

The Manitou Islands

Sleeping Bear Dunes
National Lakeshore
Michigan



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A Publication of
Friends of Sleeping Bear Dunes

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Learn more about the ***Friends of Sleeping Bear Dunes***, our mission, projects, and accomplishments on our web site. Support our efforts to keep Sleeping Bear Dunes National Lakeshore a wonderful natural and historic place by becoming a member or volunteering for a project that can put your skills to work in the park.

This booklet was compiled by Kerry Kelly, ***Friends of Sleeping Bear Dunes***.

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The content for this booklet was taken from the following sources:

- **Tending a Comfortable Wilderness**, Eric MacDonald with Arnold R. Alanen, U.S. Department of the Interior, National Park Service, Midwest Field Office, Omaha, NE, published in 2000
- **Coming Through with Rye**, U.S. Department of the Interior, National Park Service, Midwest Field Office, Omaha, NE, published in 1996

These books are available at the Cottage Book Shop in Glen Arbor.

Extensive background information about many of the residents of the Manitou Islands including a well-researched piece on the William Burton family, credited as the first permanent resident on South Manitou Island is available from www.ManitouillandsArchives.org. Click on the **Archives** link on the left.

The Manitou Islands are the hidden gems of Sleeping Bear Dunes National Lakeshore. Because of the time commitment required to visit the islands, most visitors to the Park only see the islands from a distance – the mysterious emerald lines on the horizon. This book will introduce you to the islands and hopefully entice you to plan a trip to one or both islands to experience the beauty and seclusion inherent in island life.

Ferry service from Leland is available to both islands during the summer. Day trips are available to South Manitou Island, but you need to plan to spend the whole day, so bring a lunch. Trips to North Manitou Island require an overnight camping stay in the backcountry. Information about the ferry service to the islands and backcountry camping is available on page 22.



Ferry approaching South Manitou Island

North and South Manitou Islands are part of a 14 island archipelago aligned primarily north to south in northeastern Lake Michigan. The islands, like the rest of Northern Michigan were formed by a series of glaciers, the most recent being the Wisconsinian glacier which melted about 10,000 years ago. The glaciers carved out Lake Michigan and deposited sand, gravel, and boulders which were moved to their present locations by the melting water, wave action, and years of wind.

North Manitou Island is approximately five miles wide at its greatest breadth and seven miles long, encompassing just under 15,000 acres and having 20 miles of shoreline. South Manitou Island is smaller: 5,260 acres, about 3 miles wide and 3 miles long with about 10 miles of shoreline. The majority of both islands are managed as wilderness, which provides some of the best hiking and backpacking in the Mid-west. The landscape of both islands is made up of rolling hills, steep bluffs, and sand dunes. There are two inland lakes on North Manitou Island and one on South Manitou Island. Deciduous forests of maple, beech, white birch, and black cherry cover most of the islands.

History of the Islands

The earliest archaeological evidence of prehistoric human habitation in the Sleeping Bear Dunes region is believed to date to about 3,000 BC, but it is likely that people hunted in the region much earlier. There is no evidence that prehistoric peoples lived on the island, but they were used for hunting and fishing. An account from Albert Ellis in 1823 remarked that North Manitou Island appeared to be a “resort” for the Indians. They observed a line of mounds

stretching for a half mile along the beach. Each was topped by wooden frames which were “evidently for a game of athletes at jumping... their tracks were abundant proof of the game, at which it appeared they had been exercising only a day or two before our visit.”

Over-trapping of fur-bearing species, combined with a collapse in the European market for felt, caused the decline of the fur trade during the late 1820s. This seriously eroded the economic stability of the regions American Indian inhabitants. By the mid-1830s, the Great Lakes fur economy was defunct. In its place, a new economy based on agriculture and maritime commerce was developing, spurred by the opening of the Erie Canal in 1825. Under extreme political and economic pressure to sell their lands to the U.S. Government, the Ottawa relinquished claim to the northwestern third of Michigan’s Lower Peninsula and the entire Upper Peninsula in 1836, formally opening this area to Euro-American settlement.

The Manitou Islands and the coastal areas of Lake Michigan were among the first to be settled by Euro-Americans. The first non-Indian inhabitant of North Manitou Island may have been Joseph Oliver who moved to the island during the 1820s to hunt and fish. The sheltered channel between the Manitou Islands and the mainland became an important shipping lane known as the Manitou Passage. Within a few years of opening the Erie Canal, many wood-burning steamers were moving cargo and passengers around the Great Lakes. A few entrepreneurs established docks on the islands and began cutting timber to supply the steamers with fuel.

The first wooding station in the Manitou Passage was established on South Manitou Island in the mid-1830s by William Burton. On North Manitou Island, Nicholas Pickard started a large-scale wooding operation between 1842 and 1846. By 1847 one family was living on the island and 40 men were employed in cutting and hauling wood. The pier was 150 feet long by 60 feet wide. By 1847 a substantial area of forest near the dock was already cleared. Their method was to clear-cut large swaths of forest inland from the coastal areas leaving little more than brushwood.

Timber extraction on the islands became more extensive during the 1850s and also evolved to producing lumber. A sawmill was established on the east side of North Manitou Island, and another sawmill was built on the west side of NMI near the dock. By the mid-1860s, most of the wood had been harvested and the cord wood and lumber business declined. By 1870, a substantial part of the land had been planted in crops such as rye, barley, oats, wheat, corn, and potatoes.

