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W.P.

Michigan. Department of Natural Resources

Sault Ste Marie

MICHIGAN
OCZM GRANT #NA-80-AA-H-CZ157
SUBTASK 3D-11.1

Historic Locks Park

The Plan of Development

O'Boyle, Cowell, Rohrer, & Associates, Inc.

12 of 50

AUTHENTICATED
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Prepared by: The City of Sault Ste. Marie and

Historic Sites, Inc.

and

O'Boyle, Cowell, Rohrer & Associates, Inc.
Landscape Architects/Land Planners/Urban Designers
Kalamazoo, Michigan

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Michigan Coastal Program
Division of Land Resource Programs
Department of Natural Resources

Office of Coastal Zone
National Oceanic and Atmospheric Administration
U.S. Department of Commerce

Historic Locks Park

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This Plan for Development is a joint effort by the City of Sault Ste. Marie and the consultants. Below are listed the community and consultant teams. In addition, many community officials and citizens aided in the preparation through their attendance at meetings and willingness to be interviewed.

City Commission:

Mayor	Jerald A. Peters	
City Manager	Neal A. Godby	
Commissioners	James A. Alford	Walter D. Babcock
	Verna Lawrence	William E. Lynn
	Robert Huskey	James W.T. Moody

Community Team:

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Le Sault de Sainte Marie Historical Sites, Inc.	Thomas J. Manse, Director
Special Ad Hoc Committee	Reeta Freeborn, Coordinator

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Introduction

Purpose of the Study

The basic purpose of this study is TO DEVELOP AN ATTRACTION THAT WILL DEMONSTRATE TO VISITORS THERE IS MORE TO SEE AND DO IN SAULT STE. MARIE AFTER THEY HAVE SEEN THE LOCKS.

The Locks, with the continuous passing of ships, is a major international attraction drawing up to a million visitors to the city annually. Unfortunately, many tourists assume that the Locks and the Corps of Engineers Park adjacent to them is all that the community has to offer.

"A plan for the Economic Development of the Sault Ste. Marie Coastal Area", Ayres, Lewis, Norris & May, Inc., September 1979

The *Coastal Area Management Plan, Sault Ste. Marie, Michigan* indicates that with aggressive promotional activities and improved attractions and facilities, the area could experience significant economic growth. That potential growth in importation of tourist dollars provides an impetus to assess the ability to attract and elongate the stay of visitors to the community.

Methodology

The *Coastal Area Management Plan, Sault Ste. Marie, Michigan* prepared by the City and Ayres, Lewis, Norris & May, Inc. identified and studied four specific portions of the city waterfront for high development potential. The so called Portage Avenue Area was projected by the Plan to continue as an important commercial tourist attraction and the Plan further recommended that the considerable historical significance of the area be developed in any future implementation phases. The Plan also recommended development of a "major pedestrian corridor along Park Place" (Water Street) that would "link the Locks and associated tourist/commercial activities with historical sites, Mariner Park and nearby tourist

attractions".

With encouragement and funding by the Division of Land Resource Programs, Department of Natural Resources through the Michigan Coastal Program and the Coastal Zone Management Act of 1972, Sault Ste. Marie and Historic Sites, Inc. have initiated this Historic Walkway Study for implementation.

The initial focus of this study is to develop a detailed plan that could lead to implementation of a pedestiran corridor along the waterfront. The intent is to develop a bona fide historical and cultural attraction that could complement the Locks as a people magnet to Sault Ste. Marie.

The initial phase of the study concentrated on gathering all available information such as base maps, studies, reports, articles, books, plans and other data. Meetings were initiated with a community steering committee appointed to meet with the consultants, review information and provide direction. In addition, interviews were conducted with city officials, community historians and other individual citizens who expressed interest in the study. During those concentrated periods in the community, inventories of potential historic sites were made. The majority of those sites were photographed and evaluated. This inventory of potential historic sites was not limited to the immediate vicinity of the waterfront but took place primarily within the River Island created by the power canal.

The next phase of the study was further research and the development of preliminary concepts for the entire River Island. The conclusions reached at this phase were based on comprehensive historical research and with the realization that Sault Ste. Marie does indeed have more to offer the visitor than the Locks.

Tourists visit Sault Ste. Marie to see the Locks because they know it is necessary to transport large ships from one lake level to another in order to continue through the Great Lakes and St. Lawrence Seaway. However, few realize that this connection between the Great Lakes has germinated the seeds of international history and that remnants of that legacy can be interpreted in interesting ways today. While few artifacts or examples of architecture exist from the 17th or 18th Century predecessors of the community, many good tales can be authenticated and would be interesting and exciting to the uninformed tourist as well as the history buff. Early travelers (tourists) carried many stories from the area to other parts of the country. The opportunity to feature these stories of Sault Ste. Marie should make walking, riding and driving through an interpretation of its earlier days and the visible resources of the 19th and 20th Century more significant than many other "Old Towns" in Michigan or other states. These additional features could well hold the interest of many people if they are offered as complementary alternatives to the more contemporary fee attractions.

To develop Sault Ste. Marie as a bona fide historical visitor's attraction in competition with the reconstructions at Mackinac and Fort Michilimackinac could be a major mistake. Rather, to offer a city filled with State and National heritage in handsome river oriented spaces could extend the visitor's concept of the Locks Park from the west at "Treaty Point" to the Edison Sault Electric Company at the east. It is within this linear Locks Park concept that we have focused our detailed planning with the preposition that if this concept is implemented, operated and maintained as a very high quality offering, the impact on the entire community should be considerable.

The proposed motif is a linear, river oriented, historic park.

Summary of the Study

This linear LOCKS PARK concept is conceived as primarily a pedestrian corridor that will relate the heritage of the community as a continuous story from the 17th Century to the present. Its intent is to stimulate the popular concept of history rather than to appeal to the strict history aficionado. The tales that are to be told have been carefully authenticated but since few artifacts exist, other means will be utilized to involve the user in the spatial concept.

The final planning phase prior to implementation of the plan is concerned with specific delineation of physical features that will tell the story that is the heritage of Sault Ste. Marie along the waterfront area. Along with these physical features, the study includes recommendations for necessary ancillary facilities and management tools for successful operation.

Analysis

The following plans represent the compilation of information gathered from on-site visual observation. No attempt was made to duplicate other previous planning reports or current planning efforts being undertaken by the City and E.U.P.R.P.D.C. staff. In order to comprehend the planning efforts that provide background for this study, the following information is referenced:

Coastal Area Management Plan, Sault Ste. Marie, Michigan, "A plan for the Economic Development of the Sault Ste. Marie Coastal Area", Ayres, Lewis, Norris & May, Inc., September 1979.
Contains: Economic Conditions, Natural Resources, Physical Resources, Institutional Considerations, Development Potential Suitability and Options, Coastal Area Management Plan.

Final Environmental Statement, Operations, Maintenance, and Minor Improvements of the Federal Facilities at Sault Ste. Marie, Michigan, U.S. Army Engineer District, Detroit, Corps of Engineers, July 1977.
Contains: History and Authorization of Locks, Description of Capital Improvement Program (see especially, pp. 4 & 5 and Appendix E.)

Sault Ste. Marie Planning Department, Mr. James Hendricks - various completed planning studies and current in-progress studies including parking, C.B.D. and other related projects.

Le Sault de Sainte Marie Historical Sites, Inc., Mr. Thomas J. Manse, Director - various development and restoration plans.

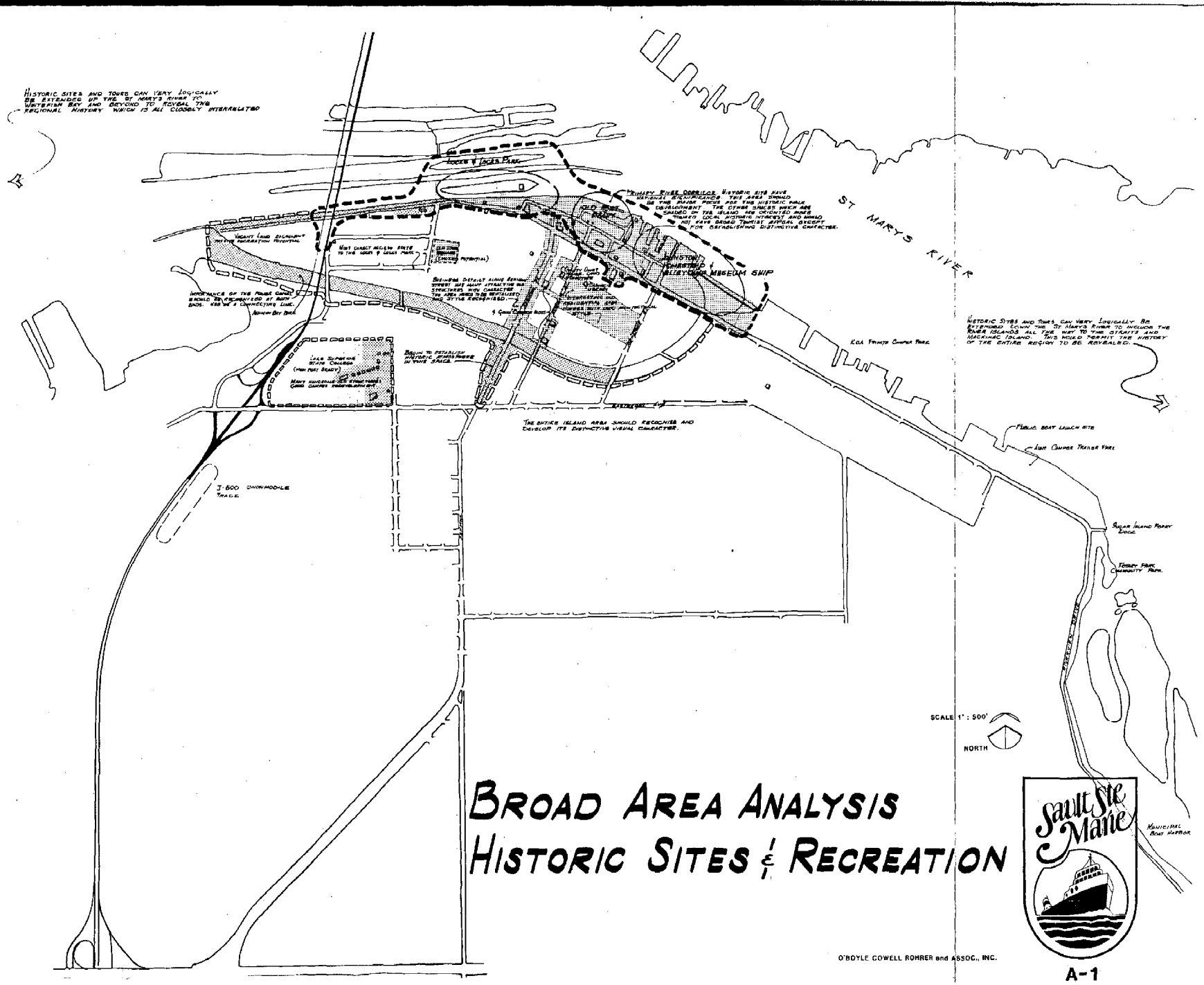
Sault Ste. Marie City Engineer, Mr. Walter E. Mowry - various utility and street base maps.

