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Building Along the Railroad: Towns and Tourism in Michigan's Eastern Upper Peninsula

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My state is split into two parts. We are connected by the Mackinac Bridge. I am the upper portion often forgotten in maps. I am surrounded by three Great Lakes. I am only 3% of the total population of my state. My area code is 906. The Saint Mary's River separates me from another country. I have 8.8 million acres of forested land. I have over 1,500 miles of shoreline. I am full of natural wonders, wildlife, and Yoopers. I am the Upper Peninsula of Michigan.

The state of Michigan is not solely the lower portion or in other words the "mitten." It is a combination of the lower and upper peninsula. The Upper Peninsula of Michigan (abbreviated the "UP") is the upper portion of Michigan that is surrounded on three sides by three different Great Lakes: Lake Superior, Lake Michigan, and Lake Huron. It connects to the Lower Peninsula of Michigan by the Mackinac Bridge which crosses five miles across the Straits of Mackinac.

The Upper Peninsula is home to approximately 300,000 people spreading across 16,377 miles of land. The people who reside here are referred to as "Yoopers." They are known for their pasties: a Finnish meat patty consisting of potatoes, onions, carrots, and rutabaga engulfed by a crust. Canada is also across the Saint Mary's River and the Soo Locks.

Tahquamenon Falls, Pictured Rocks, Kitch-iti-kipi, Hiawatha National Forest, and Seney National Wildlife are some of the few natural wonders of the eastern portion of the Upper Peninsula of Michigan that have continued to flourish and attract millions of people each year. The endless forests are filled with inland lakes, rivers, and wildlife.

These attractions have allowed the rural towns of the Eastern Upper Peninsula to continue to thrive while others have turned into ghost towns.
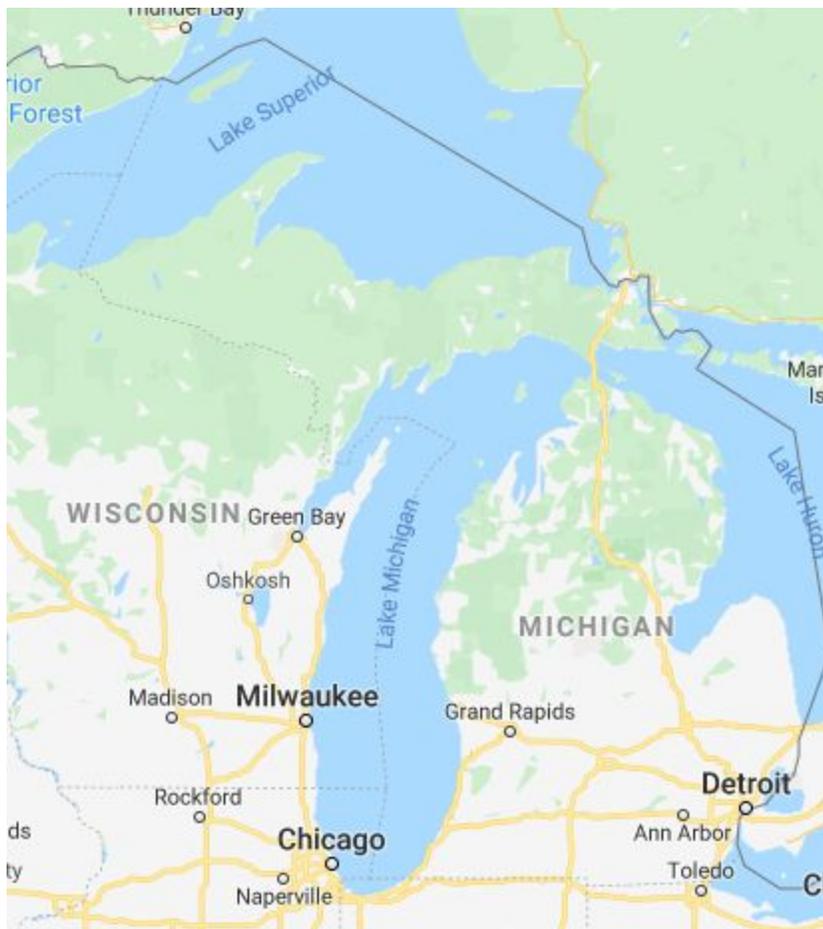
(Google, 2019)

Timber, the Initial Industry

Following the year of 1840, land surveys were being inaugurated throughout the Upper Peninsula which opened the door for the development of industries in the area. Once the surveyed lands of the Upper Peninsula were on the market, the office in Sault Sainte Marie was contacted by timber and land lookers (Fuller, 1926). By 1842, the American Fur Company began to fade, and the next year brought the copper and iron

ore boom in the west end of the Upper Peninsula. As a result, Sault Sainte Marie was an important sector that allowed people to expand across the Upper Peninsula (Karamanski, 1989).

Before 1840, the regions in the Upper Peninsula outside of Sault Sainte Marie received few settlers. However, within the next decade, the Upper Peninsula's population jumped from thirteen hundred to six thousand (Karamanski, 1989). Copper mining in 1846 in Keweenaw County and the first iron mine in Marquette opening in 1847 both contributed to the expansion and increase of the population of the Upper Peninsula (Scott, 2005). Once the iron and copper profits were deemed worthy, Congress passed a bill in 1852 to build the Soo Locks and a canal was completed in 1855 (Karamanski, 1989).

The canal construction stimulated the demand for lumber in the Soo (Sault Sainte Marie) and attracted Canadian lumberman. Due to this, the Reciprocity Treaty of 1854 was established, which agreed natural products and raw materials could cross the border without tariffs. In 1866, the treaty ended, but this was the beginning of the harvest of the Eastern Upper Peninsula (EUP) forests (Karamanski, 1989).

The counties of the Eastern Upper Peninsula are Alger, Chippewa, Luce, Mackinac, and Schoolcraft. They are marked by large stretches of flat forests containing marshes and swamps. Without keen access and known waterways, the interior forests of the Eastern Upper Peninsula were too costly to reach. Transportation in Michigan has taken many forms and routes over the years. Most of the early settlers traveled across the state with horses, mules, and wagons (Scott, 2005). However, it wasn't until there

were sophisticated railroads constructed that the rich forests of the EUP could be

harvested (Karamanski, 1989). The organization of the Detroit, Mackinac, and

Marquette Railroad (later the DSS&A) was undoubtedly the most significant factor

responsible for the construction of towns in the Eastern Upper Peninsula. Once

transportation was established, logging was initially vital to the local economy and then

eventually tourism (Karamanski, 1989).

The Coming of the Railroad

The northern shores of Lake Michigan were an easy matter, but the interior

forests and the northern Lake Superior region had to be overcome. The only way to

overcome where waterways did not offer transport was to construct railroads

(Karamanski, 1989). Expansion of the logging industry in the Upper Peninsula relied on

the development of a transportation system in the area (Karamanski, 1989). The Soo

Locks and Canal were the beginning steps of transportation followed by the first

railroad, the Iron Mountain Railroad, in Marquette harbor in 1857 (Scott, 2005). Later,

the Peninsula Railroad was built in 1864, and these two railroads connected the

Marquette range with Lake Superior and Lake Michigan. In 1872, the railroad from

Marquette to Chicago was completed by Chicago and Northwestern Railway, which

furthered connections to the Upper Peninsula (Dodge, 1973).

In 1881, Marquette was connected to the Eastern Upper Peninsula through the

Detroit, Mackinac, and Marquette Railway by ending in St. Ignace. This railroad was

also connected to the Lower Peninsula by a car ferry in St. Ignace making the UP

readily accessible for the first time (Karamanski, 1989). A railroad related system that brought mass transportation in Michigan was the interurban (streetcar) railway system. Railway service to the Upper Peninsula began in 1882 (Scott, 2005).

In 1888, the railroads consolidated and led to the sophisticated transport via the Duluth, South Shore, and Atlantic Railroad (DSS&A) (Karamanski, 1989). This railroad linked Sault Ste. Marie with the Montreal and Milwaukee Railroad. Throughout this time, logging had been booming and towns were beginning to be settled. With the DSS&A railroad complete, this furthered the influx of people and immigrants looking for work.

The building of railroads and a few highways through the Upper Peninsula shortly before and after the turn of the century opened the country more than ever before to lumbering. Lumber companies "moved in" rapidly to harvest the many miles of virgin timber (Moreau, 1992). Therefore, immigration to the EUP was heavy in the late 1880's. Consequently, the state produced a fourth of the nation's lumber during that time (Scott, 2005). People were coming to work mostly in the logging, sawmills, mines, and home-steading (Walstrom, 1997). Timber attracted settlers and lumber camps were scattered all over the area They were mostly near waterways to easily transport the wood to the sawmill (Burns, 1991). During these early days, sawmills were built in virtually every settlement to cut the timber.

As the lumber businesses arrived, transportation was needed to move the lumber from the interior forests. As a result, small spurs of tracks were placed to allow the timber to be transported from the mills to the main railroad tracks (Burns, 1991). Not only were men needed to work on the railroad, but the camps required cooks,

caretakers, and other help as well (Kiebler, 1953). Roads were needed to move logs

and a crew leveled them and removed stumps. Tracks were removed as each area was

cut off as the crew moved to another area (Walstrom, 1997).