The development of shipping on the Great Lakes also required safety precautions to assist crew and passengers on ships in distress and to provide navigational aids for ships passing through the Manitou Passage. The first lighthouse was established on South Manitou Island in 1839 and a succession of improved lighthouses were built until the current lighthouse was completed in 1872. The North



SMI Lighthouse complex

Manitou Island lighthouse began operation in 1898 on the southern part of the island near Dimmick's Point. That lighthouse is no longer there. Lifesaving Service Stations were established at Sleeping Bear Point, South Manitou Island, and North Manitou Island in the 1870s.

Although ships no longer docked at the island as frequently as during the middle of the century, connections with major ports like Chicago, Milwaukee, and Detroit remained strong. The most important mainland port for the islands was Leland, where many islanders chose to reside at least part of the year.

Once the forest was cleared, the land was turned to agriculture. Several poor immigrant farmers struggled to develop homesteads in the 1880s. Silas Boardman, a retired banker from Chicago, bought large tracts of land on North Manitou Island for free-range cattle grazing. He also established a post office on North Manitou Island and became the postmaster in 1888. In 1894, Boardman also backed a large commercial orchard. During the late 1890s and early 1900s, Franklin Newhall and his son Benjamin bought large tracts of land on North Manitou Island for fruit orchards. They grew cherries, apples, pears, plums, and apricots.

South Manitou Island History

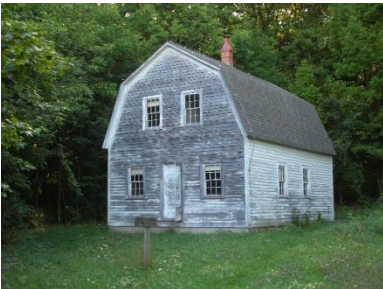
William Burton and his family, originally from Vermont, were the first recorded Euro-Americans to live on South Manitou Island. Burton arrived around 1836 and by 1838 there was a house and steamboat landing belonging to Burton, Lord & Co. of Ohio where he provided cord wood to fuel the steamers. The dock and early village was located in the middle of the bay on the east side of the island. A few pilings are still visible near the shore. They came on the early in the transition from sailing ships to the more reliable and efficient steamships. A need for fueling stops along the route from the Erie Canal and Chicago prompted Burton and his partners to develop this business venture on the island. The location of the island mid-way along the route and a protected, deep water bay, and the large hardwood forest made South Manitou Island a perfect choice.

In 1847, the village had a blacksmith shop, grocery store, and a barn. There was a wooden tamarack railroad track extending inland with branches for hauling cord wood to the dock. About 3-4 miles of track existed.

Putnam and Melissa Burdick were also early island settlers. They eventually owned a large area of the island. Apparently Putnam bought land rights from soldiers and widows of soldiers that had been granted through the Military Land Bounty Act for military service done before 1855. James Burdick served as the South Manitou Island Lighthouse Keeper from July, 1908 until February, 1928.

John LaRue came to South Manitou Island from Chicago in 1847 and began trading with the Indians. He moved to the mainland in 1848 and became one of the founders of what is now Glen Arbor. When Congress passed the Homestead Act in 1862, public lands in the West became available to settlers to homestead as farms.

George Johann Hutzler, who came to South Manitou Island in 1856 became the first islander to file a claim as a homesteader. Hutzler and his wife, Margaretha and five children boarded the *Sir Isaac Newton* in Hamburg, Germany to sail for New York on October 21, 1853. The winter voyage was long and hard, and before they arrived in New York City harbor on January 23, 1854, one of the children (Johann) had died. The family went on to Buffalo, NY via railroad. The following summer, most of the Hutzlers came down with cholera, and George, Jr. died from the disease. In January, 1855, another son, also named George, was born. In the spring of that year, determined to find a better place for his family to settle, George Johann took a job on the Steamer *Iowa*, which made regular runs between Buffalo and Chicago.



George Johann Hutzler House

The *Iowa* stopped on South Manitou Island on one of those trips, and Hutzler took a job with Mr. Burton as a woodcutter. It took him a little over a year to earn enough for to pay for his family's passage to the island. Once they arrived in 1856, they began farming. He filed a homestead claim January 9, 1863 for property in the north-central part of the island.

By 1868, they were cultivating about 15 acres of land, had built two barns, planted 60 fruit trees, and dug a well.

Of the island's 5,260 acres, about over 65% is beach, sand dunes, or steep slopes unsuitable for agriculture. The central part of the island is more suitable for agriculture, and that is where the first five homestead claims were made (1,943 acres). Thomas Kitchen, George Haas, Christopher Beck, and Alfred Evans also made claims in 1863. In 1868, three more claims were made: James Sheridan, Conrad Hutzler, and Thomas Armstrong.



Beck House

Farming, fishing, and timber harvesting, along with tending the lighthouse, were the main occupations on the island. Year-round population was 74 in seventeen households in the 1860 census and 98 (20 households) in the 1880 census.

The Chicago fire of 1871 affected the island. Much of the sand and gravel used in building more permanent structures was supplied by the Garden City Sand Company of Chicago, which bought land on South Manitou Island and brought barges here for excavation.