Department of the Army, Detroit District, Corps of Engineers, Sault Ste. Marie - various site development maps.

Broad Area Analysis

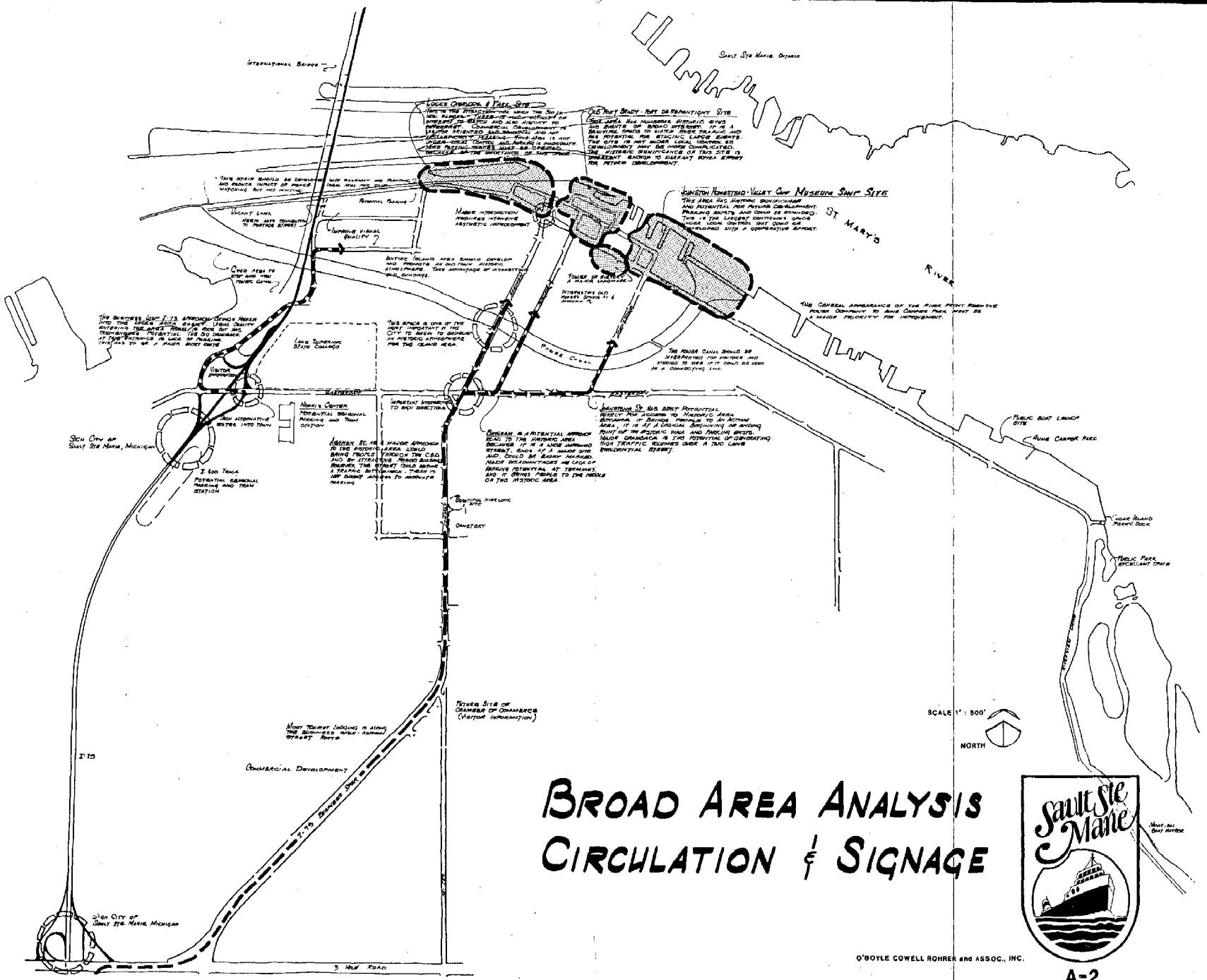
The following Area Analysis Plans address several issues that affect the visitor's impression of Sault Ste. Marie. Specific elements that are evaluated are:

1. General areas of historic and cultural interest.
2. Identification of community and tourist recreation attractions. (Historic Sites & Recreation)
3. Relationship of the Locks and St. Marys River to the City.
4. Automobile circulation and parking analysis.
5. Identification of signage problems and potentials. (Circulation & Signage)
6. Aesthetic considerations.



O'BOYLE GOWELL ROHRER and ASSOC., INC.

A-1



Broad Area Analysis Circulation & Signage

O'BOYLE COWELL ROHREN and ASSOC., INC.

A-2

Analysis of the Heritage of the Waterfront Corridor

The historic significance of the Waterfront Corridor in Sault Ste. Marie has been well documented and supports many local claims of being among the earliest white settlements in the Northern Hemisphere of the Americas. Certainly, there should be no dispute of its early importance in Michigan and there is factual data supporting its existence prior to the Mackinac area and the remainder of the Southern Peninsula.

The fact that few artifacts remain from early days is partly due to the temporary nature of the structures of the early trappers, traders and missionary leaders. Even the Indians who gathered near the rapids during fish migration periods (and became the principal attraction for the trappers, traders and missionaries) left little visible evidence of their existence.

see Potential Sites Survey, Sault Ste. Marie, Michigan - O'Boyle, Cowell, Rohrer & Associates, Inc.

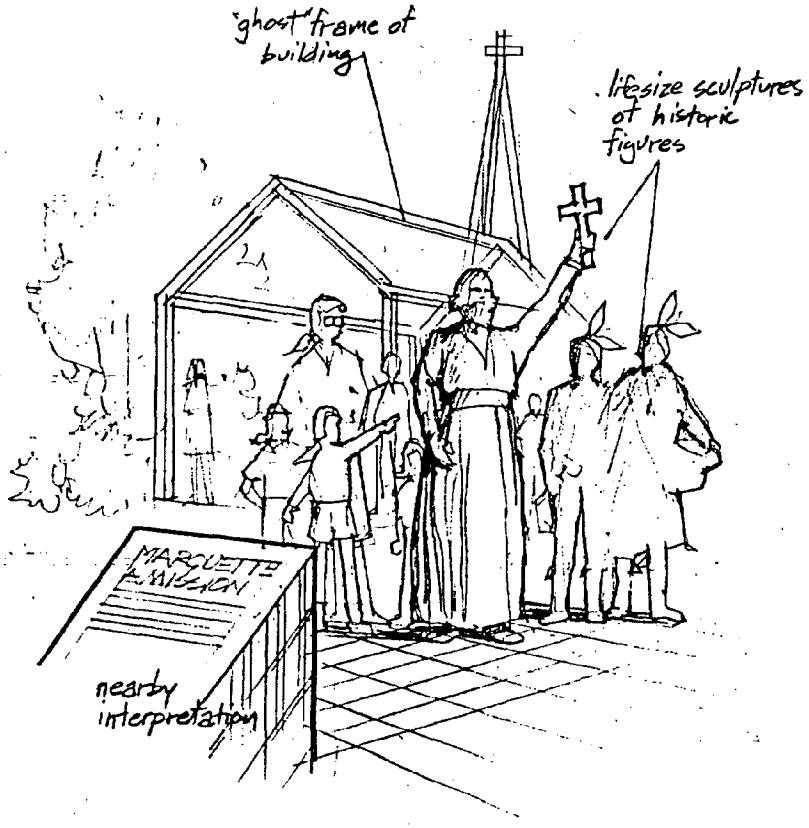
This lack of visible resources was apparent after potential historic sites were inventoried and researched. It became evident that the available options for interpretation of the heritage along the Waterfront Corridor were:

1. Interpret only the 19th and 20th Century architecture and artifacts that do exist.
2. Replicate early artifacts and structures and interpret remaining visible evidence.
3. Tell an interesting story of the people and places that would accommodate a popular (yet historically accurate) tale of the Heritage of Sault Ste. Marie.

After evaluation of these options and in light of the principal goal of this study and the quantity and quality of the visible artifacts, the study

see *THE HERITAGE section*

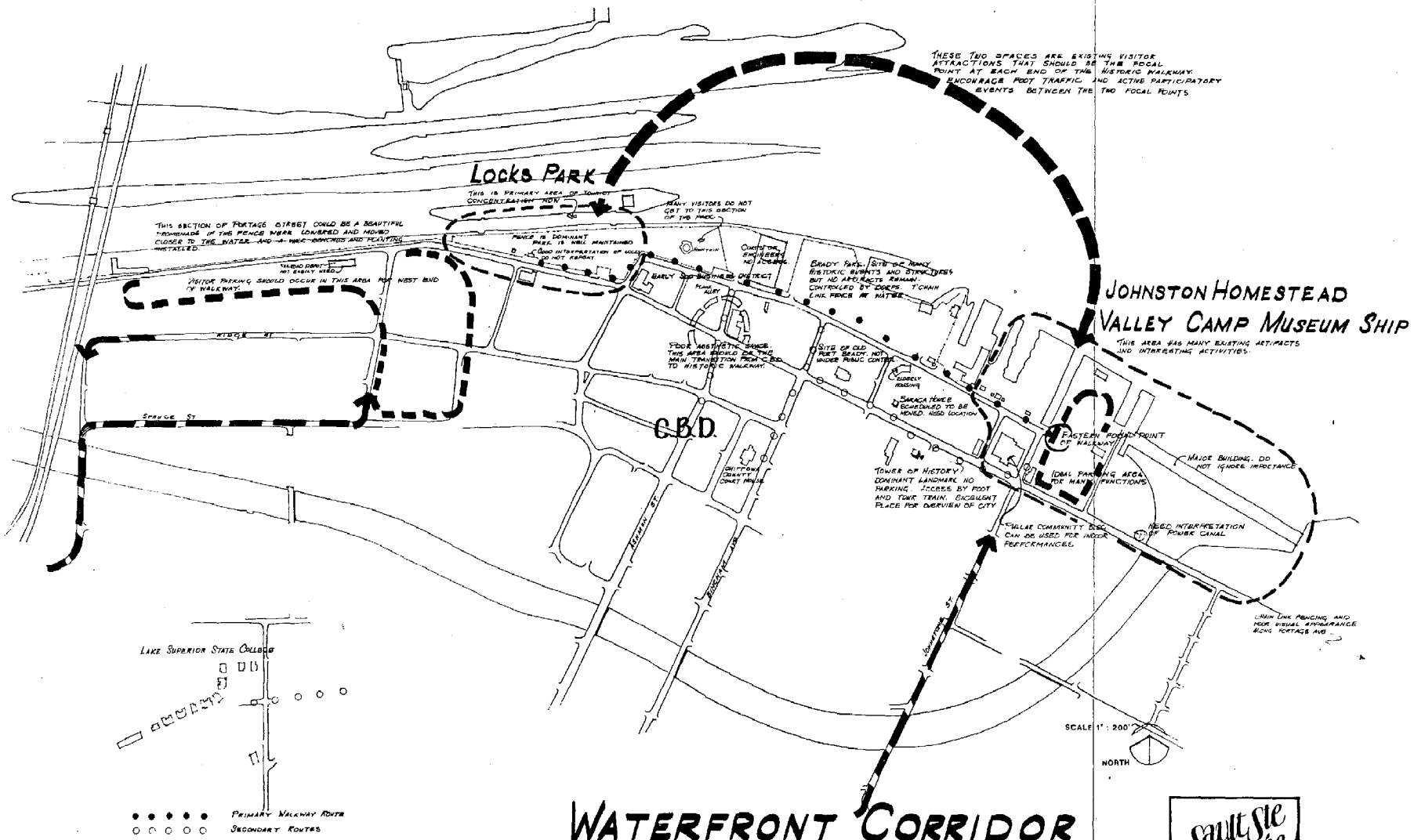
team concluded that the Heritage of Sault Ste. Marie would best be interpreted as a story. This story could then be told in a walkway along the Waterfront Corridor with individual spaces displaying interesting tales about people, events and artifacts near the areas where those historical offerings occurred. The emphasis of this pedestrian interpretation is to involve the participant. The information that is to be offered would be historically accurate and would be a "hands-on" experience. Interesting spaces and structures that do exist would be explained in various ways, some ghost replicas would be created and the saga of Sault Ste. Marie would be told as a continuous narrative.



