Form No. 10-306 (Rev. 10-74)

### PH0366242

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

### **NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

Omaha

FOR NPS USE ON

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	ong Mine Historic	Distitct		
LOCATION				
STREET & NUMBER				
·		,	NOT FOR PUBLICATION	
CITY, TOWN			CONGRESSIONAL DISTR	RICT
Isle Royale Na	tional Park	VICINITY OF	+ 11th	
STATE Michigan		CODE 21	county <b>Keweenaw</b>	CODE 083
CLASSIFICAT	ION			
		_		_
	OWNERSHIP	STATUS		ENT USE
	PUBLIC .	OCCUPIED	AGRICULTURE	MUSEUM
	PRIVATE	XUNOCCUPIED	COMMERCIAL	x PARK
	OTH	WORK IN PROGRESS	EDUCATIONAL	PRIVATE RESIDEN
	PUBLIC ACQUISITION	ACCESSIBLE	ENTERTAINMENT	RELIGIOUS
TOBLECT TI	N PROCESS	YES: RESTRICTED	GOVERNMENT	SCIENTIFIC
8	EING CONSIDERED	X YES: UNRESTRICTED	_INDUSTRIAL	TRANSPORTATION
		NO	MILITARY	_OTHER:
REGIONAL HEADQUARTERS	National	Park Service, Midwe	est Region Offic	e
			STATE	
CITY, TOWN		ר		
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Form No. 10-300a (Rev. 10-74)

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DATE ENTERED

NOV 11 1977

**CONTINUATION SHEET** 

ITEM NUMBER

6

PAGE 1

Michigan's Statewide Survey

August 1976

X State

Michigan History Division Department of State Lansing, Michigan 48918

#### CONDITION

**CHECK ONE** 

CHECK ONE

\_\_EXCELLENT

\_DETERIORATED

XUNALTERED XALTERED

XORIGINAL SITE

\_\_GOOD

XX UNEXPOSED

\_\_MOVED

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Minong Mine Historic District is an area of approximately 275 acres,

The district is comprised of a large area of open pits, several vertical mine shafts, piles of rock gailings, a former wagon road, the ruins of a log dam, stamp mill and blacksmith shop, and the sites of a small village settlement, a cog railroad, and ore dock and several horizontal shafts, all dating from the decade between 1875 and 1884. Around the mine area are scattered fragments of ore cars. Except for extensive natural deterioration, the district remains largely undisturbed.

site of the 1875 mining village of Cove. The district's only intrustion occurs in this area where there is presently

There are no visible ruins of

the settlement which consisted of a warehouse, office building, store and numerous dwellings.

A wooden National Park Service marker identifies the former wagon road which travels .8 mile through both meadowland and denser areas of birch, aspen and thimbleberry bushes to the copper mine site.

Indian pits, which marks the northern boundary of the district. The dirt wagon road, kept clear by visitors walking to the mine site, terminates at a large (approximately 6 acres) area of rock tailings and open pits, also marked by a National Park Service wooden sign. About 500 feet west are several vertical shafts, about 3 feet in diameter and of undetermined depth, with no cribbing remaining. Also within this area are the scattered remains of ore cars and the ruins of the former blacksmith shop.

The blacksmith shop, built directly on the ground in an area which is presently woodland, is of double dove-tailed pine log construction. It is approximately 18 feet across its west elevation and 25 feet deep. A section of each wall remains with the north wall, only two logs high, the most deteriorated, while the east and south walls are six and seven logs high, respectively. On the west elevation, a doorway or window opening is centered between the remains of a wall four logs high on the north, and five logs high on the south. A foundation of a forge, six feet square, is still present.

is a former log dam. Built in the 1870s, the dam is constructed of both full cedar logs and some lap-jointed log sections. Until the spring of 1974 when a beaver dam built on top of it caused such back pressure that it broke, the dam remained almost intact. A nine-log section remains, but no longer functions as a dam.

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DATE ENTERED

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# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

**CONTINUATION SHEET** 

ITEM NUMBER

PAGE

1

of the log dam are the ruins of the foundation of a steam-powered stamp mill. A pond created by the log dam was used as its water source. Several iron bars and some wooden debris protruding from the dense undergrowth are the only visible remains of the stamp mill. Across from the stamp mill is a large area of bare ground. It is possible that this is the site of horse stables, the salty urine of the horses preventing any subsequent growth of vegetation. This area is frequented by moose who come to lick the soil.

In 1964 Professor Lawrence Rakestraw of Michigan Technological University, conducted research at the Minong Mine site and a comparison of his findings with the present condition of the site follows. Further natural deterioration of existing ruins, the alteration of the site by beaver dams, and the dense vegetation at the time of the field investigation (August 1975) all contribute to differences in observations outlined here as compared to Rakestraw's.

Rakestraw located the remains of an ore dock, which were not visible in 1975 but are possibly apparent aerially. Rakestraw also located a large section of the grades and cuts of the trackbed of the former cog railroad which ran from the site of the ore dock , with a spir to the stamp mill. In 1975 a portion of the trackbed

vegetation growing to its edges.