Conrad Hutzler Farm

Most farming activities occurred on South Manitou Island from the post-Civil War years to the pre-World War II period. Due to isolation from goods and supplies, the island's residents were always "subsistence" farmers. In addition to gathering wild berries, mushrooms, maple sap, and ginseng, they harvested ice and cut timber. They grew a variety of crops, vegetables, and fruits.

Most of the island's farmers grew grains that required threshing to separate the grain from the stalk and husk. Threshing activities required cooperation. A threshing machine was expensive, but necessary. According to oral history accounts, between 1910 and 1940, one large threshing machine was shared by all the farmers. They pooled their money to buy the machine, which was hauled by horses from one farm to the next. All of the farmers would come to the farm and help get the job done. The machine was then moved to the next farm until all the threshing was done. Threshing time was also a social occasion where the farmers' wives would prepare the meals while the men would be working in the

fields. Then during dinner, the men would come in and wash up and sit down for a big meal of bread, meat, potatoes, pies and other deserts before heading back to the fields to work until evening.

While the first lighthouse was established in 1839, a subsequent lighthouse was built in 1858 and the current one was built in 1872. A Lifesaving Station was established on South Manitou Island in 1902. The lighthouse and Lifesaving Station can be seen today when you make the trip to South Manitou Island.

When wooding operations served as the primary activity, the old dock location provided a safe site for refueling steamers and was accessible to the island's northern hardwood forest. The dock area became the heart of the island community. When the first post office was opened in 1879, it was located near the old dock at Burton's Harbor.

The site selected for the lighthouse was at the southeastern shore to mark the dangerous straits in the Manitou Passage. Like most lighthouses, it was developed as an independent entity. The Lifesaving Station complex required a location that would allow easy launching of rescue boats as well as proximity to the most dangerous parts of the



South Manitou Island Lifesaving Station

passage. That is why it is located in the southern tip of the harbor relatively near the lighthouse. The location near these installations became an important community center, and when logging operations ended and the dock fell into disrepair, the original island village dwindled in size and importance. Burdick's moved their general store from its original location near the old dock to a site near the Lifesaving station in 1923, and that marked the shift of the island community to the current village site.

Island residents made up a close-knit community. Over time, members of several farming families served in the Lifesaving Service or as lighthouse keepers. As island families grew, these career opportunities allowed islanders to make a living without having to leave the island. The houses provided a place for families to live together, since the Lifesaving Station provided housing for single servicemen and the keeper's family only. The village houses provided a place for crew members to live year-round on the island. Most of the houses in the village were built between 1908 and 1920.

Island agriculture moved into a new phase in 1918 when South Manitou Island was chosen by Michigan Agricultural College (now Michigan State University) as a site for growing Rosen rye seed. Compared to wheat and barley, rye has

been cultivated for a relatively short time. Its principal use is for making bread. Compared to wheat, rye depends on light, sandy soils typical of Michigan. It is easily fertilized and cross-pollinates like corn. Developing and maintaining a pure strain of rye is one of the most difficult problems in growing rye seed.



Louis Hutzler standing in a field of prize rye ca. 1925.

In 1909, a student from Russia named Rosen, who was attending Michigan Agricultural College, brought Russian rye seed to plant breeder F. A. Spragg. After some improvement, the variety showed excellent yields, but when planted in fields adjacent to common rye, the resulting cross-pollination reduced the yields significantly.

The isolated location of South Manitou Island and a record of community cooperation made it an ideal place for this Rosen rye. The Rosen rye strains were distributed and grown throughout the nation. George and Louis Hutzler won numerous awards for their Rosen rye. Spragg continued his experiments on Rosen rye until

his death in 1924. Production of Rosen rye continued into the early 1940s.

The introduction of coal to fuel the steamships meant that fewer ships would stop at the island, making it more difficult to transport agricultural products and equipment to and from the mainland. The development of better roads on the mainland made farms there more competitive than on the islands, so in the 1940s, several farm families began to leave the island.

Several attempts were made to create an island resort on South Manitou Island. The most successful was when Fred Burdick returned to the island where he had been born to begin a small tourist operation. Eventually the Burdicks built several cottages along the edge of Florence Lake and operated the island store. They provided jeep transportation around the island and burro rides. The Burdicks owned a sizable amount of island property, and in the 1960s began to partition it off for sale.

In 1970 Congress authorized the creation of Sleeping Bear Dunes National Lakeshore with all of South Manitou Island included within its boundaries. In 1974 the last year-around residents, Ed and Esther Riker, left the island. They had worked for 20 years as caretaker – tenant farmers.

North Manitou Island History

In 1894, Chicago residents Frederick Trude and George Blossom in cooperation with Blossom's father-in-law, Silas Boardman created a resort development called Cottage Row where 10 lots were marked off for building sites for summer homes. Cottage Row was set on a ridge overlooking the beach to the east. The land between the cottages and the beach was to be reserved for a private park for the recreation and pleasure of the cottage owners. As the Newhall's increased their ownership on North Manitou Island, they took over management of Cottage Row, the hotel and dining hall. In the early 1900s, North Manitou Island became a summer resort for wealthy Chicago families.