Increased facilities for transportation stimulated lumbering which, in turn, required

additional help. Some of the workers on the railroad and in the lumber camps took up

homesteads in the area. Improved facilities for transporting goods and supplies were

another incentive for homesteaders (Kiebler, 1953). The railroad was the center of

village life and many towns sprang up along the tracks to service the loggers. Most were

short lived and became ghost towns, but others being in the right areas, incorporating

new businesses, and turning the natural resources into attractions for tourists, were able

to survive to the present day.

The Decline

By 1890, the bulk of the Upper Peninsula towns and settlers made their fortune

through lumbering. Within the next ten years, the value of forest products dropped by 65

percent, and the number of people employed in lumbering was cut in half. As a result of

lumbering declining, railroads left towns and residents began to leave. By then, cut over

forest land went on sale as farmland (Scott, 2005).

Therefore, as lumbering decreased and railroads left towns, farming started to

become important for some towns in the Eastern Upper Peninsula. After 1910, there

were many Upper Peninsula farm corporations that promoted the building of good

roads, farming, and tourism. However, by 1920, the development of small towns came

to a halt. Young people left farms for jobs in bigger cities as Michigan's manufacturing industry grew. Especially after the Great Depression and World War II, farming became a corporate industry. Towns economic resources were used up, the railroad and post office had left, new highways passed by them, and people began to flock to the larger cities and emptying the smaller towns. By 1940, nearly 75% of Michigan's smaller towns died or were declining. Residents remaining were left without jobs and a county poor house in almost every county (Scott, 2005).

In 1900, road committees in many counties across the state of Michigan and nation were fighting for road improvements to better connect towns. In 1905, only a fraction of the roads were graded and graveled. The new state agency, the Michigan Department of Highways, was established to supervise road improvements. The establishment of "Reward Roads" eventually led to the state reimbursing local road authorities for road building and maintenance. By 1924, and for the next thirty years, roads were beginning to be paved and laid with concrete. Therefore, longer trips were possible, and tourism became a new industry for towns. Wider and longer highways were built, and in 1957, the Mackinac Bridge was built, which connected the Upper and Lower Peninsula by road. This allowed the ease influx of tourists to the Upper Peninsula. It is also allowed the expansion of tourism in the area, sustainability, and regrowth of towns within the area (Scott, 2005).

Counties

Photo courtesy: Michigan Department of Natural Resources

The counties of Alger, Chippewa, Luce, Mackinac, and Schoolcraft construct the Eastern Upper Peninsula. Alger County is named after Russel Alger who was Michigan's governor in 1885-86 and was the first Michigan lumberman who built their own railroad to move logs from the forest (Dodge, 1973). The county was originally attached to Schoolcraft county in 1855. Autrain was the first county seat, in 1887, but was later changed to Munising in the early 1900's (Scott, 2005). Alger County's northern border lies on the Lake Superior shoreline and includes the Pictured Rocks National Lakeshore. The county has more than a dozen waterfalls and 250 lakes (Dodge, 1973).

Chippewa County, named after the Indian Tribe, was initially the center of fur trading. The French's first mission was established in Sault Sainte Marie in 1641 (Scott,

2005). The county was set off in 1826 with land being taken from Mackinac (originally called Michilimackinac) County, which previously comprised of the whole Upper Peninsula (Dodge, 1973). Thus, the establishment of Mackinac county began the gradual erection of other counties. This has left Chippewa County as now one of the largest, if not the largest, county in the Upper Peninsula (Fuller, 1926).

Formerly known as Michilimackinac from the Indian word "Michinimackinong," the place of Giant Fairies or Great Turtle place, the county of Mackinac was first laid out in 1818 and the government organized in 1849. In 1885, the county seat was moved to St. Ignace (Dodge, 1973). This county has borders with Lake Michigan and Lake Huron and contains many offshore islands. Mackinac Island, first settled in about 1840, is one of the oldest settlements of the state. The 1880 population of the county was 2,202 (Dodge, 1973). Mackinac County is also home to the connecting point of the two peninsulas of Michigan- the Mackinac Bridge.

Luce County was organized from Chippewa County in 1887 and is named after Governor Cyrus Luce (1887-1890) (Dodge, 1973). The county seat was established in Newberry. Luce County is cleaved by the Tahquamenon and Two Hearted rivers that flow into Lake Superior. It is also home to the Tahquamenon Falls, which are one of Michigan's top tourist attractions (Scott, 2005).

Schoolcraft County was originally attached to Houghton County from 1843-1846 and then attached to Marquette County until 1851. After that, the county was named after Henry Rowe Schoolcraft who was a US Indian Agent of the Upper Peninsula. The county seat was originally Christmas (Onota) until it was incorporated into Alger County

(Dodge, 1973). Now, the county seat is Manistique. Lumbering remains an important

industry for the area as well as stone quarries and tourism. The county sits along Lake

Michigan shore and is home to the Seney Wildlife Refuge and Kitch-iti-kipi Spring.

These counties had two major tracks of the DSS&A railroad, the north and the

south line, run through them as well as smaller railroads branching off. The south line of

the DSS&A eventually becomes known as the "Soo Line." As we follow the railroad

initial construction through the Eastern Upper Peninsula, it is no coincidence that town

growth soon followed. Natural resources and the railroad were the key parts to the

beginning of towns of the Eastern Upper Peninsula.
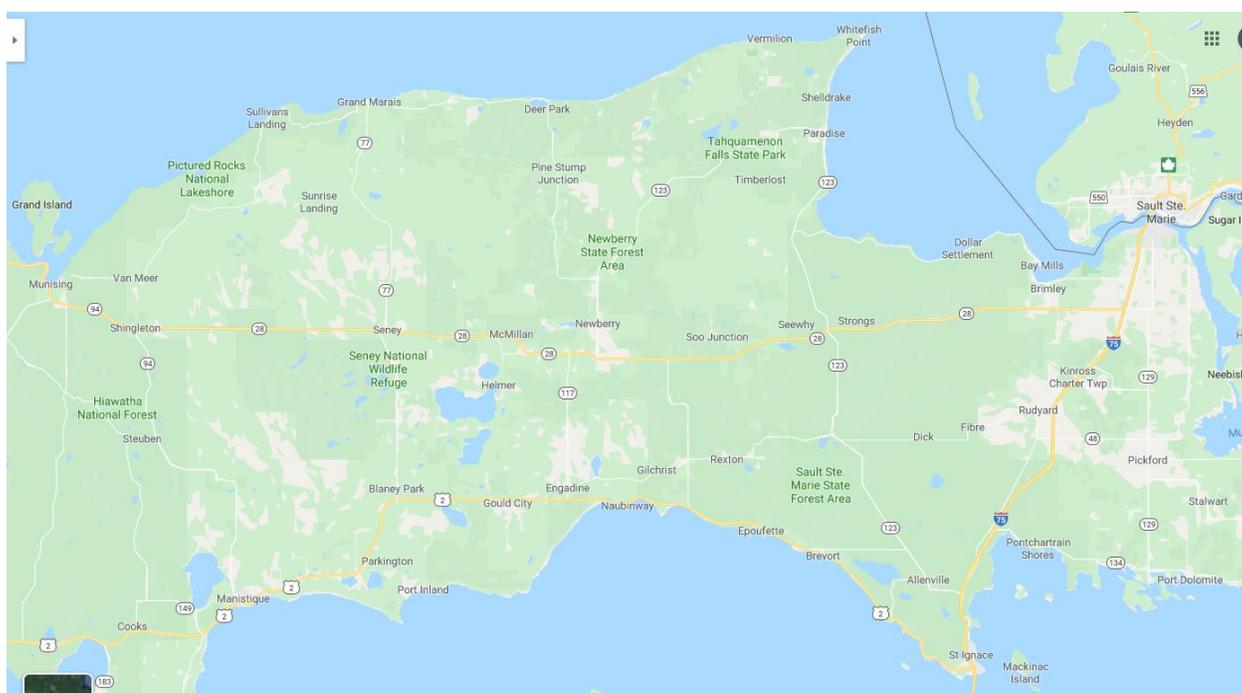
(Google, 2019)

The Growth of Towns and Tourism

With the transition of logging towns to tourism, multiple aspects came into play. Natural resources, such as lumbering or fishing, declined and were ultimately depleted in the surrounding areas. The railroad then withdrew from the area, and towns began to decline. In some cases, there was a natural resource, other businesses, or tourism itself that saved towns from becoming ghost towns while others succumbed to this unfortunate event.

The North Line

With the consolidation of the DSS&A railroad, the north line started in Marquette and proceeded over to the Eastern Upper Peninsula. Once railroads became less significant as automobiles became the primary means of transportation, the main highways generally followed the same route as the railroad. The highway M-28 follows the same route of the north line of the DSS&A railroad. As tourism started to become the key business in the area, roads were improved and elongated to form highways-improving the connections across the state and expanding the use of the automobile. The Mackinac Bridge development allowed the Upper Peninsula and Lower Peninsula to be connected via a road for the first time. This encouraged transportation and exploration of tourists to the Upper Peninsula. As we follow the DSS&A railroad from west to east, the first town with heavy significance researched is Munising in Alger County.

