building of frame and rusticated concrete construction with two side extensions. The other, the former Pesola's Radiator Shop, consists of an original building, probably dating to the 1920s, constructed of rusticated concrete blocks; it is topped by a slightly sloping gable roof and has two large roll-up doors. A 1950s concrete block addition, apparently an office and sales area, has a shed roof. Two miles north is the former Finnish church, Our Saviour's Evangelical Lutheran (1949), now privately owned. The simple gable-roofed building with a small bell tower sits on a high concrete block basement. The church displays brick or brick veneer walls, arched windows, and concrete steps that lead to the entry.

Since the 1960s, several parts of the district, typically those with farm fields and/or wooded areas, have been subdivided into large lots for residential development. Generally, the density of development is highest at the northern end of the district, which is closest to Houghton, and tapers off as one goes farther south. Both sides of Superior Road are filled with newer homes, as are sections of Tapiola Road. Residences range from substantial two- and three-story houses to ranch houses, modular singlewides and doublewides, and trailers. A few trailers are topped by a slightly sloped gable roof, a practice that not only offers protection from the weather, but gives the unit the appearance of a modular residence.

Some of the roads that terminate at the valley of the Otter River's North Branch serve as sites for camps. Several have been in place for decades, such as one located on Tihinen Road, 1.5 miles west of Tapiola, whereas others are former farmhouses or are of more recent vintage. Some sections of the Otter Lake shoreline also support year-round and seasonal homes and recreational development. Most of the year-round residences, many of them post-1970, are concentrated along Aldrich Road. Elsewhere, two former Finnish homesteads have been converted into lakeside vacation rentals: one is located at the far southeastern end along Askel Road, while the other is at the terminus of Hypio Road; each has a log cabin and log house on its property. Also immediately adjacent to Askel Road and close to the Naasko Road turnoff are three frame and board cabins that possibly date to the 1960s. At the end of Manninen Road is a

grouping of six cabin-like structures, some of which may be former farm buildings; a public access to Otter Lake is also provided at this point.

Three cemeteries are located in the Tapiola district: Kärki (Kargi) Hill, Askel, and Elo. Kärki Hill (1892), located at the end of present-day Cemetery Road and overlooking Otter Lake, is a one-acre plot surrounded by woods and holding about fifty burials. Askel (1921), the largest of the three cemeteries, is situated on Askel Road, a short distance east of Tapiola Road. Elo Cemetery is located at the intersection of Tapiola Road and Elo Road and was established sometime during the early twentieth century.

Condition: Overall, the condition of standing buildings ranges from excellent to poor; the majority could best be characterized as fair or good. Generally, houses tend to remain in better condition than other building types. A group of small older cottages and what appear to be post-World War II houses on the shores of Otter Lake are in particularly good condition. Where multiple buildings remain on a former or functioning farm, the condition of each may vary greatly, ranging from excellent to ruined. There are many standing buildings that look unoccupied or unused, particularly on former farmsteads. Notably, a number of farm buildings, both in-service and unused, showing fine craftsmanship and unique construction (specifically, hewn log and stovewood) have been well-maintained and survive in excellent condition. Abandoned and dilapidated properties, as well as ruins, are found throughout the district. The Doelle School in Tapiola village is an important community building that remains unoccupied and in very poor condition. In contrast, the former Otter River Fish Hatchery, another publicly owned building, remains in very good condition. In addition, three cemeteries in the district are all well maintained.

Integrity: The Tapiola district has largely retained its historic agricultural settlement pattern. Particularly in the mid- to south-central portion of the district, farms often retain historic landscape features. Farmsteads with a house, barn, and outbuildings remain in large numbers. Some of the farmsteads (particularly those in operation) include post-1970 buildings. When original to the farmstead, houses frequently show alterations: room, porch, and dormer additions; artificial siding; and window replacement. Barns show fewer apparent changes. Many extant saunas and granaries (aittas), as well as farmstead building arrangement patterns show integrity of setting, location, and association with the district's historic themes and subthemes of agriculture and Finnish settlement. Certain hewn log buildings with dovetail corner notching and stovewood buildings also possess integrity of workmanship. The Otter River Fish Hatchery retains integrity. Several recreational cabins (1930s, 1940s, and post-World War II) on the north shore of Otter Lake appear to have integrity. In the village of Tapiola, two key buildings—Karvakkö's Store and the Tapiola Co-op Store—have lost integrity. Despite its poor condition, the Doelle Agriculture School has retained integrity.

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

Date Built: 1890s-1960s

Architect or Builder:

History: Tapiola, "realm of the forest god" in Finnish, was once dominated by pine forests. Cleared by French Canadians during the white pine logging era of the 1880s, cutover land surrounding Otter Lake was available for homesteading by the 1890s. Finnish farmers began arriving early in that decade, and established the communities of Tapiola, Elo, and Askel. Although some small-scale agricultural operations still exist, forests are steadily reclaiming the landscape.

Finnish immigrants who had initially found work in the copper mines of northern Houghton County relocated to the Otter Lake area in the late nineteenth century. Askel was established when five Finnish woodcutters filed claims in 1890. Tapiola was settled in 1891, and soon became the primary social and business community for many Otter Lake Finns and other farmers in the area. Likewise, Elo (1894) provided goods and services to area farmers. The area's population rose after the Copper Miner's Strike of 1913, when many more Finns left mining for farming; by 1928 Askel's population had reached 219. The area's population peaked during the 1940s, when Askel claimed thirty-five families, Elo sixty, and Tapiola two hundred.

Like other predominantly Finnish communities, the Otter Lake area included several Lutheran churches and a co-operative store in Tapiola. The John H. Doelle School in Tapiola, the first consolidated rural agricultural school in Michigan, opened in 1913 and taught students from the Otter Lake farming communities. Focusing on a "practical"

rather than academic education, the school burned in 1929, was rebuilt in 1930, and held classes into the late 1970s. The relatively productive lands of the Otter Lake area led younger generations to continue family farms, in contrast to other areas of the Copper Country where marginal soils made farming difficult. Even so, by the 1960s, the area's population had begun to decline; in fact, Askel's post office had closed in 1943, and Elo's in 1957.

