Coastal Zone Management Program

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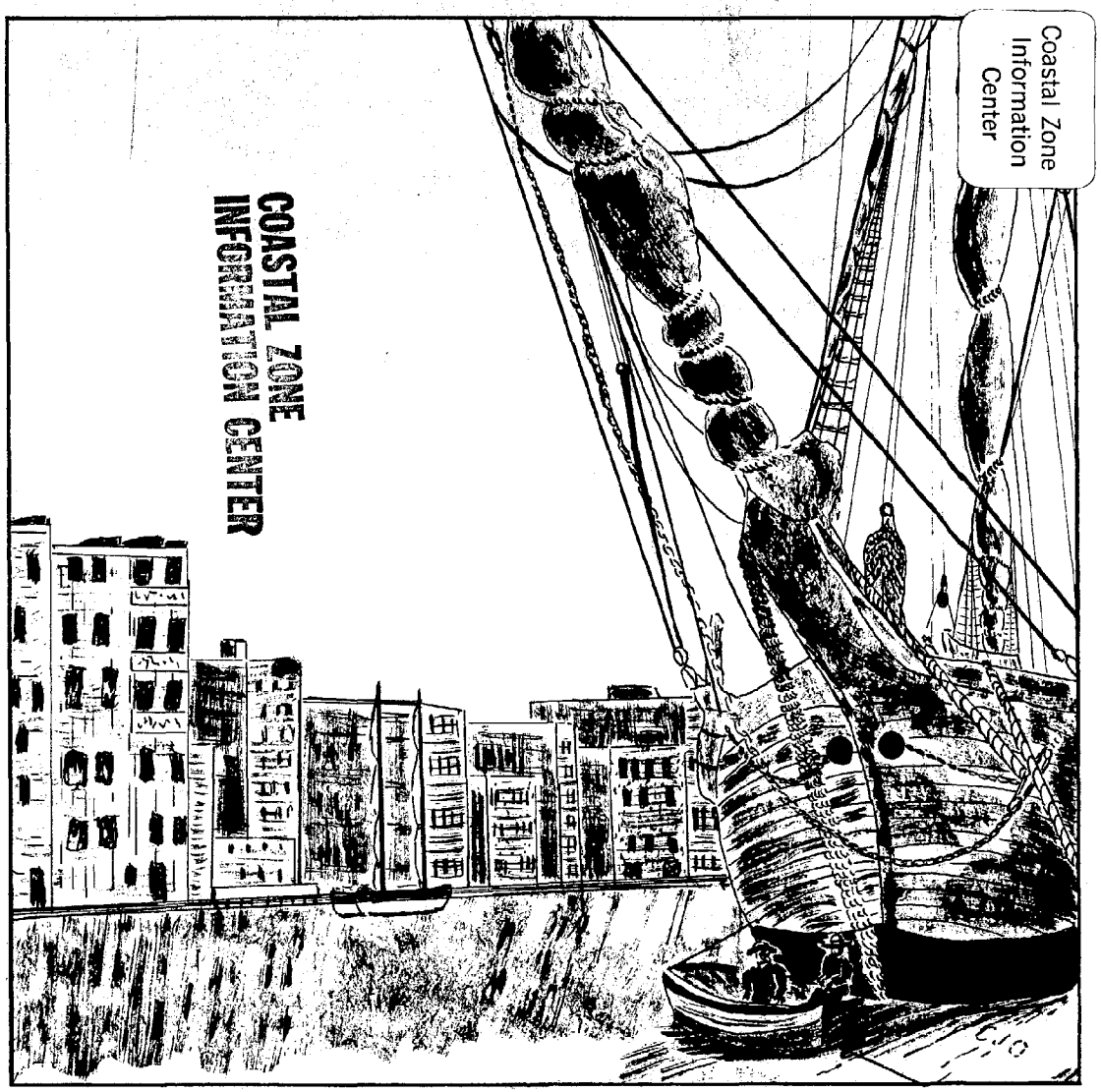
Wisconsin Coastal History Trails



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Wisconsin Coastal History Trails

LAKE SUPERIOR

Prepared by:
James Purinton

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Financial assistance for this Public Information and Awareness Project has been provided through the Wisconsin Coastal Zone Management Development Program by the Coastal Zone Management Act of 1972 administered by the Federal Office of Coastal Zone Management, National Oceanic and Atmospheric Administration.

State of Wisconsin
Patrick J. Lucey, Governor

U.S. DEPARTMENT OF COMMERCE NOAA
COASTAL SERVICES CENTER
2234 SOUTH HOBSON AVENUE
CHARLESTON, SC 29405-2413

February, 1976

ACKNOWLEDGMENTS

This booklet was developed and reviewed through the efforts of many individuals at the state, regional, and local scenes. Special thanks are due to the following persons for their vital contributions:

Harold Andreson,
Superior

Marjorie Benton,
Bayfield

Warren Bielenberg,
Apostle Islands
National Lakeshore

Henry Buffalo,
Red Cliff

Richard Cleary,
State Historical
Society of Wisconsin

L. M. Cowley,
Port Wing

Jeffrey Dean,
State Historical
Society of Wisconsin

Ellef Ellefson,
West Salem

Rudy Graf,
Department of
Natural Resources

George Gunderson,
Department of
Transportation

H. W. Kinney,
Iron County

Ed Kuhlmey,
Northwest Regional
Planning Commission

Robert Matteson,
Cable

Joan Melson,
State Historical
Society of Wisconsin

Ayse Somersan,
UWEX-Recreation Resources
Center

Mary Tone,
Ashland

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Washburn

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EDITORIAL ASSISTANCE: Nancy Begalke

WISCONSIN COASTAL HISTORY TRAILS IS DEDICATED TO THE UNUSUAL AMERICAN TRAVELER WHO SLOWS DOWN AND SEES MORE

The story of Wisconsin is inseparable from the story of the Great Lakes. Inhabited by Native Americans for nearly 12,000 years, the Wisconsin shores of Lake Superior and Lake Michigan were first seen by Europeans in their search for a water route to the Orient. French explorers plied the waters of almost every navigable stream along Wisconsin's coasts, little realizing that these same streams would soon become waterways of commerce for a growing nation.

Later in Wisconsin's story, lumbering, mining, manufacturing, and many other pursuits all were reliant on the easy transportation provided by the Great Lakes. River mouths and natural harbors, long the favorite locations for Indian camps, were chosen as ideal sites for white settlements so they, too, could be on the Main Street of the new Midwest.

Soon, these small coastal hamlets blossomed into centers of activity as immigrants flooded the port towns. The northern Europeans—the British, the Dutch, the Germans, and the Scandinavians—were the first to arrive. Then southern and eastern Europeans came to build the growing cities, to work the northern mines and forests, and to farm the soils of the interior.

But those glorious days of lake lore have disappeared. Gone are the times when 200 schooners could be sighted from the Bayfield highlands, when Goodrich steamers daily brought mail and supplies to every hamlet on the coast. Except for those who still make their livelihood on Wisconsin waters, we are a landlocked people unaware of our past ties to the Great Lakes.

Courtesy of Harry Purinton

Wisconsin Coastal History Trails was developed to help us rediscover the past, to renew our Great Lakes heritage. In the spirit of our nation's bicentennial, two publications have been developed to guide bikers, hikers, and boaters through Wisconsin's early development where history was made—along the shores of Lake Superior and up the coast of Lake Michigan.

Everyone will want to study history in a different way. **Wisconsin Coastal History Trails** will point out physical remnants of the past and get you started. You can concentrate on historical commercial storefronts, church steeples, residential architecture, industrial waterfronts, or museums. You can also dig into local histories—the stories and legends of ordinary people, their experiences, their habits, and their successes and failures. Whatever your inclination, **Wisconsin Coastal History Trails** should stimulate your curiosity and make your excursions along the beautiful coasts of Wisconsin more enjoyable.

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A Sketch of Northwestern Wisconsin

The magnificent woodlands, the pristine lakes and streams, the marshy lowlands, and the rugged uplands of northwestern Wisconsin are all dwarfed by the largest of the Great Lakes, Lake Superior. Stretching for 150 miles, Wisconsin's northern water boundary has an undisturbed beauty not easily surpassed. As an eighteenth century visitor once noted, the area is *". . . a fairy scene, and everything about it is enchantment."*

But Wisconsin's Northwest is not only beautiful. It has a rich history full of famous names like Father Marquette, J.J. Hill, and John Jacob Astor. From the romance of the *"coureurs du bois"* to the ruggedness of America's frontiersmen, northwestern Wisconsin has a history of personalities, of human warmth and hardship, and of a continuous struggle to dominate a harsh environment. Under the French *fleur de lis*, the British *Union Jack*, and finally the American *stars and stripes*, fur traders and pioneer settlers have always attempted, but never quite succeeded, in taming the beast that nature has provided in her Lake Superior environment.

The area's abundant natural resources have always attracted the attention of the speculative pioneer. At first it was the lure of the valuable beaver pelt. Then the magnificent white pine became valuable, even necessary, for an expanding nation. Industrial factories also needed reserves of iron and copper ores for the advancing civilization. All these resources provided boom periods for the south shore of the lake and were the major impetus for the area's settlement and development. Unfortunately, they all were vastly overutilized because exploitation - not management - was the name of the game.

Courtesy of State Historical Society of Wisconsin

Pioneer home of Nels Wickstrom family (1893).

Courtesy of State Historical Society of Wisconsin

Northwest loggers (1906).

River mouths and protected bays also offered the opportunity to use relatively inexpensive water transportation. Millions of tons of raw materials and products of the shore area and the interior have been shipped on Lake Superior. After the opening of the Soo locks in 1855, the vast iron and lumber resources of the Northwest became easily accessible to eastern markets.

During the heyday of lumbering and mining in the 1890's, Ashland was the third largest port on the entire Great Lakes and had shipped a total of 10 million tons of Gogebic iron ore. Today, Ashland's waterfront is nearly silent, and, after many lean years, Superior is the only Wisconsin port on Lake Superior with a major commercial role. Montana coal, grain from the Great Plains, Canadian oil, and enriched Mesabi ore called taconite pass through the revitalized port of Superior.

The boom and bust pattern of natural resource discovery, exploitation, and depletion created a cyclical pattern of economic attraction and stagnation for the Northwest. Fur trading began soon after the first Frenchman explored the south shore in the early 1600's. Hampered by Indian hostility and infighting for trading rights, fur trading continued sporadically until the mid-1800's. Lumbering operations began in the late 1880's and died in only 50 years; the entire supply of white pine was completely cutover. Iron County mining thrived at nearly the same time, then was overshadowed by the great Mesabi ore deposits, and finally dwindled until the last mine closed only 10 years ago.

Smaller industries like brownstone quarrying and Lake Superior fishing also suffered from the boom and bust cycle for their own reasons. Only a small fishing fleet and a second growth pulpwood industry have survived. Today, a newly rediscovered natural resource, the area's beauty and remoteness, lures visitors and nurtures the area's prevalent tourist industry.

But what of the people of the Northwest? Prior to the arrival of the Europeans, several Native American groups inhabited the Great Lakes region. Scholars believe that the earliest of these groups arrived before 11,000 B.C. However, not much is known about Native American settlement patterns from that prehistoric date to the coming of the Europeans. The Chippewa, the Huron, and the Ottawa moved to the Chequamegon Bay area sometime in the 1600's. These tribes were forced westward by the warring Iroquois and occasionally had to face threats from the Sioux to the West. By 1680, the Chippewa dominated the area.

About the same time, the French expanded their fur trade westward from Quebec to Lake Superior along the exploration routes of Champlaign (Lake Huron, 1615), Etienne Brule (Lake Superior, about 1621), and Radisson and Groseilliers (Chequamegon Bay, 1659). The Indian tribes liked the metal implements and trade goods they

received from the French. In a few years, the Indians became so accustomed to the French goods that they permanently changed their life styles to adapt to the French fur trading-barter system.

During the height of the fur trading era, LaPointe was the center of the Northwest. The first trading post called LaPointe was probably located on Long Island. However, LaPointe soon became synonymous with Madeline Island, where at least three different fort sites are known along the west shore.

Jesuit missionaries accompanied the French fur traders westward. Many zealous, if unsuccessful, attempts were made to convert the Indians. First, Father Allouez (1655) came to the sites of Ashland and Superior. Then Father Marquette tried to revive Allouez's work but was forced back to Sault St. Marie. He then traveled to Mackinac Island to begin his famous voyage up the Fox-Wisconsin waterway and into the Mississippi River.

White settlement of the south shore did not really begin until the late 1800's when the lure of lumber and iron attracted loggers and miners. Settlers came from Canada, Scandinavia, and the Slavic countries of eastern Europe. Eventually, members of all major waves of immigration to America helped settle the area. Many ethnic names and traditions are still recognizable in the region today.

Workers flocked into the Northwest with the opening of a new saw mill, a new mine, or a new port facility. Then, when panic paralyzed the nation or when the resources became depleted, some residents left the area. All along the lake, county populations peaked in the early 1920's and have been on the decline ever since.

Wisconsin's lumber towns and mining settlements were like the typical wild frontier towns of the old West. After receiving their wages for a winter's work, lumberjacks invaded every nearby town, enjoyed its liquor and vice, and often left without a nickel in their pockets. Miners also sought the same rough and tumble type of pleasure-seeking, a complement to their equally rugged and dangerous occupations.

At the other end of the spectrum, Bayfield gained a reputation for elegance and taste. The tiny village became known as a health and recreation resort for the rich and the famous. Luxurious cruise ships toured the Lake Superior shore and made the Apostle Islands a focal point for vacation trips. Elegant hotels catered to the whims of the visiting aristocracy of the upper Midwest. Others chose Bayfield as the ideal site for their ornate summer homes.

All the different nationalities and cultures and all the extremes of income, religion, and life style have left their marks on the heritage of Lake Superior's south shore. Struggle and hardship were accepted as a part of pioneer life in the North. Time-proven traditions and customs were passed on to succeeding generations.

Today, a warm, generous, exuberant people live in the stillness and solitude of the old Northwest. They invite you to explore, discover, and enjoy their beautiful Northland so that you, too, will come to understand Lake Superior's unique coastal resources.

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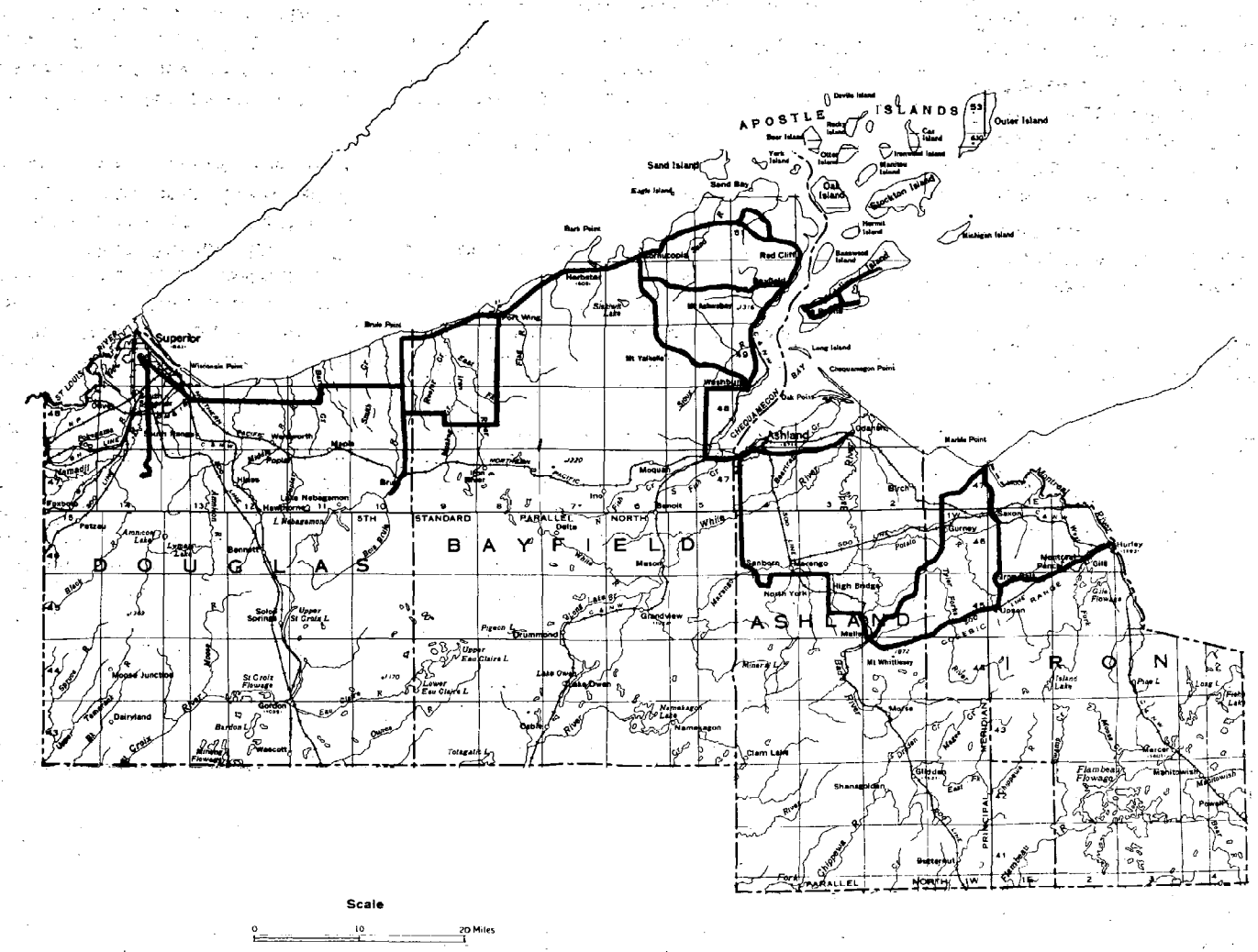
LAKE SUPERIOR

Land Trails for Bikers and Hikers



EARLY LAND ROUTES AND MODERN TRAILS

During the very early days in the Northwest, there was nothing comparable to the modern road. Those were the days of water trails and Indian footpaths. Even as late as 1878, most travel was still along major waterways.

At that time, goods that were land-hauled were almost always transported by the railroad, which was just reaching northern Wisconsin (see map). The most common "road" at the time was the logging road. It was seldom surfaced, was used primarily when the ground was frozen, and usually led nowhere as it connected the pine forest to the shoreline. There were a few very poor roads connecting the villages, but they were certainly less desirable than water or rail routes.

Ideally, a land-based coastal history trail would retrace historic roads and connect historic places. Unfortunately, even the primitive roads of 1878 are all but forgotten.