Munising was settled in about 1850 with the help of blast furnaces by the Munising Iron Company which produced thousands of tons of pig iron annually. By 1877, the population was 1,000 people, and the DSS&A railroad completed through the area in 1881 encouraged sawmills to form. It was incorporated as a village in 1897 and a home rule city for Alger county in 1915 (Dodge, 1973). By 1896, the population of the town had grown to 3,000 people. It then experienced more growth when the Cleveland-Cliffs Iron Company came into the area to manufacture lumber. Munising was also home to the Munising Paper Company, which was one of the largest paper mills in Michigan. The Munising Woodenware Company was another substantial enterprise in the city (Fuller, 1926).

Munising is on the south shore of Lake Superior in a landlocked harbor and located on the highway M-28. North of Munising lies Grand Island in Lake Superior, and east of Munising lies Pictured Rocks which extends for 27 miles. Multiple waterfalls can also be found near Munising as well as the Hiawatha National Forest and Pictured Rocks National Forest (Lewis, 1956). As a result, tourism is the main economy for the area. Boat and kayak tours for Pictured Rocks, gift shops, hotels and motels, camping, hiking, and fishing are just some of the tourist attractions and accommodations to the area. The town also contains a school and a hospital.

Seney is about 36 miles east of Munising on the junction of what is now M-28 and M-77. It came and went with logging and the railroads- the DSS&A and M&N railroads junctioned here (Scott, 2005). The village started in 1882 when the railroad came through the area and is named after George Seney who was a railroad director.

This town was legendary for not only its ideal lumbering and transportation site but also the lumberjack fights and murders (Scott, 2005). As many as 3,000 lumberjacks came into the town from the woods and brought mayhem with them. Most notably, saloon owner Dan Dunn shot one of the Harcourt Brothers who also owned a saloon. In return, Dan Dunn was shot to death by one of the Harcourts (Dodge, 1973). Seney also contained lumberjack Leon Czolglos who later shot President William McKinley in 1901. Seney came to be known as "Sin Town USA" and "Toughest Town in Michigan" during the 1880's (Dodge, 1973). Seney consisted of ten hotels, 21 saloons, company boarding houses, and multiple sawmills and lumber companies- most notably the Chicago Lumber Company (Scott, 2005).

By 1900, the timber began to be cleaned out, and there were barely 50 people by World War I. However, being a highway and railroad junction, Seney has stayed on the map and has contained a couple of businesses. With the paving of two highways, M28 and M77 in the 1950's, Seney showed more signs of a tourist stop. Today, Seney contains a motel, cabin groups, two gas stations, a bar, and a lumber company. The Seney Snowmobile Association has also boosted tourism to the area by providing trails. The Fox River has attracted tourists for fishing as well. The town is also home to the Seney Wildlife Refuge, which is one of the largest wildlife sanctuaries in Michigan. Recently, the town's Historical Society has renovated the old DSS&A Depot into a museum. Most residents are retirees and younger families find work and school in either Newberry or Manistique (Scott, 2005). Lastly, you can still find Seney's Boot Hill

Cemetery, which is home to graves of unknown lumberjacks, victims of saloon brawls, and logging accidents (Dodge, 1973).

Seney was an important junction of the railroad that branched into three other directions we will discuss. To the north, there is Grand Marais and is Germfask to the south. A branch off from the railroad in Germfask eventually led to the town of Curtis.

Grand Marais's history is almost as old as that of the Upper Peninsula. It is about 40 miles northeast of Munising and 25 miles north of Seney. French fur traders and Indian fishermen talked about this natural harbor on Lake Superior before 1700. Maps from the French named this area in 1744 as "le Grand Marais," but it wasn't until 1850 that it was attempted to be settled (Scott, 2005).

In 1862, a trading post was established, and by 1874, AuSable lighthouse was erected and used by the US Coast Guard (Scott, 2005). Permanent residents began to settle in the area, and by 1880, Grand Marais had become an important fishing village with as many as forty ships in the harbor (Dodge, 1973). During this time, Wellington Burt, whom the township is named after, partnered with Henry Gamble and built the first sawmill and a seven mile railroad to haul timber. The village was laid out in 1883 east of the former fishing village (Scott, 2005). By 1887, the town consisted of 300 residents, three mills, three hotels, two general stores, a drug store and grocery store combined, a clothing store, two billiard halls, and a post office. In 1890, most of the lumber was removed nearby, so most workers moved to Seney and Grand Marais had less than 200 people (Dodge, 1973).

The dying village was regained when the Alger-Smith Company built a 25 mile railroad connected Grand Marais to Seney in 1893 (Scott, 2005). Abandoned mills were rebuilt, and the village grew so rapidly that a tent city had grown near the edge of town. Within the next twenty years, Grand Marais was one of the largest unincorporated towns in the Upper Peninsula. By 1910, the peak boom of people was nearly 3,000. The government invested millions of dollars to improve the harbor, piers, lighthouses, and life saving station. Tourists arrived to the popular summer resort on the Manistique Railroad to witness the abundance of fish and wildlife. Following the influx of residents and tourists, several schools, churches, and hotels were also built. There was an opera house, two competing weekly newspapers, multiple fisheries, a hospital, two banks, 20 saloons, and overall a total of 65 businesses. Grand Marais also was lighted by electricity, had a fire department, and water pipes laid in all the streets for residents (Dodge, 1973).

This boom was ended when the Manistique Railroad discontinued the tracks leading to Grand Marais in 1912, and the town was once again isolated. Most of the businesses were deserted but the town continued to survive due to the harbor and fishing. In the 1930's, the state built highway M-77 to connect Grand Marais to Seney and the main highway M-28. The road was improved and straightened, which gave the town hope for a tourism boom (Dodge, 1973). Grand Marais is a natural area for tourists with its beautiful harbor and fishing sites and its proximity to the Grand Sable Dunes and Pictured Rocks National Lakeshore. The boom started slow due to the Depression,

but after World War II, Grand Marais became a hit destination once again. When M-77 was paved in 1959, tourism increased drastically (Scott, 2005).

Today, there are about 300 permanent residents and at least three times that number in the summer. Most residents are either retired or empty-nesters. There are now about 25 businesses in the area ranging from motels, gift shops, public amenities, a park at the harbor, a US Coast Guard Station, a campground, and an airport to handle traffic in the summer (Scott, 2005). As a whole, Grand Marais has had many lives starting as a fur trading post, a life saving rescue center, a fishing center, a lumber town, and now a resort community.

Grand Marais shows the importance of the Upper Peninsula Development Bureau (UPDB) that emerged in 1911 as regional tourism advocates and they turned to the state for support. This organization committed to tourism to help redevelop the lands so they were aesthetically pleasing by reimagining and conserving it to attract urban dwellers. Michigan's Highway Department helped facilitate tourism and issued a free road map in 1912 and 1919. In that same year they also introduced roadside parks and rest areas to facilitate tourist travel. Automobile access, lodging improvements, and the desire to escape the cities during the summer contributed to the rising number of vacationers. During the 1920's, improved roads and affordable vehicles made travel easier (Shaprio, 2013). Grand Marais relied on the railroad for timber removal and for bringing in tourists. When the railroad left the area, the town essentially had little connection to the outside world. Grand Marais shows the importance of improved and

paved roads for not only easier travel, but the beginning evolvement of areas for tourism.

Referring back to the main railroad track, south of Seney is the town of Germfask. **Germfask** is seven miles south of Seney and was settled first in the 1870's by John Grant. The "G" in Germfask is taken from Grant. The remaining letters are from the first letters of family names of the freeholders who organized Germfask Township. By the 1890's, Seney had declined so people moved to Germfask and had a population of 100 people. Germfask was described as on the Manistique Logging Railroad and contained: sawmills, general stores, a shingle mill, a saloon, hotels, and multiple lumber businesses. At one point, Germfask reached a population of 500 people (Dodge, 1973).

Today, remnants of old, closed businesses and houses litter the main street of Germfask. The school has long ago closed, and most residents and children must travel to either Manistique or Newberry for work and school. A motel, Jolly Inn Restaurant, a small grocery store, and a campground are the main businesses remaining.

(Google, 2019)

Curtis was first known as Portage because the area was between two lakes and also as "Sa-Wa-Quata" or "Saw-Wa-Quta-to" or "Saw-Naw-Quato," in honor of Indian Chief Simon. It is also known as the Manistique Lakes area because it is in the center of three inland lakes. To the south of the town is South Manistique Lake (previously known as Whitefish Lake) and to the north is Big Manistique Lake and Round Lake (North Manistique Lake).

Native Americans were the first to own the land in Portage township until the government issued a land patent in 1854 for a lot in west Portage. Other patents for land were issued to the Native Americans in this area and many are where present day Curtis lies. The Natives who lived in Curtis lived in the bluff overlooking South

Manistique Lake. There were once many Native American gravesites around Portage but relic hunters, grass fires, and time have caused them to disappear (Soder, 2007).