Although farming is no longer a dominant industry, the district is notable for having the greatest concentration of extant Finnish log farm buildings in the Copper Country: some of the farmsteads still have enough extant buildings to reveal the original open courtyard pattern. Otter Lake is popular with boaters, fishermen, and other outdoor recreationists. In fact, the decades-old summer camps that mark its shoreline reveal that it has long been a recreational destination for area residents.

References: Arnold R. Alanen & Suzanna E. Raker, "From Phoenix to Pelkie: Finnish Farm Buildings in the Copper Country." In *New Perspectives on Michigan's Copper Country*, A.K. Hoagland, E.C. Nordberg, & T.S. Reynolds, eds. (Hancock, MI: Quincy Mine Hoist Association, 2007) "Richard Holappa, "The Finnish/American Community of Elo" www.angelfire.com/mi2/yooper2/elo.html (accessed 29 May 2011); Richard Holappa, "The History of Otter Lake: Askel School Eighth Grade Civics Project" www.angelfire.com/mi2/yooper2/civicsp1/html (accessed 29 May 2011); "History of Tapiola: Home of the Forest King" (reprinted from the *Memoriter*, 1938); Portage Township Board, *Draft Portage Township Recreation Plan, 2011-2015* (Houghton: Western U.P. Planning & Development Region, 2011) www.wuppr.com/programs/recreation/ptownshipupdate; "Rental Cabins, Cottages and Private Homes in the Upper Peninsula of Michigan" (www.exploringthenorth.com/cabins/rentals.html (accessed 29 May 2011); Rockford Map Publishers, Inc., *Land Atlas & Platbook: Houghton & Keweenaw Counties, Michigan* (Rockford: Rockford Map Publishers, Inc., 2003); J.F. Thaden, "Finnish Farmers in Michigan," *Michigan Agricultural Experiment Station Quarterly Bulletin*, Vol. 28, No. 2 (November 1945) www.genealogia.fi/emi/art/article191.htm.

NR Status: The Otter River Fish Hatchery and the former John A. Doelle Agricultural School (1932) may be eligible for NR listing. Several farmsteads on, or near, Askel Road may together qualify as a district; among them, the Heikkinen farm appears to qualify individually. In addition, there may be a district including a number of farmsteads west of Tapiola village along South River, Yon, and River roads; intensive level survey needed. A farmstead at 3576 Lake Road may qualify individually. A stovewood poultry house (17177 South River Road) appears eligible. Certain saunas, granaries (aitta), hay barns (lato), and dairy barns showing exceptional qualities of design and/or building technique may qualify individually—contextual research and intensive survey needed. There is a potential district of recreational cottages on the north shore of Otter Lake; intensive survey needed. One or all of the three cemeteries may be eligible.

Comments: Particularly near waterways, private, dirt driveways branch off from public roads, presumably leading to recreational property that is obscured by woods.

Surveyor: Lynn Bjorkman; Arnold Alanen

Survey started: 5/11/2011

Survey ended: 5/12/2011

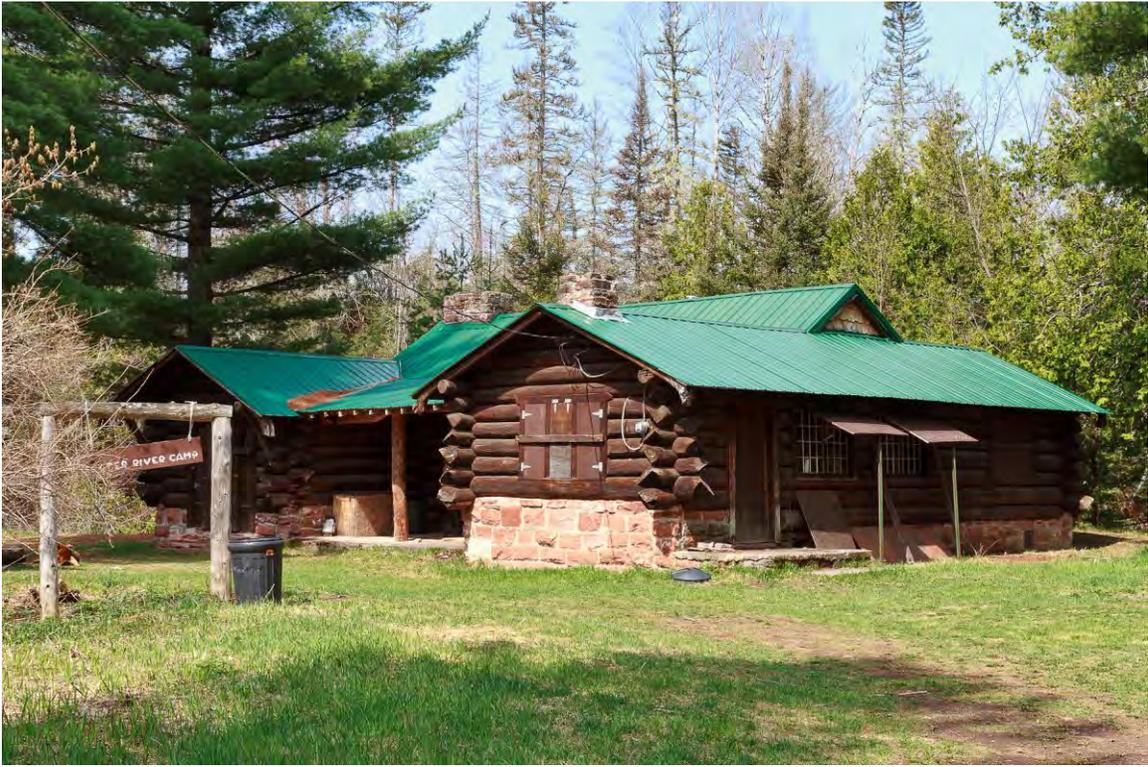
Photos:



Farmstead on Askel Hill, south side of Askel Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Tapiola District\Askel Rd (1)



Granary (aitta) and gothic-roofed barn on west side of Michaelson Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Tapiola District\Michaelson Rd (1)



Former Otter River Trout Station at end of Fish Hatchery Rd., looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Tapiola District\Fish Hatchery Rd (1)



Vacant John A. Doelle Agricultural School on east side of Tapiola Rd., looking E. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Tapiola District\Tapiola Rd (3)



Camp and gable-roofed shed on north side of Tihnen Rd., looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Tapiola District\Tihnen Rd (1)

Copper Country Survey Phase II

District Name: Toivola District

County: Houghton **Township(s):** Stanton, Adams

Boundaries: Bounded on south by Elm River Township line extending to M-26 (both sides included) in east; extends northeast on M-26 to Lake Perrault Road (not included); extends north along Beacon Hill Toivola Road to but not including village of Beacon Hill; bounded on northwest by Lake Superior and on west by Stanton Township/Ontonagon County line.