At the mine site, Rakestraw located an adit, or horizontal shaft, which was not visible in 1975. In 1964 the deteriorated blacksmith shop was approximately twice as many logs high as it was in 1975, with framing for a door or window on the west and south walls still intact. The log dam was still partially functioning with the flume gate by which water was released for use at the stamp mill, still intact. Between the former wagon road and the site of the cog railroad, Rakestraw located a building foundation which was not apparent in 1975, possibly due to the thick growth of thimbleberry bushes in the area.

(See Continuation Sheet 7-2)

Form No. 10-300a (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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DATE ENTERED

NOV 1 1977

**CONTINUATION SHEET** 

ITEM NUMBER

PAGE 2

Several archeological investigations dating from the late nineteenth century have determined that mining was also a prehistoric activity at the Minong site, with radiocarbon dates averaging 1500 B.C. on wood charcoal collected from a Minong fissure mine being identified in 1961. Some artifacts, mostly hammerstones, have been identified as well has prehistoric tailings, which have been distinguished by their smaller size, from historic tailings. These findings indicate that copper may have been mined at the Minong site from Archaic through Middle Woodlands time, with the latest aboriginal use of the mines by the Algonquin and Iroquois ceasing with the advent of white men to Isle Royale.

(See Continuation Sheet 7-3)

Form No. 10-300a (Rev. 10-74)

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## NATIONAL REGISTER OF HISTORIC PLACES

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## **INVENTORY -- NOMINATION FORM**

**CONTINUATION SHEET** 

ITEM NUMBER

7 PAGE 3

#### Footnotes:

- see photograph on p. 11 of Historic Mining on Isle Royale, by Lawrence 1. Rakestraw, Isle Royale Natural Historic Association, 1965.
- ibid. 2.
- 3. ibid., p. 13.
- 4. ibid., p. 12.
- Bastian, Tyler, "Prehistoric Copper Mining in Isle Royale National Park, Michigan", 1963. p. 55. Manuscript.
- ibid., pp. 32-8. 6.
- 7. ibid., abstract.
- Hakala, Robert. Isle Royale Primeval Prince. National Park Service. 8. 1953; 1955. p. 5.

PERIOD	Α	REAS OF SIGNIFICANCE CH	HECK AND JUSTIFY BELOW	
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1500-1599 1600-1699	AGRICULTUREARCHITECTURE	ECONOMICS EDUCATION	LITERATURE MILITARY	_SCULPTURE . _SOCIAL/HUMANITARIAN
1700-1799 _ <b>X</b> 1800-1899 1900-	ARTCOMMERCECOMMUNICATIONS	ENGINEERINGEXPLORATION/SETTLEMENT X_INDUSTRY	MUSICPHILOSOPHYPOLITICS/GOVERNMENT	THEATERTRANSPORTATIONOTHER (SPECIFY)
		INVENTION		- Control Edward

SPECIFIC DATES 1875-84 (circa 1500 B.C.) BUILDER/ARCHITECT

#### STATEMENT OF SIGNIFICANCE

The Minong Mine, established in 1874 and worked until 1883, is significant as the largest mining operation on Isle Royale and also because current archeological evidence indicates that the mine is located on the site of Isle Royale's most extensive prehistoric copper mines. Except for extensive natural deterioration, the site remains in a relatively undisturbed state.

Prehistoric copper pits began attracting white miners to Isle Royale in the 1840s. The Minong Company, formed in Detroit in 1874, established a mine at in 1875. A dock and warehouse were built along with a wagon road and cog railroad running between them and the mines for transporting copper ore to lake steamers traveling to the mainland. The village of Cove was established where several dwellings, a store and an office building were constructed, probably of logs cut from the surrounding area, as was common practice on Isle Royale.

Vertical and horizontal shafts were excavated, though most copper was quarried from open pits. A blacksmith shop was located near the mine to serve the horses used in hauling ore carts to a steam-powered stamp mill,

In the late 1870s, the mine reached its peak years, employing about 150 men, with the village settlement of Cove, at the becoming a separate township.

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However, the copper deposits did not prove rich enough, and the stamp rock, about 1½% copper, was unprofitable to stamp and transport. Though the mine yielded 498,650 pounds of refined copper in its ten years of production more than twice the yield of Isle Royale's second largest mine, the Island Mine, operation ceased completely in 1885.

Since that time, the site has remained relatively undisturbed except for the bonsisting of several frame and log structures, on the site of the village settlement of Cove. However, a comparison of field observations in 1964 to those made in 1975 indicates that rapid deterioration of the site is occurring, with a consequent loss of significance. Data concerning both prehistoric and historic activities at the site has been gathered for many years and together with the two most recent studies of the area, in 1964 and 1975, could aid in a significant study of the rates and processes of decomposition.

### 9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet 9 - 1

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DATE ENTE	RED	NOV	15	1977

#### **CONTINUATION SHEET**

ITEM NUMBER 9

PAGE 1

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- U. S. Department of Interior, NPS, <u>Archeological Survey of IRNP</u>, <u>Michigan</u>, 1960-62. Wol. I-II 1963.
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