Early settlers came to the Portage Township from Naubinway and then by using an Indian Trail east of present day Curtis. This trail was near the first house built in the Portage area named the Halfway House. This house was built by the St. John and Livingston families in 1876. The Halfway House was the stepping stone for settlers coming to Curtis, McMillan, and Newberry. In 1877, a Canadian settler named John Lee claimed to be the first white settler of Curtis and lived with some Indians on top of a bluff that overlooked South Manistique Lake while he built his home (Burns, 1991).

The DSS&A railroad construction, which connected St. Ignace to Marquette in 1881, ran just north of the area and resulted in the influx of people. The trickle down effect from Newberry and McMillan happened to the surrounding areas as people arrived in the railroad and used trails to branch out farther. The construction of the DSS&A railroad (later knowns as the Soo Line) south of the Manistique Lakes also opened the area even more to settlement. Now, people were able to travel as far as Sault Ste. Marie, Grand Marais, Marquette, and St Ignace by train (Burns, 1991).

Spurs of tracks would reach into various lumber camps such as the Manistique Railroad, which ran from Grand Marais to Seney, was extended to Germfask in 1889. Later, it was extended out to the Wilman's Mill three miles east of Curtis in 1905 (Kiebler, 1953). The two lakes on either side of Curtis were also critical by floating the logs to the Sherbrook Mill located in downtown Curtis. The mill sawed lumber and shingles until about 1914 (Burns, 1991).

In 1890, the population of the township was 171 and by 1905, Curtis became an official town named after the former State Senator William Curtis. He later constructed the firm of Cook, Curtis, and Miller which purchased 12,000 acres in Curtis, It had a contract with Alger Smith & Company to supply lumber to the mill in Grand Marais. The company also built a general store and hotel near the railroad in Curtis (Soder, 2007).

The population of Curtis in 1907 was 75 people. The town included: two saloons, laundry, two general stores, Norton's Hotel and Gish's Hotel (Kiebler, 1953). In the 1900's, resorts began to appear and there was hope that as long as the tracks were in use, there was hope for the town. However, by 1910, the Manistique Railroad was abandoned by Alger Smith and the depot in Curtis closed, but various lumber companies continue to use it until the 1920's. The timber diminished and with it, and the tracks were pulled up. Families began to move away and the ones who stayed found jobs in other towns or took up farming and fishing. By 1913, the population was only 25 people (Soder, 2007).

The importance of the two lakes, Big Manistique Lake and South Manistique Lake, in early transportation cannot be overemphasized. In summer, Portage inhabitants rowed north to Helmer or south to Nortons. In winter people walked across the lakes pulling homemade sheds or pulled by horses and sleighs from McMillan and other places (Kiebler, 1953). Logs were also rafted across the lakes to the mills. The lakes and surrounding forests also produced the vast abundance of hunting, fishing, and trapping opportunities are the components that saved Curtis. These natural inland

lakes continued to attract people after the railroad left and the area eventually became a resort tourism center.

Today, Nortons Hotel burned down and was replaced with cabins and Gish's Hotel is now an Adult Foster home. The former Ostrander's Forest Inn was moved via logs, oxen, horses, and manpower to its present site on Big Manistique Lake where it is known as Chamberlin's Ole Forest Inn (Burns, 1991). The post office is still operation, multiple resorts and cabins, multiple restaurants, a bank, an old fashioned ice cream parlour, a pharmacy, a hardware store, a gas station, a bait shop, two recreational watercraft and ATV stores, an elementary school, the Erickson Center, and much more compose Curtis today.

The area that is composed of Seney, Grand Marais, Germfask, and Curtis highlight the vast different futures of towns of the EUP. Tourism was able to save Grand Marais and Curtis after the decline in lumbering and the railroad leaving. Resorts and the attraction of the lakes in these two towns can not be overemphasized. In contrast, Seney and Germfask have fallen into decline without these incorporations of attractions and resorts.

Back onto the main track of the north line is the town of **McMillan**. It is 13 miles east of Seney and began in 1881 as a logging stop on the DM&M (later the DSS&A) railroad. It was started and named after James Mcmillan who constructed a group of investors and bought the railroad. McMillan was one of the main camps, named Murphy Camp, of the Charcoal & Iron Company and hauled hardwood trees. The next year, James McMillan sold it to the DSS&A railroad and the company headquartered in

Newberry as the Vulcan Iron Furnace Company. The population was 40 residents and

the village combined with the railroad was beginning to develop (Scott, 2005). However,

the peak boom was in 1910 when the town was about 300 people (Dodge, 1973). In the

early 1900's, the American, Chicago, and Bonifas lumber companies built mills (Scott,

2005). The town also consisted of two school houses, a grist mill, a stave mill operated

by the Northern Cooperage Company, several saloons and general stores, and the

Colombia Hotel (Dodge, 1973). The town began to decline by the 1920's but the

pulpwood industry and the addition of the M-28 highway continued to fuel it (Scott,

2005).

By the Depression and 1940's, McMillan was surviving due to the pulpwood

production and the school in the area. This two story brick school, named after

President Lincoln, was built in 1912 and was considered the best in the area. There was

some successful farming in the area but it started to decline by the 1950's because of

younger families moving cities for jobs and the lack of incorporating tourism (Scott,

2005).

Today, there are only remnants of this former town. The railroad depot and the

Lincoln school has been closed since 1967. Most residents and students commute to

Newberry for jobs and school. There is only one restaurant open in the town which is

most likely sustained by the local restaurants and people passing by on M-28.

Dollarville is a mile and a half west of Newberry and is named after its founder

Robert Dollar. Robert Dollar was an important lumberman within the area and had

personally scouted the counties of Luce, Chippewa, and Schoolcraft for lumber. With

the railroad completed within the area in 1881, Dollar and three partners bought over sixty thousand acres of forest. He selected a sawmill site on the Tahquamenon River for the American Lumber Company, which is slightly west of Newberry. Water was an important piece of logging in the EUP and specifically Dollarville. This is why Dollar used lakes and rivers such as the Tahquamenon and Two Hearted to move logs (Karamanski, 1989).

Within the next ten years, Dollarville had a population of 400 and included several stores, company businesses, two hotels, saloons. The town's lumber operations switched between different hands as the year went on between the Peninsula Land & Lumber Company and the Dollarville Lumber Company. In the early 1900's, Dollarville was at its peak population of 600 people. However, the county placed restrictions on land sales and lumbering to protect the Tahquamenon River. Now, lumberman had to go farther into the woods and the only way for the company to get its product was through the railroad (Scott, 2005).

As the years went on, Dollarville's population dropped from 400 in 1910 to 300 in 1915 (Dodge, 1973). The last hope for the town was the industry of tourism, but in 1928, the new main highway M-28 bypassed the town and any remaining hope was diminished. One last glimmer of hope to bring tourism into Dollarville was the new dam that was completed in 1972 (Scott, 2005).

Today, Dollarville is now just a collection of homes that are passed by on the back road into Newberry. There is no store, school, church, or post office. The only

business is a lumber company that has been shipping out pulpwood logs for the paper

mills in Escanaba and Manistique.

Although McMillan had other industries and businesses initially start in the area,

they did not last and diminished hope for the town. McMillan was given a chance to

survive with M-28 passing through it, but there were no natural attractions or tourism

businesses established. Dollarville was not placed on M-28 and therefore had even less

of a chance of surviving than McMillan. Although McMillan was placed on M-28, like

Dollarville, the town didn't establish tourism that resulted in the town's demise.

Continuing eastwards from Dollarville is the town of Newberry that has quite a different

result than McMillan and Dollarville.

Newberry was known for lumbering, and these interests lead to the building of

the DSS&A railroad through the area which was completed in 1881 (Fuller, 1926). This

lead to the rapid growth of Newberry as it soon became a thriving town with a variety of

businesses. In 1887, the Vulcan Furnace Company operated here and pig iron and

lumber were shipped. In 1893, the Newberry Celery and Improvement Company was

started by the Peninsula Landy Company. During this, Burrell Chemical Company

manufactured, wood alcohol which was a byproduct of charcoal manufacturing. These

two companies hired a total of 250 workers. However, the celery business failed, and

the company donated 560 acres of land in 1894 to begin the construction of the

Newberry State Hospital for the Insane. It opened in 1895 and soon housed 500

patients and hired a mass amount of employees (Dodge, 1973). In 1910, Newberry was

also home to the Superior Iron & Chemical company (Fuller, 1926). Following the expansion of the town, a school was soon erected.

Newberry soon became the largest town in the area as more businesses moved into the area. The DNR and State Highway Department also located a large office in the area (Soder, 2007). There has been a decline of residents since the previous booming days, but Newberry remains to be a bustling town. The conversion of the state hospital to a prison, the building of the Louisiana Pacific (LP) mill, the school system, and the local hospital have maintained Newberry. Tourism is also a huge contributor to business since Newbery is the gateway to the nationally famous Tahquamenon Falls State Park. The advertising of the falls, Oswald's Bear Ranch, camping, trails, hunting, fishing, snowmobiling, and overall outdoors aspect of the area has attracted tourists from all over to enjoy and flourish the area.