Historic Use: Agriculture; Domestic; Commerce; Industry

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

RESOURCE COUNT

Buildings: 222 **Structures:** 3 **Objects:** **Sites:** 53

MATERIALS

Foundation: Stone; Concrete

Roof: Metal/Steel; Asphalt

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

Other: Brick; Asbestos

Style: Arts and Crafts Style

Description: The Toivola district comprises roughly the lower one-fourth of Adams Township and much of the western one-third of Stanton Township. A majority of the district is uninhabited and heavily forested with hardwoods; a limited number of conifers are found in marshes and on tree farms. The portion of the district in Adams Township includes several small ponds and lakes that have no road access or shoreline development. The one exception is Lake Eva, where on S. Lake Eva Road about a dozen private driveways enter woods, presumably to recreational properties. Several rivers and streams that flow from the southeast to the northwest drain the district. The Elm River, the South Branch Elm River, and the Little Elm all empty into Lake Superior close to Stanton Park. The Graveraet River and its tributaries drain a large area farther to the north. More than ten miles of Lake Superior shoreline forms the district's northern edge; a section of undeveloped lakeshore between the mouths of the Elm and Graveraet rivers has been reserved for public use.

Cutting across the southeastern corner of the district is Michigan state highway M-26. Misery Bay Road extends west from M-26 to the Ontonagon County line. Side roads that extend from Misery Bay Road are mostly built along section or half-section lines. Only Agate Beach Park Road terminates at Lake Superior (at Stanton Park). North-south access is provided by the Beacon Hill Toivola Road, an unpaved road lined by dense hardwoods that meanders from the Misery Bay Road to the former stamp mill community of Beacon Hill. Along this seasonal road at least ten private dirt-track driveways retreat into the forest, presumably to recreational camps. One such recreational property is clearly visible from the road: a one-story front-gabled house with an open front porch, mowed lawn, and sauna facing the east branch of the Graveraet River.

The only relatively large area of the Toivola district where soil and climatic conditions proved suitable for dairy farming was along Misery Bay Road and its side roads; here Finns developed dairy farms beginning in the early 1890s. Some twenty farm sites were counted in the Misery Bay Road area, though none are currently in operation. Due to the district's relatively marginal agricultural soil conditions and extensive lowlands, farms here did not advance to become larger agricultural units. There is a preponderance of small gable-roofed barns (eight of eleven), most of them likely built before 1910. Of the three larger barns, one has a gambrel roof and the other two have Gothic roofs. There are no silos. One of the Gothic-roofed barns has a well-crafted fieldstone foundation. Two farmstead complexes are notable: one on

Misery Bay Road includes several log buildings in various states of repair; the other, on Lakeview Road, has at least eight well-maintained structures—two residences, two barns, a root cellar, a privy, and a few sheds. Most original farmhouses appear substantially altered. Several house types are represented: one-and-a-half-story front-gabled; one-and-a-half-story upright-and-wing; one-and-a-half-story-side-gabled; and two-story front-gabled. Apple orchards were common on farmsteads, as were conifer windbreaks; many remnant orchards and some windbreaks and wood fence posts remain. Some open fields bordered by windrows are apparent, but many appear overtaken by trees and brush.

The Misery Bay Road farming community also includes some public sites and buildings that were developed for local residents during the first half of the twentieth century. The earliest, a Finnish cemetery on Old Rink Road (ca. late 1890s), is the site of only a few burials, now marked by a small memorial cross. The still active Tapiola Cemetery on Misery Bay Road was developed around 1910. A narrow linear parcel with trees on three sides, the cemetery accommodates several hundred burials. The Heikkinen School, its original section built of frame and board, served as a school from 1919 to 1998; it is now a private museum. Two entry doors face the road: one for lower elementary grades, the other for upper grades. A concrete block addition on the east side dates to the 1940s. The former school bus garage stands close to the road. On nearby Church Road is the Finnish Apostolic Lutheran church, dedicated in 1938 and still used; built of frame and board on a concrete foundation and displaying seven simple Gothic windows, the façade was modified significantly when a new entrance was added (ca. 1970s). Another building originally related to the Finns' cooperative and cultural heritage is the main pavilion at Stanton Park, constructed in 1947 and now covered with modern board siding. The entire public park facility, including two dozen primitive camp sites, is one of Stanton Township's most important public sites.

At the juncture of M-26 and Misery Bay Road, the settlement of Toivola has always served as the "town" center for much of the district, but the built-up area is now much smaller than during its peak period of development from ca. 1900 to the 1950s. Several buildings—a railroad depot, a Finnish cooperative store, some private businesses, and several houses—are no longer extant. Still standing, but now vacant, are two automobile service garages, a diner, and a former Finnish Lutheran church; the Finnish temperance society hall has been converted into a residence. Fewer than a dozen houses remain in Toivola—a mix of early houses and a few post-World War II dwellings interspersed with stands of hardwoods along Misery Bay Road. The older houses include one- and one-and-a-half-story front- and side-gabled dwellings; most have been altered. There is a side-gabled Craftsman-style bungalow with an enclosed front porch and a shed dormer, and several small, side-gabled houses that appear to date from the 1950s. A baseball diamond at the western edge of the community has a backstop constructed of tall wooden poles and wire netting, a wood fence, and benches. Each end of Toivola's M-26 corridor is anchored by a tavern. On the north, the former Oasis (ca. 1935) is a wood-frame building that now serves as tourist lodging; the other, the Mosquito Bar, built during the 1950s and recently modified, defines the southern boundary.