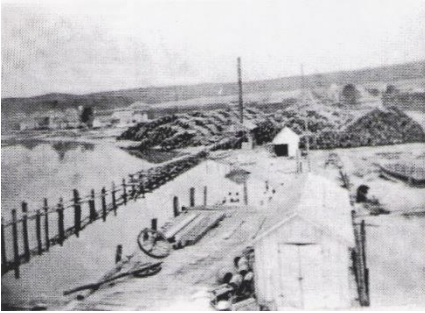
The farm built by Colonel Alvar and Mary Bournique was the most elaborate private resort developed on North Manitou Island. They ran a dance school in Chicago founded by Alvar's parents in 1867. They owned additional dance studios in Waukegon and Lake Forest, IL and Milwaukee, WI. Alvar filed a homestead claim for about 150 acres of land. He settled on the land October 25, 1903 and built a 32' X 42' log house in 1904. They built a second dwelling, ice house, barn, chicken coop, tool shed, laundry, fences, and wells. His wife and two children lived on the farm. By 1908, they cultivated about 30 acres. The Bourniques continued their dance school business and ran the island farm by "remote control", coming to the island for summer vacations. They increased their holdings to 400 acres and continued farm operations until 1925.



The Bournique House

They employed island residents to tend to various household and farm chores. In 1938 the Bourniques sold their dance school and moved to Leland. Following Alvar's death that same year, Mary continued to reside in Leland. Their house on North Manitou Island was last occupied in 1941, but Mary would visit the island each summer until 1946. The Angell foundation bought the property for \$20,000 in 1959. The house can still be seen by taking a hike to the southeastern part of the island.

By 1906 the lumber business was back on North Manitou Island. Smith & Hull Lumber Company of Traverse City purchased over 4,000 acres of timbered land on the western side of the island. Because it was relatively far from the former west-side dock, much of the land may have been spared the intensive timber harvesting in the 1800s. Smith & Hull completed construction of a 600-foot dock in 1908 and built the village of Crescent there to support their lumber



Logs piled near NMI Village Dock ca. 1910

operations. The logging lasted only until 1915 when it was shut down and the village was abandoned. During the same time, the Newhall's began selective timber cutting on their property on the east side of the island with Peter Stormer, who built a dock and sawmill on the south eastern shore near where the first wooding station was located.

During the early 1920s, Benjamin Newhall lost his family's island holdings to a group of Chicago businessmen who held his mortgage. The men created a nominal partnership known as the Manitou Island Syndicate. Eventually the Syndicate became the Manitou Island Association (MIA). During the 1920s and 1930s the most of the island was purchased by the Association. The Association's operations were administered by a paid manager who resided on the island. They continued the traditional island activities such as fruit farming, logging, commercial fishing, and supplying ice, wood, dairy products, and fresh vegetables to the local Coast Guard families and summer cottage owners.

During the 1920s the MIA maintained a large free-range beef cattle herd and substantially increased the size of the orchard acreage devoted to cherry production. They also began to transform the island landscape into a more marketable recreational resource. In 1926, the association released a small herd of white tailed deer with the intent of eventually establishing a population large enough to sustain hunting for sport and for the national venison market.

During the 1930s management of the deer herd became an increasingly important part of the MIA operation. Other wildlife species including raccoon, pheasant, ruffed grouse, and wild turkeys were introduced to the island to make it more attractive as a sportsman's retreat. They planted alfalfa near Cottage Row to encourage the deer to feed near the village. They stopped harvesting apples from the Beuham orchards leaving the annual crops as fodder for the growing deer herd. Dogs were banned for fear that they would chase or kill the young deer. By 1937, the deer had dispersed throughout the island and trails and a noticeable browse-line was visible in the forest. Deer hunters, who were invited guests of the MIA members, stayed at the



Apple packing crew - Newhall Orchard (ca. 1910)

MIA lodge (former Cottage Row dining hall), which could house 20-25 guests at a time. During the winter of 1938-1939, the MIA began feeding the deer in order to maintain the population at artificially high levels. Hunters were guaranteed at least one deer. In the 1960s, MIA began promoting fishing as well as hunting.

While MIA continued to emphasize the sportsman vacation activities, they also continued the timber harvesting business they started in 1956. In 1972 the MIA entered into a 5-year agreement with the Lake Michigan Hardwood Company for selective cutting of timber on the island. The minimum annual harvest was supposed to be between 1 – 1.5 million board-feet. To protect the aesthetic appearance of the island, the timber harvest was confined to areas not immediately adjacent to roads and trails. Income from the timber harvest subsidized the deer hunting operation.

Legislation enacted by Congress in 1970 to authorize the creation of Sleeping Bear Dunes National Lakeshore included North and South Manitou Islands. In 1977 the National Park Service made an offer to purchase North Manitou Island from MIA, but it took several years of negotiations and court battles to settle on a price for the island. In 1984, the National Park Service took possession of the island for \$11 million.

The MIA began preparing for the National Park Service takeover during the late 1970s. They held the final deer hunt during the 1977-78 season in an attempt to reduce the island herd to roughly 150 animals. This hunt yielded just over 500 deer. The MIA also discontinued the supplemental feeding program. During the fall of 1979, they moved the caretaker and his wife from the island and sold most of the equipment and furnishings on the island.