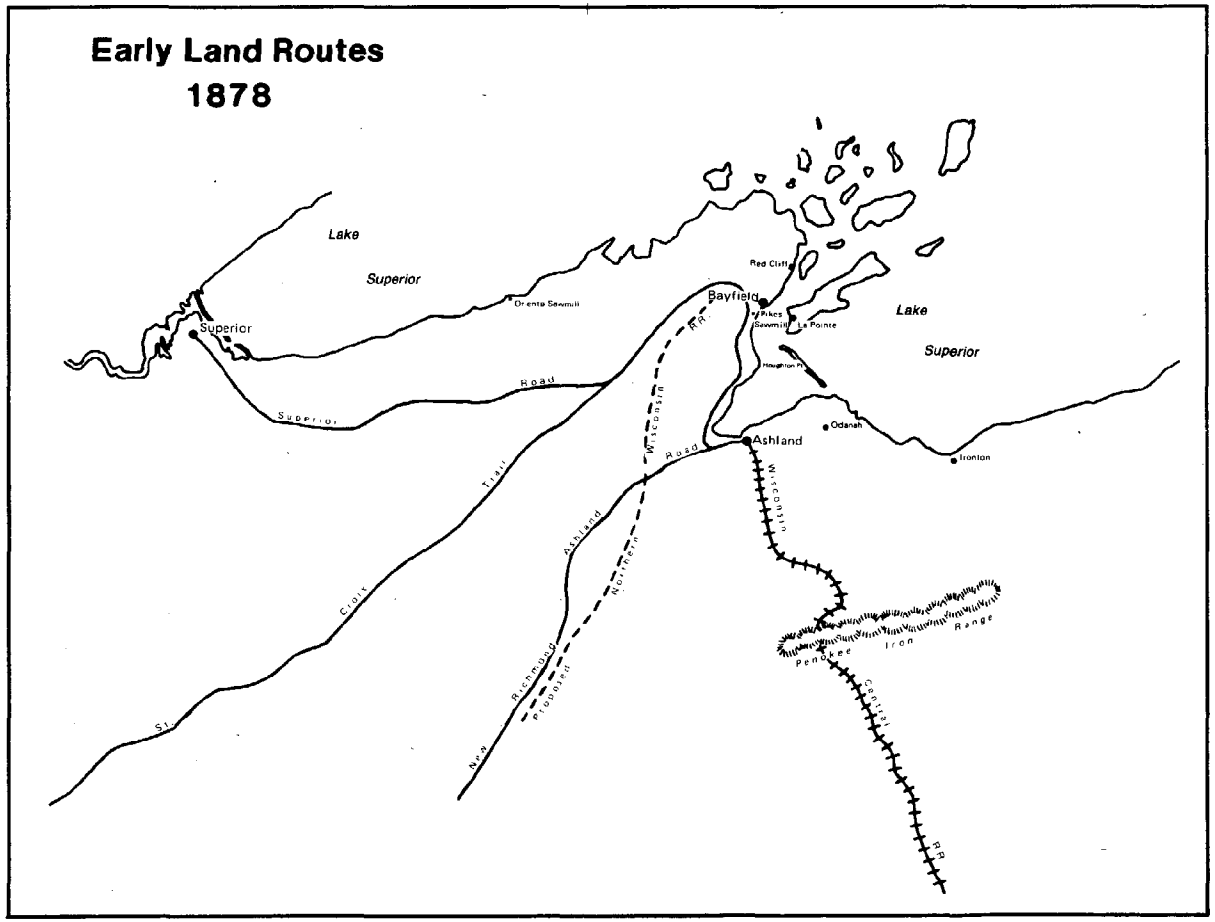
To add to the problem, there are only a few paved recreational trails in the entire state, and not a single one runs along Lake Superior. In fact, the only paved roads seem to be state and county trunk highways. Most town roads are gravel, sand, or even clay. Taking bicycle safety into account, there are few choices left for the cyclist.

Nevertheless, it is possible to travel by foot or by bike on scenic, little traveled roads near Lake Superior's shore all the way from Superior to Hurley. With one exception, that is. There is no suitable route through the Bad River Indian Reservation, so the trail goes south to Copper Falls State Park, nearly 20 miles away from the lake.

The entire Lake Superior Coastal History Trail, its historic and scenic sites, and possible campsites are identified on the large regional map. Later in this chapter, the sites, the route, and campsites will be described in appropriate detail for the traveler who wishes to ride or bike the whole distance. For convenience, the trail will be described from west to east, from Superior to Hurley.

In addition, more detailed local history tours have been developed for the less ambitious traveler. The tours are short and provide numerous opportunities for the weekend or afternoon biker to view the early history of Lake Superior's coastal communities. All of these local tours are described and mapped in the section entitled **"Local History Tours."**

The Lake Superior Coastal History Trail is, at present, only a suggested, unmarked route. While it makes use of planned city or county bike routes, the Lake Superior Trail does not have signs at every intersection to guide the biker.



HISTORIC AND SCENIC SITES

This section describes the sites along the Lake Superior Coastal History Trail. The numbers refer to the site numbers on the large regional map. More detailed local history tours for Superior, Bayfield, the Apostle Islands, Washburn, Ashland, and Montreal-Hurley are included in the following section.

1. **Port City of Superior.** See *"Superior History Tour."*
2. **Finnish Windmill.** South of STH 13. Was the Davidson Mill built in 1885. Although this is a Finnish windmill, it resembles the windmills associated with Holland.
   Amnicon-Miller Creek Scenic Areas. STH 13 curves just past the windmill. Very scenic as road crosses Amnicon, then Miller, Creeks.

Courtesy of State Historical Society of Wisconsin

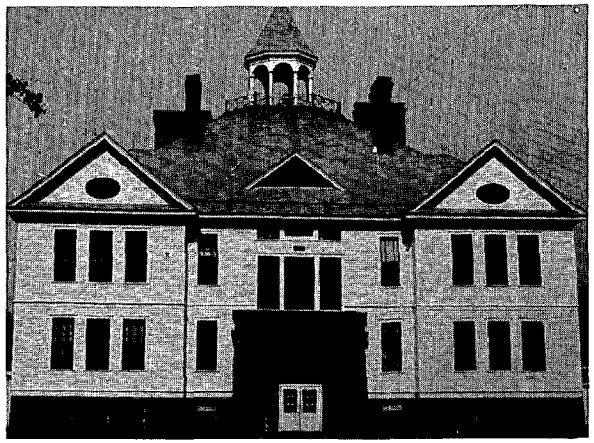
Finnish Windmill (Site 2).

3. **Brule River Valley.** One of the most used voyageur-fur trading routes to the interior. Now has a reputation as one of the few wild rivers in the state. In 1880, Samuel Blodgett of Bristol, England, started a co-operative colony called Clevedon at the mouth of the Brule. It lasted only five years and nothing remains.
   South of the bridge on Percival Creek stood the old **Percival Copper Mine** in the mid-1880's. By 1873, the mine had a shaft 15 feet deep where the vein was four feet wide. The site is now well hidden and grown over.

   President Calvin Coolidge came to fish for trout on the Brule in 1928. His summer White House was on Cedar Island, and his office was in Superior.
4. **Site of Orienta.** At the mouth of the Iron River. Except for the ruins of a few foundations, not much remains of the town of Orienta. However, the site was the location of the first lumber mill on the south shore of the lake (1852). A part-time government surveyor blazed a trail through the wilderness from St. Croix Falls to build a water-powered mill at the river's mouth.
   An old brownstone quarry was also located a mile upriver. A gravity railroad carried the stone to a pier at the site of Orienta.

4A. **Town of Oulu.** Possible alternate route from the Brule via CTH H, B, and A. The township is the center of a Finnish farming community and has many interesting old log cabins and barns. Several structures at the State Historical Society's Old World Wisconsin came from this area.

5. **Port Wing.** This village was the childhood home of author Helga Samuelson Skogsbergh. The pioneer days of Port Wing are retold in Ms. Skogsbergh's book, *Comes the Day, Comes a Way.* This rustic fishing village contributed several innovative ideas to the state. The Port Wing School was the state's first consolidated school. Wagons and sleds also provided the first free school bussing in the state.



Courtesy of SHSW-Historical Preservation

Port Wing Consolidated School (Site 5).

6. **Herbster.** This town has several interesting buildings and is situated at the mouth of the Cranberry River. The Cranberry Slough and the adjacent Lake Superior shoreline are good examples of unique freshwater environments. The Herbster beach has also been an excellent source for agate hunters.
7. **Bark Bay** This bay is another excellent natural area. It also has a slough at the river's mouth. To the west, Bark Point was once a center for commercial fishing and the site of a small settlement until the 1940's.
8. **Cornucopia.** This fishing village still has an active commercial and sport fishing fleet, as evidenced by the harbor buildings. Cornucopia is noted for having one of the few Eastern Orthodox Churches in the North, St. Mary's. Siskiwit Bay was the scene of an early Indian massacre where Fox Warriers killed an entire band of Chippewa (see the historical marker).

Courtesy of State Historical Society of Wisconsin

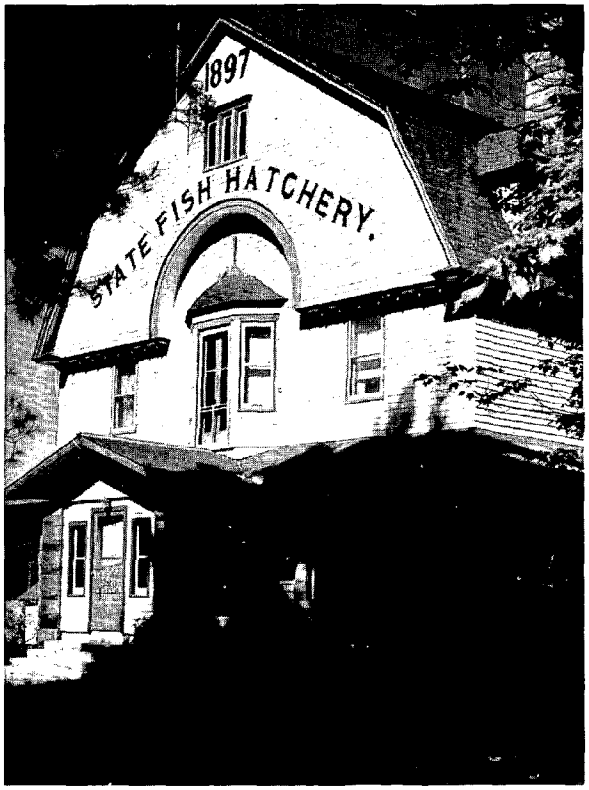
Cornucopia Fishing Fleet (Site 8).

9. **Little Sand Bay.** Once the home of the Hokanson Brothers Fishery, Little Sand Bay now serves as the headquarters for the Apostle Islands National Lakeshore.
10. **Red Cliff.** This is the village of the Red Cliff Band of the Chippewa. Stop in at the Arts and Crafts Center to view some of the historical and cultural artifacts of the tribe.
11. **Historic City of Bayfield.** See *"Bayfield History Tour."*

11A. **Bayfield Highlands.** Breathtaking panorama of the Apostle Islands from high above Bayfield. Stop at Hauser's Flower Gardens or climb the Bayfield Fire Tower.

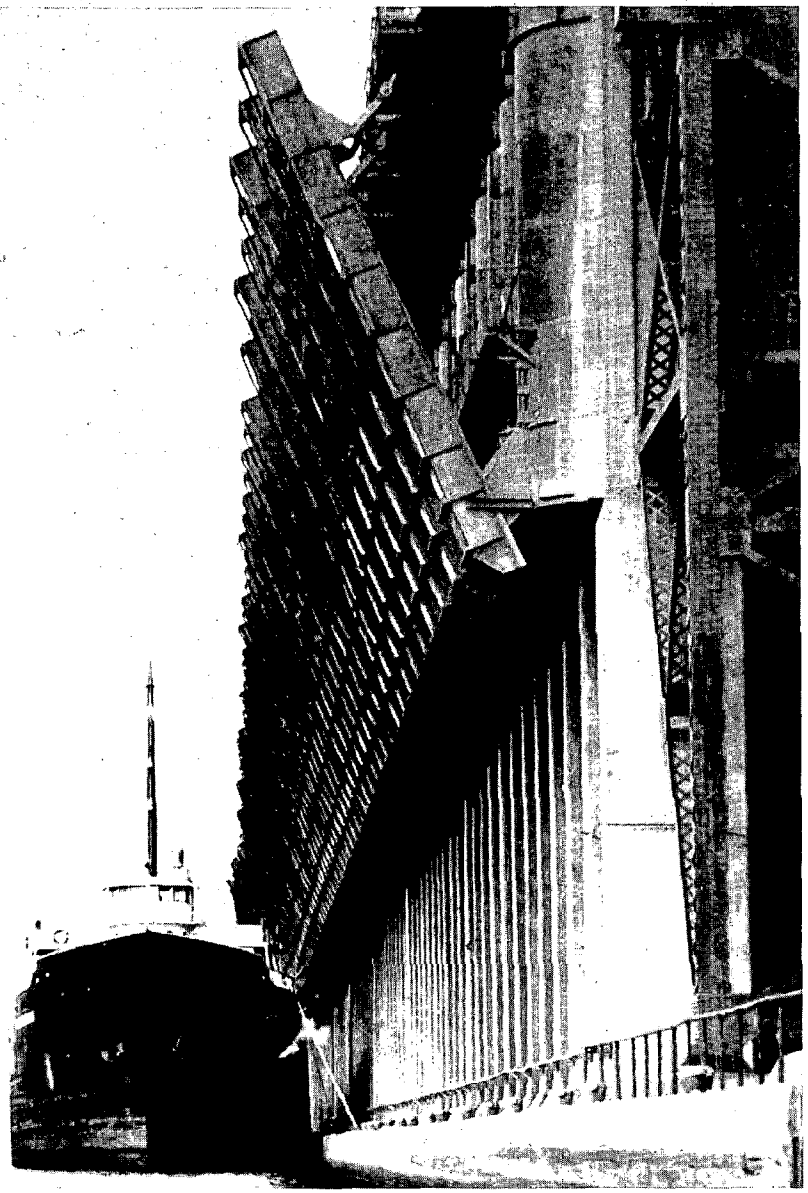
11B. **Bayfield Fish Hatchery.** Built in 1889, this facility still serves the sport fisherman. Its modern, automated process is quite a contrast to the 85-year-old building.

12. **Historic Madeline Island and the Apostles.** See *"Apostle Islands Tour."*
13. **City of Washburn.** See *"Washburn History Tour."*
14. **Odanah and the Bad River Reservation.** A possible side trip from Ashland to the village of the Bad River Band of the Chippewa. Access to the Bad River and Kakagon Sloughs, fascinating examples of true, freshwater deltas. Famous for walleye fishing.
15. **Copper Falls State Park.** Northeast of Mellen. Well developed system of hiking trails. Loop trails to "devil's gate," Copper Falls, Brownstone Falls, and Tylor Fork rapids or cascades.
16. **Saxon Harbor.** Originally platted as the port city of Ironton and destined to be the port of the Gogebic Iron Range. However, the venture quickly failed during a money "panic" of the late 1800's. Now a small boat harbor and park.
17. **Weber Lake Recreation Area.** Scenic view of Iron County hills from atop Radar Hill, north of the lake on STH 122. Park and swimming at Weber Lake.
18. **Iron Mine Head Frame.** Visible remnant of an early iron mine south of the highway near Pence. Also look for the many log structures in Pence.
19. **Iron Mining Centers.** See the *"Montreal-Hurley History Tour"* for Wisconsin's mining heritage. Hurley's twin city, Ironwood, is the gateway to Michigan's Upper Peninsula and attractions like Porcupine Mountain State Park, Pictured Rocks, and the Keweenaw Peninsula.



Courtesy of SHSW-Historical Preservation

Bayfield Fish Hatchery (Site 11B).



Courtesy of State Historical Society of Wisconsin

Superior Ore Docks.

SUPERIOR HISTORY TOUR

Historical Profile

Excerpts from *Lake Superior*, by Grace Lee Nute, the Bobbs-Merrill Company (1944).

"Superior had its origin as a speculative project in the mind of Henry M. Rice. . . Actual settlement of Superior began in 1853 when Rice's associates and other groups of speculators from St. Paul and Ontonagon arrived almost simultaneously on the ground. . . All speculation, including railroad plans, was ended effectively by the panic of 1857, which struck hard at the little settlements on the shores of Lake Superior. From a figure of nearly three thousand, the population of Superior fell to about a thousand. . . Superior had hoped to be the terminus of the first railroad to the head of the lake, but when one came, in 1870, its terminal was Duluth. . .

"Superior became a city in 1889 and by 1890 it had become the second city in population in the state of Wisconsin. The Great Northern, the Duluth, South Shore, and Atlantic, and the Chicago, St. Paul, Minneapolis, and Omaha railroads now have lines into the city. The grain elevators are among the largest in the world. . .

"This (Duluth-Superior) is the great port on the Great Lakes, and one of the greatest ports in the world. Although residents will say to the contrary, it is practically impossible to separate the life of the two modern cities. As in most twin cities, the people of one place work or play frequently in the other. If an observant stranger tried to state the situation succinctly, he might say something to this effect. . .: A resident of the 'twins' prefers to say that he lives in Duluth; it has the greater social prestige; actually, the commercial and industrial life of the twins is probably greater in Superior."

Tour Description

The 10-mile tour begins at the intersection of Tower Avenue and N. 21st Street, close to the center of the city. The Billings Park Side Trip (Site 1A) goes west from this corner.

Go two blocks east to N. 21st Street and John Avenue, passing the Roosevelt Terrace Apartments (Site 1). Turn left onto Belknap and go two blocks to Tower Avenue. Turn right onto Tower to tour the historic commercial area (Sites 3,4,5). Continue north on Tower to the Farmers Union Grain Elevator (Site 6) at the water's edge.

Turn east toward the Fraser Shipyard on N. 1st Street, go under the High Bridge, and tour the industrial waterfront (Site 7).

Backtrack on N. 1st Street to Ogden Avenue and turn left. Several blocks later, the corner of Odgen and N. 6th Street is the starting point for the Connors Point Side Trip (Site 7A).

Continue southbound on Ogden to Broadway. Turn left onto Broadway and continue to Hammond Avenue. Turn right onto Hammond and proceed for several blocks to Belknap (passing Sites 8-10). Belknap is the street just after the Municipal Building and the Courthouse.

Turn left onto Belknap and pass Site 11. Travel east to E. 7th Street (at Hill Avenue). The Soo-Line Locomotive Side Trip (Site 11A) starts from this corner, continues on Belknap to E. 5th Street, turns left onto 5th, and turns right onto "E" Street.

Continuing the tour, turn right (southeast) onto E. 7th Street and pass Site 12. Proceed to 4th Avenue East and turn right. Central Park will be on your left.

Take a half right onto Juniper and continue to Hill Avenue. Turn left onto Hill and go one block to Laurel. Turn left onto Laurel. Central Park will again be on your left. Pass Site 13 at E. 9th Street and continue on 6th Avenue East until you reach E. 2nd Street.

Take E. 2nd Street all the way out to its intersection with 50th Avenue East and Diagonal Street (pass Sites 14-20). BE CAREFUL, THOUGH, BECAUSE E. 2nd STREET IS THE MAIN DRAG INTO TOWN. There is a sidewalk on the land side of E. 2nd Street and a path worn in the grass on the bay side.

For a less hazardous *alternate route,* turn right onto E. 5th Street from 6th Avenue East and continue through East End (where Superior began) all the way to Nemadji Park (Site 20). Cross the bridge and go one block toward the water on 36th Avenue East. Follow Itasca Street and St. Croix Street to 50th Avenue East, where you'll be forced back toward E. 2nd Street.

From the corner of E. 2nd Street and 50th Avenue East, turn onto Diagonal Street. Diagonal Street curves, turns into E. 3rd Street, curves again, and finally becomes CTH E. That's the road to the Apostle Islands area.

Sites

1. **Roosevelt Terrace Apartments.** N. 21st Street at Ogden Avenue. Built by FDR's father in 1890, it is claimed that this brick and brownstone structure was one of the first condominiums in the country.

1A. **Billings Park Side Trip.** One and one half miles west of Tower Avenue at the foot of N. 21st Street. The St. Louis Bay natural area resembles Norway's fiords with its many islands, its narrow and twisting peninsulas, its clay bluffs, and its deeply indented bays. The area is largely undeveloped and provides a wilderness-type atmosphere right in the city of Superior. Prior to the arrival of Europeans, St. Louis Bay was an important Indian settlement, and Billings Park was the site of Native American burial grounds. To the east of the park is the site of an early attempt to make steel from Mesabi ore. Billings Park Drive, a dirt and gravel road, curves south from the park all the way to N. 61st Street. It is a very scenic route for hikers.

2. **Ogden-John Avenue Area.** Southbound on Ogden: Look for brownstone buildings, especially the home at 1708 Ogden. Northbound on John: Look for the wooden Baptist Church (John Avenue at N. 16th Street).

3. **Tower Avenue Commercial Area.** Many turn-of-the-century brownstone and brick storefronts. Look up at their second stories to see the architectural style and date of construction. Try to figure out why certain buildings were constructed—were they to serve as stores, rooming houses, banks, hotels, or places of entertainment? This area served the human needs of the early port of Superior, the city where goods were transferred from rail to ship.

Courtesy of State Historical Society of Wisconsin and Wisconsin Civil Works Administration (1934)

Old City Hall (Site 8).