Limited farming occurred along highway M-26, with only three gable- and gambrel-roofed barns remaining. Non-farm residential development now is dominant along the highway—dwellings appear near the road on former agricultural land or within wooded areas. House types range from remodeled farmhouses to one-story dwellings from the mid-1940s through the 1960s. A number of trailers appear, some covered by shed- or slightly pitched gable-roofed constructions.

Among the predominant cultural features of the Toivola district are its recreational camps, often located along less-traveled roads in the western area of Stanton Township. Many are situated beside or close to a creek, stream, river, pond, or lake. Some are on former farmstead sites, where the original house and a few outbuildings are utilized; others are set back a considerable distance from the road on sites that have been carved out of previously undeveloped wooded areas. The camps are typically small and generally constructed of frame and board or of modular components, although some display log construction (both horizontal and vertical) or concrete blocks. Many are covered with siding—primarily half log, boxcar, asphalt, fiberboard, asbestos, or metal. An appreciable number of trailers are also used as camps. One group of about ten cottages, packed closely along Luukkonen Camp Road, overlooks Lake Superior. Most were likely built from the 1930s to the 1960s; their small lots are filled with privies, sheds, and saunas.

Condition: The majority of standing buildings ranges in condition from good to fair. On former farms, there are a few barns and outbuildings that have been well-maintained and appear in excellent condition; the condition of most farmstead buildings varies from good to poor. Abandoned and dilapidated houses, roadside garages and former farm buildings, as well as some ruins, appear throughout the district. In the community of Toivola, several unoccupied

commercial buildings, a few houses and a former church survive in fair or poor condition. On the shore of Lake Superior, a group of post-World War II houses remain in good condition. Toivola cemetery is well-maintained; the condition of the privately owned former Heikkinen School appears excellent.

Integrity: The southwestern portion of the Toivola district retains historic agricultural landscape patterns including open fields, windrows, remnant orchards, and wood fence posts. Some farmsteads have an original house, barn, and outbuildings intact; however, in most cases only a few original buildings are extant. Farmhouses and non-farm houses have frequently been altered by the addition of rooms, porches, entry vestibules, and dormers; exterior walls display vinyl, fiberboard, T-111, asphalt, and asbestos shingle siding. In contrast, few barns display substantial changes and thus retain integrity. Several saunas and hewn log buildings show integrity of association with the district's historic themes of agriculture and Finnish settlement. On the Lake Superior shore, several post-WWII recreational cabins appear to have integrity. The pavilion (1947) at Stanton Park has received a new roof and siding and has lost integrity. The Heikkinen School retains integrity. In the former village of Toivola, a number of important buildings have been razed, including the Finnish cooperative store and a Copper Range Railroad Depot. Other buildings have lost integrity through substantial alterations, including the Finnish Lutheran Church and the Finnish temperance society hall.

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

Date Built: 1890s-1960s

Architect or Builder:

History: Toivola was established in 1894 by four homesteaders and their families, and its history is dominated by logging and farming. Its history is also reflective of a predominantly Finnish immigrant population; primary social and cultural activities were oriented around the church and temperance societies. By the 1960s, Toivola's population had declined dramatically as younger residents moved away for greater opportunities. Farmlands have diminished, and forests have returned throughout the district.

The homesteaders who settled in Toivola were Finnish immigrants, most of whom had left work in the copper mines farther north in Houghton County. Although these homesteaders referred to it as Urhola, or "Place of Heroes," the Copper Range Railroad Company called it Homestead when it built its line through the area in 1901. The station was soon renamed Toivola, which means "Place of Hope." The railroad served as the community's primary connection to Houghton and Hancock until the 1930s, when the area's present roads were reportedly improved. The railroad also increased logging activity in the area, which began when homesteads were cleared for farming; it has been suggested that at least one sawmill was operating in Toivola by the 1920s and 1930s.

Toivola's population had reached 450 in 1940. The community supported two churches, two schools, and two community halls: one in Toivola and the other in Stanton Park, where the community building—built in 1947—hosted dances and other community gatherings. Toivola was also home to one temperance society that formed in 1908; after disbanding in 1920, it reorganized in the 1930s. Although the land was considered marginal at best for agriculture, there were at least seventy active dairy farms in the Toivola area in 1940. Perhaps one reason for their relative success can be traced to their practice of communal ownership and co-operative stores, a strategy characteristic of Finnish American communities: for example, major pieces of farm machinery were owned collectively, and the area's main crop—potatoes—was stored communally in a large warehouse. Toivola's cooperative store opened in 1942, and most Toivola families owned shares.

Stanton Park still hosts Finnish American cultural activities, but they are much smaller and held less frequently than they were in the 1940s and 50s. Farm production declined dramatically in the 1960s. The cooperative store was sold and is now run privately. Other community activities were discontinued: the temperance society dissolved for good in 1967. By 1975, there were only two active farms in the area; somewhat ironically, residents had left farming to find work at the White Pine mine in Ontonagon County.

References: Arne Alanen, personal communication, 30 March 2011; Armas K. E. Holmio, *History of the Finns in Michigan*, Ellen M. Rynanan, translator (1967; Detroit: Wayne State University Press, 2001); Barb Koski, "Toivola," <http://www.stantontownship.com/wp-content/uploads/2010/03/6.-Toivola-community-history.pdf> (accessed 26 April

2011); Ronald J. Naasko, *Vale of Hope: the Story of Toivola* (Houghton, MI: private printing, 1975); Arthur W. Thurner, *Strangers and Sojourners: A History of Michigan's Keweenaw Peninsula* (Detroit: Wayne State University Press, 1994).

NR Status: The former Heikkinen School may be eligible for NR listing. Farmsteads on Lakeview Road and Misery Bay Road, and a Gothic-roofed barn on Misery Bay Road may qualify individually. Contextual research and intensive level survey may identify additional eligible farmsteads, barns, and saunas.