Discontinuing both the hunting and feeding programs had a devastating effect on the natural resources of the island. The deer population soared severely stressing the island's native plant communities. The ground layer and understory vegetation of the island's forests were eliminated almost completely by the deer herd, which suffered mass starvation during the winter and spring seasons. To correct this problem, studies indicated that the Park Service should conduct annual deer hunts to manage the deer herd to 200-300 animals, so the natural vegetation could be restored. The first NPS-sponsored deer hunt occurred during the autumn of 1984.

NPS management policies have emphasized protecting the island's natural resources. The island provides habitat for several rare plant species including the Pitcher's Thistle, a federally listed endangered species and two State of Michigan threatened species (Pumpelly's brome grass and American chestnut). In addition, two bird species on the federal list of endangered species (piping plover and bald eagle) nest on the island.

Virtual Tour – South Manitou Island

You can ride the ferry from Leland to South Manitou Island for a day trip, or you can plan to camp at one of the three backcountry campgrounds. The maps at the back of this book can be used as a reference. When you arrive at the island, you will walk off the dock into the village. The first building you come to at the end of the dock is the Lifesaving Service Boathouse. This is where you will get your island orientation from the NPS ranger. On your left is the Ranger Station, formerly the residence for the Lifesaving Station. This is a great place for a leisurely picnic before you start your exploration of the island.

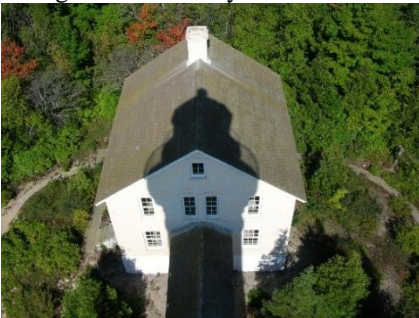


SMI Dock and Lifesaving Station

As you walk through the little village, imagine living here and working on the crew of the Lifesaving station. The people of South Manitou Island created a close-knit community. They enjoyed the quiet lifestyle of island life and helping each other and celebrating their successes together.

The last building in the village before you enter the wilderness area is now the island Visitor Center and small museum of island history. While most of the houses in the village were built around 1900 – 1920, this was built in 1879 and altered in 1904-1924 when it was used as the post office and general store.

Follow the path to the lighthouse complex. Along the way, you will learn about the Three Brothers ship that was sunk here in 1911. The first lighthouse on the island was built in 1839 with subsequent lighthouses built in 1858 and 1872. The present lighthouse served Lake Michigan shipping through the Manitou Passage for over 100 years. The tower is one of the identifying landmarks of the island.



Keeper's quarters as seen from the lighthouse tower. Note the covered passageway that connects it to the lighthouse.

Towers in this class, designed by Army-trained engineer Orlando Poe, are considered among the most graceful and beautiful ever built. The white structure is visible from the mainland on a clear day and stands as a symbol of the island's rich heritage.

The keeper's quarters, connected to the tower by a covered passageway, was built in 1858 to replace the original 1839 lighthouse. The building once served as both

lighthouse and keeper's residence with the tower built on the roof nearest the shore. In 1875 a fog signal was added to the site. For many years, the light was equipped with a three-wick kerosene lantern within a third-order Fresnel lens system. On a clear night it was visible at Point Betsie 15 miles south. The small circular steel building provided safe storage for the kerosene.

The lighthouse is described in detail in the **Lighthouses** booklet. Take a tour of the tower for a spectacular view of the beach, Lake Michigan, and Sleeping Bear Point in the distance.

Florence Lake was named after Florence Haas (1863-1943). She served as the postmaster for the island beginning in 1912. She was also a mid-wife who delivered many of the island children and spent her later years as a crewmember on the Pere Marquette railroad car ferries sailing between Michigan and Wisconsin.

To hike to Florence Lake, follow the road behind the boathouse to the right past a few houses to Burdick Road. Follow Burdick Road about 1.0 mile to Ohio Road. Follow the trail straight ahead for about 0.25 miles to the sandy beach on the east side of the lake. If you want to see the north side of the lake, walk north along Ohio Road for about 10 minutes and you'll come to a trail to the left that leads to the lake.

The Schoolhouse - walk another 10 minutes north on Ohio Road and you'll be at the one-room school built in 1899 which accommodated students from grades 1-8. Those who wished to go on to high school had to go to the mainland. The teachers also served as Principal, nurse, and custodian. The day typically began by cleaning the school and starting the fire to heat the building before the students arrived.



South Manitou Island Schoolhouse

The school also served as a meeting place and location for social activities on the island. Spelling bees, recitals, skits and plays were held here. The school is being restored to its original condition by the Manitou Island Memorial Society in cooperation with the National Park Service.

The Cemetery - Hike north of the schoolhouse on Ohio Road about a mile to the Cemetery. The cemetery is about 2 miles from the village. The island's

main cemetery is preserved as the final resting place of several descendants of the island's earliest settlers. The list includes Burdick, Beck, Haas, Hutzler, and Peth. There are several other places on the island where islanders were buried. Many of them on their homesteads. Workers and transients were likely to be buried in unmarked and now forgotten graves.

The Farms - At one time, there were seven successful farms on the island. You can hike the farm loop in the center of the island to see the two farmsteads that survive today. This loop is almost 2 miles around, so the total hiking distance from the village and around the loop and back is about 6 miles.