The town of Newberry was able to establish important businesses and industries while also relying on tourism. These two aspects mixing together have been able to build a sustainable town. Newberry and Tahquamenon Falls highlight the importance of Michigan establishing the Department of Conservation in 1921 and the establishment of state parks. The Department of Conservation ultimately mediated encounters with nature and influence vacations through licensing, mapping, fish and game laws, managing parks and forests, and land-use policies. During the early 1920's, state parks were also established by the Upper Peninsula Development Bureau when they collaborate with government officials. By 1922, the UP was inspected for proposed park sites for approval, and by the following year, the UP had four state parks. State parks

offer a wide range of opportunities for a variety of people such as attractive destinations, camping, hiking, and wildlife (Shaprio, 2013).

It should be noted that about 12 miles east of Newberry but before the town of Hulbert, there was a small town called Soo Junction. There is relatively little information on this area, and nothing remains today. However, it was a key point because the DSS&A railroad branched southeast to the town of Trout Lake and eventually to St. Ignace. These towns will be discussed with the south line of the DSS&A railroad. We will continue east to the town of Hulbert.

Hulbert, originally called Tahquamenon, is a lumber town that stayed with the Hulbert family for more than sixty years. It is 17 miles east of Newberry, a mile and a half north of M-28, and Hulbert Lake lies south of the town. Francis Hulbert and Lewis Pond discovered the lake in 1872 and made plans for a mill and a village. They wanted to take advantage of lumber deals due to the construction of the second of the four Soo locks and the DSS&A having plans to connect St. Ignace and Marquette. Hulbert and Pond started the first mill in 1876, and Hulbert's son Richard, got into the business too. The arrival of the railroad helped the sawmill, but the village grew slowly and had only 25 people in 1892. The Hulbert sons work the Tahquamenon river and sold timber to the Chesbrough brothers who had a large mill in Emerson. The national Panic of 1893 led to the town being nearly deserted, and the death of Francis Hulbert led the family to leave for Chicago- except for Richard. He formed a new lumber firm of Hulbert and Chesbrough (Scott, 2005).

Following this new firm, the town built its first store and school and had more than 100 people. This lasted for about ten years until the town was deserted again in 1908. It came back in 1919 with the help of Richard Hulbert, when James Parrish initiated a woodenware factory (bowl factory). Hulbert was still called Tahquamenon until 1920, when it was named after its founder. By 1930, the town expanded to more than 450 people with the additions of more homes, a bigger schoolhouse, and a store. The railroad tracks were taken out in 1980, and the last train to stop for passengers was in 1951 (Scott, 2005).

The new highway M-28 came in during the late 1920's, and Hulbert had the potential of becoming a tourist destination. Although Richard Hulbert built a tourist lodge on Hulbert Lake (Lake Glimmerglass), it never was a huge tourist destination but survived the Great Depression. In 1940, multiple deer yards were constructed to feed the deer during the long winters. This kept the town going for the next twenty years by becoming a tourist attraction. As the years went on, Hulbert Corners, located on M-28, had a strip of convenience stores and restaurants. The lodge and cabins built on Hulbert Lake by Richard Hulbert continue to be the town's main business. A new addition of the Sno-Shu-Inn also attracts hunters and snowmobilers (Scott, 2005).

The population of the town is about the same as in 1980 with about 250 people. Most of them are retired, and some of them are only in town for the summer. The town's last store, Johnny Hunter's Place, closed in 1992. Before the 1960 and the decline of the town, there were three stores in the town. The school closed in 1960 and the children now go to school in Newberry (Scott, 2005).

Other remaining businesses in the town are the Tahquamenon Hotel and Restaurant, Hulbert Happy Hour Tavern, one deer yard run by the Planck family, and the Wildlife Acres Lodge. This little town in the woods continues to come to life in the summer and winter by the return of retired citizens and tourists.

In comparison to Newberry, Hulbert has gone through different phases but has ultimately relied on tourism to survive. Here, no other big industries or businesses were established to continue the growth of the town. Tourism is the last piece that has barely kept people in the area.

East of Hulbert is the town of Eckerman, which consists of only some homes today. However, south of the town is the junction of highway M-28 and M-123. The highway M-123 today is an important road traveled by tourists. It is used to get to attractions such as Tahquamenon Falls and further north to Whitefish Point. We will briefly branch off from the main track of the DSS&A railroad to mention some of these northern towns.
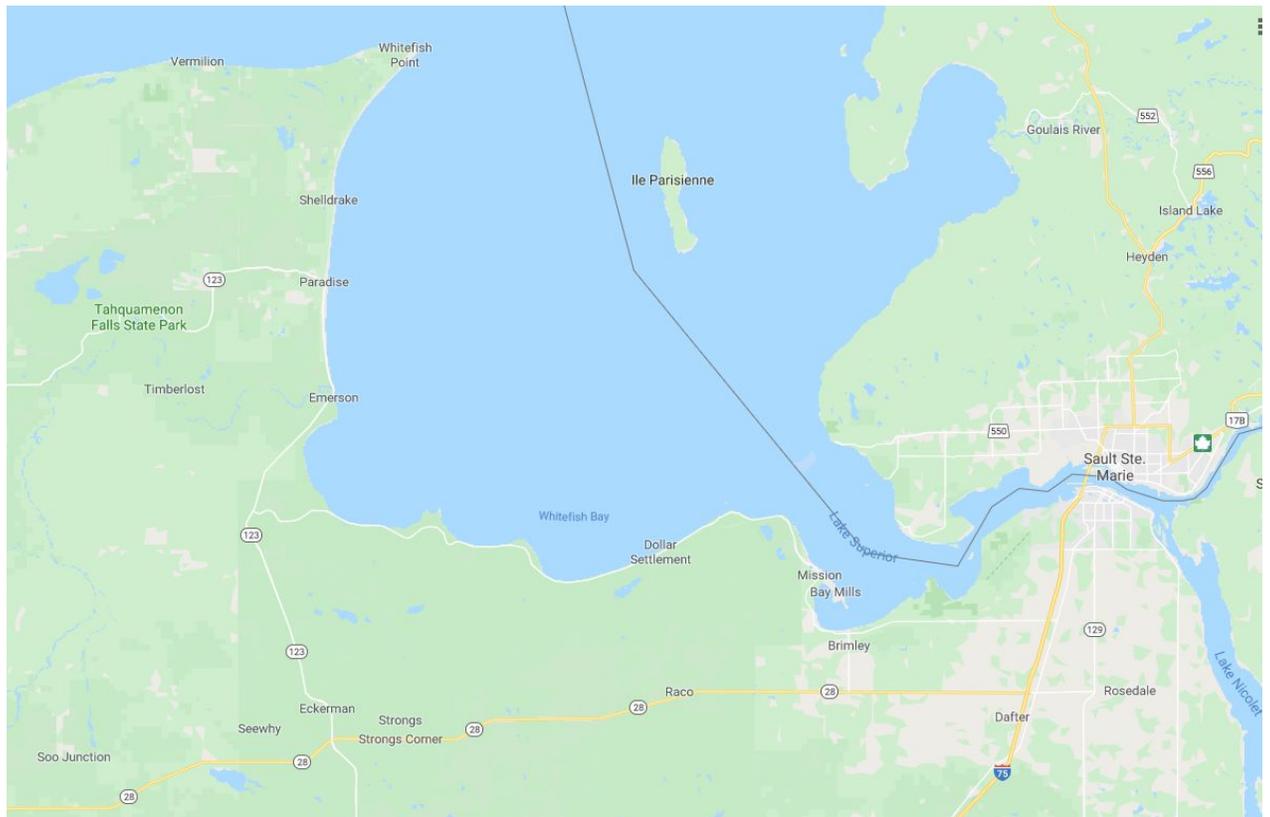
(Google, 2019)

   Emerson is about thirteen miles north of Eckerman and sits at the mouth of the

Tahquamenon River where it empties into Lake Superior. The town is named after a

Saginaw millionaire lumberman Chris Emerson. Emerson was founded in 1882 by the

Cheesebrough Lumber Company and had a population of 109 people by 1890. Other

lumbering companies such as Corky Culchane & Moore and Parke & Sharpe also came

into the area. Once the lumber in the area was used up, only fishing families remained

and by World War II, the town ceased to exist. During the 1940's, an unnamed citizen

donated 2,000 acres at the mouth of the river to the state and it is now a state

campground. Today, little remains and unaware tourists pass this site to visit

Tahquamenon Falls, Paradise, and Whitefish Point (Dodge, 1973).

Continuing northwards from Emerson will be the town of Paradise, which resides

on the shores of Lake Superior. The previous history of the town was not researched,

but it is worth mentioning. This little isolated town continues to hang on today. There are

multiple restaurants, a post office, cabins, motels, and a small school. Tourism plays a

key role, and it seems this town has been able to survive due to multiple tourist

attractions surrounding it.