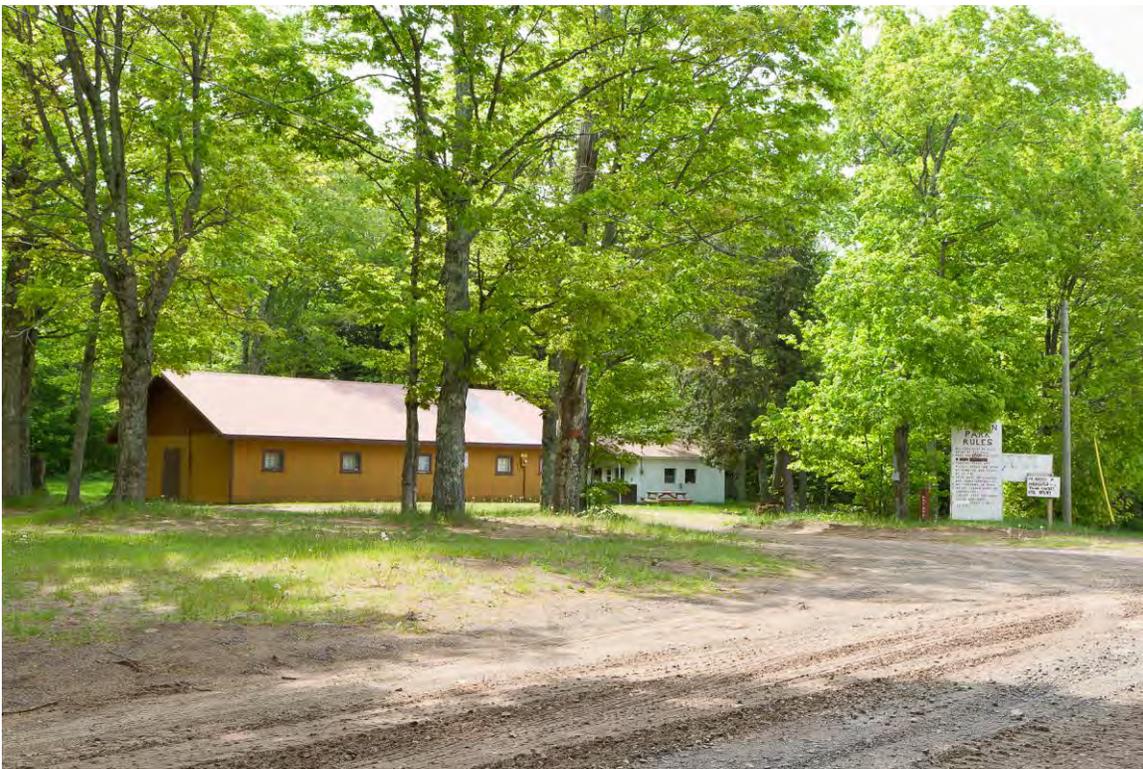
Comments: An absence of mailboxes on roads suggests that many properties may be used as secondary residences, or camps.

Surveyor: Lynn Bjorkman; Arnold Alanen

Survey started: 6/6/2011

Survey ended: 6/7/2011

Photos:



Stanton Park on Lake Superior at the end of Agate Beach Rd., looking SE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Toivola District\Agate Beach Rd (2)



Heikkinen School, now a private museum, on the west side of Heikkinen School Rd., looking W. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Toivola District\Heikkinen School Rd (1)



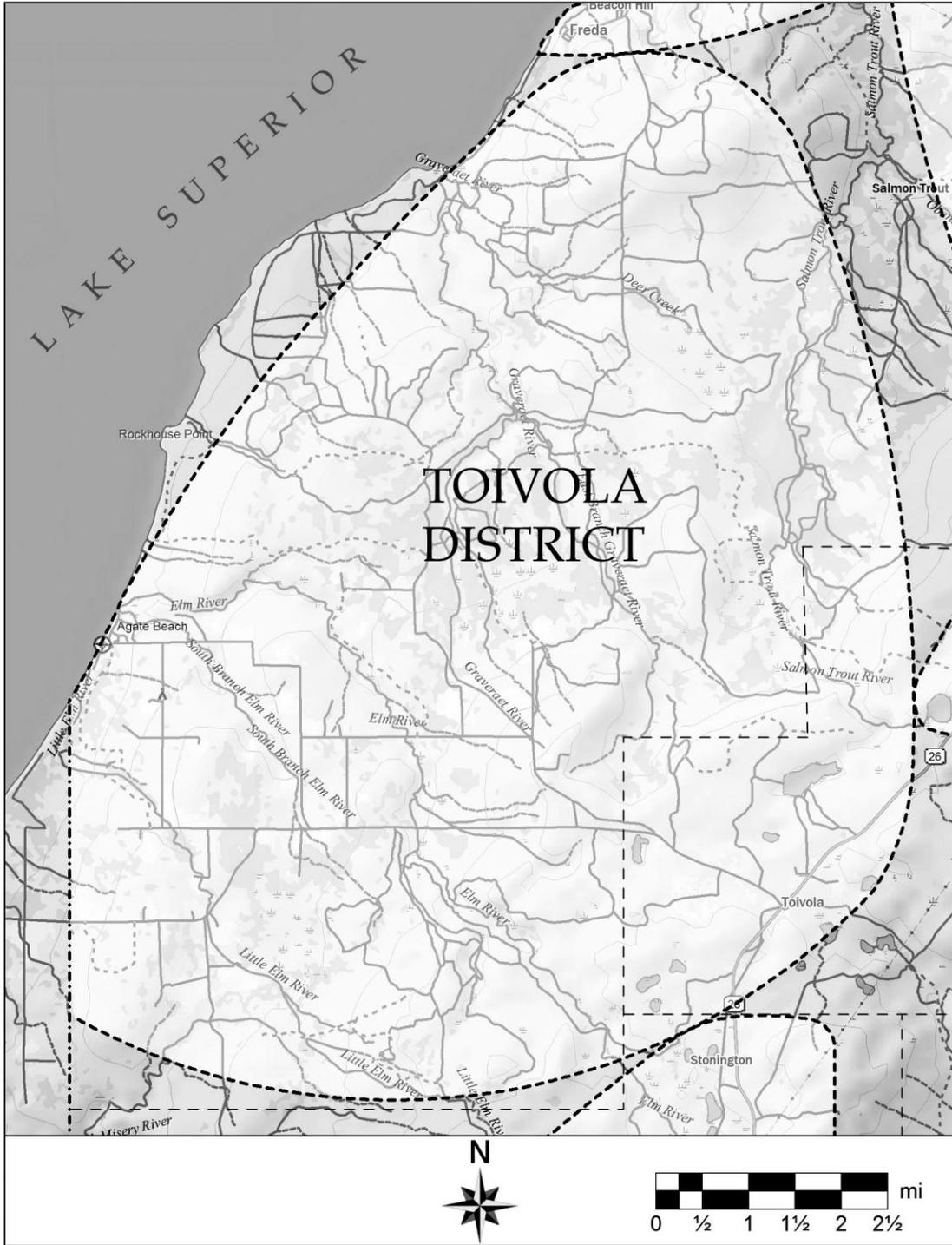
Barn and privy on a farmstead on the west side of Lake View Rd., looking SW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Toivola District\Lake View Rd (1-A)