About 1/4 mile after leaving Ohio Rd, you will come to a fork in the road. If you stay to the right, the August Beck farm is the first that you will find. August was a German immigrant who came to the island as a teenager in 1860. At age 19, he married the 16 year old daughter of another German immigrant-farmer, and this became their home. He was one of the most progressive farmers on the island. Continuing down the road, you will come to the George Conrad Hutzler homestead.

Hutzler was another German immigrant and half-brother to one of the island's first settlers. This farm is the place where Conrad's son and grandson, in cooperation with Michigan State, developed special highly productive varieties of rye and beans which became the standard for the industry. Conrad's grave is on the hill overlooking his homestead.

The Shipwreck of the Morazan

- Hike from the village to the wreck of the Francisco Morazan on the south shore of the island to see the remains of the ship, which is only partially submerged. The shipwreck is about 2.5 miles from the dock. You can either take Brudick Rd to Ohio Rd near Florence Lake and turn left to the trail, then turn right on the trail that leads to the shipwreck and the cedars. Or you can take the trail through the village and past the Weather Station campground which will continue on to the shipwreck and the cedars.

When you get to the shipwreck, you will be standing on the bluff overlooking the ship. You can hear (and smell) the double-crested cormorants which now live on the ship.



Wreck of the Francisco Morazan

The Francisco Morazan left Chicago bound for Rotterdam on November 27, 1960 when it was battered by strong northwest winds the following day. Waves

were washing over the decks and the crew was blinded by heavy snow squalls. Their position was off by more than 70 miles from what they thought and they ran the 246 foot freighter aground on the southern shore of South Manitou Island. The crew, Captain, his wife, and unborn child were rescued, but the ship and all of the 940 ton of cargo was lost.

The Valley of the Giants - The Southwestern corner of South Manitou Island is home to some of the largest White Cedars in Michigan. These trees are over twice as large as the average size White Cedar. The trail loops through this area, so you can get a good appreciation for the size and number of these trees. It is a mystical walk. Some say that these trees were spared because their bark is infused with wind-blown sand, and the lumbermen didn't want to have to continually sharpen their saws, which they had to do by hand. This hike is about 0.3 miles beyond the turn-off to the Shipwreck of the Morazan.

The Bluffs & Perched Dunes - This difficult hike provides the most spectacular views of the island and is well worth the effort. You can make it to one of the highest points on the island where you can see Lake Michigan in every direction! On a clear day you can see Crescent Bay, the lighthouse, North Manitou Island and the Sleeping Bear Dunes on the mainland. Beware of the poison ivy, which tends to grow into the trail on the dunes.



View of North Manitou Island from the Perched Dunes on South Manitou Island. A 360 panoramic view of the island is available [here](#).

Virtual Tour – North Manitou Island

Most of this 15,000 acre island is managed as wilderness, and is a backpacker's paradise. The forests have come back to create a high canopy, but you can still find evidence of the agricultural heritage when you come into a clearing or see an old orchard.

U.S. Life-Saving Service Complex

The first house you see is the **Hans Halseth** house. It is now used as a private residence for NPS staff. The house was built in 1890 near Nicholas Pickard's dock north of the village. It was relocated here in 1910, and the shed behind it was built at about the same time. This simple 1.5 story wood-frame, side-gabled house was the residence of surfman, Hans Halseth and is a good example of the modest dwellings that USLSS crew members lived in.



North Manitou Island Lifesaving Station as seen from Cottage Row
Now used as NPS ranger station and staff housing on the island.

The **1854 Volunteer Rescue Station** is located about 50 feet southeast of the Hans Halseth house. It is the only structure of its kind from the 1854 federal appropriation to place volunteer rescue stations along the Atlantic Seaboard and the Great Lakes. Nicholas Pickard and his lumber crew built this structure from written specifications provided by the Treasury Department upon receipt of a bond for a Francis Metal Surfboat to be delivered to his care and use. The 1.5 story front-gabled building has a heavy timber frame, and walls sheathed with cedar boards.

The **1877 U.S. Life Boat Station and Capstan** is the next building. Francis Chandler designed the structure as the architect for the Treasury Department. The structure is an open one-story boat house with a clipped gable roof. The building was later renovated by the MIA, which removed the boat door and added a new door and new windows. They also removed the lookout tower, which originally had surmounted the roof of the building.

The **1887 U.S. Life-Saving Service Dwelling** was designed by Albert Bibb as the architect for the Treasury Department. The design is believed to be unique in the nation. The 2-story structure is roughly square with a steep gabled roof and a large central cross gable. The U.S. Coast Guard remodeled the dwelling in 1932, and the MIA further altered the building during the 1940s and 1950s to serve as quarters for its employees and a lodge for guests.

Just north of the old Manitou Island Association generator building where you will have your island orientation with an NPS ranger is an array of photovoltaic cells. An interpretive exhibit will describe how the sun is used to provide power to the island.



Photovoltaic array supplies power to the island.

Walking past the PV array, you will find one of the old sawmills that used to supply cedar shingles and lumber for the island. This is the latest sawmill on the island. The other ones were all dismantled when they were no longer needed as described in the History section above. Even though the sawmill was built at a late date, maybe as late as 1927, it was built using traditional technology. The engine and equipment date from 1875, and the method of construction and layout are typical of sawmills of the late 1800s. Steam powered sawmills of this type, which were once common in this area, are now rare.