Look for the new and old Post Offices (1401 Tower and 1716 12th Street), the Holden Agency (925 Tower), and the old Moran Stevedoring Company (off Tower Avenue on N. 3rd Street—"Rooms 25¢, 50¢").

4. **Union Station** (c. 1911). Now the Amtrak depot. Broadway at Oakes. Brownstone station built to replace the original structure (built in 1882) which burned to the ground. This depot served as the rescue station during the Cloquet Forest Fire that burned eastward to the bluffs of Duluth in 1918.

5. **Soo-Line Depot** (1910).

6. **Farmers Union Grain Elevator.** At the foot of Tower Avenue. Tallest grain elevator in the world, rising some 285 feet above the water.. Typical of Superior's industrial waterfront—large storage facilities for grain, coal, oil, and iron close to the shore where the products wait to be transferred into ships.

7. **Fraser Shipyard.** N. First Street at Clough Avenue. Shipbuilding and repairing round out Superior's industrial waterfront activity. Look for ships in for repair and ships waiting to be scrapped.

7A. **Connors Point Side Trip.** From the corner of Ogden and N. 6th Street, Connors Point is east on N. 6th Street and then north on Catlin Avenue, which becomes Main Street after it crosses E. 2nd Street.

Not much is left on Connors Point to remind us of its role in the development of early Superior. It was a focal point of the town in the late 1800's when the Lanborn Avenue bridge was the main bridge to Duluth. The last remaining street is still called "Main Street," however.

Once on Connors Point, try to imagine a shipyard located on the harbor. This is where Alexander McDougall started his shipyard in 1889 to build a new design—the whaleback.

8. **Old City Hall.** Broadway at Hammond Avenue. Brownstone built in 1890 as a trade mart. After that venture failed, the city took it over and used it until 1970. You'll probably find it empty.

9. **Broadway Apartments** (1890). Broadway at Hammond Avenue. Interesting old apartments across from the old City Hall.

10. **Carnegie Library** (1901). 1204 Hammond Avenue. Known for building libraries throughout the nation, the Carnegie Foundation helped fund many of the libraries in northwestern Wisconsin.

Courtesy of SHSW-Historical Preservation

Row House (Site 13).

11. **Belknap Area.** Interesting buildings on Belknap Street from Hammond to Weeks Avenue. Look for these:

Douglas County Courthouse. Belknap at Hammond Avenue.

Christ the King Cathedral. Belknap at Baxter Avenue.

Central High School. 1015 Belknap. Was the summer office of President Calvin Collidge in 1928.

11A. **Soo-Line Locomotive Side Trip.** Located at the foot of "E" Street which runs east from E. 5th Street, the Soo-Line Locomotive sits in front of the municipal sewerage facility.

12. **Kimball House.** 201 E. 7th Street. Elaborate Victorian home of 1890's. Surrounded by similarly impressive homes of the early elite.

13. **Central Park Area.** Octagon House, 66 Laurel: One of the unusual octagon homes in the state. Central Park Row House: Next to the Octagon House; row houses are rare in northern Wisconsin.

14. **Barker's Island.** *"S.S. Meteor,"* the last remaining whaleback, is docked here. The *"Meteor"* was built in 1896. Operated on the Great Lakes for 75 years. Brought to Superior as historical maritime museum. Barker' s Island also is the point of departure for cruise excursions of the Duluth-Superior harbor.

15. **Douglas County Historical Museum.** E. 2nd Street. Exhibits on marine history, early Superior, and Indian lore. Located in the former residence of the lumber baron, Martin Pattison.

16. **East 5th Street Historic Area.** Residential and commercial area having interesting buildings. Look for these:

Onaway Club. 810 East 5th Street.

Podvin House (1890). 1202 East 4th Street.

First Presbyterian Church. 1316 East 5th Street.

Lenroot Home. 1209 East 5th Street.

17. **Old Stockade Site and Marker.** E. 2nd Street. Stockade was built by U.S. government in 1862 to protect the townspeople from Chippewa and Sioux uprisings which, incidentally, never spread eastward to Superior.

Panoramic view of Superior's waterfront and Barker's Island.

Courtesy of SHSW-Historical Preservation

Douglas County Historical Museum (Site 15).

18. **Historic Area.** 23rd Avenue East off E. 2nd Street. St. Francis Xavier Church, E. 4th Street at 24th Avenue East. St. Adalbert Catholic Church, 2226 E. 3rd Street: Built in 1857, this is the oldest church in city. 4th Street Fire Station: Built in 1890.

19. **Nemadji Park.** 31st Avenue East off E. 2nd Street. The first settlement in Superior was on the Nemadji River. The old settlement's cemetery is within park lands. The Old First Calvin Church, dating back to 1854, looked over the river. Superior's first shipyard and the first mechanical sawmill (1855) were also situated on the Nemadji.

20. **Burlington Northern Ore Docks** (1890's). Most of the present docks are 10-20 years younger than the original structures. Dormant for years, the docks are once again shipping Mesabi Range iron ore, now in the form of pelletized taconite.

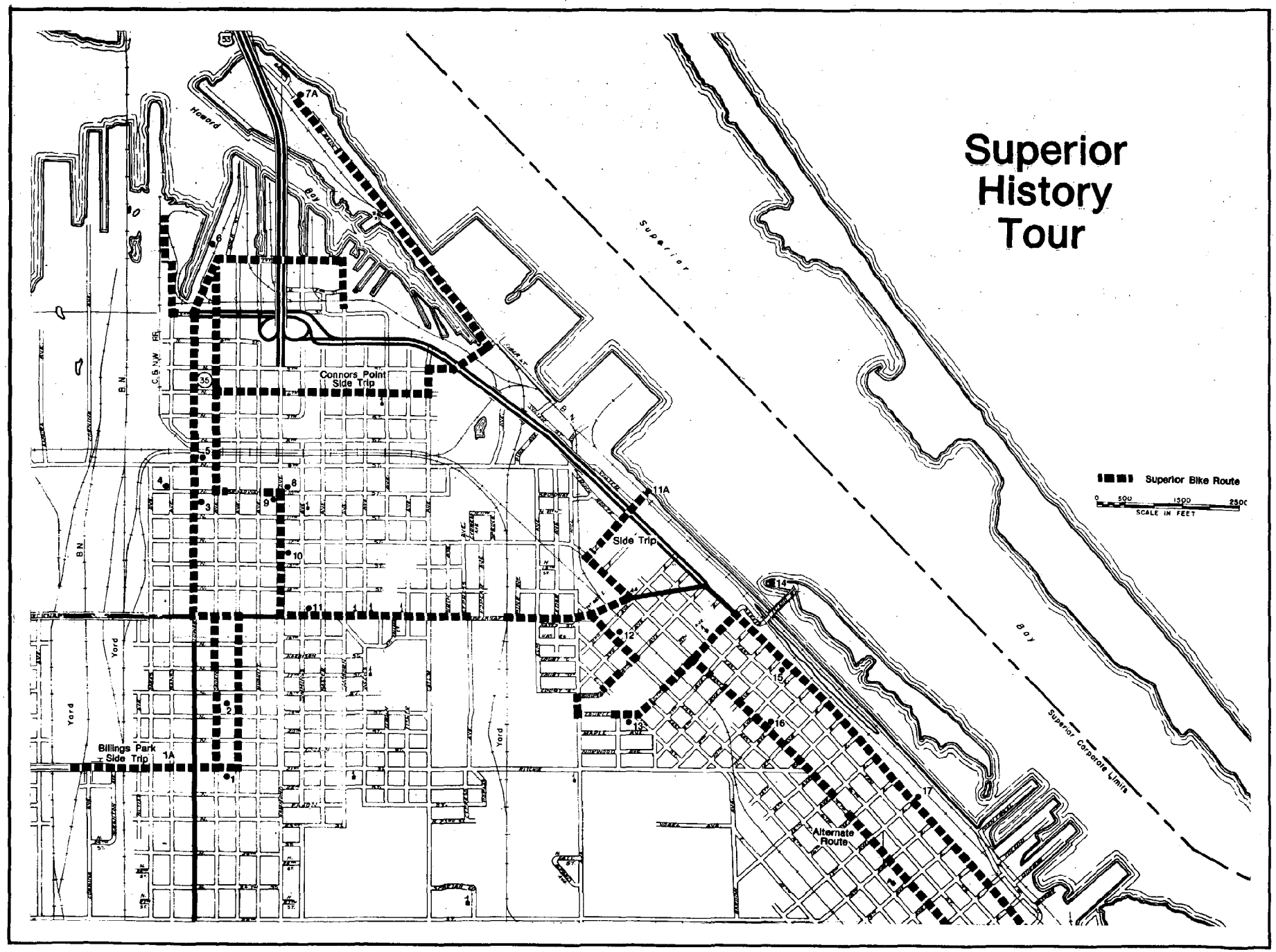
21. **Franklin School.** E. 2nd Street at 37th Avenue East. Good view of the Nemadji River valley and the ore docks (Site 20) from the school grounds.

22. **Itasca-Allouez Area.** Look for these historical remnants of the far east end of Superior:

    Father Allouez Historical Marker. F. Allouez landed at the mouth of Bluff Creek in 1680.

    Itasca Presbyterian Church.

    Itasca Waterfront.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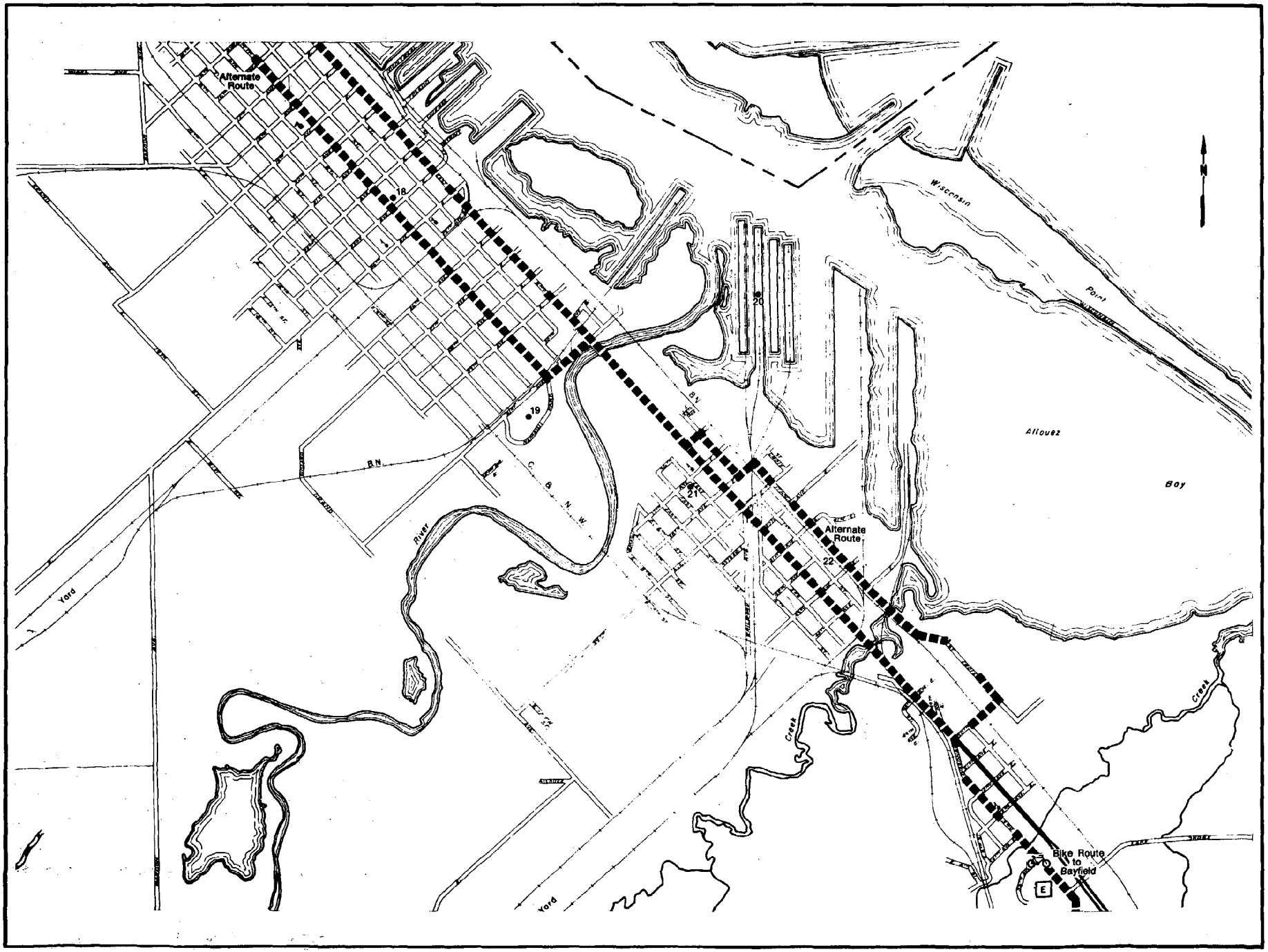
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APOSTLE ISLANDS TOUR

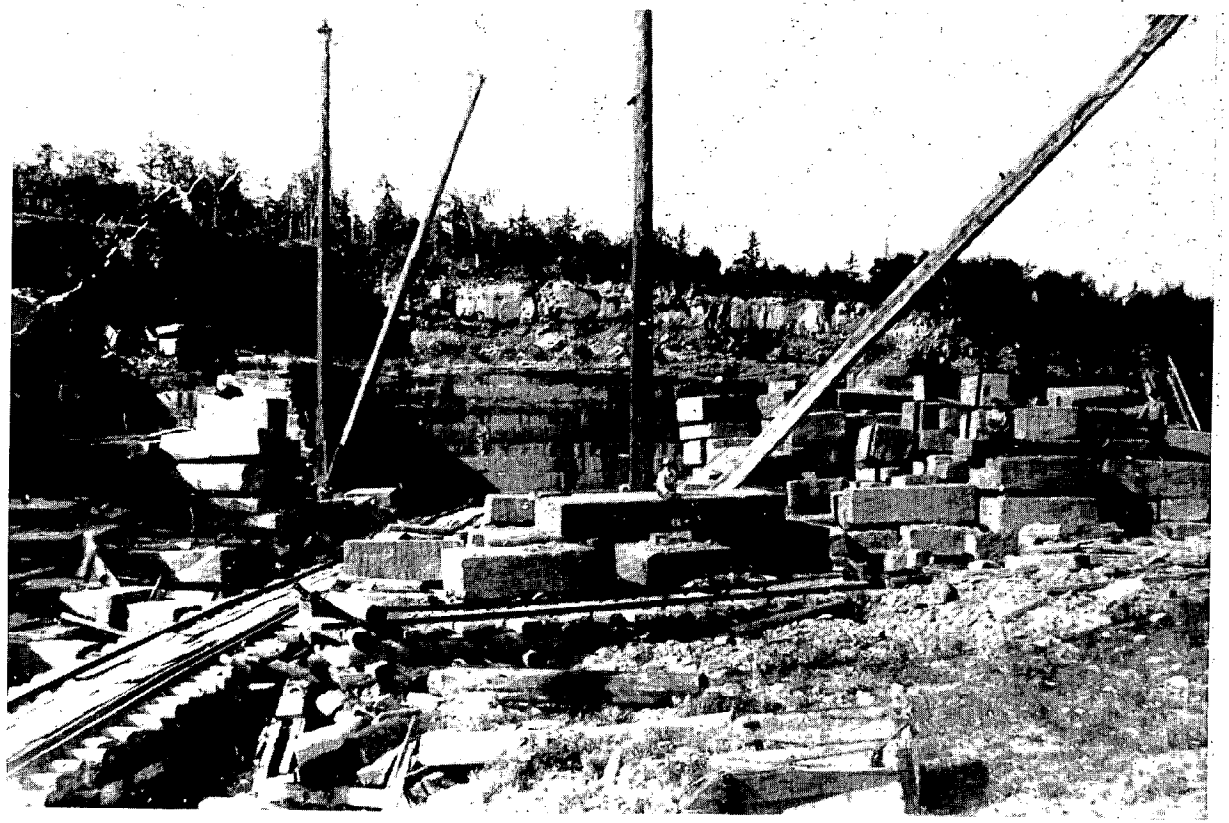
Historical Snapshot—Heyday of the Apostles

Excerpts from *Chequamegon Bay and the Apostle Islands,* by Marjorie F. Benton, The American Association of University Women (1973).

"A man named Wilson moved from LaPointe to Hermit Island, now named for his recluse habits. Tales were relayed about his 'four rooms strangely joined together with outside doors in each.' The legends generated about hidden treasures brought great attention from the cruise excursionists. Stories continue to be told about this man—his past, his temper, and his hoardings.

"Bark Cottage, also on Hermit Island, attracted the curious, too. Frederick Prentice, the 'brownstone man,' apparently built the house in 1891, near the dock for his Excelsior Quarry, as a surprise for his wife. Though called a 'cottage,' it has rooms 'complete with baths and closets' for twenty guests. It stood completely covered with bark veneer, three stories high, and crowned with an observatory. The balconies were trimmed with cedar limbs. . . His wife rejected it as a residence, however, apparently preferring the New York City life to which she was accustomed...

"Mysterious, perhaps, to the Indians, mysterious to the fur traders busily traveling westward, mysterious to throngs of excursionists in the past century. . . (the) islands continue to hide many secrets. Strange phenomena, navigational hazards which may have been uncovered by years of erosion, sunken wrecks and other sad disasters or tragedies have generated yarns. Lore builds each season, adding to the shadowy background myths of the original Chippewa people and the still earlier mound builders who inquisitively visited the Chequamegon region."



Courtesy of State Historical Society of Wisconsin

Pike's Quarry: One of the area's famous brownstone quarries that flourished during the late 1800's.

Tour Description

There are a number of interesting possibilities for the exploration of this historic and scenic area. Bayfield, Washburn, and Ashland all have mapped history tours. Some of the islands and the tip of the peninsula are accessible by bike and ferryboat. Those areas within reach of the land traveler are described below. A second section entitled **"For Water Travelers"** is geared to those who either own or can rent a boat.

For Land Travelers: Most of the Apostle Islands are, as yet, inaccessible to land travelers. As part of the plan for development of the national lakeshore, wilderness campsites will be available on Sand Island (Site 19), and transportation will be provided from Little Sand Bay. For the present, the following offers several possibilities for exploration of the Apostles:

A. **Madeline Island (Site 1).** Easily within reach via the regular ferry run from Bayfield. Take your bicycle. The museum, the old Indian cemetery, and historic LaPointe are within a short riding distance. Camping is available at picturesque Big Bay State Park.

B. **Apostle Islands Cruise Excursions.** A two hour, 25-mile excursion leaves twice daily to tour the interesting rock formations and the wilderness of the Apostles. A longer 5-1/2 hour cruise travels as far as Devil's Island and stops for lunch at Rocky Island.

C. **Access to Other Islands.** Eventually all of the Apostles, except Madeline, will be maintained by the National Park Service. It is usually possible to arrange for some wilderness camping on Stockton or a more remote island. CAUTION: Check with A.I.N.L. personnel at Bayfield or Little Sand Bay for guidance on how and where to camp.

D. **Red Cliff Indian Reservation.** The Red Cliff Band of the Chippewa are happy to greet visitors to their lands. They only ask: (1) Check in with them at the Red Cliff Arts and Crafts Center. (2) Enjoy their lands and hospitality, but don't abuse either. Fine campsite at Raspberry Bay at the end of a nice ride through the reservation.

Courtesy of State Historical Society of Wisconsin

Apostle Islands rock formations.

For Water Travelers: Most of the Apostle Islands have at least one spot along their shores with navigable water. Few have safe harbors or piers, so watch wind and water conditions. CAUTION: Respect the rights of property owners whether on public, private, or Indian land. The National Lakeshore office at Bayfield or Little Sand Bay has the most up-to-date information on public ownership and public access.

A. **Canoe and Small Boat Facilities.** The Fish Creek Wetland (Site 3) and the Kakagon Slough (Site 2) are the only safe waters for small boats. Fish Creek is just off STH 13 west of Ashland. The Kakagon Slough is more difficult to reach. Check in with the Bad River Tribal Office at the school in Odanah.