Cottages overlooking Lake Superior along the west side of Luukkonen Camp Rd., looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Toivola District\Luukkonen Camp Rd (1)



Former automobile service station and diner on the east side of M-26 in Toivola, looking NE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Toivola District\M26 (2)



Approximate area of Toivola survey district. Credit: Ryan Holt

Copper Country Survey Phase II

District Name: Twin Lakes District

County: Houghton **Township(s):** Elm River

Boundaries: Bounded on the west, north, east, and south by Elm River Township line, including both sides of Pike Lake Road on the south.

Historic Use: Industry; Recreation and Culture; Domestic

Current Use: Recreation and Culture; Domestic

RESOURCE COUNT

Buildings: 307 **Structures:** **Objects:** 2 **Sites:** 13

MATERIALS

Foundation: Concrete; Stone

Roof: Asphalt; Metal/Steel

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

Other: Brick

Style: Arts and Crafts Style; Queen Anne

Description: The Twin Lakes district encompasses all ninety-three square miles of Elm River Township. The district's defining natural feature, and one that has shaped the district's development, is a cluster of lakes in the south-central portion of the township. Waterways are the Misery River and its north branch, the Elm River, and many creeks. Terrain is rugged, with steep grades along sections of the Misery River. Michigan highway M-26 crosses the district from northeast to southwest following the old Military Road (1840s) and Copper Range Railroad (1899) corridors. The only other significant roadway, Pike Lake Road, meets M-26 just outside of the former mining community of Winona and extends southeastward to the township line. Local roads link M-26 to the shorelines of the district's numerous lakes and to the communities of Donken and Winona. Most of the district's buildings are on these short, non-linear roads. Many large parcels of undeveloped land, covered by mixed hardwood forest, are part of Mishwabic State Forest or owned by private parties and land associations.

On the east side of M-26, in the center of the township, the community of Twin Lakes serves as the district's geographic, population, and commercial center. Scenic features and recreational opportunities have brought tourists and seasonal residents to Lake Gerald and Lake Roland (Twin Lakes) since the early twentieth century. The Golden Harp (ca. 1920s), a former tavern and inn on M-26 that once served tourists and loggers now stands vacant. Likely sited near a former railroad stop, the building is unique in the district for its brick construction and large size. It features a low-hipped roof, irregularly sized and spaced windows (some nine-over-nine lights remain), and a wood-frame addition in the rear. The former Wiita's Twin Lakes Tavern (1940s) also remains on M-26; it has newer vertical wood siding and is now vacant. The Wyandotte Hills Golf Course (1960s) is west of M-26 and close to the long-abandoned Wyandotte Mining Company site on Poyhonen Road. The clubhouse has new siding, windows, and additions; however, a portion of the original interior displays bird's eye maple walls that the builder, a lumberman, sawed at his mill. On Lake Gerald is the Twin Lakes Resort (ca. 1920s), an example of the area's early resort activity. Grouped together on the site are six diminutive front-gabled, wood-sided cabins; set apart on the wooded property are several larger cabins appearing to be of various ages (1930s to 1960s) and types (e.g. front-gabled and ranch). Krupp's Resort on Lake Roland comprises a group of vinyl-covered cabins, several of which date from the 1940s and were moved to the site from Donken; others were moved from nearby resorts.

The development of recreational cottages around the shorelines of Lakes Gerald and Roland began around 1900 and continues today. Most of the many dozen cottages are small, one-story seasonal buildings, frequently with numerous additions. The cottages orient toward the lake with access from the road at the rear of the lot. Storage sheds, some saunas, and other utility buildings, fill the small lots. A few boathouses extend into the lake. Most of the older buildings are surrounded by a few trees and lawn that extends down to the lake. Most are wood frame; a few are round-log or concrete block. A broad range of siding types includes: clapboard; rolled asphalt; horizontal and vertical half-log; fiberboard; board-and-batten; T-111; and vinyl. Some cottages from the 1920s and 1930s show Craftsman details: exposed rafter ends, shed-roofed dormers, and three-over-one windows. One unusual house is a metal quonset hut, with windows cut into the sides and an entry on the end wall.

Bordering Lake Roland, Twin Lakes State Park includes camping sites and one historic frame and board structure from the 1930s—a former concessions building constructed either by the Civilian Conservation Corps (CCC) or Works Progress Administration (WPA). Its A-frame core has a steeply pitched gabled dormer on each side; two hipped-roofed wings contain changing and shower rooms. The exterior has been altered by a deck on the lake side (front) of the building. In addition, some original windows have been replaced. South of Twin Lakes are several smaller lakes, including Emily, Sandy, Horseshoe, and Pike. Only the east side of Sandy Lake is developed; cottages on the shore are a mix of ages and types—from simple bungalows to ranches.