Manitou Island Association Sawmill



Manitou Island Association Office

The Manitou Island Association office is located on the road from the dock. It is a simple rectangular building with fieldstone walls. It reflects MIA's concept of the farm as a business and the association's hierarchical managerial structure.

Behind the MIA office is a small, one-story dwelling known as the Campbell House. It was used to house MIA workers and reflects the importance of hired labor to corporate farming organizations.

Cottage Row is a series of cottages that were built between 1893 and 1924 on the bluff overlooking the Life-Saving Station. Ten neighboring lots were divided and included a park, where each had 1/10th ownership with the understanding that no construction other than boathouses and ancillary structures could be built. The land was owned by Silas Boardman, a Chicago business man, who had come to North Manitou Island in the 1880s for his health. He had begun an orchard business with Fredric Beuham on the island and was visited by his daughter Carrie and her husband George Blossom. The Blossoms and their friends Fredrick and Mary Trude purchased the land to sell to their friends who to build cottages where they could vacation together just a one-day boat ride from Chicago.

Walking down the site of the old board walk on **Cottage Row**, the first building you come to is the **Blossom** cottage (also known as Monte Carlo). Constructed in 1893 by George and Carrie Blossom, it is situated at the north end of Cottage Row. The cottage shared this plot with the former home of the U.S. Life-Saving Service keeper Daniel Buss, which was moved from its original location near

the Life-Saving Station. The house was remodeled to serve as a communal dining facility for Cottage Row property owners. The original cottages on Cottage Row did not have kitchens or dining rooms since they would eat at the dining hall. The dining hall was eventually converted into a lodge for guests of the MIA, but it was destroyed by fire in 1953.

George and Carrie Blossom commissioned a young, unknown 26 year old Frank Lloyd Wright to design and build them a cottage. Wright had designed their home in Oak Park, IL which was built in 1892. The structure is known as a “dog-trot” style house, based on buildings that Wright worked on while at Louis Sullivan’s office in Chicago.



Monte Carlo cottage built in 1893

The “dog-trot” design had rooms arranged along each side of a covered breezeway with doors opening into the central passage. The origins of the dog-trot plan are traced to the gulf coast area of Mississippi, where it later evolved into a bungalow house type with a breezeway that was enclosed to form a central room and a verandah that extended across the front of the house to catch the on-shore breezes to cool the house naturally. Wright was likely familiar with this design through his work in the office of Louis Sullivan.

The Foote family, close friends of the Blossoms, stayed at the Monte Carlo while they completed their cottage in 1894. The design of the Foote and Trude cottages may be based on that of the Monte Carlo. These cottages represent a distinctive house type that is rare in the northern Great Lakes region.

Cottage Row Lot 10 – This lot was never built on. During the 1930s and 1940s Mr. Angell used the lot as a small alfalfa field intended to entice deer to the area.

Cottage Row Lot 9 – Howard Foote built his second cottage here in 1901. The house was destroyed by fire in 1935 and in its place, Foote’s daughter, Shirley Foote Alford erected a small house purchased as a kit from Sears & Roebuck. The Alford cottage is a small one-story side-gabled structure with a full-width front verandah. The garage behind the cottage was built in the 1930s by combining two cabins used by



migrant workers (Cherry Picker's). The MIA was expanding the airport runway to 1000 feet and sold the two migrant worker cabins to clear the area. The best cabin was used as the base and one end of the cabin was knocked out and the other cabin was used for parts to expand the size of the building by 50%. The garage was used to store the family's 1923 Model T Ford.

Cottage Row Lot 8 – The Margaret Riggs Cottage was built in 1924 by Nicholas Feilen, who had built several of the other cottages on the island. While there is no front verandah, the floor plan is similar to the Monte Carlo cottage. Note the arch-roofed hood that projects over the front stoop.



Cottage Row Lot 7 – No structure was ever built on this lot.

Cottage Row Lot 6 – The lot was purchased by John Keating in 1894. During the following summer Nicholas Feilen built a cottage for Keating, his wife Ellen and their daughter Ethel. During the early 1940s the Keating cottage was relocated to a site north of the Campbell house. Lacking a stable foundation at the new site, the structure collapsed and has been removed.

Cottage Row Lot 5 – Howard Foote owned a music store in Chicago and had a booth at the 1893 Chicago World's Columbian Exposition. At the close of the Fair in October 1893, he dismantled all of the booths surrounding his and loaded the materials and two carpenter brothers, John and Nicholas Feilen, onto a boat with instructions to begin building cottages on North Manitou Island .

Cottage Row Lot 4 – The Frederick and Mary Trude Cottage was also built by Nicholas Feilen in 1894. The Trudes were one of the developers of the Cottage Row resort colony, and this cottage is one of the three houses based on the “dog-trot” architectural plan similar to the Monte Carlo cottage.



Cottage Row Lot 3 – The George and Carrie Blossom Cottage was originally located in the farmhouse yard of Silas Boardman’s farm near the site of the dining hall. It was moved to the Cottage Row lot in 1894.



Blossom Cottage ruin today



Blossom Cottage ca. 1900

The 1 ½ story structure had a light wood frame and gabled dormers with a full verandah across the front. The Blossoms later sold the cottage to the Burdick family, who called it Tanglewood. After decades of neglect, the cottage is now a ruin.