B. **Cruising Facilities.** Bayfield, Madeline Island, and Port Superior offer the most complete marina facilities. The marinas at Bayfield and Madeline Island are in the heart of historic areas.

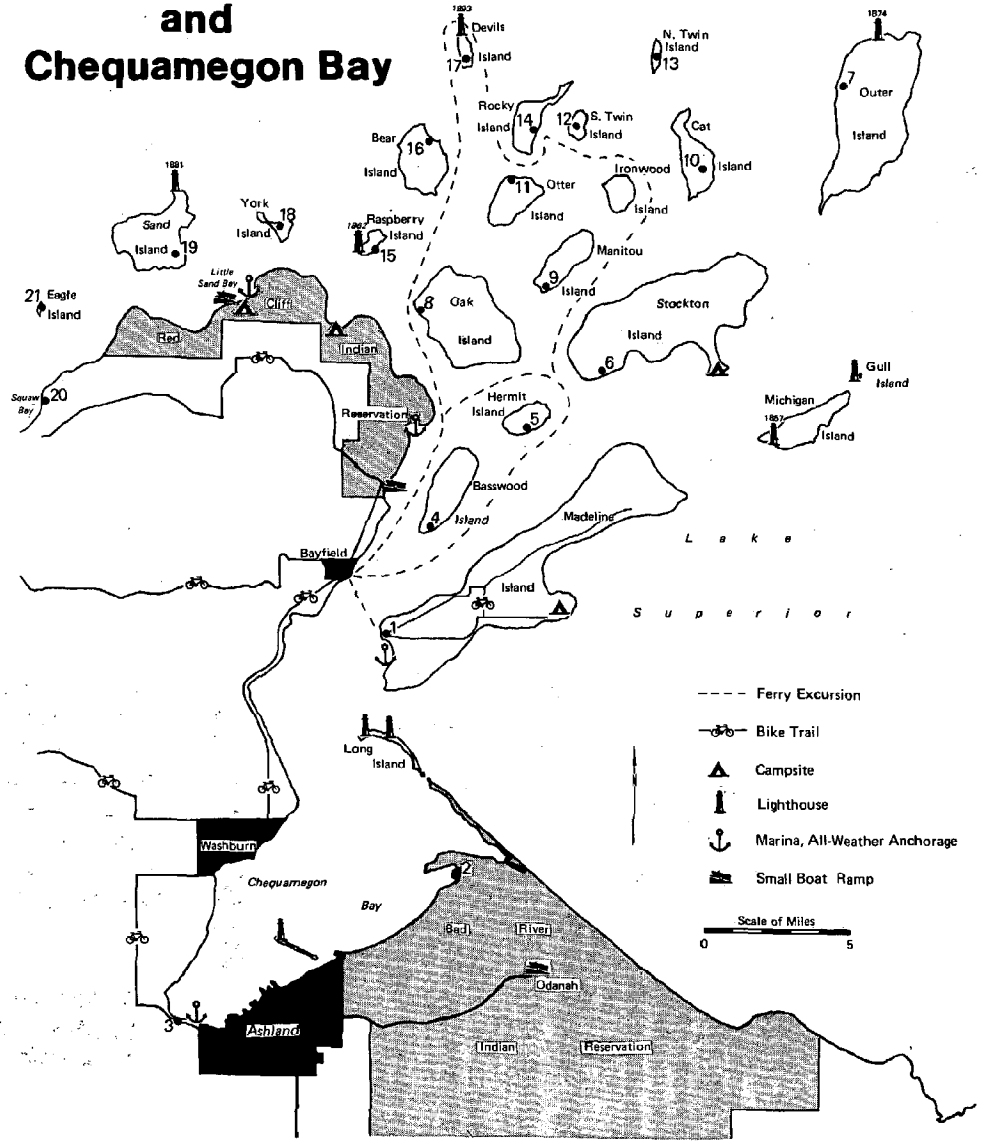
Site Descriptions

1. **Madeline Island.** Historic west shore and the village of LaPointe. Scenic Big Bay State Park. *Historic Chequamegon* is the best guide to the island's history. It is available at the National Lakeshore station in Bayfield.
2 **Kakagon and Bad River Sloughs.** Canoe and small boat area. Wild natural area representative of true freshwater delta. Teeming with aquatic and land-based animal life. Wild rice is harvested upriver. Contact the Bad River Band of the Chippewa at Odanah for information and permission to explore the area.
3. **Fish Creek Sloughs.** Canoe area. Wilderness similar to the Kakagon delta, but more accessible to the modern explorer.
4. **Basswood Island.** Presently part of Apostle Islands State Forest. The area's first sandstone quarry was near the south end nearly 100 years ago. At one time, Basswood also had some farming activities. Interesting rock formations on the east shore.
5. **Hermit Island.** See Historical Snapshot at the beginning of the *"Apostle Islands Tour."*
6. **Stockton Island.** Presently part of the Apostle Islands State Forest. Will be a camping area for the Apostle Islands National Lakeshore. Was called *"Presque Isle"* by the French. Site of an old brownstone quarry near the southwest corner; sites of several old fishing camps along the south shore. Beach at the southwest corner, and several rock outcrops on the northeast shore.
7. **Outer Island.** Lighthouse, rock cliffs to east. Eroded clay banks to the west.
8. **Oak Island.** Rising nearly 500 feet above the lake, Oak Island is thickly wooded with deep ravines. A precipitous clay cliff almost 100 feet high is situated in the northwest part of the island. The famous *"Hole In the Wall"* rock formation is off the northeast corner. This island was the home of Benjamin Armstrong, adopted son of Chief Buffalo, for many years.
9. **Manitou Island.** Gravel beach on southwest side. Site of another old fishing camp. These camps were homes for one or more families during the best fishing season in the summer months.
10. **Cat Island.** Like most of the islands, Cat Island has rock formations facing the open lake and beaches along its sheltered sides.
11. **Otter Island.** Site of old logging camp near the southeast side. Rocks on north shore.
12. **South Twin Island.** Unlike its "twin", South Twin Island does not have a single rock formation.
13. **North Twin Island.** Nearly all rock.
14. **Rocky Island.** Sandy beach on east side forms protected harbor for small craft.
15. **Raspberry Island.** Site of a beautiful old lighthouse and beach.
16. **Bear Island.** Rock formations on the north and east sides.
17. **Devil's Island.** Guiding ships north of the Apostles, Devil's Island is one of Lake Superior's most important lighthouses. The island also has some of deepest and most interesting cave formations in the Apostle Islands. Wave action in the sandstone caves makes unusual sounds, thus the Indian name *"Evil Spirit Island."*
18. **York Island.** This island was two islands in the 1820's. Since that time, the two have been connected by washing sands.
19. **Sand Island.** Like several other islands, Sand Island once had year-round residents. They lived by fishing and some farming. Daily visits by steamers brought them mail, supplies and, occasionally, a visit to the mainland. Now only summer residents visit the island. Some of the more interesting buildings still remaining include the Sand Island School and the Sand Island Lighthouse. Throughout the last century, the channel to the mainland has begun to fill with washing sands.
20. **Squaw Bay Caves.** Site of extraordinary caves large enough to enter with a small boat. A French name is reported to be inscribed deep inside the sandstone cave. It is probably a 20th century joke, but it makes an interesting story, nevertheless.
21. **Eagle Island.** Was formerly called Steamboat Island because of its nearness to the steamboat channel. Little Steamboat Island used to be next to Eagle Island, but "mysteriously sank" (with higher lake levels) beneath the surface of the lake. Eagle Island's wilderness is reminiscent of the old Northwest. The island is now the site of a heron rookery and gull colony. There are no more eagles here, however, as man and his chemicals have forced them to move. Only one nesting pair of eagles remains along the entire Great Lakes coast.

Courtesy of State Historical Society of Wisconsin

Sand Island Lighthouse (Site 19).

The Apostle Islands and Chequamegon Bay



BAYFIELD HISTORY TOUR

Historical Profile

Excerpts from *A Walking Tour of Bayfield*, by Royden Tull, sponsored by the Bayfield Chamber of Commerce and the Sigurd Olson Institute (1974).

"The city was named after Lt. Henry Bayfield by its founders, U.S. Senator Rice from Minneapolis, Rittenhouse, Sweeney, and others in the Bayfield Land Company. They (with Dalrymple) optimistically thought Bayfield had the potential to be the greatest port on Lake Superior because of the deepwater bay, protection by the Apostle Islands, and a projected railroad to St. Paul connecting Bayfield to the incredibly fertile midwest and great plains states. . .

" 'The climate of the Lake Superior at midsummer is delightful beyond compare; the air is soft and bracing at the same time. . . the common diseases of mankind are here comparatively unknown, and I have never seen an individual whose breast did not swell with a new emotion of delight as he inhaled the air of this northern wilderness. . .' Charles Lanman, 1896. These sentiments made Bayfield a spa for the rich and famous as far back as the 1890's, when the opulent Island View Hotel of Bayfield catered to 200 guests, often turning people away because it was full. . .

"In 1904, Bayfield reached a population of over 2,000 people. It was the calm before the storm. Fishing leveled off, but held steady until the early 1950's. . . The lumber boom faded out in the 1920's and tourism diminished. . .

"Bayfield has maintained itself through fishing, fruit farming, tourism, and pulp-cutting. Now, . . . Bayfield is in the enviable position of being one of the few towns in America that has not been spoiled by the outside developers and the greedy self-serving speculator."

Courtesy of State Historical Society of Wisconsin

Bayfield Fishing Industry — November, 1908.

Sites

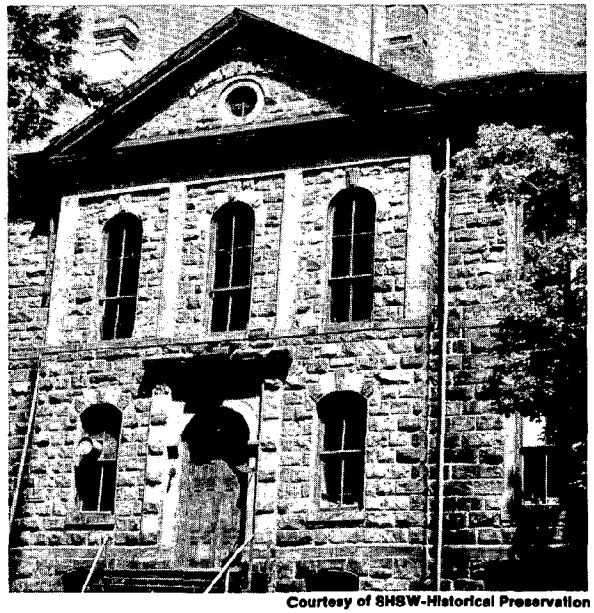
1. **Frank Boutin, Jr. House** (1908). Rice at Front Street. Built as a summer home for Frank Boutin, Jr., a native of Bayfield who made his fortune in Western timber. A fountain in the yard complements the elaborate architecture of the home and is reminiscent of the days when Bayfield was dubbed *"Fountain City."* The city fathers dammed the creek at the Rice St. ravine and redirected its flow throughout the town with hollow logs.

Courtesy of SHSW-Historical Preservation

Frank Boutin, Jr. House (Site 1).

2. **St. Mary's Catholic Church** (1898). First Street at Sweeney Street. Built of Lake Superior sandstone. The rectory was the first brick building built in Bayfield (1891).
3. **Rice Street Footbridge** (1912). The graceful iron bridge was built after its wooden predecessor collapsed. A nature trail follows the ravine under the bridge.
4. **Christ Episcopal Church** (1870). North Third Street. This interesting wooden church predates most of the buildings in Bayfield. Note the lace hanging from the eaves.
5. **William Knight House** (1892). Third at Washington. Built for William Knight, a famous lumberman and apple grower.

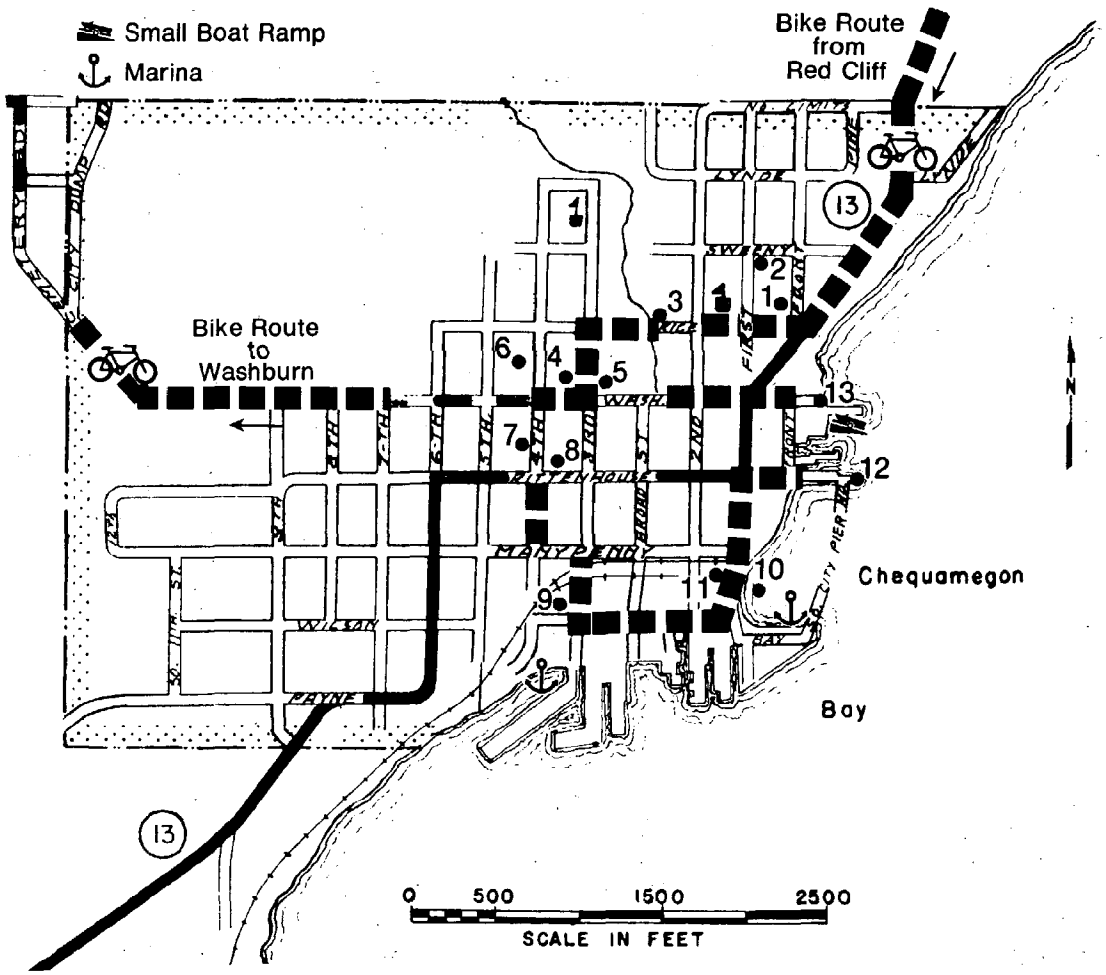
   Carnegie Library (1903). Brownstone down the block at Washington and Broad Street. Built on land donated by Dalrymple, owner of the Transfer Railroad.
6. **Old Bayfield County Courthouse** (1883). 400 block of Washington Avenue. Built of brownstone, the building served as the county headquarters for only 10 years. In 1892, Bayfield lost the county seat to Washburn in the scandal of the year. Some 200 lumberjacks were wined and dined in Washburn in exchange for their "proper" vote on the issue. After the vote, some folks from Washburn reportedly *"snuck up in the dead of night and stole the records from the courthouse."* Since that time, the courthouse has been used as a school, as P.O.W. housing during World War II, and as a storage building.
7. **Theodore Ernst House** (1890's). 17 N. Fourth. Extremely fine work of this first-rate craftsman and cabinet maker who built many of the "gingerbread-trimmed" homes in Bayfield.
8. **Fuller House (Rittenhouse Inn)** 301 Rittenhouse Avenue. Built by Civil War General Allen C. Fuller (1890) as a summer home. General Fuller, like many other summer visitors at that time, came to Bayfield to ease his hay fever condition.
9. **Department of Natural Resources-Bayfield** Third at Wilson. Waterfront headquarters for the nearby state forest lands.
10. **City Marina.** Harbor of refuge and home port for many Lake Superior boaters.
11. **The Roundhouse.** First at Manypenny. This railroad roundhouse is a remnant of the glory of Bayfield's lumber era. Its hand-operated turntable was in front of the roundhouse. At the height of the lumbering season, most of the adjoining waterfront was piled high with lumber waiting to be shipped.
12. **Ferry Dock.** Foot of Rittenhouse Avenue. Madeline Island ferries and Apostle Islands tour excursions leave from the northern end of the harbor's breakwater.
13. **Booth Fishery Complex.** Foot of Washington Avenue. Many of the buildings from the old Booth Fishery date from the 1880's. The cooperage is now occupied by the Apostle Islands National Lakeshore. Some of the other fishing shacks have been renovated into gift shops.

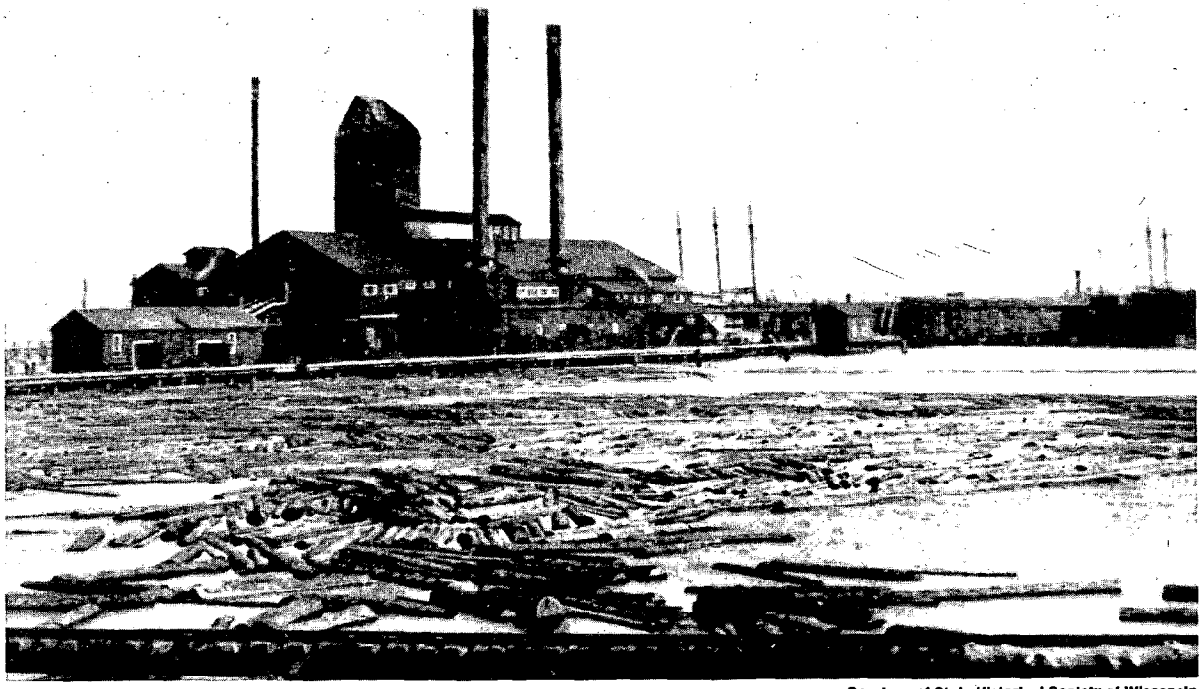


Courtesy of SHSW-Historical Preservation

Old Bayfield County Courthouse (Site 6).

Bayfield History Tour





Courtesy of State Historical Society of Wisconsin

A.A. Bigelow and Company: one of the three large sawmills in Washburn (1891 or earlier).