North of Twin Lakes on M-26, the community of Donken was established in 1919 and eventually became one of the Copper Country's largest sawmilling centers. The extensive site of the lumber mill complex on Donken Road comprises about a half-dozen large, gabled, masonry (brick and cement block) buildings appearing to date from the 1920s to the 1950s. A few of the buildings have newer metal roofs; others are ruins. Very few houses remain from the community's pre-World War II era. The 1950s and early 1960s are represented by a number of one-story front-gabled and one-story side-gabled houses and a few ranches, sided with vinyl and various other newer materials. On M-26, a group of four houses includes a notable one-story, vertical-log-sided ranch with a flat roof and cantilevered eaves. Near the group of houses stands the vacant Immaculate Conception Catholic Church (1940s or 1950s), a front-gabled building with a gabled entry vestibule and the remnant of a bell tower. The only commercial building surviving in the community, now vacant, is likely a former automobile garage; it is brick with a shaped parapet and side addition.

Southwest of Twin Lakes, the mining community of Winona was comprised of six major locations (company-owned residential sites) proximate to the mines. Only some ruins enclosed by a chain-link fence mark the site of the King Philip No. 2 shaft at the end of Winona Road. Extant buildings include a school (in use) and approximately twelve residences. The Elm River School (1910) is a nearly square frame two-story vinyl-sided building on a stone foundation. It has a hipped metal roof with hipped roof dormers on each side. In front of the school is a wooden memorial that honors Winona's World War II veterans.

Winona's residences are scattered throughout the village. One house situated close to the entrance road had a dual use as a barber shop. The building has a commercial-style false front, stone-patterned asphalt siding, and a shed-roofed front porch. There are a number of houses that appear to have been built by mining companies: one is a side-gabled one-and-a-half story dwelling that may be constructed of log; others appear to have a one-and-a-half story core of undetermined orientation due to numerous additions. Notable are three dwellings that may have been company managers' houses: a two-story upright-and-wing with an open porch supported by turned posts; a two-story with a high hipped roof and dormers; and a two-story side-gabled with an open porch and shingles in the gable end. Each has been altered, but original design features may show Queen Anne stylistic influence. Just outside of Winona on the eastern side of M-26 are the vinyl-sided, gable-roofed Winona First Lutheran Church (1958) and Woodland Cemetery (ca. 1910s). Jake's Tavern (1948), now vacant, is nearby at the intersection of M-26 and Pike Lake Road.

Very limited dairy farming occurred in the district, most of it concentrated along Pike Lake Road, where only one gambrel- and two gable-roofed barns and a few farmhouses remain. Recreational camps occupy undeveloped forest land, accessed by logging roads or two-track paths. A few visible pre-1970 camps are frame and board construction, modular component assembly, or trailers.

Condition: Most lakefront cottages are in good or excellent condition; a few cottages that appear abandoned are in poor condition. In Winona, remaining houses range in condition from very good to poor to dilapidated. Most of the buildings on the former lumber mill site in Donken are ruined or in poor condition; one or two buildings appear stable

with roofs intact. A few houses in Donken appear in good condition; others are in fair or poor condition. Farmstead buildings generally appear to be in fair condition. Woodland Cemetery is well-maintained.

Integrity: The historic pattern of lakeshore development remains intact. Recreational cottages stand crowded together on the shorelines of Lakes Gerald and Roland and the eastern shore of Sandy Lake. Few older recreational cottages are unaltered; the original appearance of these resources is often difficult to determine. Changes to original buildings include additions, new roofs and doors, and—most commonly—siding and window replacement. Later properties dating from the 1950s and 1960s have fewer additions and are more likely to have original materials intact. In Twin Lakes, several commercial buildings have been substantially altered by new siding and other modifications; however, the former Golden Harp tavern has kept its original appearance. The concessions building at Twin Lakes State Park, has a new front deck and some window replacements but otherwise retains its historic appearance. The formerly dense village character of Winona has been lost; trees and shrubs now fill vacant lots. In Donken, the lumber mill has lost integrity and the village character of the former residential area has been lost. On former farms, some outbuildings, including barns, have retained their original materials and appearance.

Theme/Subtheme: Entertainment/Recreation; Industry/copper industry; Industry/lumbering industry

Date Built: 1890s-1960s

Architect or Builder:

History: The Twin Lakes district claims some of the first and last commercial copper mines on the Keweenaw Peninsula, as well as a history of logging and lumber production. Its economic fortunes were tied in large part to the Copper Range Railroad, which built a line through the area in 1900. The popularity of Twin Lakes as a vacation destination was also linked, in part, to the railroad. Although mining in the district has ended and logging has declined, recreation continues to characterize the district.

First organized in 1864, the Winona Mining Company's most successful period was between 1898 and 1920. During those years, the company—which also controlled the neighboring Wyandotte Mining Company—built homes for its workers and managers and constructed a number of civic and commercial buildings, including a fire station, dispensary, school, and general store; a cemetery was added in 1910. That year, the Winona and King Philip mines joined forces to construct a stamp mill, building a dam to use water from the Sleepy River; by 1911, the two mines had consolidated to streamline operations on the lode they shared. Despite these efforts, frequent labor shortages hampered production—the area's thriving logging camps and lumber companies were more appealing to many workers. By 1920 the Winona mine closed. The King Philip location was reopened for exploration in 1968, but the effort was short lived.

The Copper Range Railroad was the area's primary means of transportation for people and goods; both the mines and logging companies relied on the railroad for hauling their products. In 1919, Earl J. Case, owner of the Case Lumber Company, built a lumber mill and general store and named the new community Donken after his two sons—Don and Ken. Likewise, lakes Roland and Gerald were named for the sons of Charles Wright, one of the founders of the Copper Range Railroad. Twin Lakes, a stop along the railroad line, was named for these lakes, which even in 1900 were lined with summer cottages and camps. The Copper Range Company deeded twenty-two acres to Houghton County in 1928 for a park, and then in 1964 the company donated an additional three hundred acres. At that time, it became part of the state park system.

In 1917, the village of Winona alone boasted a population of 1200. By 2000, Elm River Township claimed 169 residents. Although a majority of the land within the township is state forest, and zoned as commercial forest, the township's economy relies most heavily on tourism.