Waterfront Corridor Linear Analysis

The Waterfront Corridor has been previously identified by the *Coastal Area Management Plan, Sault Ste. Marie, Michigan* as having a high potential for additional development to complement the Locks as a tourist attraction. It is within this corridor that the study is primarily intended and, therefore, the analysis section of this study focuses on that area. Specific elements analyzed are:

1. Automobile circulation and parking.
2. Evaluation of existing facilities and open spaces.
3. Delineation of significant structures.
4. Potential for historic interpretation.
5. Potential for improvement of waterfront visual resources.



Waterfront Corridor Linear Analysis

O'Boyle Cowell Rohrer and Assoc., Inc.

Sault Ste Marie

A-3

Overall Development Concept

The ability to capture the imagination and hold visitors in the community for longer periods of time will require community commitment. That commitment will require goals that are broader than just offering the Locks to the visiting public. The perception that the Locks are enough to bring in up to a million visitors to Sault Ste. Marie is not enough. The community has more to offer. But to effectively compete, it cannot accept its present role as a depressed, small, northern city. It should adopt new goals that take advantage of its international position. Sault Ste. Marie, Michigan can offer more than the International Bridge to Canada. It can capitalize on the fact that it gets its share of seasonal visitors that include a trip to the Locks in their itinerary. The city must now take the extra step and commit to goals that would make it more than a stopping place to see a few ships pass through the Locks. It must commit to a rather subtle change in philosophy that could make it a primary destination for the traveler.

Broad Scale Goals

Among those goals that could strengthen the image of a viable Sault Ste. Marie are:

1. The recognition by the community that the whole city contributes, however subtly, to the overall impression that visitors perceive in their short time there. The most important task is to generate an enthusiasm in all of Sault Ste. Marie's residents to the town and its heritage. Friendly people, tree lined streets, a healthy business and industrial district as well as pleasant open spaces contribute to the total positive feeling that is carried from the

community and contributes to the decision to stay longer.

2. The commitment by the community to the philosophy that they REALLY WANT more visitors to come to Sault Ste. Marie and once there, stay longer.
3. The establishment of quality standards for historical, cultural, commercial and hotel/motel facilities.
4. The recognition that the community can compete favorably with the offerings of other national attractions and the commitment to spend whatever effort and money is available wisely, not just quickly, to get the job done.
5. A commitment by the community must be made that a first effort or phase is only part of the total need to raise the conscious level of both tourists and residents to the current assets of the community as well as its heritage.
6. The encouragement of the private as well as the public sectors to help fund improvements to renovate, restore or reuse, not cover up or disguise, historical structures. The move to respect well designed period architecture has proven to be good business practice in other parts of the country and should be capitalized on here.
7. Recognition by the commercial enterprises along Ashmun Street and the entire business community that they can derive a direct economic benefit from improvement in the Waterfront Corridor. In addition, efforts by the City Planning Department to coordinate the C.B.D. with the waterfront development should be supported.
8. Coordinated community development of additional parking within easy walking distance of the

Waterfront Corridor. City, Corps of Engineers and private development of additional parking lots should be integrated in the City Planning Department's efforts to revitalize the city and its River Island.

Strategies

In order to achieve at least some of these broad scale goals, it will be necessary to commit to certain strategies. Those strategies could well include the following:

Promotion 1. Once committed to the idea that the community welcomes visitors and sincerely wishes that their stay could include the Heritage that is Sault Ste. Marie, all possible media forms should convey that message.

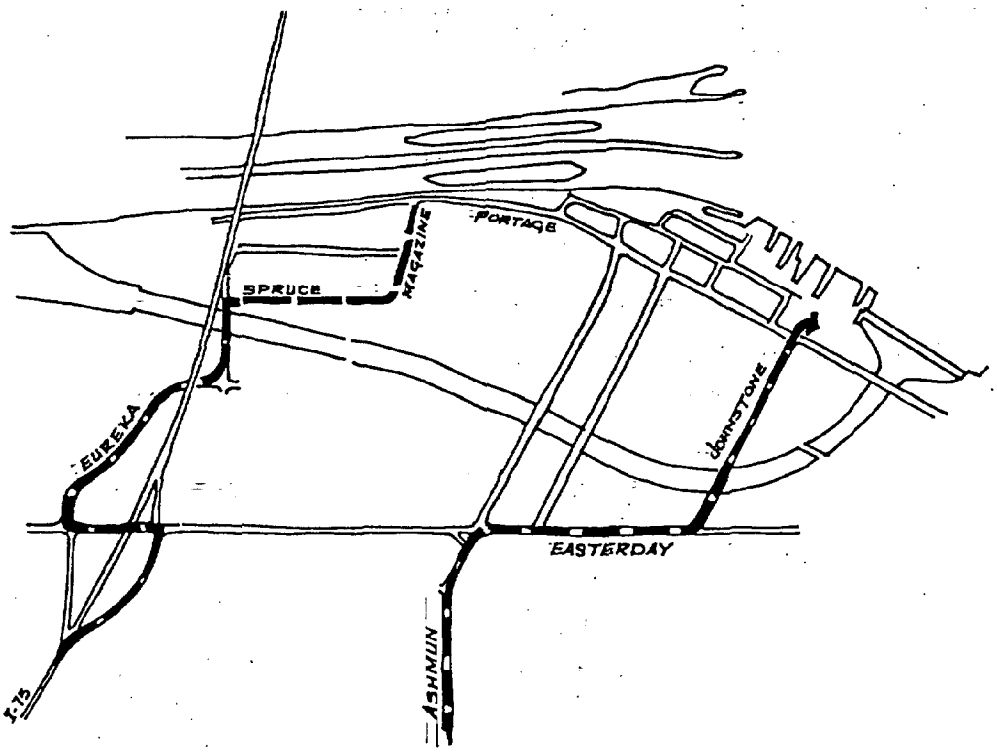
Signage 2. Upon approaching the City, the visitor should have a clear idea where to go to experience the entire Locks Park. Little doubt should exist to the first time visitor that Sault Ste. Marie, Michigan welcomes him. It should not be necessary to assault him with six or seven signs that take away from the image of a consolidated effort to make him feel comfortable.

see LOGO & MOTIF section

With that in mind, we have developed a central motif for the Waterfront Corridor and recommend that it be used as a single graphic at the primary entrance to the City (Ashmun and Easterday) from I-75 and other local entry roads. Additional signs leading through the City should be consistent with the single logo representing that Locks Park with the Locks and other waterfront facilities is easily accessible. Inclusion of other information such as boat tours, overnight accommodations and other

attractions simply confuses and alienates the tourist in his quest to be near the Locks.

In order to develop an orderly automobile access to the primary attractors of the waterfront area, we recommend the following circulation plan:

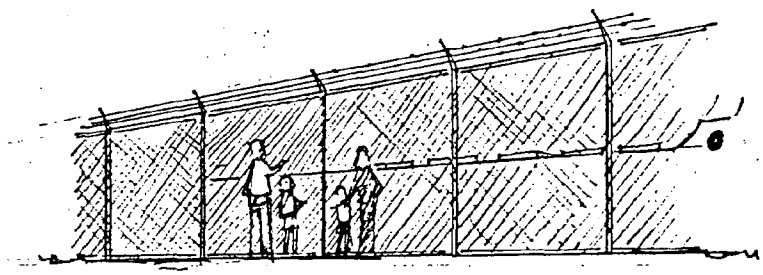


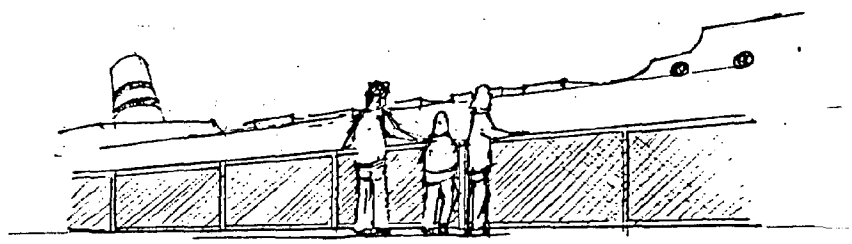
Orderly Parking 3. Upon reaching his destination, parking should not frustrate the visitor's efforts to see the Locks but should be orderly while exposing him to other assets which could ignite his interest in the community. The parking lot is often the last impression a tourist recalls.

Comfort Facilities 4. Overnight accommodations, restaurants, and comparison goods shopping facilities should contribute to the total Locks Park experience.

River Interface 5. All efforts should be made to mitigate the feeling that nearly two miles of riverfront and Locks running through the city is fenced off and, therefore, unavailable to casual contact by the visitor. Compromise agreements should be negotiated with the Corps of Engineers to ensure the safety of visitors and workmen without seeming to set up a second Berlin Wall.