WASHBURN HISTORY TOUR

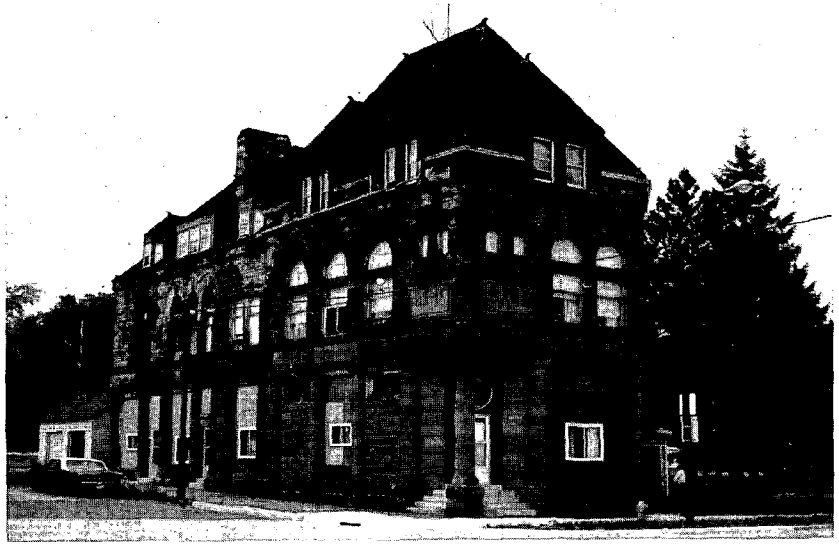
Historical Profile

Washburn is the youngest of the three Chequamegon Bay cities. By 1883, Ashland and Bayfield were already thriving villages; Bayfield was the major shipping port of the Chequamegon region, and the village of Ashland was considering further rail and harbor improvements.

Washburn was created as a speculative venture. Its founders never made any pretensions about the city being a summer resort. When Washburn was laid out, it was for business purposes only. With adequate frontage and deep water access, the Chicago, St. Paul, Minneapolis, and Omaha Railway cleared the site for the village in 1883. It was to be the company's principal lake port.

Washburn never really experienced a spiraling boom. Rather, it grew very steadily and very rapidly. By 1891, the town shipped 2-1/2 million bushels of grain and 52 million board feet of lumber annually. In the seven short years since it was first platted, Washburn's population swelled to almost triple the population of rival Bayfield.

However, the lumber boom eventually came to an end in Washburn, in Bayfield, and in Ashland. Brownstone quarrying also declined as it could not compete with less expensive limestone and the invention of the steel girder. And Washburn did not ship iron ore like Ashland or Superior. As a result, Washburn and its sister cities declined for many years until they were rediscovered as ideal spots to visit.



Courtesy of SHSW-Historical Preservation

Washburn State Bank (Site 6).

Tour Description and Sites

Washburn does not have all of its intersections marked, so the two-mile tour will be described through its landmarks.

Whether you enter Washburn from the north or the south, the tour starts at the west end or **Thompson's Park** (Site 1).

1. **Thompson's Park.** The park is on the site of one of the old sawmills which made Washburn famous. Notice the pier pilings still remaining. Some of the islands you see were apparently man-made to protect schooners in the harbor. The park boasts the first well in Washburn—originally used as a horse-watering station for the mill.

Continue along the shoreline until you reach the boat ramp. Head back up toward town and turn right the first chance you get. When this lake view road curves left, follow it up to STH 13.

2. **City Hall.** This is the dark-colored building across the intersection to the left. Check in here to see if the information center has been completed.

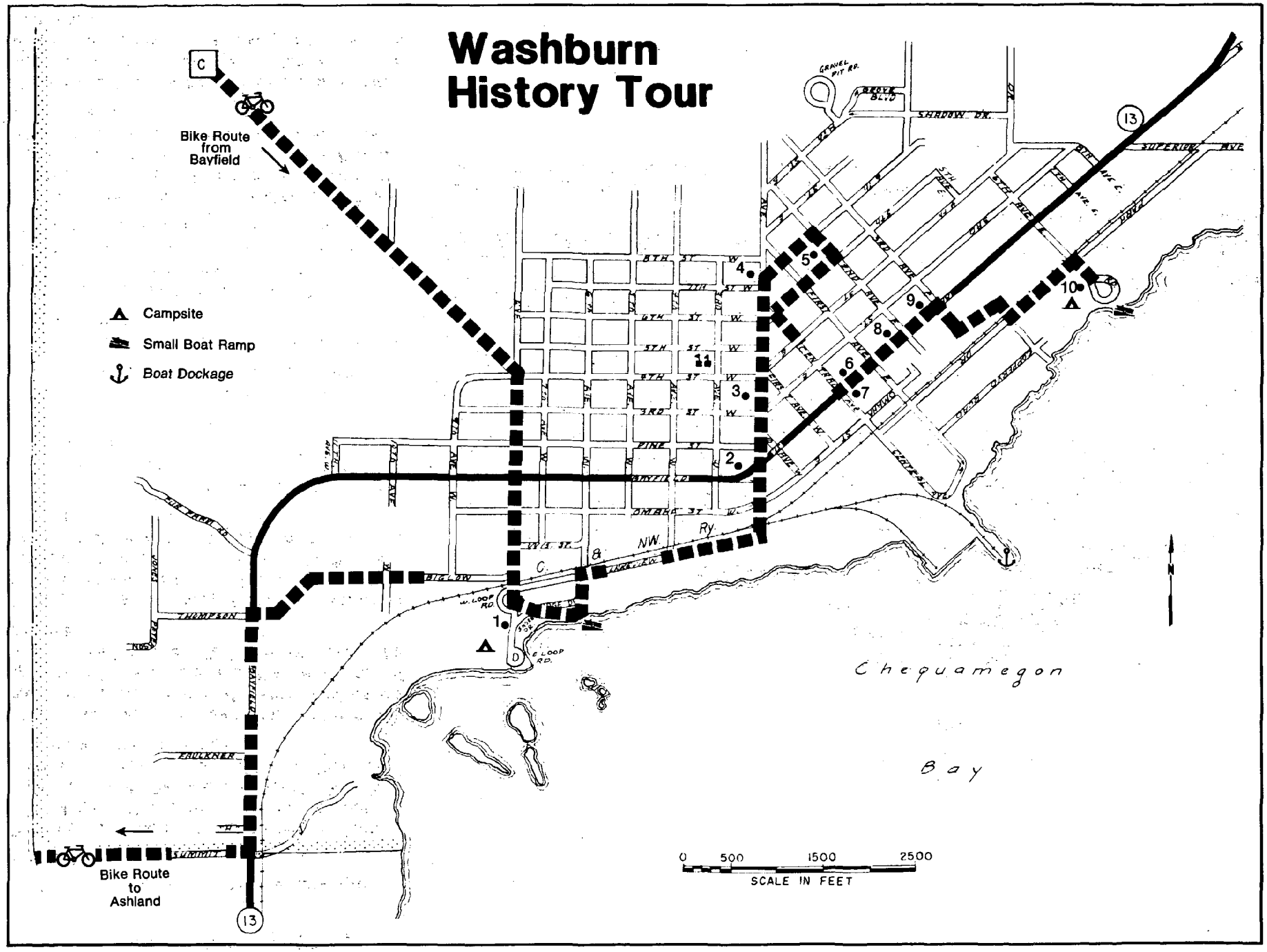
Continue northward on Washington Avenue, climbing the hill. You will pass **Carnegie Library** (Site 3), a church on your right, the Apostle's Lodge to your left, and finally the **Catholic Church** (Site 4) at 7th Street. Turn right at the church and continue to the yield sign. You are passing by the back of the brownstone **Bayfield County Courthouse** (Site 5). Turn right, go one block, and turn right again to see the front of the courthouse.

Continue on 5th Street East, pass the historic St. John's Evangelical Lutheran Church, and turn left onto Central Avenue. This street is the intersection just BEFORE the stop sign. A very small, triangular "block" should be across the intersection to your right.

Take Central Avenue all the way down to the stop sign. This is STH 13. Notice the **Washburn State Bank** (Site 6) and the **Times Building** (Site 7) across the street.

Turn left on STH 13. Continue for three blocks. You'll pass the **Chequamegon National Forest Ranger Station** (Site 8) and the **State DNR Ranger Station** (Site 9). Both have information on the public forests throughout Bayfield County.

Turn right just before the "45 MPH" sign. Follow the curve to the railroad tracks. Cross the tracks and turn left. Washburn's second lakeside park and camping area, **Memorial Park** (Site 10), will be on your right. Both parks have showers.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ASHLAND HISTORY TOUR

Historical Snapshot—Rediscovering Ashland

Excerpts from *The Wisconsin Islands*, by John B. Chapple. Published by the *Ashland Daily Press* (1945). Reprinted in *Apostle Islands Area Sourcebook*, available at National Lakeshore station in Bayfield.

"There were plenty of weed beds, and near the head of the bay plenty of rushes, and as we approached every now and then a couple of ducks would rise startled and go racing by overhead. . .

"Finally after short-cutting through. . . we came up on quite a spacious bay. Part of the shoreline was sand beach, and we looked onto the north beyond a clump of bushes, figuring maybe that's where Whittlesey Creek comes out. . .

"By this time we could see the little ripples where the creek hit the bay and . . . the water suddenly turned ice cold and we knew it was Whittlesey. . .

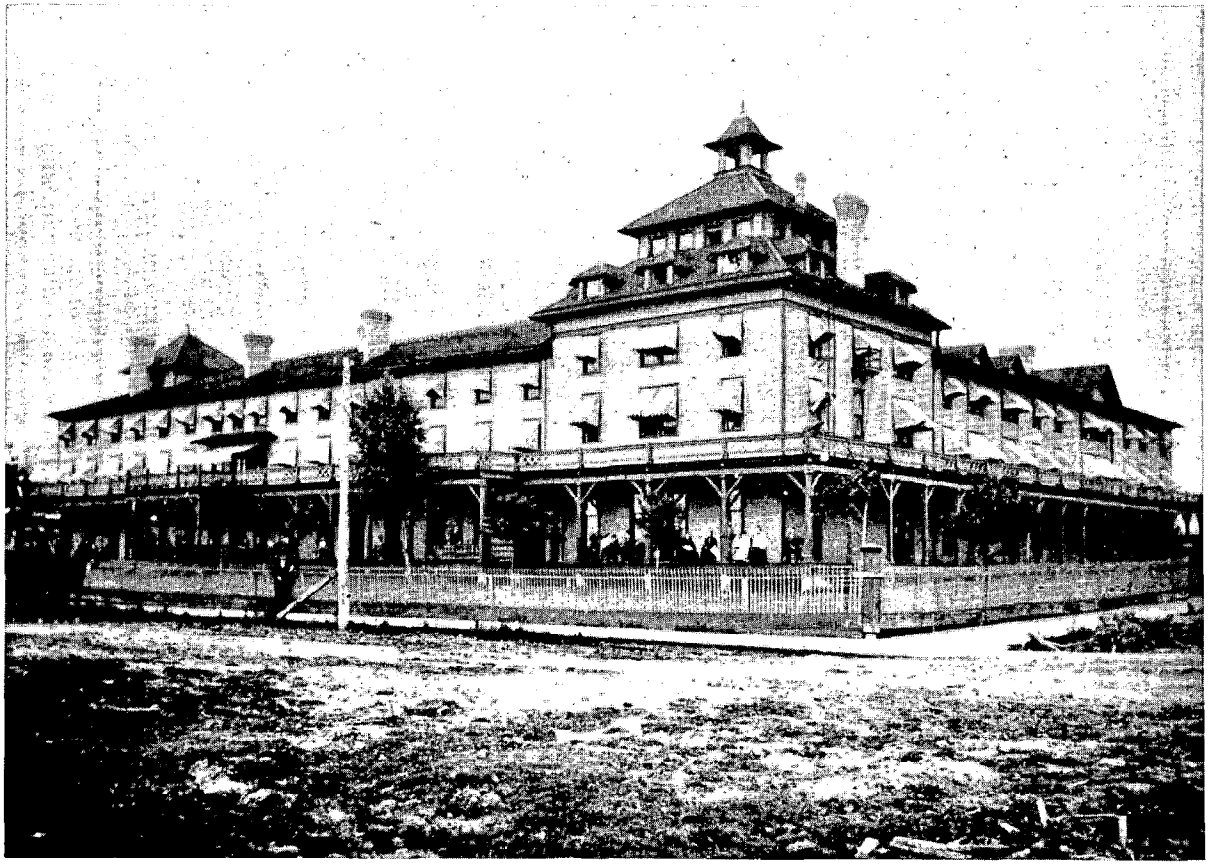
" 'Do you know, kids, this is what Asaph Whittlesey did just 91 years ago?' we exclaimed.

" 'Who's he?' they asked, 'the guy they named the creek after?'

" 'Yes, and the guy that discovered Ashland!' we answered. 'You're exploring now just the way he did then, and it looks the same as it did then, too, for this part of the country hasn't changed a bit!'

" 'This fellow Whittlesey left LaPointe on Madeline Island in a rowboat looking for a place on the mainland for a settlement. You know that the village of LaPointe is hundreds of years older than Ashland. . .'

" 'And you know Ashland wasn't always called Ashland. Its first name was Whittlesey . . . It was five years before they changed the name to Ashland. . .'



Courtesy of State Historical Society of Wisconsin

The Chequamegon Hotel in Ashland. Built by the Wisconsin Central Railroad in 1877, the building was razed in the 1890's after it was declared a fire trap.

" 'Just 55 years ago, when I was 11, I explored Whittlesey Creek from the bay just as you did today,' he told us. 'And I remember, too, the water that seemed as hot as coffee after we came back to the bay!'

" 'But Whittlesey did something that you've never done,' he challenged us. 'He walked from Ashland to Madison on snowshoes!'

" 'Darn it all, he did. There are some things those rough and tough oldtimers did that we can never do. But there's a lot of satisfaction in living over again some of the things they did, and in realizing that here, on Chequamegan Bay, we are at the very center of history in this part of the continent. . !' "

Tour Description

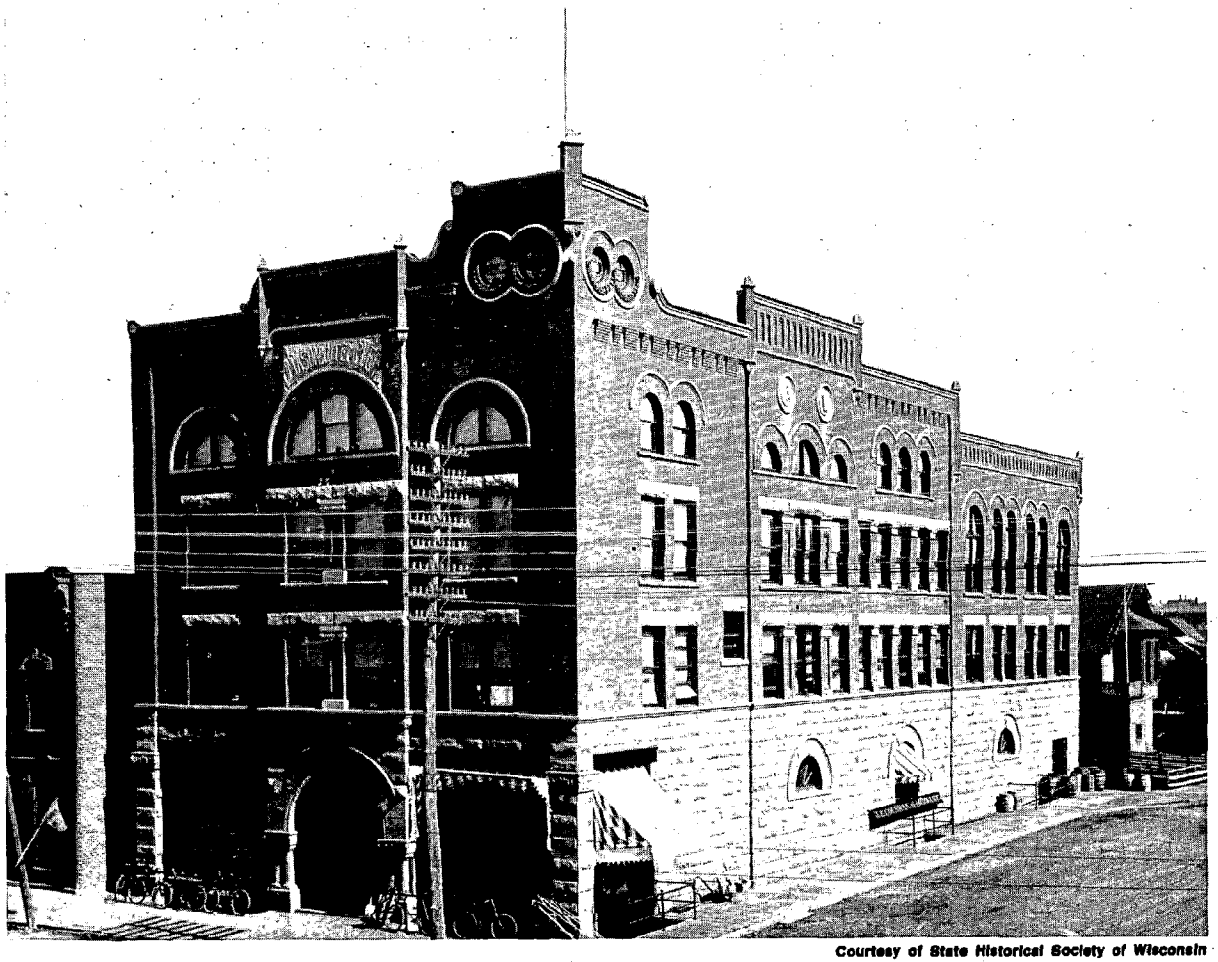
The Ashland tour begins at the intersection of Front Street (US 2, 63 and STH 13) and Beaser Avenue. Go three blocks on Beaser, cross the railroad tracks, cross 6th Street and the Beaser School (Site 1) will be on your left. Continue to the next four-way intersection, turn left (8th Street), and pass the Stenman House (Site 2).

Continue on 8th Street for six blocks to the Klein House (Site 3). Turn left onto 7th Avenue West and pass through an historic residential area. Two blocks further, at 7th Avenue West and 6th Street, you will pass the Trinity Treatment Center (Site 4) and the Queen Anne Style home (Site 5). Cross the railroad tracks and turn right onto 3rd Street.

Third Street and 2nd Street are fine examples of a downtown historic commercial area (Site 7). Take 3rd Street past the Soo Line Depot (Site 6), past Ellis Avenue and two blocks further to 3rd Avenue East (funeral home on far left corner). Go one block north to 2nd Street and turn left to view the commercial structures there.

Turn right onto 7th Avenue West just past the Post Office and then turn right onto Front Street. Take your time, study the waterfront, enjoy the park (Site 8), St. Agnes Church (Site 9), Holy Family Church (Site 10), the Soo Line locomotive (Site 11), and the old ore docks (Site 12).

Turn right onto Stuntz Avenue just before the railroad viaduct. Two blocks later you are at the Ellis School and Fire Station (Site 13).



Courtesy of State Historical Society of Wisconsin

Old Masonic Temple (Site 7).

Sites

1. **Beaser School** (1899). East side of Beaser Avenue. Cream brick, three story, High-Victorian style of architecture with octagonal belfry designed by H. Wildhagen.
2. **Keith S. Stenman House.** 800 Beaser Avenue. Clapboard home with rectangular tower.
3. **Arthur E. Klein House.** 723 7th Avenue West. 2-1/2 stories with octagonal tower. Queen Anne and Shingle style influences in the architecture.

4. **Trinity Treatment Center.** 522 7th Avenue West. Georgian Revival Style architecture with stone frills.
5. **523 7th Avenue West.** Queen Anne style home.
6. **Soo Line Depot.** 3rd Avenue West at 4th Street. Interesting rockfaced brownstone with pyramid tower.
7. **3rd Street and 2nd Street Historic Area.** Many brownstone and dark brick structures. Look for these interesting commercial and institutional structures:

On 3rd Street:

Bloomquist Apartments, 504 3rd Street.