Whitefish Point sits at a point that juts out into Lake Superior and is

approximately eleven miles north of Paradise. The first lighthouse built of brick was

erected in 1849. This area was known by Indians and travelers but was not in the

business directories until 1879. It was noted as a supply landing for lumber camps,

fishing, and potential for a summer resort. The population was 59 at the time, and the

area consisted of mail triweekly, a postmaster, a general store, two cranberry growers,

hunter and trapper, multiple fishermen, lighthouse keeper, assistant lighthouse keeper,

hotel and dealer in pinelands, and fish dealers (Dodge, 1973).

The area continued to grow and cranberries, a cash crop resulting in more than a

dozen cranberry growers in the area. The peak population of the village in the early

1900's- the 1905 population was 200 people. Subsequently, a steel lighthouse replaced

the old one in 1900, and the lifeguard station was changed to a Coast Guard Station.

Once an important fishing area, the decline in the Great Lakes fishing lead to only one

fishery in operation in 1971 owned by Brown's Fisheries (Dodge, 1973). Today, the lighthouse and an erection of a museum target tourists to the area.

Continuing back onto the main track eastwards is the town of **Strongs** which is named after an early storekeeper and mill operator. It is 24 miles east of Newberry and on the DSS&A railroad. The town was settled in 1899 by fifteen families that came to the woods to work on cutting shingle bolts. The shingle mill employed workers and in a couple of years, it became an established village.

In 1905, the population was 150 people and included: a postmaster, a railroad agent, Phelps & Burrell Lumber Company, a sawmill, a hotel, a saloon, a general store, and a shingle mill (Dodge, 1973).

Raco received its name from the combination of the founders names Richard and Avery Company (R.A.C.O) who were lumber manufacturers. It is 12 miles east of Strongs and had a post office on the DSS&A railroad established in 1914. In 1917, the population was 200, and at one point, there was a banking and loading ground for logs. The peak population of the village reached 350 people (Dodge, 1973).

The first observation tower for spotting fires in Michigan was placed near Raco on top of a pine tree near the main road (M-28). In 1928, when M-28 was widened and paved, this tree which was still standing was torn down. Today, these towers have been replaced with planes (Dodge, 1973). In 1940, an airfield was built to refuel aircraft flying to Alaska and to protect the Soo Locks. This lasted only for a slight time and the last known current use of the airfield is to test winter automobile testing facility. Strongs and

Raco are still around today simply because M-28 goes through them. At most, there is a restaurant or two and a motel on M-28.

Brimley is the companion mill town next to Bay Mills and 16 miles west of Sault Ste. Marie that started to become settled in 1870 by the Rupley family who started farming. Next in 1872, were the Scribner brothers who had ideas of started a town and would later run the first general store. This was five years before the Norris Lumber built in Bay Mills, ten years before the DM&M (later DSS&A), and fifteen years before the village was plated in 1887 (Scott, 2005). Brimley, originally called Superior, contained a schoolhouse, a church, and a post office in 1879 (Dodge, 1973). When the DSS&A railroad came into town in 1887, this stimulated more businesses and migrants to move in. In 1893, the population was 100 and included a: postmaster, four general stores, restaurants, a Reverend, a barrel maker, a barber, two hotels, a telegraph and railway agent, a painter, a builder, a hunter, and a dressmaker (Dodge, 1973).

When the Hall & Munson factory was established in Bay Mills, it and Niagara Paper Mill were connected to the town by a tramway with swing bridges for ships. Then in 1896, federal officials notified Superior (Brimley) that a town in Michigan already had the same name so the officials decided to rename it in honor of a conductor, so the town was changed to Brimley. When the Bay Mills lumber mill burned down in 1904 and then the sawmill in 1909, the town still thrived with the Niagara Paper Mill and the railroad- shipping pulpwood for the next twenty years (Scott, 2005).

In contrast to neighboring Bay Mills, Brimley continued to grow by getting street lighting in 1908 on the main street. It was then paved in 1916. Road improvements on

M-28 in 1930 gave the town an additional lifeline (even though it was three miles away).

Over the next thirty years, these infrastructure improvements slowed Brimley's decline,

but by 1970, the town had lost 75% of its 1900 population. The last train left Brimley and

the block-long granary in 1961, which was a key operation to the area when hay from

the surrounding farms was shipped out weekly, closed. Then, the closing of the

Kincheloe Air Force Base in 1979 added to the decline (Scott, 2005). Over the next 25

years, the town has grown back tremendously and stabilized with the additions of the

nearby casino and prison, which has produced most of the new jobs.

Presently, the K-12 school that started in 1909 as an elementary was enlarged in

1962 to include a high school, and another elementary school addition was built in 1973

(Scott, 2005). There is the Passmore's Hardware and eight other businesses including a

grocery store and a bank.

A small branch of the DSS&A railroad out of Brimley leads to the town of Bay

Mills. **Bay Mills** was an Indian mission and fishing community long before it became a

fur trading post for the American Fur Trading company and then later a sawmill town in

the 1870's. It is one of the 12 Indian reservations in Michigan and its history is linked

with neighboring Brimley (Scott, 2005). Bay Mills was described as "In the Waishkey

Bay of Lake Superior on the DSS&A railroad and 20 miles southwest of Sault Ste Marie"

(Dodge, 1973). This area was part of the Ojibwe hunting and fishing grounds for

thousands of years before a mission was established by the Methodist Church near

Iroquois Point in 1852. This was known as Gnoozhekaaning or "the place of many

pikes" (Scott, 2005)

The first permanent settlement of the white settlers was in 1877 when a sawmill was built by the Norris Lumber Company. A post office was in operation from 1879 and lasted until 1909. After the Hall and Buehl (which became the Hall & Munson mill in 1893) started in 1883, the DSS&A railroad was extended west in 1887 along the bay from Brimley to maximize the mill's shipping. The mill was larger than several city blocks and cut more than 100,000 feet of timber a day. The mill alone employed 1,200 people and was twice the size of Brimley (Scott, 2005).

In 1893, Bay Mills consisted of Methodist, Indian Mission, and Episcopal churches, two sawmills, mail twice daily and a postmaster, a sash and blind factory, a machinist, a druggist, a photographer, a stage line and ferry, a meat market, two carpenters, a telegraph agent, a millwright, a lumber inspector, two lumber manufacturers, a sash and door lumber manufacturers (Hall & Munson Company), a barber, a Methodist reverend, a general store, pulp manufacturers (Niagara Paper Company), a hotel, a blacksmith, and a saw filer (Dodge, 1973).

In 1890, a sash and door factory was a booming business and lasted about 15 years until it burnt down. Later, in 1904, a fire and running out of timber resulted in the Hall & Munson mill closing. The village had a population of 1,900, but once the factory and mill burned down, most of the population moved away. By 1909, it was a ghost town with a population of 75 and one general store was in operation (Dodge, 1973).

In 1930, federal additions to the tribal land helped bring the number of Indian families back to 35. In 1984, the Bay Mills Indian Community opened the Black Jack Casino (now known as the King's Casino) was the first tribally opened gambling casino

in Michigan and the nation. Following this was the opening of the Bay Mills Resort and Casino in 1995 and the two casinos together employ 800 people. The year 1984 was also the first year for the Bay Mills Community College, which has 240 students. As a result of businesses arriving, families have moved back to and Bay Mills which now has about 1,600 residents including 800 on the reservation. Today, Bay Mills has an elementary school, 10 other businesses including multiple stores and motels, and a medical center (Scott, 2005).

Brimley and Bay Mills are surviving today because of industries that were established in surrounding area that provided jobs. The proximity to Sault Ste. Marie is another factor that should be considered. It, of course, can not be overlooked that the casinos have had a huge influence on these towns.

Sault Sainte Marie, which people refer to as "the Soo," has a long and interesting history. It is the county seat and largest city in the county. It was the first permanent settlement in Michigan and is the third oldest remaining in the United States. It was the headquarters of the American Fur Trading Company, which initially was the sole interest of the area (Dodge, 1973). The Soo Locks, built in 1855, provided a 21 foot lift between Lake Huron and Lake Superior and provided a boom to commercial shipping (Scott, 2005). The Soo was incorporated as a village in 1874 and became a city in 1887 (Fuller, 1926).

At this time, the city boasted educational facilities consisting of six war school buildings, a high school, and the Loretto academy. The city is noted for its water power development, the plant of the Michigan Northern Power Company. One of the most

important industrial ventures is the Union Carbide Company which is one of the largest corporations of its kind in the US. The Lock City Manufacturing company was another local enterprise (Fuller, 1926).

The Soo was and is still currently a main junction of the EUP. It was where immigrants flocked to initially enter the UP and where the DSS&A branched out in two different main directions, the north and the south line. The Soo maintains importance in shipping across the Great Lakes via the locks and is also an international border with Canada. Today the main highways of M-28 and I-75 merge just south of the city.

The South Line

The south line of the DSS&A railroad will start in the Soo where the north line ended and eventually becomes known as the "Soo Line." Where the tracks proceed south of Sault Ste. Marie, a main highway of I-75 follows the same route. Later, we will see the tracks proceed westwards along the Lake Michigan shoreline, which is now the same route as another main highway of US-2. We begin to follow the south line of the DSS&A railroad east to west by beginning with the town of Rudyard.