Use low fencing 42" high± for the protection of visitors instead of 7'-8' high chain link topped with barbed wire.





Strategic Sites 6. A determination of the future disposition of certain strategic sites that effect the success of the entire Locks Park concept should be made as soon as possible. Those sites include:

a. Brady Park
b. Coast Guard Station
c. Old Post Office
d. Edison Sault Electric Plant

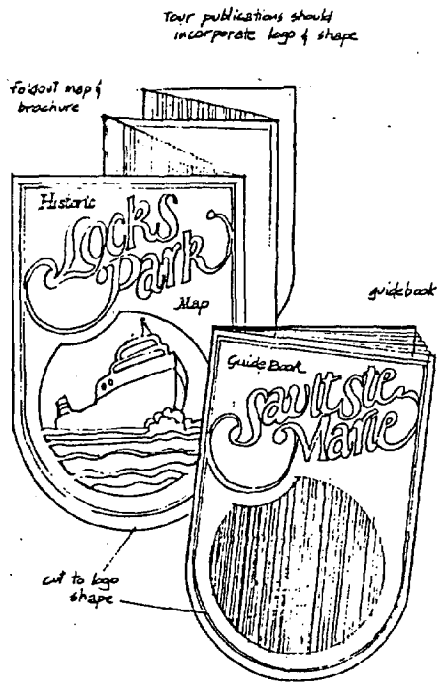
Visitor Involvement 7. A long-term dedication of resources should be made to extend the opportunities for visitor involvement in the heritage of Sault Ste. Marie to the entire island of the central core of the city. This could best be accomplished by:

a. Enlargement of an interesting pedestrian walkway via side trips or routes from the Locks Park corridor.

b. Arrangements for a flexible on/off pass system to shuttle busses or trams that would move through certain parts of the community during the peak season.

c. Preparation of a comprehensive, interpretive brochure of Sault Ste. Marie that could be used for self-guided pedestrian and automobile tours through historic parts of the city, the nearby River Island and nearby points of interest.

These publications should be of high quality.



d. Encouragement of private enterprises to offer day long boat tours through the River Island Chain or upriver to the Lake Superior shores of Michigan.

e. Development of facilities and attitudes that would encourage pleasure boats to spend time in Sault Ste. Marie. Along with those facilities could be the extra incentives to offer full and bareboat charter service near the Locks and the downtown area.

f. Encouragement for local restaurants to offer quality dishes that are unique to the Heritage of Sault Ste. Marie. Ethnic dishes, boiled whitefish and other offerings are the touches that leave lasting impressions.

The initial community commitment must be the development of Locks Park. With dedication to the goals stated above and this physical improvement, Sault Ste. Marie will become a viable visitor's attraction.

Logo&Motif

One of the primary objectives of this study is to define a motif for Sault Ste. Marie and develop a logo to represent that motif.

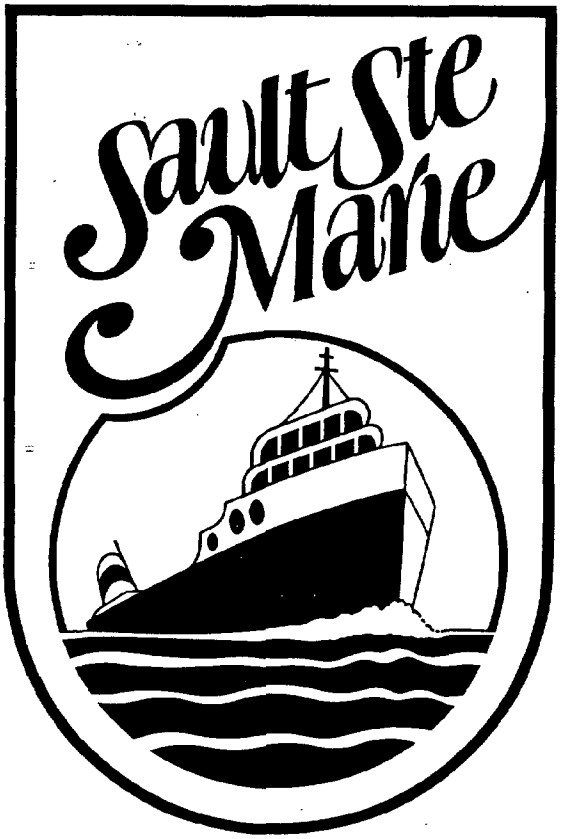
The question is first asked, what is a motif and of what importance is it in this study? Webster defines motif as "a salient feature of a work; the theme or dominant feature".

In any design problem and in particular one of the scale undertaken here for Sault Ste. Marie, the first task is to sort out all the existing conditions and variables and attempt to identify a dominant theme around which everything is organized. If that is not done, most development that occurs is near chaos.

The case has been stated and justified elsewhere in this study that the dominant theme of the primary development area in Sault Ste. Marie should be that of a water oriented green space in which historical features can be interpreted.

The logo or symbol for Sault Ste. Marie presented here is historically oriented in shape and letter style and reflects both the dominant character of the waterfront and the City.

The logo is shown as it could be used in a variety of ways to simply and uniformly direct visitors, identify features, and identify the City.



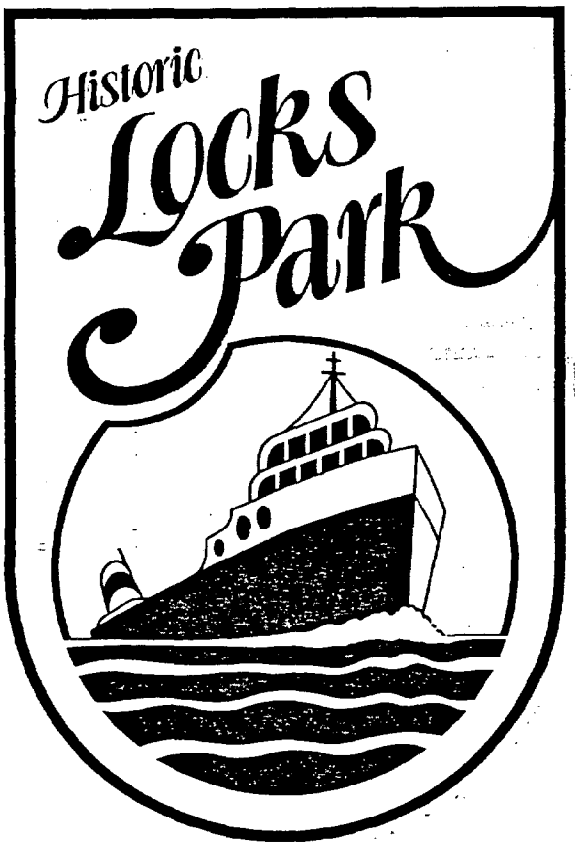
The primary logo to identify the City of Sault Ste. Marie, Michigan. This form should be used on its own as a sign face.

It can be used as a directional symbol, on publications, as a letterhead, or identifying mark from highway signs to shopping bags.

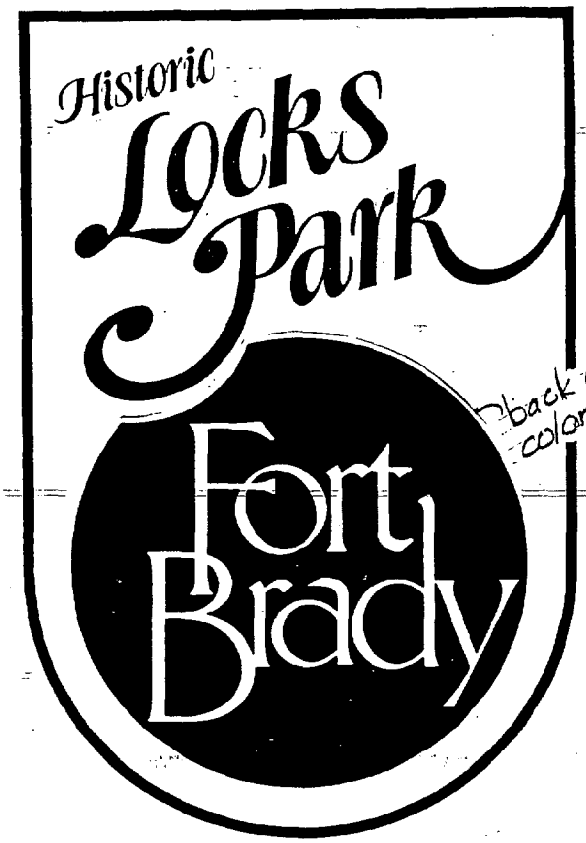
This logo is also intended to identify Sault Ste. Marie, Michigan. This form should be used where the shape of the shield and the ship would conflict with other symbols.

This spot can be used in the same ways as the shield above but only if it is determined that the shield does not fit.

The primary use for this logo would be to mark tram stopping points throughout the city.



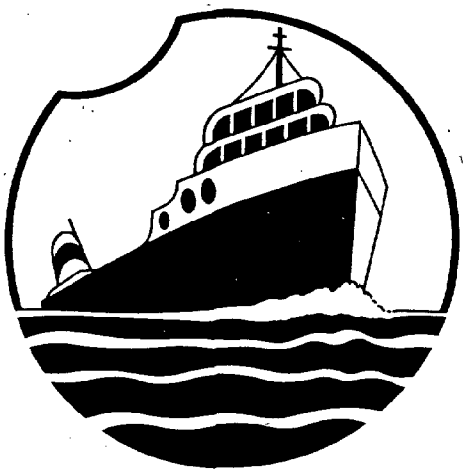
This symbol is to be used to identify Historic Locks Park; the area from Treaty Point to the Edison Sault Electric Company. Possibly in the future, it should be used to identify the entire island area of Sault Ste. Marie.



This symbol is to be used in Locks Park to identify specific areas of interest. This symbol should also be used in the guide books and maps so visitors can relate from a symbol on a map and text to a sign on the ground.