First Presbyterian Church (1897), 3rd at Vaughn.

St. Andrews Church (1904).

United Methodist Church.

On 2nd Street:

Old G.W. Peck Store (1890), 311 E. 2nd.

Old First National Bank, 2nd at Ellis.

Union National Bank, 2nd at Ellis.

Ashland County Courthouse (1915), 2nd Street at 2nd Avenue West.

Wilmar Building, across from courthouse.

Iverson Agency or Old Security Bank (1889), next to Wilmar Building.

Bristol Block (1890's), 2nd Street at 3rd Avenue West.

Northern State Bank (1933).

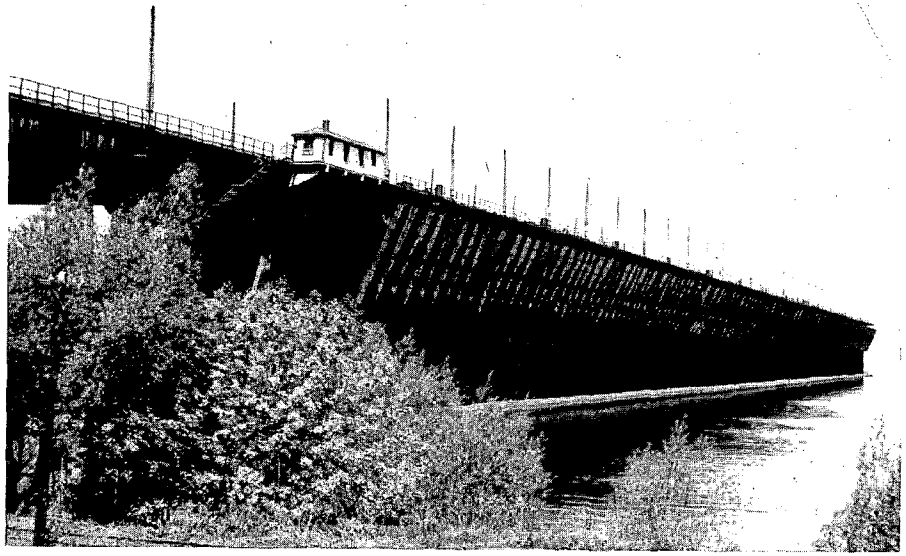
Old Pabst Building or Sewing Machine Company, 2nd Street at 4th Avenue West.

Old Vaughn Block or Music Center, 415 2nd Avenue West.

Vaughn Library (1890's), 2nd Street at Vaughn.

Old Pabst, now Army-Navy.

Old Bardon's Building (1884).



Courtesy of SHSW-Historical Preservation

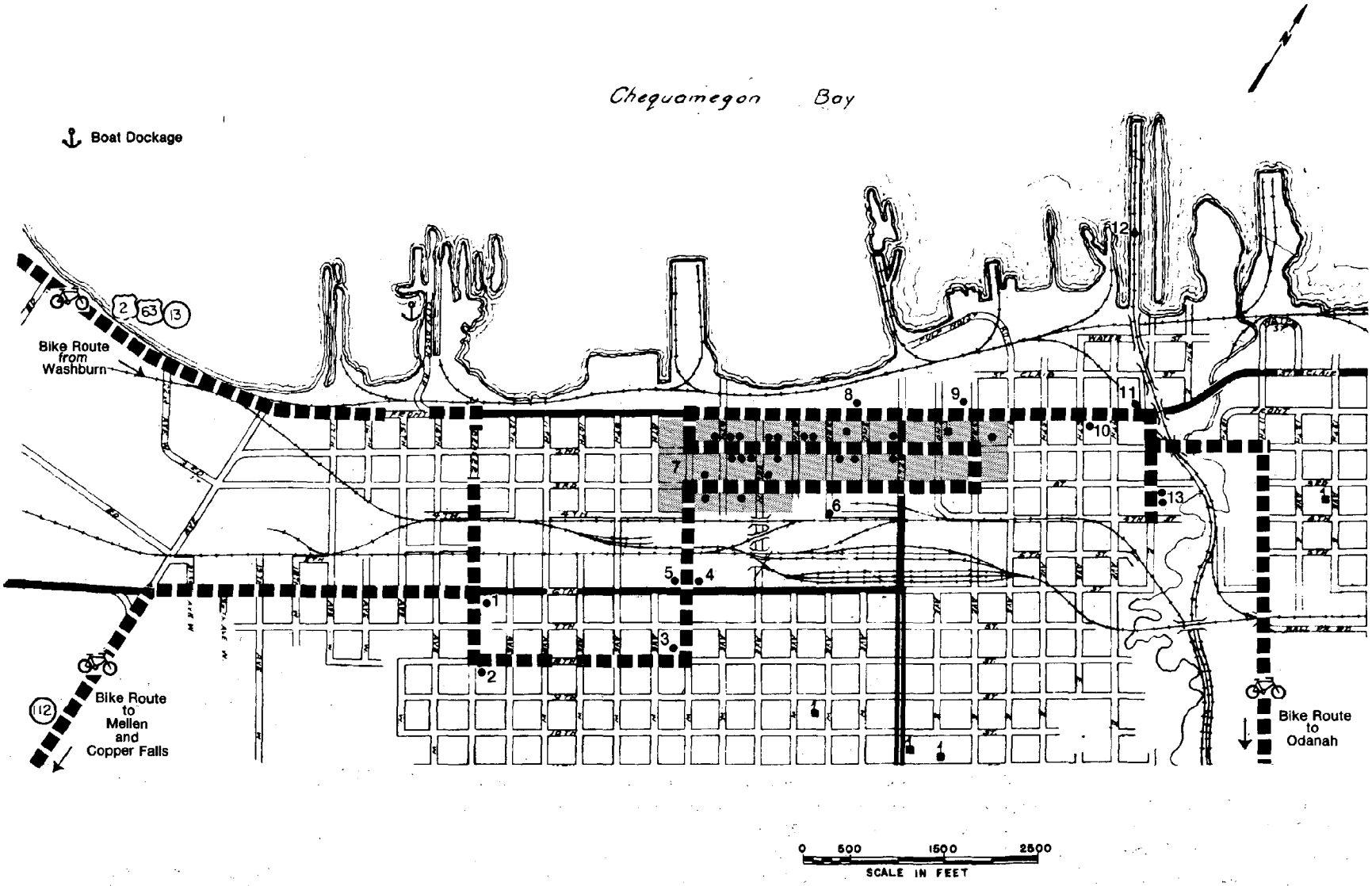
Burlington Northern Ore Docks (Site 12).

Old Masonic Temple, now drug store (1895).

Old U.S. Post Office (1892-93), 2nd Street at 6th Avenue West.

8. **Memorial Park.** Front Street across from courthouse. Artifacts and markers. Also view of Ashland's now dormant waterfront.
9. **St. Agnes Catholic Church** (1886). Front Street at 2nd Avenue East. Famous brownstone.
10. **Holy Family Church.**
11. **Soo Line Locomotive.**
12. **Burlington Northern Ore Docks** (1917). The last remaining remnant of the golden days of ore shipping in Ashland. All other docks have been removed, but the Burlington Northern dock is steel and concrete and will be around for a long time. Ashland stopped shipping when the rich Gogebic ores were depleted. Now enriched ores, or taconites, are being shipped from Michigan's Upper Peninsula mines to Escanaba instead of Ashland.
13. **Ellis School and Fire Station.** Stuntz Avenue. The school, built in 1900, is the work of architect H. Wildhagen, who also designed the Beaser School.

Ashland History Tour



MONTREAL AND HURLEY HISTORY TOUR

Historical Snapshot: The Panic of 1893

Excerpts from *Hurley—Still No Angel,* by Lewis C. Reimann, Northwoods Publisher (1954).

"It was during the panic of 1893 that Hurley had its roughest time financially. Over ten thousand men were employed in the iron mines of the Gogebic Range of Upper Michigan and the Iron Range of northern Wisconsin. . .

"The Wall Street market crash struck the iron and the lumber industries in these areas like a lethal blow on the head of an ox, and just as unexpectedly. Credit stopped. Mines and lumber camps and mills closed as the demand for steel and lumber stopped. Building of any kind was at a complete standstill the country over. Businesses of all types stopped dead still. Workmen were laid off by the hundreds, then by thousands. . .

"Idle miners from the surrounding area and lumberjacks from the closed camps flocked to town and stood dumbly on the streets, waiting for the next blow to fall or for some news that the reports from the big cities were not true. . .

"The conditions in Hurley were especially bad. The country was new. Two devastating fires had burned most of the business blocks and homes a short time previously. The swank Burton House, the Presbyterian and the Catholic churches, a livery stable and the two railroad stations were the only large structures saved. People lived in whatever shelter they could find, in tents, school buildings and the few dwellings left from the conflagration. Destitution and despair hung like a pall over the little community in the rough surroundings.

"Families which had relatives in other parts of the country moved out to share with them whatever shelter and means they had. Young men, unattached, drifted from town to town, seeking work at a few cents a day or for just sustenance. 'Jungles' began to spring up in the surrounding woods and along streams where men gathered to sleep and cook whatever food they were able to scrounge off the farms nearby. Chickens, pigs, and even cattle disappeared at night to find their way into the tin stew-pots of the jungles. Farmers guarded their livestock and gardens with shotguns."

Courtesy of State Historical Society of Wisconsin

Early Iron Range Miners.

Tour Description and Sites

After breezing through Iron Belt and Pence on STH 77, you'll enter Montreal and begin the short tour of Wisconsin's iron mining heritage.

The Montreal Mining Company built Montreal. Most of the homes along the highway are similarly designed and all were painted white, thus the nickname *"White City."*

Mining company headquarters were south of the highway. If you investigate some of the roads, you may come upon the Hamilton Club, the Montreal Lodge, other mining-related buildings, and many tailings piles. The Montreal mine closed in 1962 after producing some 46 million tons of ore. At that time, it was the deepest iron mine in the world (4,335 vertical feet).

Just before the West Branch of the Montreal River and next to the ball park, there are some artifacts and an historical marker. The town of Giles, just upriver, was the lumbering center of the area. Clear-cutting ended about 1915 in Iron County, and there is little remaining today to suggest Giles' past.

Continue on STH 77 into Hurley. You'll pass the Cary Mine site, again to the south of the road. There are many more waste piles to remind us of the source of steel.

After the junction with CTH C, you'll enter Hurley proper. Angle to the right on Iron Street. **St. Mary's Church** (Site 2) will be on your left. Look for historic residential structures on your right.

Just down the hill on the corner of 5th and Copper is the site of the famous **Burton House Hotel** (Site 1). The *"hotel with a thousand windows"* was built in 1886, was four stories high, and had 92 guest rooms, a ballroom, dining room, bar, cafe, gambling rooms, and a clubroom. Catering to the elite, the hotel gained a reputation as the finest hotel north of Milwaukee. By 1930 the hotel became dilapidated, and in 1947 it burned to the ground.

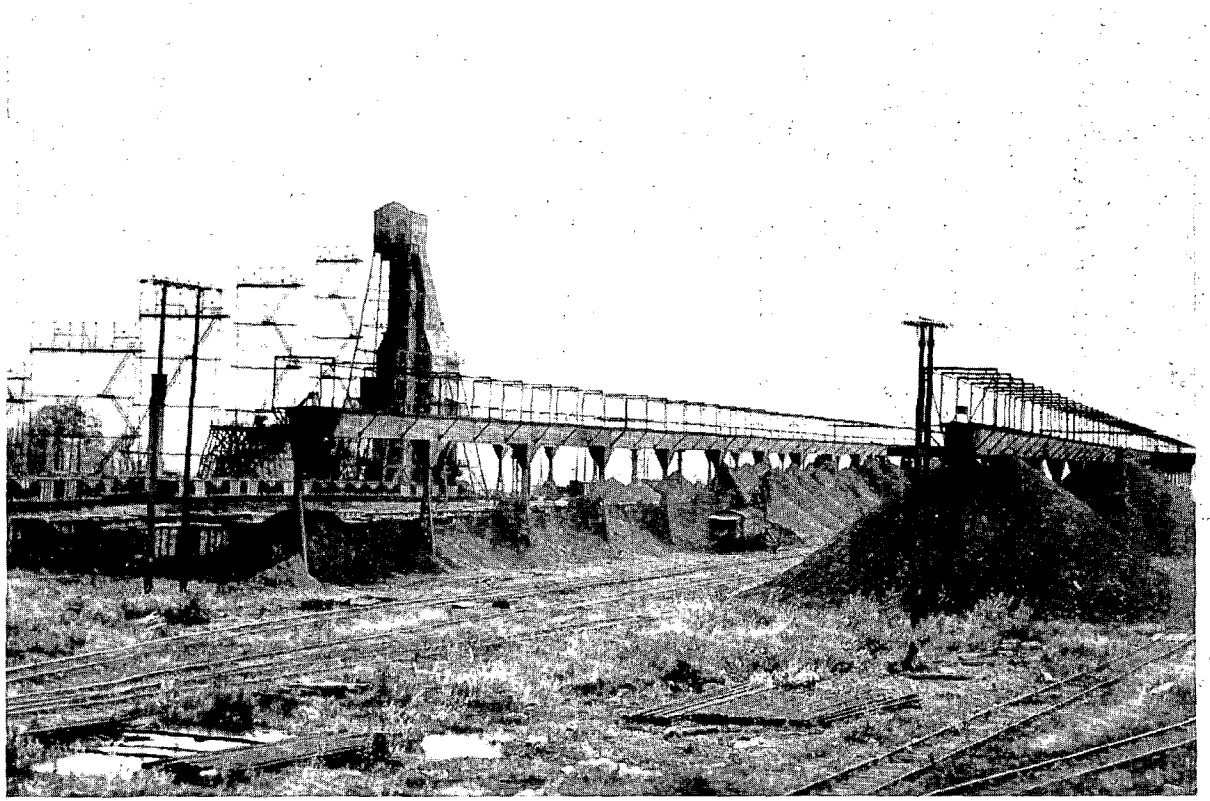
The **Old Iron County Courthouse** (Site 3) is further down Iron Street. The castle-like structure was built in 1893 and served as the courthouse until mid-1975. The County Historical Society has plans to open a museum in this interesting building.

A **core** (Site 4) showing a sample of iron ore from the Cary Mine is located up 4th Street from the Old Courthouse.

Take 3rd Street one block downhill from the Old Courthouse to Copper Street. Turn right on Copper and left on 1st Street. Go one block to the corner of **1st and Silver Streets** (Site 5). Silver Street is where legends were born and where Hurley's reputation was made.

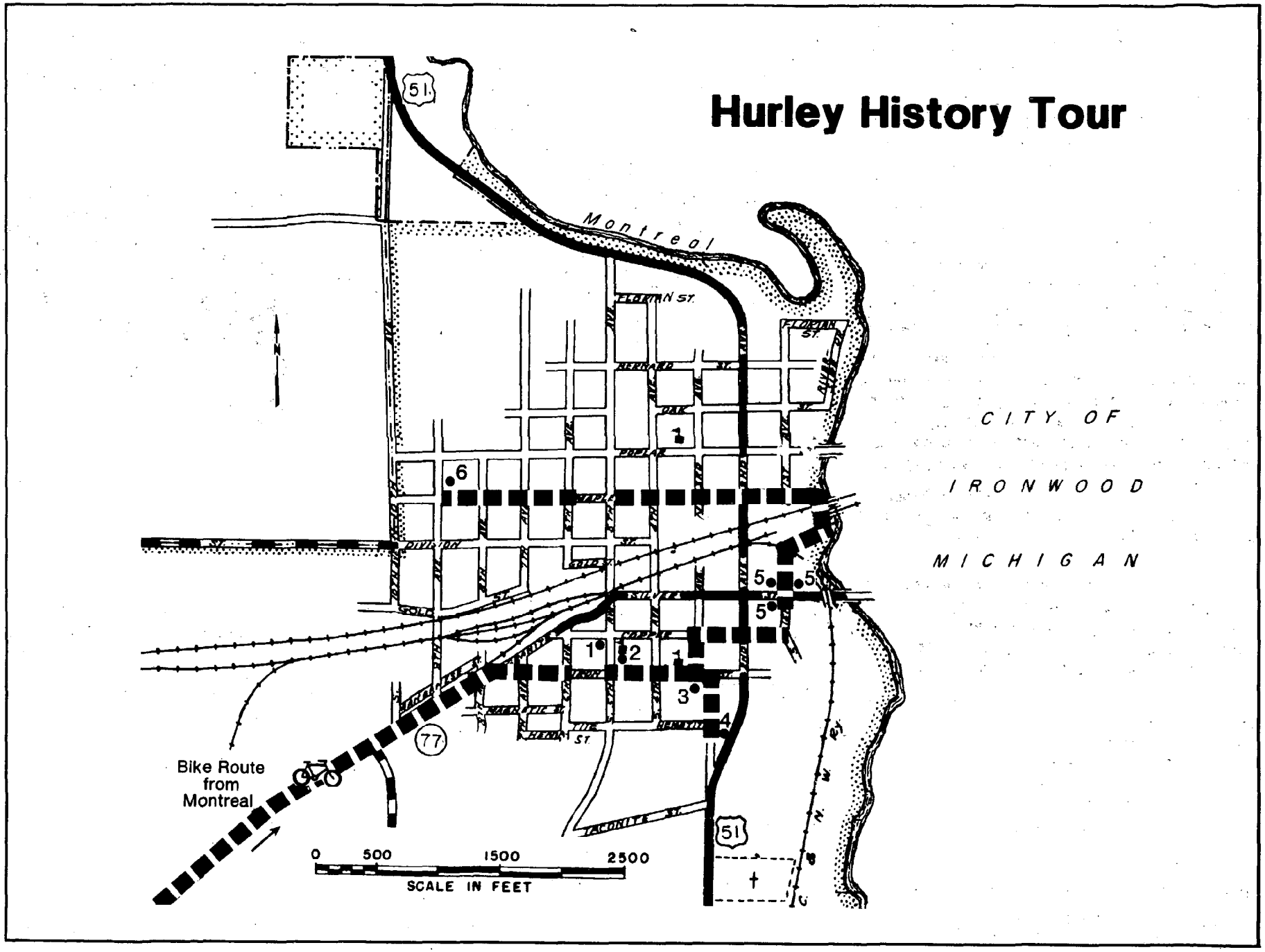
Whatever connotations "Hurley" gives to you, the appearance of Silver Street today will undoubtedly dash your expectations. Early burly Hurley, during the boom days of the late 19th century, was a typical frontier town full of gambling, drinking, and other vices. Somehow, Hurley's pioneering tradition continued and even prospered long after the lumberjacks left and other northern towns became civilized. Still, most of Hurley's citizens point out that they did not frequent their famous saloons. They were there for business—for outsiders.

Continue northward on 1st Street, curve under the railroad viaducts, and swing left onto Maple Street. Take Maple to 9th Avenue and enjoy **Riccelli Park** (Site 6).



Courtesy of State Historical Society of Wisconsin

The Montreal Iron Mine during its busier days.


Hurley History Tour
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GENERAL TERRAIN AND TRAFFIC ALONG THE TRAIL

The Northland is not the ordinary biker's paradise. The Bayfield Peninsula and the Penokee Hills in Iron County are rugged, to say the least. Mile-long hills are not uncommon. Get in shape and remember that an easy ride downhill follows the long climb.

The roads on the trail are generally well-surfaced. However, there are short stretches of hard-packed gravel. The back streets of Madeline Island, Washburn, Ashland, and the road to Saxon Harbor are all less than perfect.

Traffic along the route is very light by metropolitan standards. Most of the roads have low, soft shoulders, or no shoulders at all. Also—be aware that Northland cars travel at 70 mph. Be especially careful to check behind as the hills and turns will hide you from overtaking traffic. Although car traffic is not exceptionally belligerent, do not foolishly demand your rights to the roadway.

Two heavily-traveled segments of road are nearly unavoidable. The first is the divided highway area just west of Ashland (US 2, STH 13). The shoulder looks wide and hard.