Rudyard is described as 24 miles southwest of the Soo and is on the Minneapolis, St. Paul & Sault Ste. Marie Railroad (later the DSS&A and then eventually the Soo line). It had a population of about 800 people and is the center point of a shipping and farming region. The interests of the area were also well served by a thriving bank (Fuller, 1926)

The railroad main tracks continue on west, but several other branches of railroad reached the furthest eastern end of the Upper Peninsula. These towns, as well as Rudyard, focused primarily on farming which remains the main source of income for families.

Pickford was settled in 1877 and 24 miles south of the Soo. It had a population of 400 people with a bank. The town continues to be a center point for agricultural communities in that area (Fuller, 1926).

DeTour is at the far eastern end of the Upper Peninsula. It was known as Warrenville in 1848 but mail would be accidentally sent to a town near Detroit named Warren. So, in 1915, the Postmaster (Roderick Munro) changed the name to the French name "De Tour" -meaning to go around (Dodge, 1973). The town is at the mouth of the St. Mary's River and is the leading bunker port on the Great Lakes. Tourism has also sustained the town with a variety of attractions such as Drummond Island (Lewis, 1956). Detour is the exception of towns in this eastern portion of the Upper Peninsula to not rely mainly on farming. Most likely its proximity to Drummond Island and being on Lake Hurons shore, this town has used tourism to maintain it.

Maxton was a few miles northeast of Drummond on Drummond Island. It was a small settlement that consisted of two or three sawmills that operated from 1904 until 1930. As of 1927, there was a post office, a general store, and Art Shawl and Company-fish and groceries (Dodge, 1973).

Back onto the main track of the south line of the railroad, is the town of Trout Lake (referenced below on the map with a dot). This is where the north and south line of

the DSS&A railroad intersected and trains could travel in four different directions. Trout

Lake was a huge railroad town and once a bustling lumbering town. However, once

automobiles became the main use of transportation and no main highways passed the

town, Trout Lake has diminished. The two lakes and a campground have brought some

tourists into the area but this town is usually passed on by. There is still a small grocery,

gas station, and a couple of restaurants remaining, but the booming lumbering days are

long gone.

(Google, 2019)

The south line of the railroad continues onwards west to the town of Rexton.

However, it is important to note that the north line railroad continued southeast to the

towns of Moran and St. Ignace.

Moran is 10 miles northwest of St. Ignace, located on the DSS&A railroad and

was settled in 1881 (Dodge, 1973). The promise of land in the town by the German

Land Company was the scheme to bring people in (Scott, 2005). It was originally named

Jacob City and had a population of 100 people in 1893. It included: a postmaster and

builder, a justice, a blacksmith and wagonmaker, a railroad agent, a superintendent of

Martel Furnace Company, a general store, charcoal manufacturers, and a coroner

(Dodge, 1973).

By 1915, the population was 200, and by 1927, the town was booming. The

improved M-123 highway allowed easier transport of charcoal to the furnace company

in St. Ignace gave life to the town (Scott, 2005). A bus went to St. Ignace and

Manistique daily, there were multiple churches, a dairy farm, auto and gasoline station,

The Burma Mercantile Company, multiple general stores, a hotel, a proprietor, an oil

station, Standard Oil Company, Texaco Oil Company, a restaurant, and a radio

equipment store named Wing & Becker (Dodge, 1973).

By the 1930's and 1940's, the town declined and many of the deserted

businesses remain along the two main streets of the town (Dodge, 1973). The DSS&A

(Soo Line) railroad, which locals called "Dam Small Salary and Lots of Abuse," was

abandoned in 1961 (Scott, 2005).

In 1970, one of the few active remaining steel fire towers still was standing near

Moran (Dodge, 1973). The last school closed in 1972, but since the 70's, Moran has

slowly been coming back to life with increased tourism at Brevort Lake. Older families

have retired here and younger families working in St. Ignace commute for cheaper rent.

Mostly, the town's survival is due to the descendants of early families (Scott, 2005).

There is still one gas station open and possibly one or two stores, but old Moran is gone and all that remains is a ghost town.

In this area of the Eastern Upper Peninsula, advertised the area as the Land of the Hiawatha. In 1923, the Upper Peninsula Development Bureau distributed 25,0000 copies of the booklet: Cloverland in Clovertime Touring Through Picturesque Upper Peninsula of Michigan to attract people to the north. By the end of 1930, tourism was second in the states generated revenue and state park attendance increased by more than 40 times since 1922 (Shaprio, 2013).

Tourism began to develop as a major industry that ultimately altered the region's physical landscape much like logging and mining left its imprints. To fuel tourism, the landscape had to be reforested, maintain fish and game populations, and make water accessible. It was vital to conserve, manage, protect, and sustain the natural elements. Fears of deforestation and the rise of professional forestry contributed to the establishment of the Ottawa and Hiawatha National Forests which expanded federal land ownership in the area (Shaprio, 2013).

Saint Ignace is also one of the oldest settlements in Michigan when Father James Marquette came in 1671. The town was established and abandoned many times due to settlers coming and going to work on lumbering operations. In 1876, the population was 300, and it was the railroad connections with the south and the west that brought the boom to the community. As a result, in 1882 with the completion of the D.M.&M. (DSS&A) railroad to St. Ignace, the village's potential increased massively. With St. Ignace set as the county seat in 1885, a new courthouse costing $18,000 was

constructed. A $300,000 iron ore dock was built, and the iron furnace became a new employer. As of 1886, the population was 3,000 people (Dodge, 1973).

Today, St. Ignace is the port entry of the Upper Peninsula via the Mackinac Bridge. It continues to one of the larger cities of the UP with a variety of large businesses, industries, and tourism. Ferries to Mackinac Island, a large tourist attraction, have also largely influenced the area.

The railroad did not branch directly west from St. Ignace and follow the shores of Lake Michigan. But, the towns of Brevort, Epoufette, and Naubinway did become established. Most towns we have researched widely relied on lumber and the railroad. These towns initially relied on the natural resource of fishing. These towns were also of importance for immigrants traveling by foot or horse westwards. Ultimately, these towns remain importance for travel westwards across the Upper Peninsula because of US-2. As a result of the roads heavy traffic, these towns have established gift shops, gas stations, cabins, and motels to survive on tourism.

Many resorts evolved from fishing and lumber camps that capitalized on the region's natural beauty. Hotels and camps served sportsmen but could also be a place of rest and quiet. While these family owned lodges offered opportunities for entrepreneurs and places for tourists to stay, they began to reshape communities by purchasing summer cottages after vacationing in the region (Shaprio, 2013).

Brevort was first settled as a fishing village on Lake Michigan in 1884 between St. Ignace and Naubinway. It was originally known as "The Warehouse" because of the large storage building used by a steamship line that traveled from Manistique to St.

Ignace. It was eventually named after Judge Brevort who was an early surveyor. In

1893, the town's population was 75 and consisted of a postmaster, Gustafson Brothers

(fishermen), a justice, a barrel maker, multiple fishermen, a mason, and a blacksmith

(Dodge, 1973).

In 1905, the population was 100 but by 1909, the population was 50. By 1927,

the population had increased again to 100 with additions of: a Swedish Lutheran

Church, Dovey & Wheeler Lumber Company, E.G.F. Gustafson hotel, several general

stores, and a restaurant (Dodge, 1973).

Today, the fishing and lumbering days are long over. The town is described as a

summer resort and tourist area located on US-2. A motel, store, a gas station, and a few

homes are the remnants of this town.

Epoufette is French for "a place of rest" and it is believed that Father Marquette

stopped here. It is described as 33 miles northwest of St. Ignace, 11 miles from Rexton,

and on the shore of Lake Michigan. In 1859, this area was established by a French

fisherman but was officially founded in 1881 once lumber operations began. Fishing

was the industry until the 1960's, and at one point, houses of the village stretched for

two miles along the harbor.

In 1887, the population was 50 and the town was described as containing:

multiple fishermen, farmer, tug captain, engineer, shoemaker, M. Belanger & Company,

manufacturer of lumber tools, Cairns E. Smith & Company, and a general store. By

1893, the lumber days were over and there was only one general store under the name

of J. R. McLeod.

In 1909, the area took the site of being a resort center along with fishermen still present as well as a hotel, lumbermen, a dressmaker, and a teacher. As the years went on, the population remained at about 75 people. The year 1918 was the beginning of the summer resort implications. The C.B. Kinyon & Son were listed in the directory as "summer resort", another hotel was opened, and more fishermen were in the area (Dodge, 1973).

Today, the area has multiple summer houses but the fishing has come to an end for the area. There is no lumbering or commercial activity except for tourism. There are a couple of motels, a restaurant, Gustafson's Smoked Fish store, and a gas station.

Naubinway was established in 1840 as a fishing village (Soder, 2007). People came by horse from St. Ignace or boat from Lake Michigan to the town. Immigrants would then travel further inwards of the UP. Most immigrants that came through Naubinway and traveled north ended up settling in the Curtis and McMillan area.