References: 1904 Farm and Business Directory, Houghton, Keweenaw, Ontonagon and Baraga Counties (Houghton, MI: Superior Publishing Co., 1904); Clarence J. Monette, *Winona and the King Philip Locations* (Lake Linden, MI: private printing, 1993); Lawrence J. Molloy, *A Guide to Michigan's Keweenaw Copper District: Photographs, Maps and Tours of the Keweenaw—Past and Present* (Hubbell, MI: Great LakesGeoScience, 2008); Walter Romig, *Michigan Place Names* (Detroit, Michigan: Wayne State University Press, 1986); "The Copper Range Railroad," <http://www.pasty.com/copperrange/crnews.htm> (accessed 9 May 2011).

NR Status: Woodland Cemetery may be eligible. In Twin Lakes, the former Golden Harp tavern may be eligible, depending on integrity of the interior. Contextual research and intensive level survey may identify individual cottages or a potential district of lakefront properties on Lake Gerald, Lake Roland, and/or Sandy Lake.

Comments: Dense woods obscure views of many resources in the district. In areas of sparse development, private dirt driveways extend from public roads presumably to residential and recreational properties. Near lakes, private driveways that branch off from public roads generally access the rear yard of lakefront cottages, thus, views are frequently limited to the sides and backs of properties. Industrial resources remaining from copper mining—shaft sites, rock piles, and a dam—occur in wooded areas on private land; only a few resources are visible from public roads.

Surveyor: Lynn Bjorkman; Arnold Alanen

Survey started: 6/8/2011

Survey ended: 6/9/2011

Photos:



Commercial building and sauna on south side of Winona Rd. in Winona, looking SE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Twin Lakes District\Winona Rd-Winona Village (2)



Inactive sawmill on west side of Donken Rd. in Donken, looking NW. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Twin Lakes District\Donken Rd (1)



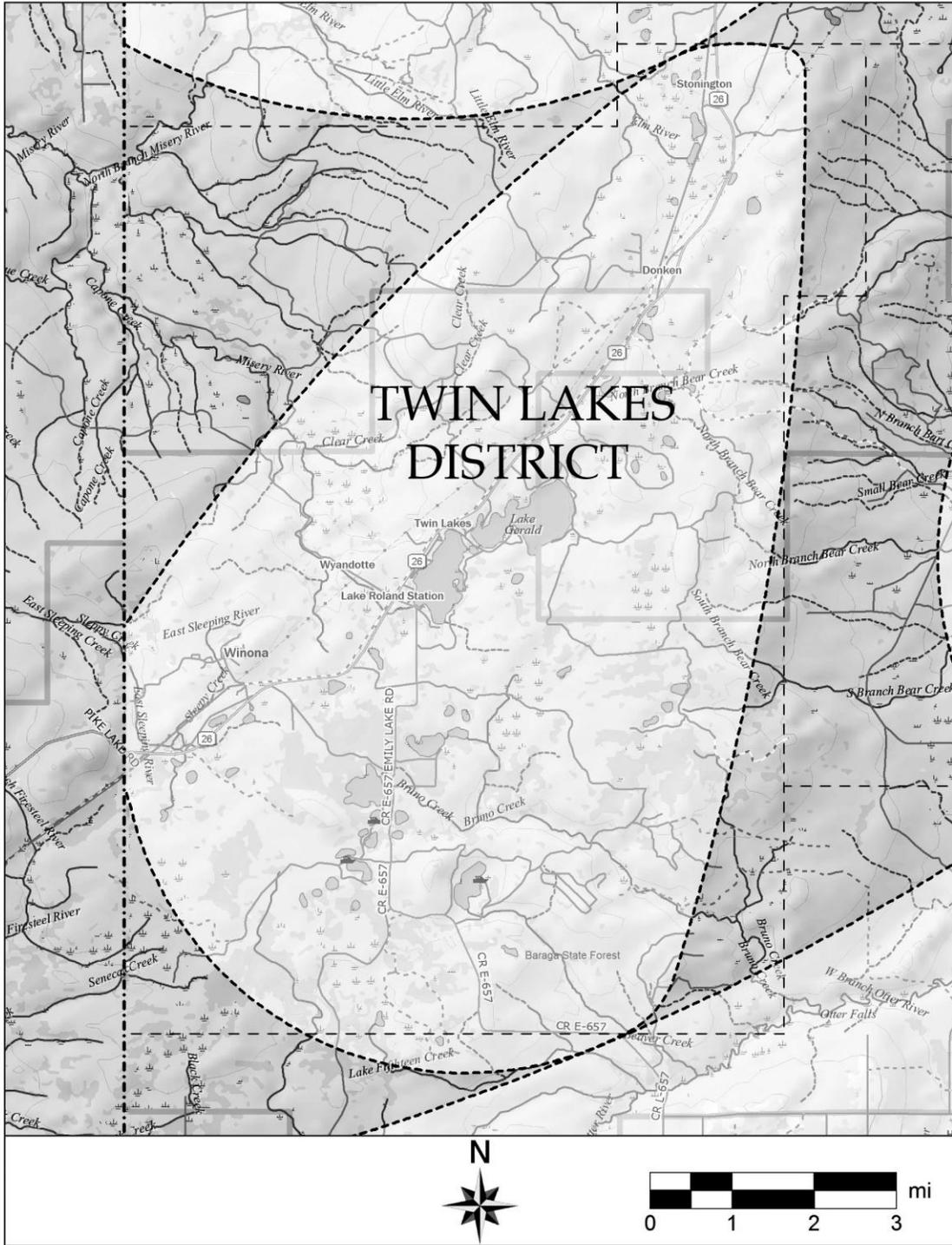
Streetscape with former brick tavern on east side of M-26 in Twin Lakes, looking NE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Twin Lakes District\M26 (5)



Wyandotte Hills golf course on east side of Poyhonen Rd., looking SE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Twin Lakes District\Poyhonen Rd (1)



Cottages on east side of Cottage Lane, looking NE. Credit: Ryan Holt
Copper Country Survey Phase II\Houghton County\Pictures\Twin Lakes District\Cottage Ln (1)



Approximate area of Twin Lakes survey district. Credit: Ryan Holt