The second danger area along the trail is STH 13 from Bayfield to Washburn. The curvy, hilly stretch from Pike's Creek to the Sioux River is especially dangerous. There is a steady stream of trucks and cars and not much of a shoulder for escape. STH 13 FROM BAYFIELD TO WASHBURN IS NOT RECOMMENDED.

TRAIL DESCRIPTION AND CUES
Superior to Little Sand Bay (68 miles)

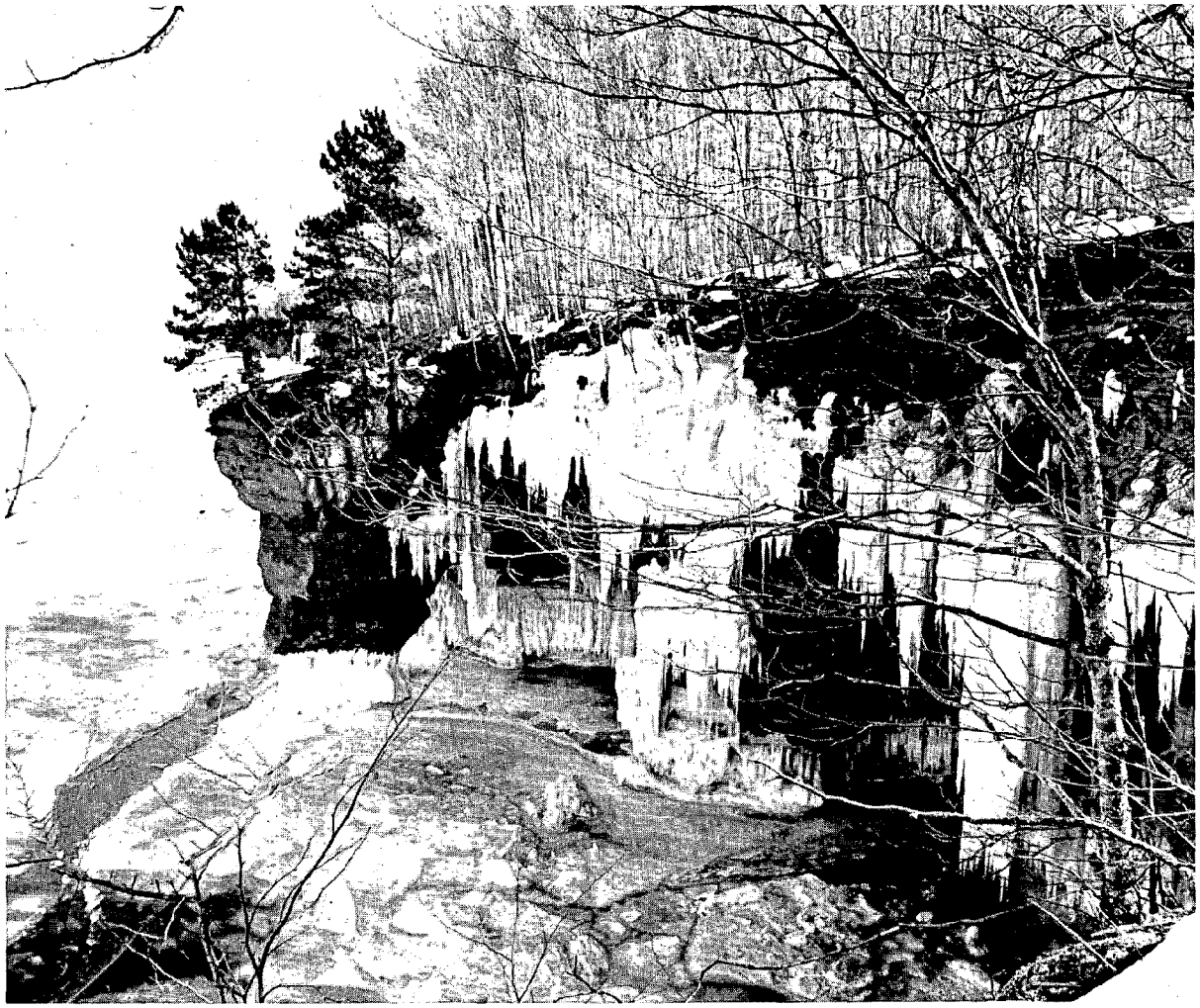
CTH E: Follow E out of Superior to CTH Z. Turn left onto Z.

CTH Z: Take Z east a short distance to the US 2 overpass. Here CTH Z ends and STH 13 goes straight ahead.

STH 13: Take 13 all the way to the Bayfield Peninsula. Pass over the Brule River and go through Port Wing (37 miles from Superior), Herbster (7 miles farther), and Cornucopia (8 miles farther).

STH 13 intersects CTH K about 13 miles east of Cornucopia. Turn left onto K.

CTH K: K turns east about halfway to Little Sand Bay. The Apostle Islands National Lakeshore sign will direct you to Little Sand Bay from here. Five miles from STH 13.



Courtesy of Sea Grant College Program, University of Wisconsin

Apostle Islands Scenery.

Little Sand Bay to Bayfield (12 miles)

CTH K: Take K east from Little Sand Bay Road and follow its meandering path back to STH 13. Turn left onto 13.

STH 13: Take 13 into Red Cliff, about 8 miles from Little Sand Bay. Bayfield is 3 miles further.

Bayfield to Washburn (26 miles)

CTH I: Go up Washington Avenue from Bayfield Harbor until it curves into Cemetery Road. Follow Cemetery Road until it becomes CTH I. Take CTH I to CTH J.

CTH J: Continue west on CTH J for one mile. Here J curves south. Take the curve and continue for 2-1/2 miles. Here J turns left toward the lake. Turn right onto the Star Route.

Star Route: This road goes up and down for 10 miles. Deteriorates into gravel and dirt for last mile. Finally dead-ends at CTH C. Turn left onto C.

CTH C: Take C into Washburn, some 14 miles away.

Alternate Route: HEAVILY TRAVELED STH 13 (10 miles). NOT RECOMMENDED.

Washburn to Ashland (9 miles)

Long Lake Road: Take STH 13 to southern city limits. Turn up Long Lake Road and continue for 2 miles until the intersection with Ondossagon Road. Turn south onto Ondossagon.

Ondossagon Road: Continue on Ondossagon for 4 miles to Cherryville Road. That's the first 3-way intersection after the Ondossagon School, just past a narrow, small bridge and just before residential homes. Turn left onto Cherryville Road.

Courtesy of Harry Purinton

Cherryville Road: Take this road 3/4 mile eastward to STH 13.

STH 13: Turn right onto 13 and follow it into Ashland.

Ashland to Mellen (28 miles)

STH 112: Take STH 112 south from Ashland for 8 miles until it meets CTH E. Here STH 112 turns left (east). Go straight on CTH E.

CTH E: Take E for 2 miles through Sanborn to CTH C. Go straight on CTH C instead of turning left with CTH E.

CTH C: Take CTH C all the way into Mellen, about 18 miles down the road.

Mellen to Weber Lake (34 or 16 miles)

STH 169: Take STH 169 northeast from Mellen. Pass the entrance to Copper Falls State Park. Continue to the end of STH 169 at its junction with US 2, some 16 miles away.

Cross US 2 and take the road through the trailer park (Saxon Harbor Road) to Saxon Harbor, 6 miles away.

CTH A: Take CTH A from Saxon Harbor for 1-1/2 miles to STH 122. Turn right on 122.

STH 122: Take 122 all the way to CTH E, some 12 miles away. You'll pass back across US 2, pass through Saxon, and climb the Penokee Hills. Turn left onto CTH E to reach Weber Lake.

Alternate Route: Take STH 77 to Upson (12 miles). Then take STH 122 north and CTH E east (4 miles).

Weber Lake to Hurley (10 miles)

CTH E: Take CTH E for 4 miles to STH 77, just before Iron Belt. Continue eastward on STH 77.

STH 77: Take 77 into the commercial area of Hurley, 7 miles away. Pass through Iron Belt, Pence, Montreal, and most of Hurley.

CAMPSITES

Numbers preceding the campsite description correspond to campsite numbers on the Lake Superior Coastal History Trail Map.

1. **Nemadji Trailer Park.** 3132 E. 5th Street, Superior (25 campsites).
2. **Pattison State Park,** Rt. 2, Box 435, Superior. Take CTH A south from Superior to CTH B (80 campsites).
3. **Amnicon Falls State Park,** Box 80, Brule. Take CTH U south from STH 13 (40 campsites).
4. **Bois Brule Campground,** Box 80, Brule. In Brule River State Forest. Take CTH H south from STH 13 to US 2, then STH 27 south to Winnebijou (37 campsites).
5. **Copper Range Campground,** Box 80, Brule. In Brule River State Forest. Take H south from STH 13 (17 campsites).
6. **Twin Falls Park,** Town Board, Port Wing. On STH 13 at the junction with CTH A (3 campsites).
   Lake Park, Town Board, Port Wing. Near the harbor (13 campsites).
7. **Herbster Park,** Herbster (20 campsites).
8. **Cornucopia,** Cornucopia (7 campsites).
9. **Little Sand Bay.** A.I.N.L. campsites under development.
10. **Raspberry Bay,** Red Cliff Reservation. More information is available from the Arts and Crafts Center, Red Cliff.
11. **Dalrymple,** Chamber of Commerce, Bayfield. Off STH 13 north of Bayfield (20 campsites).
12. **Big Bay State Park,** DNR Ranger Station, Washburn. On southeast point of Madeline Island (18 campsites).
13. **Apostle Islands State Forest,** DNR Ranger Station, Washburn. Primitive sites on Stockton Island (8 campsites).
14. **Memorial Park,** Park Attendant, Washburn (35 campsites).
    West End Park (Thompson's), Park Attendant, Washburn.
    Big Rock County Park, County Clerk, Washburn. Off CTH C north of Washburn (8 campsites).
15. **Birch Grove Campground,** U.S. Forest Service, Washburn. In Chequamegon National Forest west of Washburn. More information available from the U.S. Forest Service Ranger Station, Washburn.
16. **Prentice Park,** west of Ashland on US 2, STH 13. More information available from Ashland City Hall.
17. **Copper Falls State Park,** Box 697, Mellen (34 campsites).
18. **Potato River Falls,** Parks Committee, Hurley. At Gurney, off STH 169 (8 campsites).
19. **Saxon Harbor,** Park Committee, Hurley. At Saxon Harbor (6 campsites).
20. **Morgan's Campground**, private ownership, 3 miles southwest of Hurley, off CTH C (20 campsites).
21. **Schomberg County Park**, Park Committee, Hurley. Off US 51 south of Hurley (6 campsites).

For additional campsites near the Lake Superior Coastal History Trail, consult the Chequamegon National Forest Map (U.S. Forest Service, Washburn Ranger Station).

For further information on State Parks and Forests and most private campgrounds, contact the State Division of Tourism, Camping and Tourist Information, Box 177, Madison, Wisconsin 53701. Ask for *Woodall's Trailering Parks and Campgrounds* and county tourist maps.

CONNECTORS TO THE LAKE SUPERIOR TRAIL

As shown on the large fold-out map, there are three main connectors to the Lake Superior Coastal History Trail. The Duluth Connector feeds from the west, the North-South Bikeway from the south, and the Hurley-Marinette Connector from the east.

Duluth Connector

Since the High Bridge is not suitable for bicycle traffic, the Arrowhead Bridge (US 2, Wisconsin STH 13) is the suggested bike route connector from Duluth to Superior. The Arrowhead Bridge crosses the St. Louis River and becomes Belknap Street in Superior. Belknap eventually intersects Tower Avenue about 6 blocks north of the starting point for the *"Superior History Tour"*.

North-South Bikeway

This 325-mile route connects the Bayfield Peninsula to north central and west central Wisconsin. Scheduled to open officially in 1976, the North-South Bikeway will eventually be marked from LaCrosse to Bayfield. The Bikeway is an extremely beautiful trail which makes good use of scenic county trunks, the Tuscobia-Park Falls State Trail, and federal roads in the Chequamegon National Forest.

Present plans indicate that the Bikeway will bypass the dangers of STH 13 from Ashland to Bayfield by taking an inland route through the Chequamegon National Forest. However, that

route presently has clay and gravel stretches and, for the time being, the Lake Superior Coastal History Trail is probably the best route between the two Chequamegon Bay cities. More detailed information on the Bikeway will soon be available from the State Division of Tourism, Camping and Tourist Information, Box 177, Madison, Wisconsin 53701, or from Mr. Ellef Ellefson, Box G, West Salem, Wisconsin 54669.

Hurley-Marinette Connector

Currently no more than a possible route, this connector would link Lake Michigan and northeastern Wisconsin to Lake Superior and northwestern Wisconsin. It will be described here with the warning that it has not been traveled or marked.

Iron County

CTH C: South from Hurley, then east to US 51.
US 51: VERY HEAVILY TRAVELED. No alternative. Take it south to CTH G.
CTH G: East to CTH H
CTH H: South toward Mercer to CTH J
CTH J: East to Vilas County

Vilas County

CTH J: To CTH K north of Rest Lake
CTH K: East to Boulder Junction, CTH M
CTH M: South to CTH N
CTH N: East to Sayner, STH 155
STH 155: South to St. Germain, STH 70
STH 70: East to CTH O and south into Oneida County

Oneida County

CTH O: South to CTH D
CTH D: CTH D runs east, then curves south to STH 17, north of Sugar Camp
STH 17: South for a short ways to CTH A, south of Sugar Camp
CTH A: East to Three Lakes, then take US 45 to US 32
US 45: HEAVILY TRAVELED, but short distance east to STH 32
STH 32: Southeast into Forest County

Forest County

STH 32: Southeast to Pine Lake, CTH S
CTH S: South to US 8, just west of Crandon
US 8: HEAVILY TRAVELED, but short distance east to Crandon, CTH W
CTH W: Southeast to Wabeno, CTH C
CTH C: East to Marinette County

Marinette County

CTH C: All the way to CTH A, just south of Athelstane
CTH A: South, then east to Crivitz, CTH W
CTH W: East to CTH G
CTH G: Southeast to STH 180
STH 180: HEAVY TRAFFIC into Marinette along the Menominee River

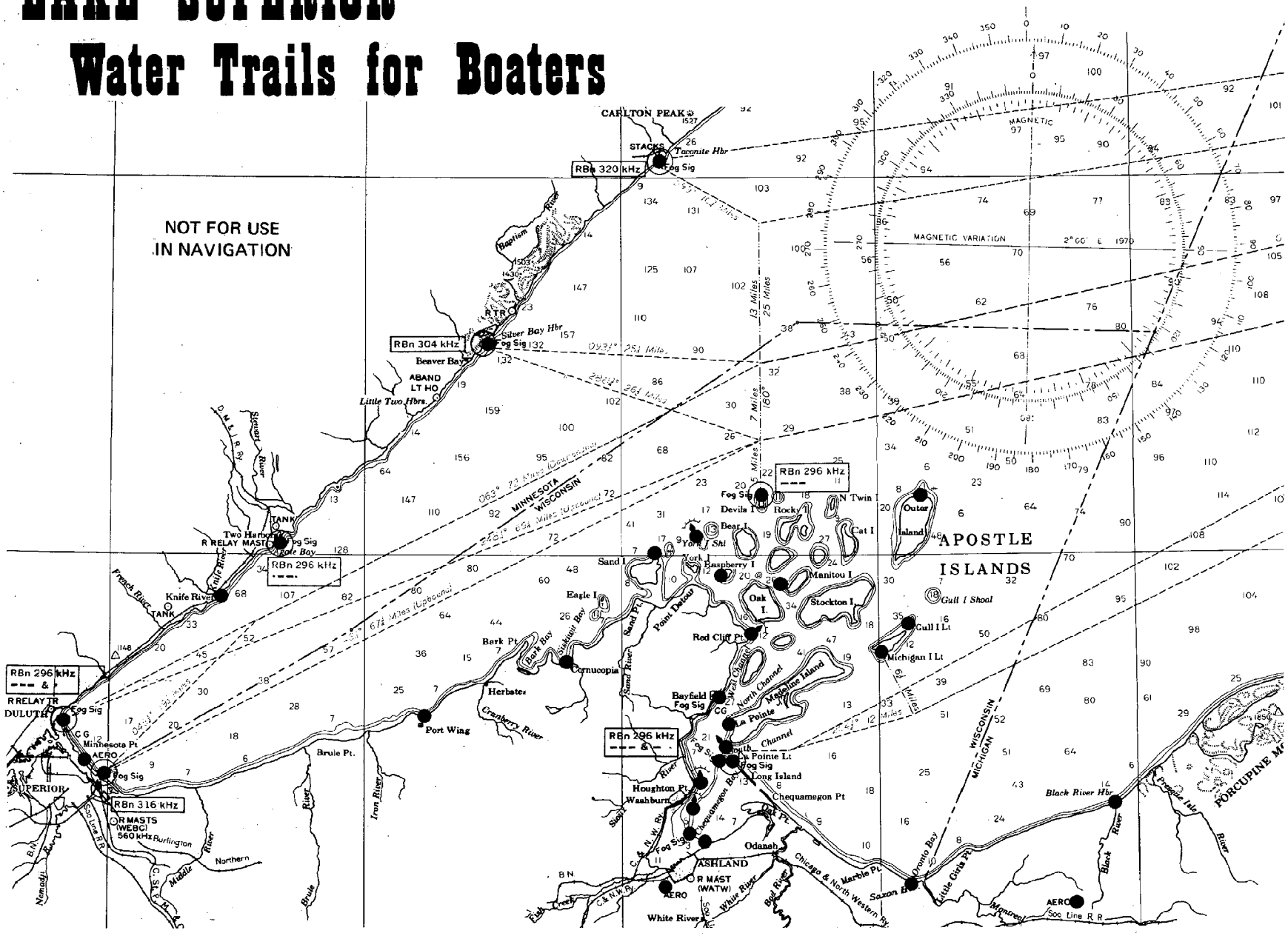
FOR HIKERS ONLY

Several years ago, a national system of hiking trails was proposed. The North Country Hiking Trail eventually will run from Vermont to North Dakota. In northwestern Wisconsin, only two segments of the trail are completed—Iron County and the Chequamegon National Forest.

The Iron County Trail was opened with much fanfare in 1967. Since then, the trail has been used by and maintained for snowmobiles. No rest areas or camping facilities have been developed. Very generally, it runs from a farm northwest of Montreal to the county line northeast of Mellen. For more information on this hiking option write: North Country Trail, Iron County Courthouse, Hurley, Wisconsin 54534.

The Chequamegon Trail is well maintained with primitive campsites and rest areas along the way. Like its counterpart in Iron County, the Chequamegon Trail wanders through beautiful forested wilderness. For more information contact: U.S. Forest Service, Chequamegon National Forest. Ranger stations in Washburn, Park Falls, Hayward, or Glidden.