(Google, 2019)

Back onto the main track of the south line, west of Trout Lake is the town of Rexton. **Rexton** was settled as a lumbering village in 1895 by the D. N. McLeod Lumber Company and the DSS&A railroad. Originally called Rex and then changed to Rexton in 1901 to honor the King of England, it served as a loading station for the railroad (Dodge, 1973). Around the year 1900, a nearby town of Garnet had a township hall but Rexton did not. There is a story that some men during the night snuck into Garnet with several teams of horses to move the hall to its current location (Scott, 2005).

In 1905, the town consisted of a hotel, a shingle mill, a sawmill, several stores, 3 saloons, and a population of 200. Rexton reached its peak in 1915, which brought in more stores, hotels, a livery, a restaurant, an optometrist, and two blacksmiths and doctors (Dodge, 1973). The town's sawmills made a variety of special products such as wooden bowls and handles. By the 1920's, there was a daily bus to St. Ignace, Manistique, and Escanaba and more additions to the town, such as electric power from the mills and a schoolhouse (Scott, 2005).

Rexton is closely tied with the town of Garnet by both officially beginning in 1901 and both declining at the same time. Before World War II, this area was more of a traveled section until the US-2 highway was relocated seven miles south along Lake Michigan in the late 1930's to provide more of a scenic route. This did not help the two declining towns. However, unlike Garnet, Rexton was the site of the Civilian Conservation Corps camp. These camps were to train and employ young men and was one of the nation's New Deal Programs to help communities during the Great

Depression. It was open from 1933 until 1942, and by then, Rexton was nearly deserted (Scott, 2005).

By the 1950's, most of the businesses and hotels were boarded up with only one store remaining open to this day. The railroad still runs through the town but the station was closed in 1951. The Rexton school had students up to tenth grade until 1956, up to eight grade in 1965, and up to third grade in its final year of 1966. The post office was open until 1968, and by then, the service was moved to Trout Lake (Scott, 2005).

There have been some independent lumbering continuing in the area and tourism due to the Garnet, Strouble (named after an Indian family), and Dollar Lakes. However, the main reason for the survival of Rexton is the descendants of early families that have moved back here. Some of these families are retirees and others are younger families who work in Newberry, Engadine, or St. Ignace (Scott, 2005).

Garnet was the railroads name of this lumbering center and the postal name was "Welch." It is 42 miles northwest of St. Ignace and 15 miles east of Engadine. Between the years of 1897 and 1900, the town had a population of 500. In 1905, the population was 400 and consisted of: on the railroad, Postmaster and general store, dry goods, millwright, boarding house, two teachers, harnessmaker, notary, saw and planing mill, railroad agent, hotel, saloon, a justice, and a physician.

In 1910, the population had declined again to 350 and was home to the Hudson Lumber Company. By 1915, the population was 150. Lumber and logging industries were still present after World War II and the McLeod Lumber Company, E.C. Stickler & Company, and Wellman & Aldridge Company which manufactured handles for axes,

hammers, shovels, etc, were still present in the town. As late as 1938, a small shingle was also still in operation.

As of 1972, although the community was a ghost town compared to its early days, it has kept going as a community with a new post office, a church, some houses, and small sawmill operation on Garnet Lake. There was hope that increased traffic with the newly paved road would revive and bring tourists to the area (Dodge, 1973).

Rexton and Garnet are towns that were passed by of US-2 and other main roads. These once busy lumbering towns have both diminished. Now, clusters of homes show that these areas were once towns. Tourism essentially was never established for these two areas, and as a result, they are now ghost towns.

Engadine was platted by Robert Dollar Lumber Company in 1889 and originally named Kennedy. By 1893, the named was changed to Engadine in honor of a province in Switzerland. Today, the town is still surviving and contains a gas station, grocery store, other small businesses, and a school. Most families are farmers, work in the lumber industry, or travel to Newberry for work (Dodge, 1973).

Gould City was founded by Sam Stiles in 1886 when he built his mill, house, and store near the old highway that preceded US-2. He was also the first commercial fisherman on Lake Michigan shore. The extension of the MSP & SSM (later the Soo Line) railroad through Gould City in 1887 served as an opening wedge for the interests of cutting lumber in this area. The town developed to approximately 200 people and contained: a post office, Bovee-Robinson & Company, two general stores, Quirk Bros & Furman, a shingle mill, and a druggist (Scott, 2005).

By 1905, Gould City became a station when the depot was moved from the town of Corrine and lumbering operations came into full swing (Scott, 2005). The town added two churches, an elementary school, two hotels, two saloons, two general stores, a doctor, a blacksmith, a jeweler, a doctor, Simmons Manufacturing Company, and sawmills, which spurs of railroad went to the mills (Dodge, 1973).

The 1920's was the peak of the town with a population of 300 people. However, there was a setback when half of the business district burned down in 1929. Most of these businesses were never built, and this was the beginning of the decline of Gould City. It survived with the help of pulpwood operations and shingle making (Scott, 2005).

Another blow came to the town when US-2 was built in the late 1930's, which made the road west from Gould City to Manistique less traveled. This change made the nearby village of Corrine become a ghost town but Gould City was able to survive after 1970 with the implementation of road improvements and the attraction of a community to retire in. There was also a high school in Gould City during about 1938 but closed in the mid-1950's. The railroad still runs through the town but the depot was closed in 1950 (Scott, 2005).

Today most of the remaining buildings by US-2 are vacant, and now there are only two businesses and a small church (Dodge, 1973). Although it has been like this for sometime, there are modern homes on the side streets and the post office is still open. Most of the residents are retirees with some younger families that make a total of about 100 residents (Scott, 2005). A bar, restaurant, and hotel are the only businesses

for the town of Gould City and survive because of US-2. No other major businesses or tourism were ever established which caused the town's diminishment.

Blaney is about ten miles south of Germfask and 22 miles northeast of Manistique. It initially was a lumber town and provided lumber to multiple cities through the Stewart Earle's Wisconsin Land and Lumber Company. The town also had a small railroad named Blaney and Southern railroad. As timber declined throughout the surrounding areas, the Earle attempted to use the vast property for cattle ranching. The ranch was brief and the area was changed into a resort in 1926. With the construction of US-2 just south of the town and M-77 through the town, the prospect of the area as a vacation spot boomed. The town began to have a variety of amenities such as swimming, golf, tennis, a game refuge, and a bird sanctuary. The wooded area, lakes, and fishing all attracted tourists. The town had multiple cabins, motels, and an airport (Shaprio, 2013). However, today there is very little left of the town of the Blaney, abandon cabins and building lie on US-2 and the M-77. At the most, there is only a bed and breakfast and small antique shop left of this once booming resort town.

It is notably strange because once tourism has been strongly established in towns, these areas have been able to survive and thrive such as Curtis and Grand Marais. However, towns on the highway M-77 such as Blaney, Germfask, and Seney have all seemed to fail to maintain tourism in the area. It is possible that other towns in the EUP had stronger attractions that caused tourists to migrate elsewhere.

Manistique started as a lumber town and port in 1860 (Lewis, 1956). It was incorporated as a village in 1885, a city in 1901, and eventually the county seat of

Schoolcraft County. The prime location of the city is on the shores of Lake Michigan where the Manistique River empties. The river allows the harbor to stay open throughout winter and thus allowing boats to come in year round. The Manistique River was also key in floating logs to the sawmills and docks. Car ferries operated between Frankfort and Manistique added importance to the city as a shipping point. The abundance of the lumber mills, lime kilns, Manistique Pulp and Paper Company, and other industries contributed to the advancement of the city (Fuller, 1926).

Northwest of Manistique lies Indian Lake and a big spring called Kitch-iti-kipi. The spring is four hundred feet across and forty feet deep. A large raft carries people over the surface to see the crystal clear water and trout. The surrounding area has over 300 lakes, contains a portion of the Hiawatha National Forest, and runs along the shore of Lake Michigan. US-2 also runs straight through the city, so all of these are contributing factors to the large number of tourists that come to the city. At one point, Manistique was known as the "Motel City" for the vast amounts of family owned motels (Lewis, 1956). Today, the city contains a wide range of businesses but most notably the Manistique Paper Company, a hospital, a school, and a casino.

Throughout Michigan's history, the Upper Peninsula was overlooked as a potential investment and the revenue it could bring in. Since the prime industries of fur trapping, lumbering, mining, and the railroad have been long gone, the imprint and construction of the towns remain. Farming, enterprising manufacturers, and other businesses are key components that added prosperity to the communities and towns of the Upper Peninsula that should not be forgotten. Tourism is ultimately what sustained

the small towns of the Eastern Upper Peninsula and remains the backbone to keeping businesses and people in the area.

Although tourism was able to save small towns in the Upper Peninsula after the decline in lumbering and the railroad leaving, some areas have not lasted to the present day and are only remnants of their former past. Abandoned cabins, restaurants, and motels litter areas that once attracted thousands of people each year. However, other towns have been able to prosper. They survived the decline in the early 1900's and again later in the 1900's. They have become stable and have slowly increased in size to become notable towns of the Eastern Upper Peninsula

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