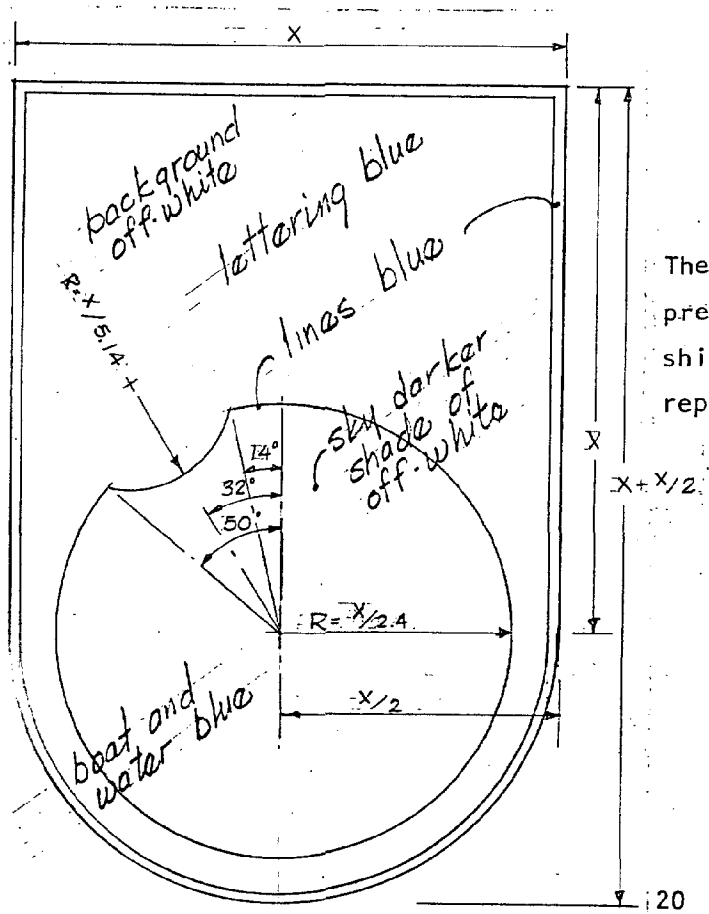
back ground color blue

Spots and names can be expanded as new attractions are added.



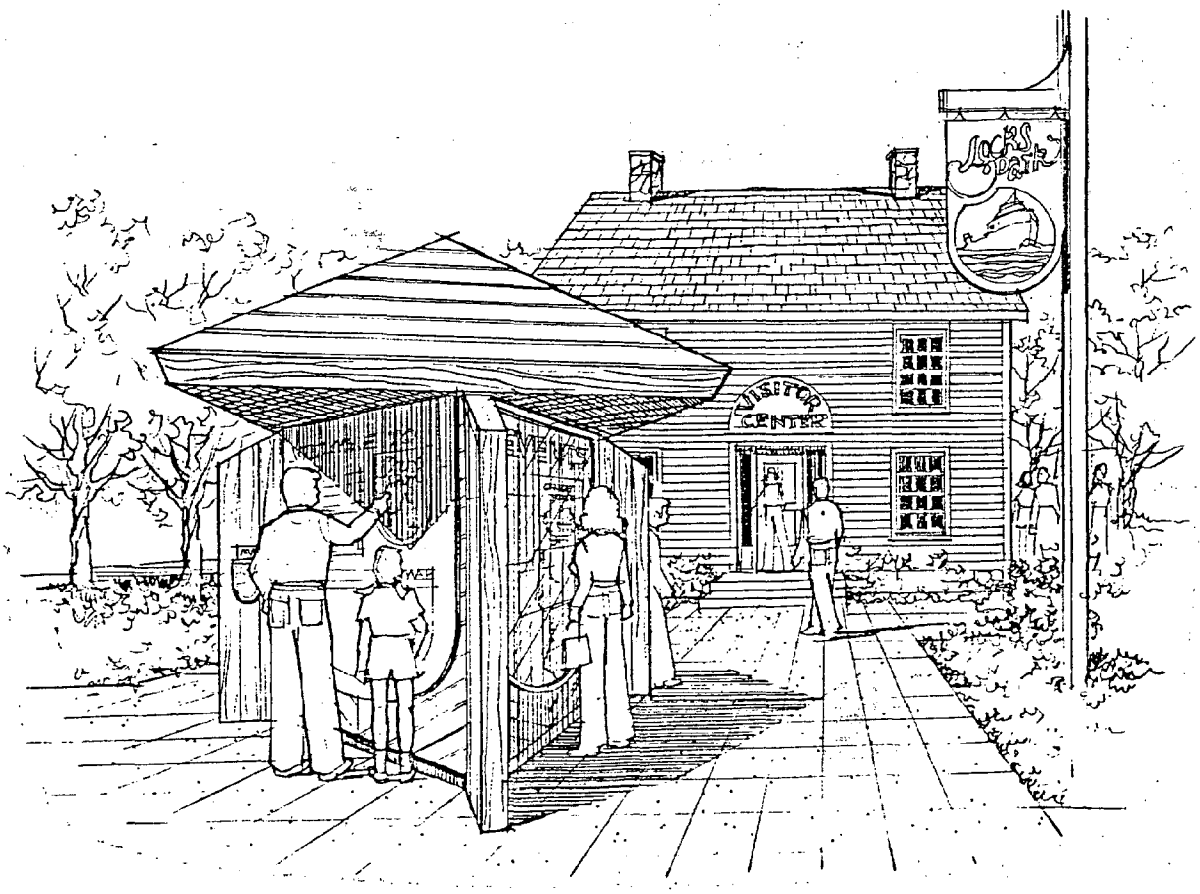
The symbol of the ship alone can also be used for various purposes.

It is proposed here that it be used initially as the symbol on the pedestrian trail markers in Locks Park. As the logo becomes better known and identified, this symbol can be used more since words will not be necessary.



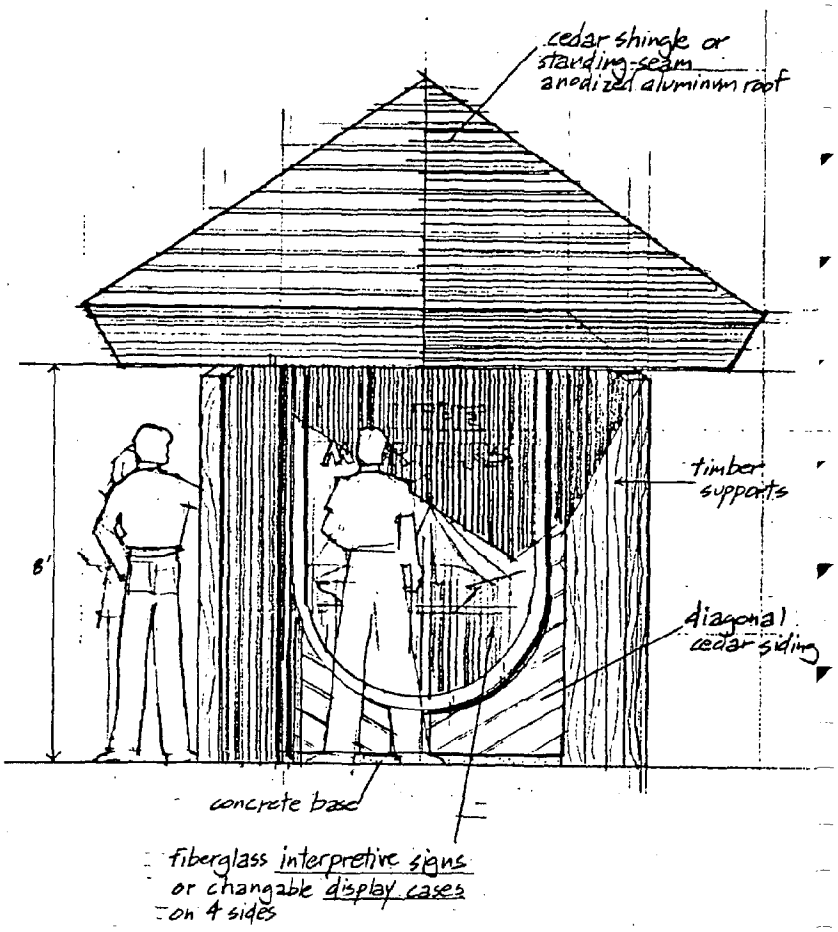
The layout for the logo shield and spot is presented here as a ratio to the width of the shield. The art work can be photographically reproduced to fit the size of the shield.

The signs that follow are the proposals to display the logo and interpretive material. They are designed to be consistent with the main theme of the area, to be of materials that are locally available, economical, readily fabricated and interesting.



MAJOR KIOSK

The major kiosk is to be used at strategic points along the walk such as primary starting points. It should explain what the area is (see sign below) as well as specific historic facts and current events. This kiosk should dispense tour maps and could be lighted and include a public phone.



The citizens of Sault Sainte Marie welcome you to:

Locks Park

Locks Park is an ongoing community effort to link the many historic features of our waterfront. The reconstruction and interpretation underway at various sites in the park will help to tell the story behind over 350 years of our heritage. We hope that this continuing project will make each trip to Sault Sainte Marie more interesting.

We invite you to explore Locks Park on foot, by following this symbol:

Walk

Or ride our special tram to various points. Tram stops are marked by this sign:

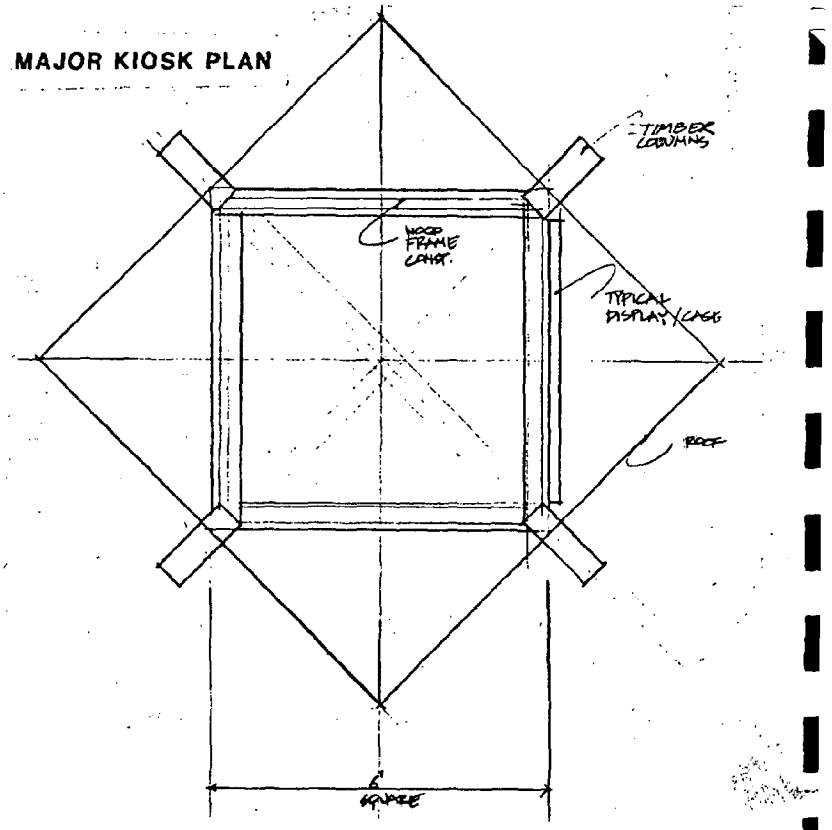
Tram

Guidebook

Please take a Map & Guidebook to make your visit complete.