Cottage Row Lot 2 – The Hewitt cottage was built in 1895 or 1896. It was a shingle-style cottage furnished in “burlap and calico” and was described as “the prettiest cottage of all.” A few years later the Hewitts sold the cottage to Dr. John Edwin and Louise Rhoades. In a wooded area adjacent to the cottage, the Rhoades’ built a little play house for their daughter, Margaret. Shortly after Margaret married Roderick Peattie, a lower floor was added to the play house, transforming it into a small, two-story, private cottage they called the Treehouse. During the 1937-1950s the Treehouse was occupied by an American Indian named Raphael. The cottage eventually fell into disrepair and was removed, but the Treehouse remains.



Cottage Row Lot 1 – The Katie Shepard Hotel, “The Beeches” is a 1 ½ story shingle-style house was built in 1895 or 1896 for Mrs. William Shepard for their daughter Katherine, who was popularly known on the island as “Miss Katie.” She opened the house as a hotel known as The Beeches around the time the Newhalls began logging



around 1908 when they discontinued meal service at the dining hall at the northern end of Cottage Row. Miss Katie operated the hotel and dining room until poor health forced her to discontinue the business in the early 1930s. After

her death, her niece, Edna Shepard Dean rented the house until she sold it around 1950. The Angell foundation acquired the lot in 1969.

Walk across the island and see if you can find the remains of the logging village of Crescent. If you walk along the beach, you should find the old pilings from the dock. There is an old barn not far from the site of the village.

Lake Manitou is a favorite destination for fishermen. In the early 1900s, there were cottages and at least two boathouses on the lake. Today, you will find some very nice camping areas near the lake.

The Manitou Islands, the “Gems” of Sleeping Bear Dunes National Lakeshore await. Plan your leisurely trip to the islands and experience the beauty, sense of history, and solitude for yourself.

Getting to the Islands

Access to North and South Manitou Islands is by private boat or by passenger ferry service operated by Manitou Island Transit (231-256-9061) <http://www.leelanau.com/manitou>. The ferry service operates from the Fishtown Dock located in Leland, MI. The ferry operators have been servicing the islands for many generations and the company is still run as a family business. More information is available on the Park web site <http://www.nps.gov/slbe/planyourvisit/plantriptoislnds>.

Between June and August, the ferries for each island leave daily from the Fishtown Dock in Leland at 10:00 AM. Reservations are recommended. Plan to arrive at the Fishtown Dock 45 minutes prior to departure. Leland is located 27 miles north of Empire on M-22. The following suggestions are offered to help you have a safe and enjoyable visit. The boat trip can be cool even in summer, so plan ahead and bring a jacket.

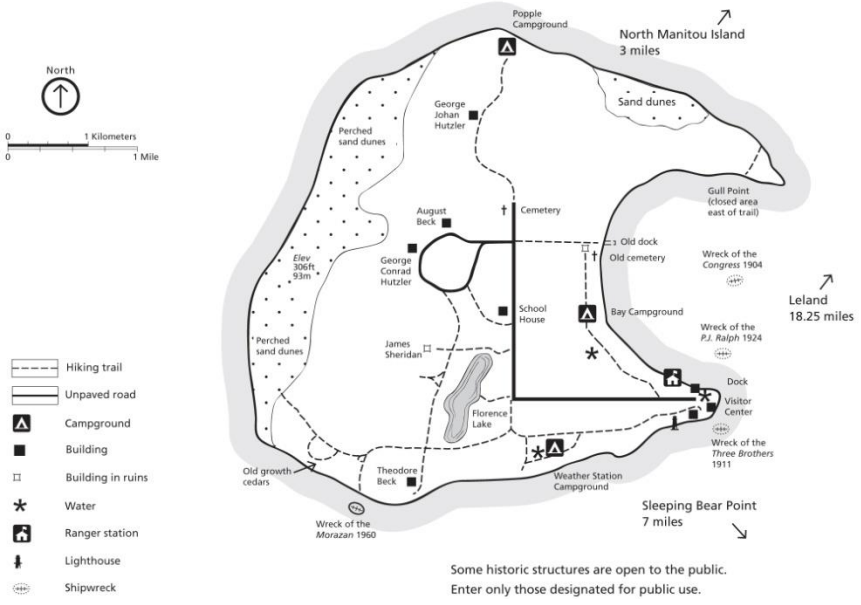
On your way to the islands you will see the North Manitou Island Lighthouse Crib. It has become a favorite resting spot for the Double-crested Cormorant.

Hiking around South Manitou Island

The island is small and its ecosystem extremely fragile. Your visit is one of thousands each year. Make your impact small and your enjoyment large.

ROUND TRIP distances for suggested hikes, starting at the ranger station:

Lighthouse	0.6 miles	School House	3.0 miles
Gull Point	4.6 miles	Weather Station Campground	2.7 miles
Old growth cedars and shipwreck	6.9 miles	Popple Campground	7.4 miles
West side sand dunes	7.4 miles	Bay Campground	1.0 miles
Cemetery via road	4.6 miles	Around island via shoreline	10.0 miles
Old Cemetery via beach	2.0 miles		



Some historic structures are open to the public. Enter only those designated for public use.