LAKE SUPERIOR
Water Trails for Boaters



LAKE SUPERIOR MARINE HISTORY

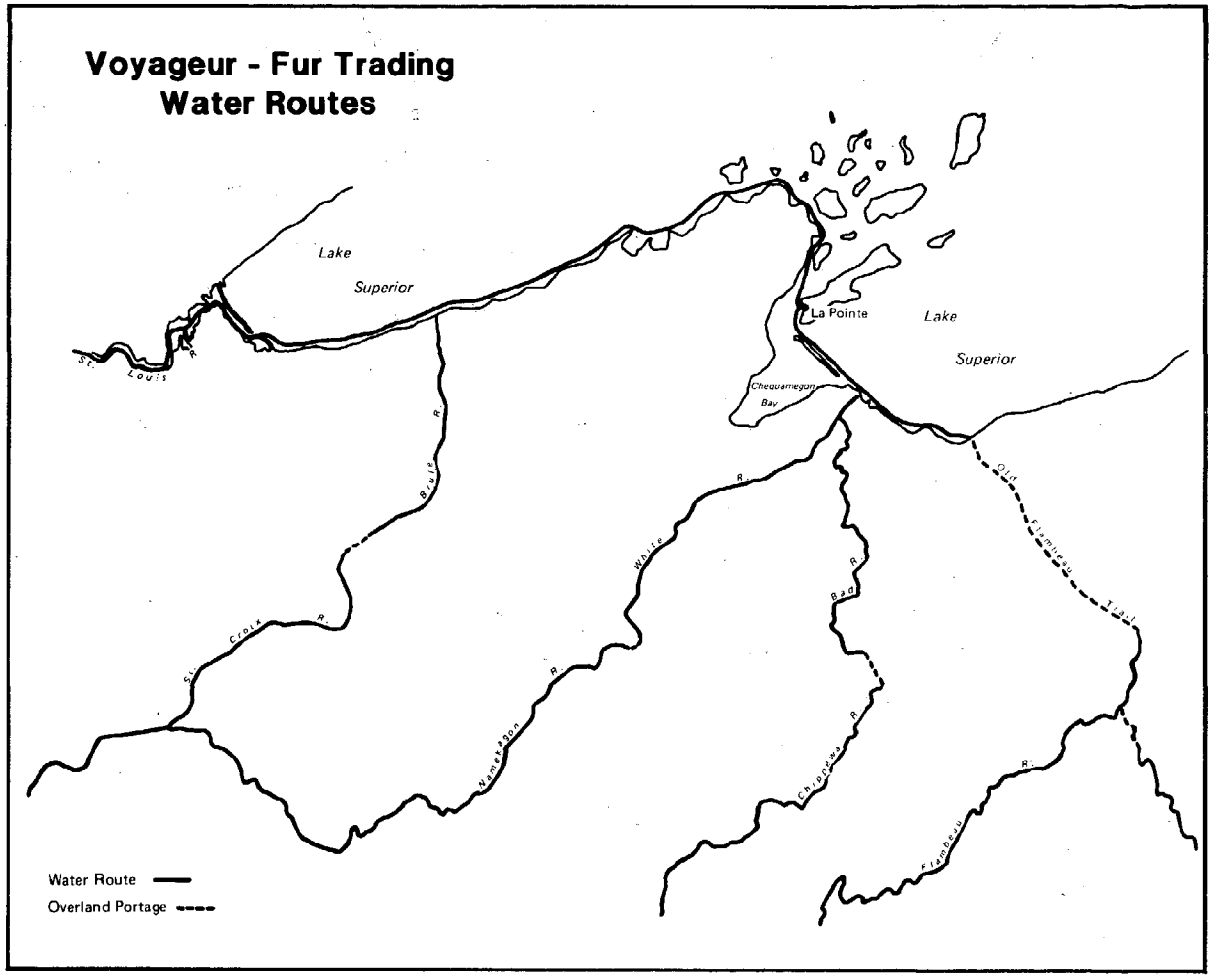
Always hugging the shoreline for safety, the first white men on Lake Superior traveled westward all the way from Quebec. Without the benefits of sail or motor, they paddled their canoes into the waters of the coldest, deepest, cruelest, yet most beautiful of the Great Lakes.

Still using only the canoe, a frail vessel at best, the French developed a profitable fur trade centered on Chequamegon Bay. Explorers like Daniel Greysolon, Sieur Duluth rediscovered old Indian water routes and opened up the treasures of the interior for the traders. Of all these famous water roads—the St. Louis, the Brule-St. Croix, the White-Namekagon, the Bad-Chippewa, and the Flambeau—the mighty Brule was the most direct and the most heavily traveled (see map).

A modern explorer describes this era of the Northwest:

". . .in the golden period of the voyageurs—from 1700 to 1850—the large canoe was the mode of travel on the Great Lakes. While the canoe originated with the Algonquin tribes to the east, the Chippewa became the specialists in creating the birch bark canoe. They were the people of the birch tree country, and it was they who fashioned the curves and proportions that made it a thing of graceful beauty and of service. In the opening of the West, we tend to think more often of the covered wagon than the canoe, but it was the canoe which opened up the Great Lakes region. . . .

There were four principal types of canoes used in the Great Lakes region. The largest was the great Montreal canoe or 'canot du maitre' which was thirty to forty-five feet long and usually had a crew of eight to fourteen. It could carry four or five tons of furs and supplies. Next was the North Canoe or 'canot du nord'. . .It averaged twenty-five feet in length and carried a crew of five to



eight. Next was the bastard or 'le batard' which had a crew of three or four. . .The smallest was the Indian canoe usually twelve to fifteen feet—that was used by the solitary Indian trapper." ("Log of a 350 mile canoe trip from LaPointe. . .to St. Paul. . .," Robert E. Matteson, 1974).

By 1825, the small Mackinac boat displaced the canoe as the workboat of the fur trade. Designed to sail whenever possible, this barge-like vessel ushered in the great age of sail.

A few larger schooners began to appear on the waters of the great lake. Prior to the opening of the Soo Locks in 1855, these ships were built exclusively for Lake Superior hauls. The earliest was built in 1735 by Louis Denis, Sieur de la Ronde, for some copper mining ventures on the south shore. A hundred years later, schooners with romantic names like *"Siskawit," "Chippewa," "Swallow," and "Napoleon"* visited ports all over the lake.

Ten years after the completion of the Soo Locks, sailing ships reached their golden age. In 1868, over 1800 sailing vessels were registered on Lake Superior waters. But the opening of the Soo soon brought the end of the romantic sailing ship. The more economical steamboat, long popular on the lower lakes, was now able to make long interlake hauls.

The first "propeller" appeared in 1841. Using wood for fuel, these early steamers required "wooding stops" at regular intervals. Gradually, coal replaced wood as the fuel for steam boilers. Then, in the 1880's, the first steel-hulled bulk carrier slipped off its launching skids to begin the modern age of Great Lakes shipping.

Throughout the years, Lake Superior has been known as the most treacherous of the Great Lakes. Every experienced seaman has come to respect the mysterious and awesome powers of an angry Lake Superior. The story of this great lake is perhaps most vividly told through the tragic accounts of shipwreck and marine disaster. Hundreds, even thousands of voyageur canoes, gaff-rigged schooners, propeller steamers, and modern carriers have become victims of the lake's unimaginable power.

Until very recently, proper navigation, the key to safe passage, had to be learned from years of experience. A famous captain of the late 1800's wrote:

"I learned pilotage of lakes and rivers and became expert very early in heaving the sounding lead. . .The only reliable map was one made by Lieut. Bayfield, which had very few soundings, and even so it was hard to get copies of it. All the time I sailed the lakes, I never had a chart in my hands." (Lake Superior, G.L. Nute, 1944)

Even today, with improved navigational aids, Lake Superior poses a threat to seaman and novice alike. Let the sailor beware:

"Weather can build up in secret out on the broad surface of the lake and come thundering down on the shores, undetected, often unsuspected until it strikes. Fogs so thick you can lean on them are sometimes generated by the combination of a rare hot summer day and the permanently chilled water. The Great Lakes Pilot is speckled with warnings of magnetic deviations caused by various masses of iron ore. . . the timeworn adage about trusting your compass no matter what does not always apply on Superior." (Lakeland Boating's Cruise Planning Guide, 1974)

HISTORIC CANOE TRAILS

"To recapture the spirit of any era, you must follow the old trails, gathering from the earth itself the feelings and challenges of those who trod them long ago." (Wilderness Days, Sigurd Olson)

Canoe enthusiasts have a unique opportunity to retrace historic voyageur-fur trader routes in the manner they were originally traveled. Of all the ways to study the past, this is probably the most exciting.

If you are similarly equipped, you will face the same difficulties, experience the same sensations, and think some of the same thoughts as the explorers of history. Certainly, you will feel the same sense of accomplishment and relief after completion of the voyage.

And, except for occasional reminders of modern civilization, the rivers of the north are much the same as they were hundreds of years ago. The Brule, the Bad, the White, and the upper reaches of the Chippewa, St. Croix, and Flambeau are as wild and natural as any rivers you will find in Wisconsin.

These history trails also have one beautiful reminder of their colorful past. A three-petaled, yellow iris graces the banks of the early voyageur routes. Blooming in early summer, this flower is not native to the Northwest and, apparently, was first planted by the voyageurs themselves. This *fleur de lis* is literally a lily flower and was the heraldic symbol of New France.

Whatever old Northwestern trail you choose to travel, bear in mind that the great fur trading canoe was a much more seaworthy vessel. TODAY's 17-FOOT ALUMINUM VERSION HAS NO RIGHT VENTURING OUT INTO LAKE SUPERIOR. Be content with inland streams and coastal backwaters.

As a final note for the canoeing novice, REALIZE THAT WILD RIVERS CAN HAVE HIDDEN DANGERS. Many canoes have come upon unexpected rapids and capsized. Even the most experienced canoeist thoroughly studies a stream before leaving shore. Learn the right way to canoe and pick up a guidebook that describes and rates the rivers and their hazards. Excellent guidebooks are readily available at bookstores or sporting goods stores. Look for one of these:

Canoe Trails of North-Central Wisconsin, Wisconsin Trails Magazine. $4.75.
Whitewater, Quietwater, Bob and Judy Polzer, Evergreen Paddleways. $7.95.

Courtesy of State Historical Society of Wisconsin

This photo of canoes on Lake Superior was taken from an engraving dated 1873.

SMALL BOAT POSSIBILITIES

Trailerable boats have some advantages over canoes and the larger cruising boats. First of all, they are generally more seaworthy than the canoe. Weather permitting, short jaunts can be taken to enjoy the fishing and scenery of the south shore. Many of the potential dangers of the lake can be avoided by good judgment and trailering from one spot to the next.

Second, many of the shallow bays and sloughs, not easily accessible to larger cruising yachts, are accessible to the smaller, shallow-draft boats.

Though largely recreational, small boat touring can have an historical twist. After enjoying the history of a lakeshore site, you can launch and tour the lakeshore. The historic and scenic Apostles and the City of Superior would be excellent spots for such activity.

Information Sources: 1) Land-based historic and scenic sites—Refer back to **"Scenic and Historic Sites"** and **"Local History Tours"** for sites accessible by land vehicle. Refer ahead to **"Water-Accessible Scenic and Historic Sites"** for an outline of places to see from the water. 2) Boater suggestions and information—refer ahead to next section, **"Cruising the Historic South Shore".** 3) Launching sites—County maps are the best source. They are available from local tourist information centers or the State Division of Tourism, Box 177, Madison, Wisconsin 53701. Also, the Chequamegon National Forest map points out all the ramps from Port Wing east to Saxon Harbor and Michigan's Upper Peninsula.

CRUISING THE HISTORIC SOUTH SHORE

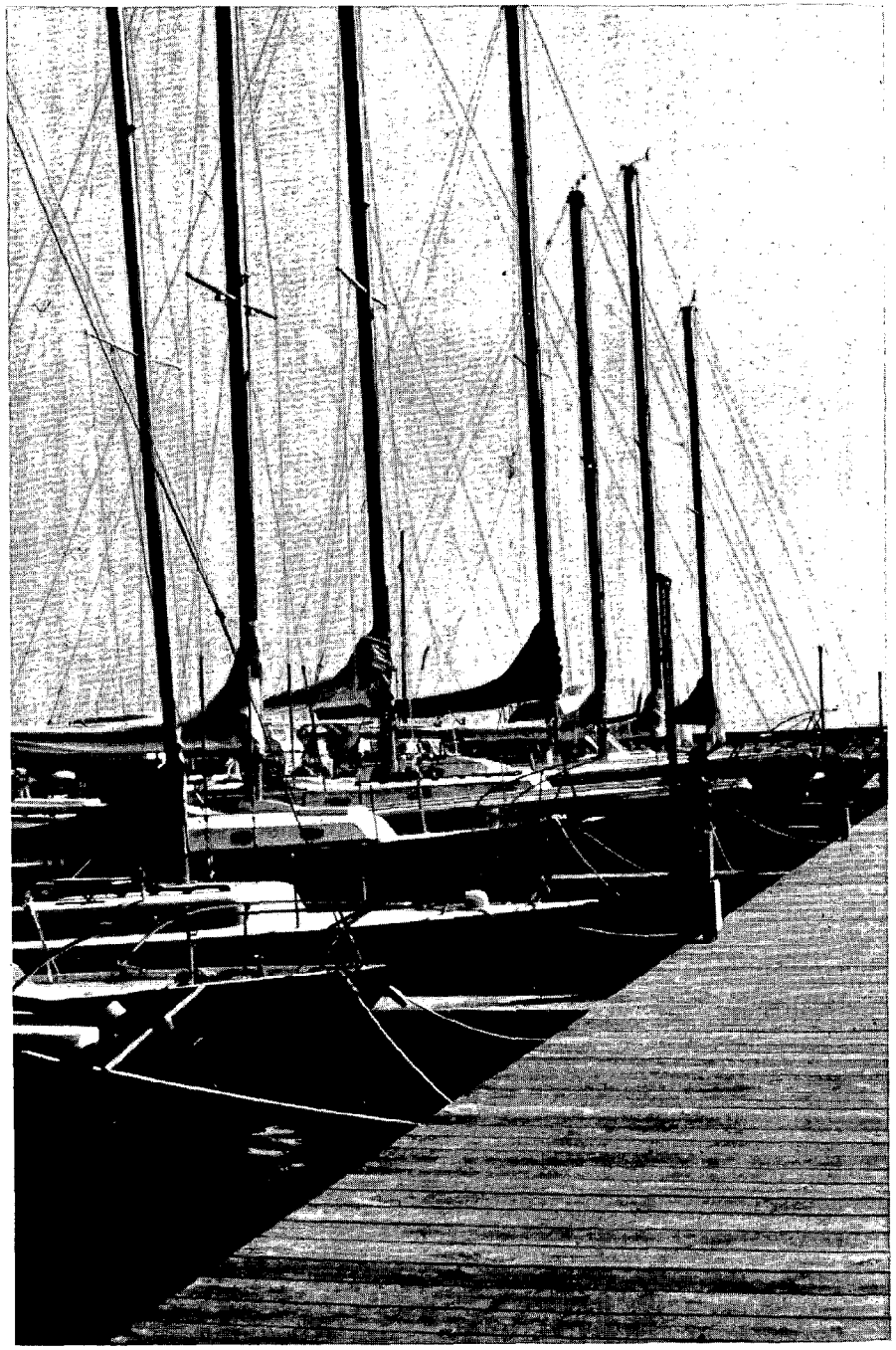
Flanked by rock cliffs, clay bluffs, and shallow sandy bays, the southern waters of Lake Superior are not for the timid or the inexperienced sailor. Having only a few harbors of refuge, these waters are only for those who have the common sense to plan ahead and are always prepared for the full fury of an angry lake.

Yet, it is this remoteness that makes cruising the south shore such a rich experience. This is the area that inspired so much Indian myth and legend and was the scene for Longfellow's *"Hiawatha"*. Here are the historic waters that lured the French voyageurs westward and that claimed wooden sailing ships and their rugged crews. These are the shores that offer the most for modern water-borne explorers—the ultimate in beauty, the richest historical lore, and the greatest challenge.

This cruising section of **Wisconsin Coastal History Trails** will not map out an itinerary. Boaters are too independent and too mobile for that sort of thing. Nor will it be a detailed, "tell all" cruising guide. Good guidebooks are readily available at most larger marinas.

Wisconsin Coastal History Trails only wants to suggest that an historical perspective will add tremendously to the pleasures of cruising. The many fascinating yarns and legends can best be appreciated by the sailor who has battled a Lake Superior storm and who has experienced the mystifying beauty of its tranquil moments.

Many historic and scenic sites, especially in the Apostle Islands-Chequamegon Bay area, are accessible only by water. Here is the chance for the modern boating explorer to poke around for hints of the past. Tour the old lighthouses, search for the old brownstone quarries or fishing camps, and explore the fascinating rock formations of the Apostle Islands.



Courtesy of Sea Grant College Program, University of Wisconsin

In addition to these "water only" sites, yachtsmen can enjoy the heritage of their ports of call. The "old days" of Bayfield, LaPointe, Superior, and the other coastal cities are near at hand since earliest growth was near the harbors. Cities, their harbors, and their industrial waterfronts look entirely different from aboard a boat. Take the time to poke around and come to understand the importance of water travel in the settlement of the old Northwest.

These are the ways to put an historical slant on your south shore cruise. Get a book on the lore of the lakes. Then, when you actually cruise the shore, you can relive the glory days of Lake Superior's ships, seaports, and seafarers.

Water-Accessible Historic and Scenic Sites

Refer back to the **Land Trails Chapter** for a more complete listing of sites on or near the shoreline. Some sites will only be visible from the water while others may be visited. Explore the areas near the harbors of Superior, Port Wing, Cornucopia, Bayfield, Ashland, the Apostle Islands, and Saxon Harbor.

City of Superior (See *"Superior History Tour"*)

St. Louis Bay, Grassy Point, Industrial waterfront, Fraser Shipyard, Connors Point, Barker's Island, Douglas County Historical Museum, Allouez Bay, Wisconsin Point.

Best marinas in Duluth. Anchorage good near Barker's Island.

Port Wing (See **"Historic and Scenic Sites"**)

First harbor of refuge east of Superior.

Herbster (See **"Historic and Scenic Sites"**)

Cranberry Slough, Bark Point, Bark Bay, Siskiwit Point.

Cornucopia (See **"Historic and Scenic Sites"**)

Siskiwit Bay, Squaw Bay Caves, Squaw Point, Squaw Bay.

Apostle Islands (See *"Apostle Islands Tour"*)

Old lighthouses, rock formations, sand beaches, remote islands, interesting wildlife and forests. Historic Madeline Island. Innumerable possibilities.

Dockage in Bayfield or at Madeline Island. Fair weather anchorage almost anywhere in the Apostles.

Bayfield (See *"Bayfield History Tour"*)

Historic Bayfield cannot be overlooked. The Apostle Islands Marina is in the heart of the historic section of town.

Washburn (See *"Washburn History Tour"*)

Dockage at old commercial pier. Close to Long Island and Chequamegon Point.

Ashland (See *"Ashland History Tour"*)

Tour the historic commercial area and the remains of the former industrial waterfront. Marina at west end of town or dock at the city pier.

Saxon Harbor (See **"Historic and Scenic Sites"**)

One of the two harbors of refuge from the Apostle Islands to Ontonagon, Michigan. Last stop in Wisconsin before Pictured Rocks and the Keweenaw Peninsula.

Navigation Charts and Cruising Guides

There is no reason for not obtaining a nautical chart. They are available from marinas and marine shops in Duluth, Cornucopia, Bayfield, and Ashland. They may also be obtained (prepaid) from: Distribution Service (C 44), National Ocean Survey, Riverdale, Maryland 20840. Get the right scale and amount of detail needed for your purposes.

Nautical Chart Catalogue 4, U.S. Great Lakes and adjacent waterways. Tells which charts you'll need. FREE.

Great Lakes Pilot. Detailed descriptions for the navigator on hazards and harbors. $8.00.

#9, Lake Superior, Entire lake for open-water navigation. $3.25.

#96, Little Girls Point to Silver Bay. Includes all of Wisconsin's Lake Superior coast. $3.25.

#961, Apostle Islands. Detailed Apostle Islands area. $3.25.

#964, Ashland and Washburn Harbors. $3.25.

#966, Duluth-Superior Harbor. $3.25.

U.S. Coast Guard Light List, Volume IV, *The Great Lakes.* Navigational lights description, also RDF and fog signals. For sale by the Superintendent of Documents, U.S. Govt. Printing Office, Washington, D.C. 20590. $2.50.

Many excellent cruising guidebooks are readily available. They give hints for the navigators, describe points of interest, and detail harbor facilities like dock space, fuel availability, and distance to restaurants and stores.

Great Lakes Cruising Club. Best guide available, but obtainable by membership only. For more information write to the Great Lakes Cruising Club, 185 N. Wabash, Chicago, Illinois, 60601.

Lakeland Boating's Cruise Planning Guide To the Great Lakes (1974). Write to: Lakeland Boating, 412 Longshore Drive, Ann Arbor, Michigan 48107. $3.95.

Yachtsmen's Guide to the Great Lakes. Seaport Publishing Company. Look for a recent edition.

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