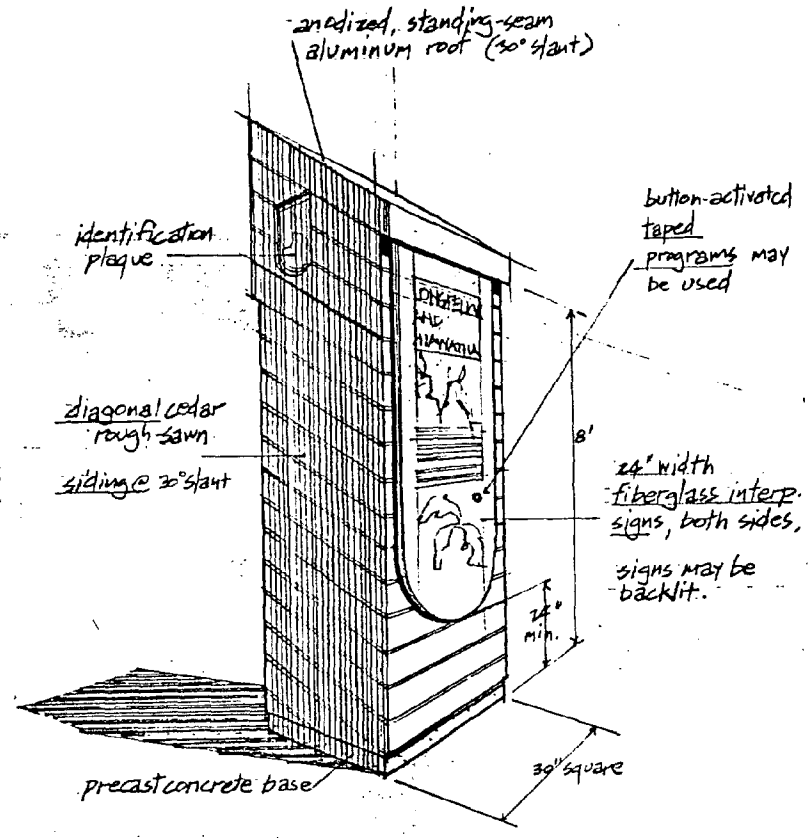
After you see Locks Park, we invite you to visit the other historic sites and buildings of our city.

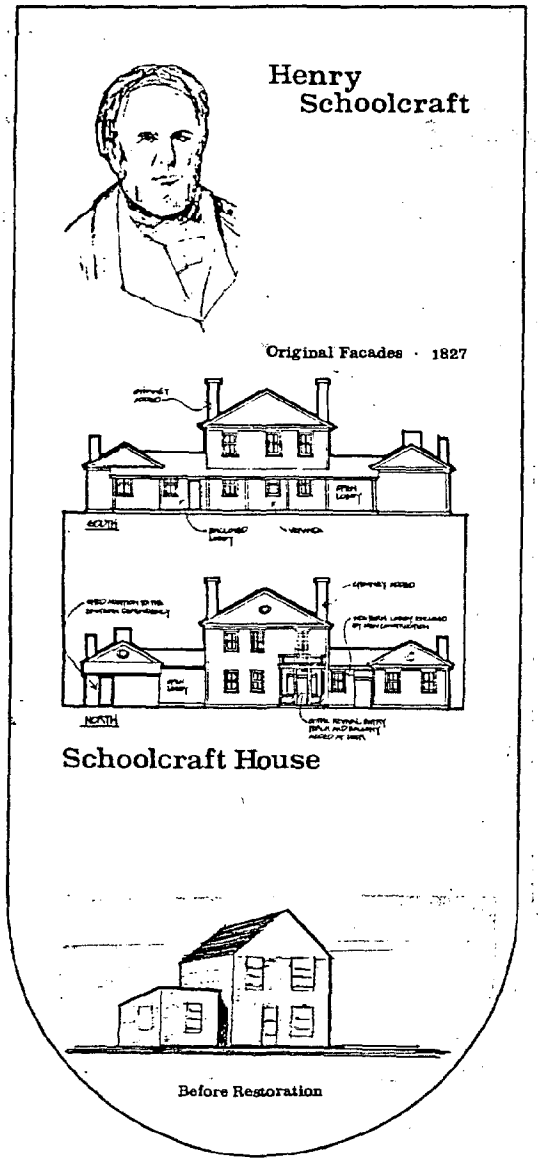
MAJOR KIOSK PLAN

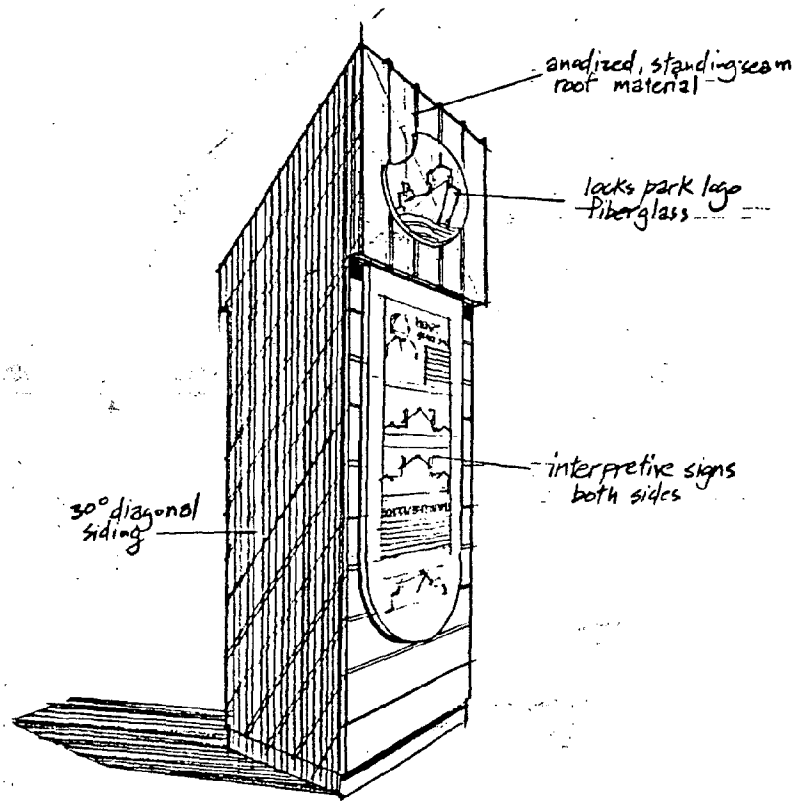


SMALL KIOSK

This kiosk should be used where height is required to explain the necessary material or to attract attention. Graphic material can be displayed on one, two, three or four sides and should be similar to that shown here for Henry Schoolcraft.

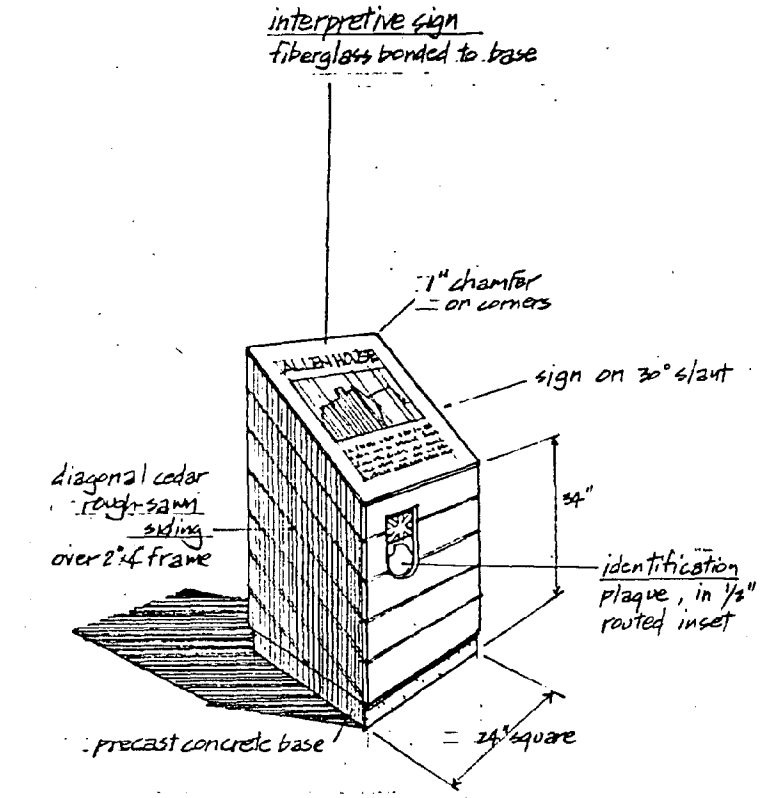




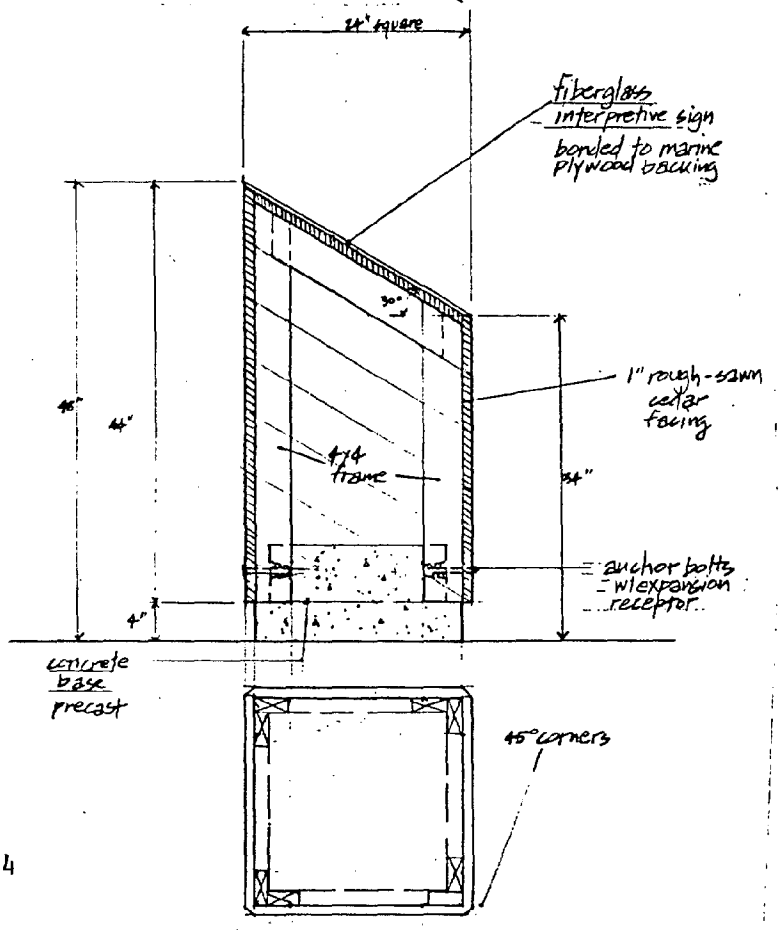


PEDESTAL SIGN

The pedestal sign can be used at a variety of points along the walkway not just at primary information stations. They can be used to display relatively brief narratives or photographs of points of interest.

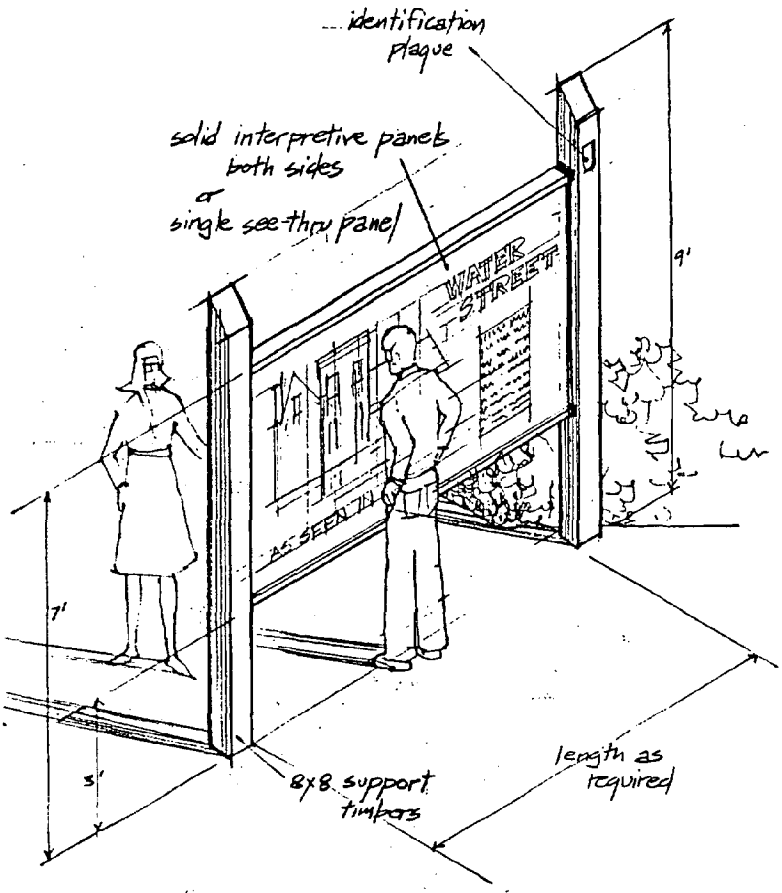


PEDESTAL SIGN DETAIL

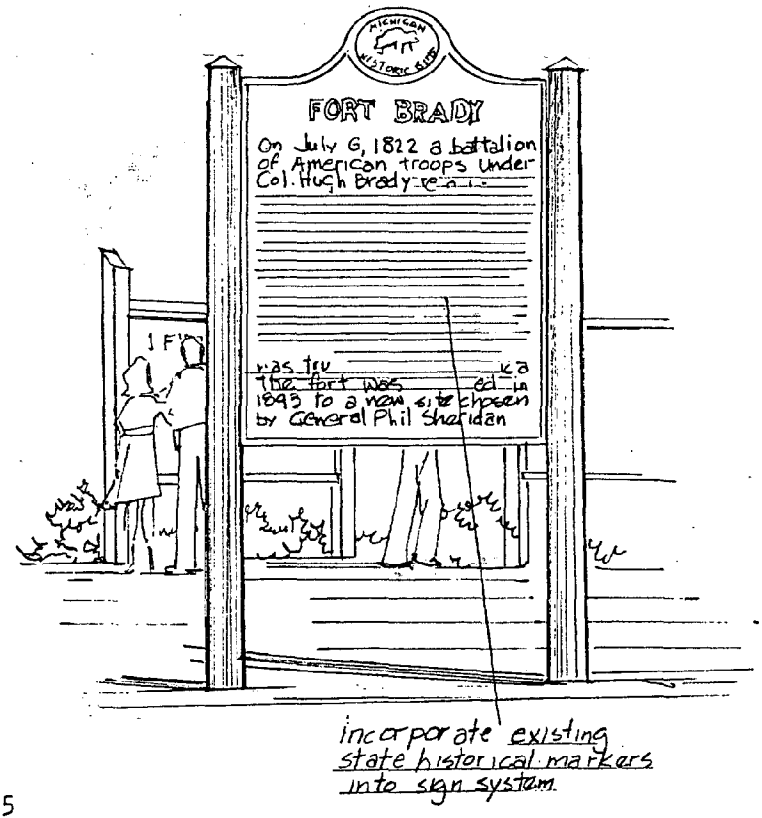


TWO POST SIGN

This is a relatively large sign which could have a metal or see-through plexiglass face. Its primary purpose is to display large photographs, sektches and some narrative to be as life-like and interesting as possible.

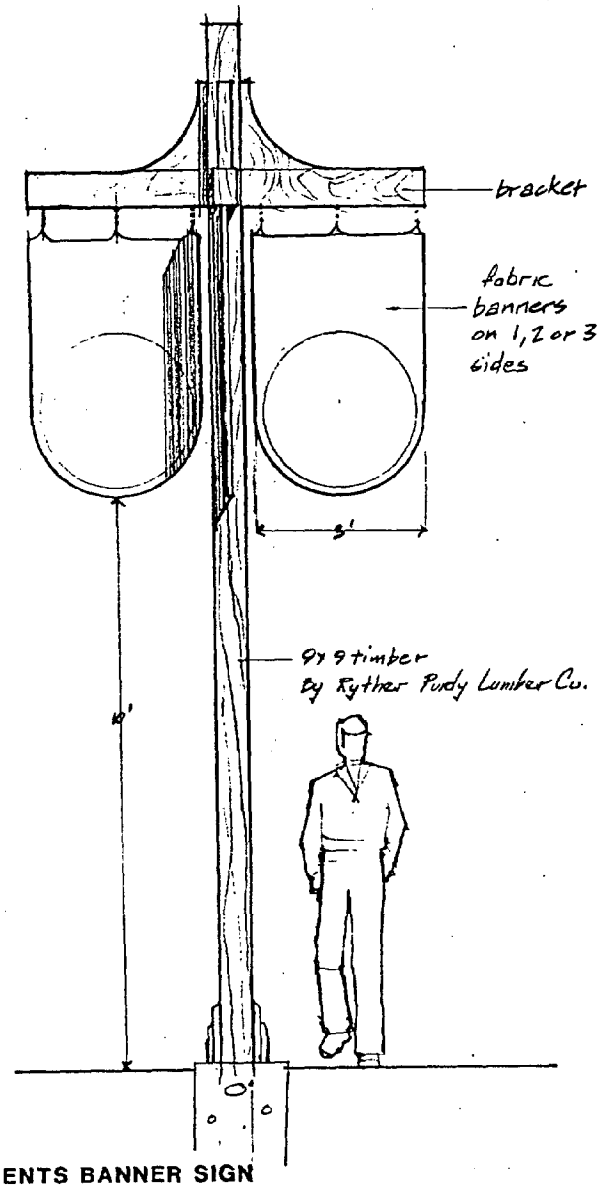


It is proposed that the existing State of Michigan Historic Markers be used along with the new signs to indicate Michigan Historic Sites and to tell the story.



STATE HISTORIC SIGN

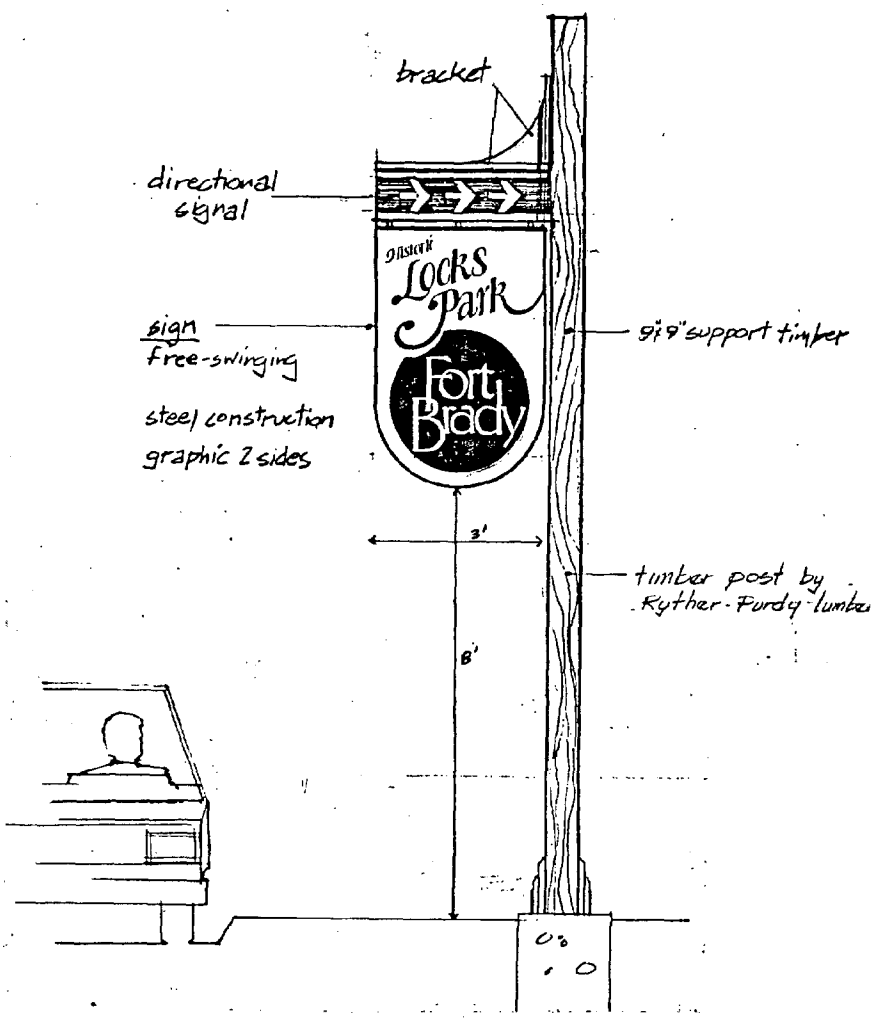
This sign would use fabric or metal panels that would be changed periodically to advertise special events and happenings in the City and along the walkway in bold, bright colors. The same signs could be used each year for annual events.



EVENTS BANNER SIGN

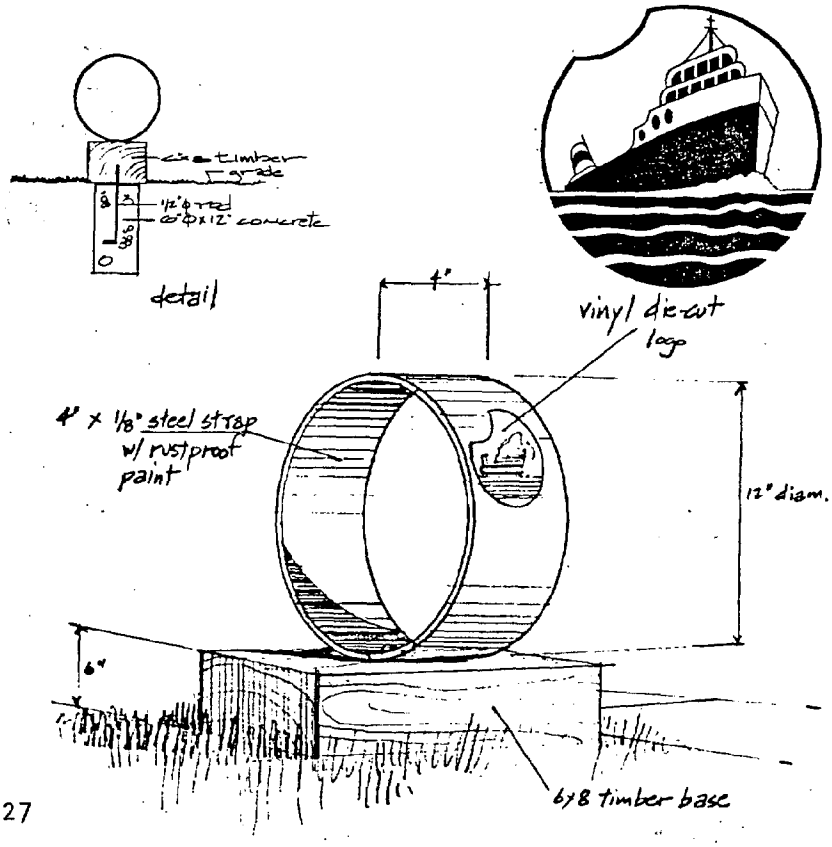
WALKWAY STATION IDENTIFICATION SIGN

This is the type of sign that should be used to give directions into the City, to give directions to Locks Park and to identify specific stations in Locks Park. All directional signs used should be of this character.



It is proposed that this sign be used along the path visitors are to follow in Historic Locks Park. As more areas of interest are developed these same markers could be used with different colors to mark individual areas or tours.

PEDESTRIAN TRAIL MARKER



Development Plan, Locks Park

The Development Plan for Locks Park makes two simplistic assumptions:

Assumption 1. Most of the up to one million annual visitors to the community come primarily to see the Locks.

Assumption 2. A majority of the visitors spend a couple of hours watching several ships pass through the navigation Locks and perhaps, an additional two to four hours at community attractions and businesses and then leave the city for other destinations.

In order to elongate the visitor day from less than one million visitor days to up to two million visitor days, we believe that several issues must be honestly considered:

Issue 1. The admission that the Locks is and will continue to be the major international attractor for tourists to the community.

Issue 2. Several parcels of land located within the walkway are not owned or controlled by the City, however, they are critically located and of significant historic importance. It is important that the city work with the owners and administrators of these lands so they may be incorporated into this conceptual plan and used to the benefit of Sault Ste. Marie.

Issue 3. The commitment to quality development of a second major anchor (Johnston Homestead area) to complement the attraction of the Locks.

Issue 4. The development of a quality pedestrian link between the two proposed major attractors.

As we have indicated in prior sections, the entire River Island created by the Power Canal could eventually be developed as a major

attraction for tourists. We are, however, concentrating on the Waterfront Corridor (Locks Park) from the Locks to and including the Edison Sault Electric Company north of Portage Street as the most significant initial effort. We project a plan that if developed properly within realistic implementation phases, could demonstrate that there is indeed more to see in Sault Ste. Marie after one has seen the Locks.

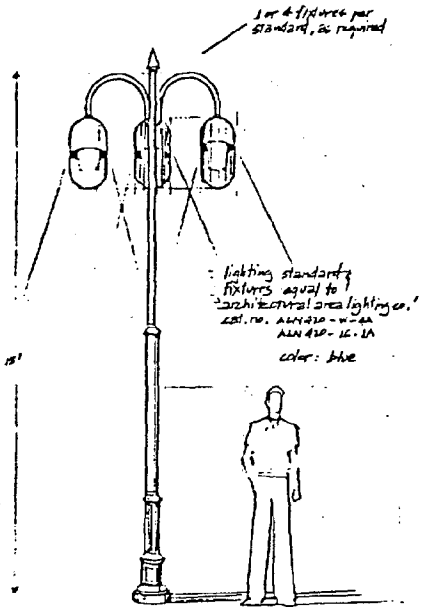
We have envisioned this initial effort to concentrate on pedestrian participation in interesting spaces along the waterfront. In order to make this effort successful, we believe a commitment for this area should include:

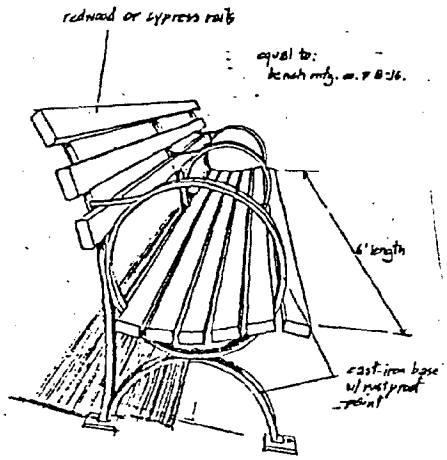
a. Areas for local artists, craftspeople, flower vendors, etc.

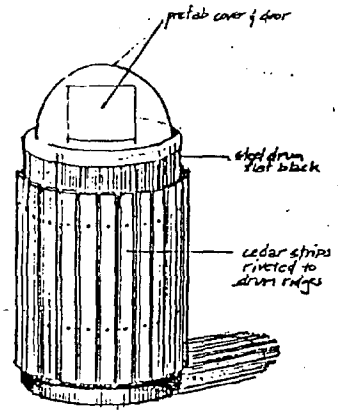
b. Space for festivals, art fairs and other regularly scheduled special events; events that recall tradition of the past that involve active participation by visitors should be an integral part of the planning.

c. Lanscaping and street furniture should be integrated to develop human scale, unify quality and add interest to the spaces.

Walkway Features

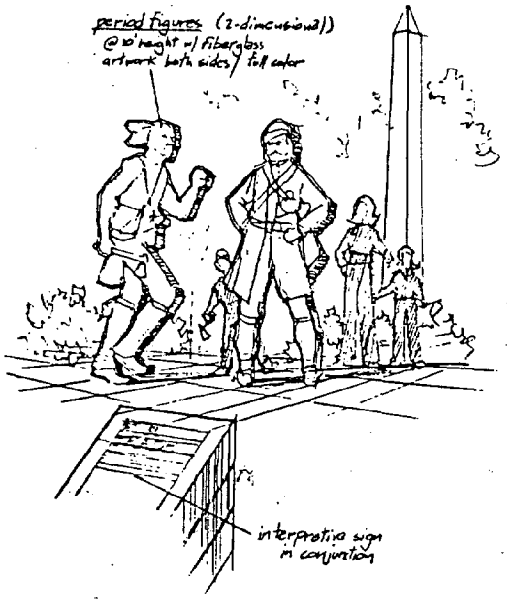






Trash receptacle

d. Signs and other interpretive devices should be developed to appeal to people of all ages and to minimize the need to be an historian to enjoy and feel comfortable with the experience.



e. Visitor involvement and participation to avoid the feeling that the walkway is merely another outdoor museum.

f. People in period costumes participating with the visitors and becoming part of the visual experience.

g. Indian involvement in the interpretation of the Heritage of Sault Ste. Marie by developing a small encampment and/or becoming part of the visible human reminder of their historical importance.

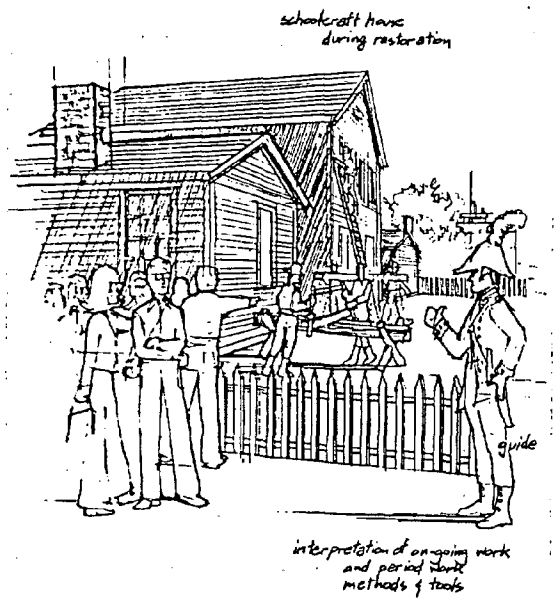
h. Development of a major outdoor performing amphitheater near adequate parking to facilitate regular events.

Operation & Management

In order to ensure the future of Locks Park, we believe an operational and management vehicle should be established to raise funds, develop quality facilities and operate and maintain common attractions. This umbrella agency could benefit all the citizens of the city. Possible activities could include:

1. Funding
   a. Serve as a receiver of donated and grant funding and services.
   b. Develop a common ticket concept for several area fee attractions that could be offered to visitors at a reduced rate. A percentage of this ticket or pass fee could be retained for operation and maintenance of common free facilities.
   c. Encourage local vendors to offer good quality museum gifts and crafts for sale that could be representative of the heritage of the area and the state. In addition, a booklet detailing the historical attractions and their location could be a major feature.
2. Development
   a. Contract for planning and implementation in logical phases of common facilities in strict adherence to quality standards.
   b. Utilize local craftspeople and labor to construct portions of the work and make that effort part of the experience of the visitor. An example of this would be that in the renovation of the Schoolcraft House, a good case could be made for doing all the renovation by hand allowing people to observe the process. It is very likely that the reconstruction process may be more

interesting to the visitor than the finished project.



c. Attention to detail that is more important than quantity can only be managed by an authority having responsibility for the whole, not parts, of public or quasi-public facilities.

3. Operation and Management

a. Centralize visitor center operations to make local attractions available but not give the impression to the visitor that the town is full of hawkers offering tourist traps.

b. Develop a maintenance plan that would encourage the whole town to sparkle. Good quality offerings and authenticity are not enough if the area is dirty or trash is in evidence. Successful theme parks such as Disney World have demonstrated the need and economic return of maintenance.

c. Encourage local historians to act as tour guides for Senior Citizen and other bus

groups that might be easily lured to the city in the off-season if properly approached and adequately entertained.

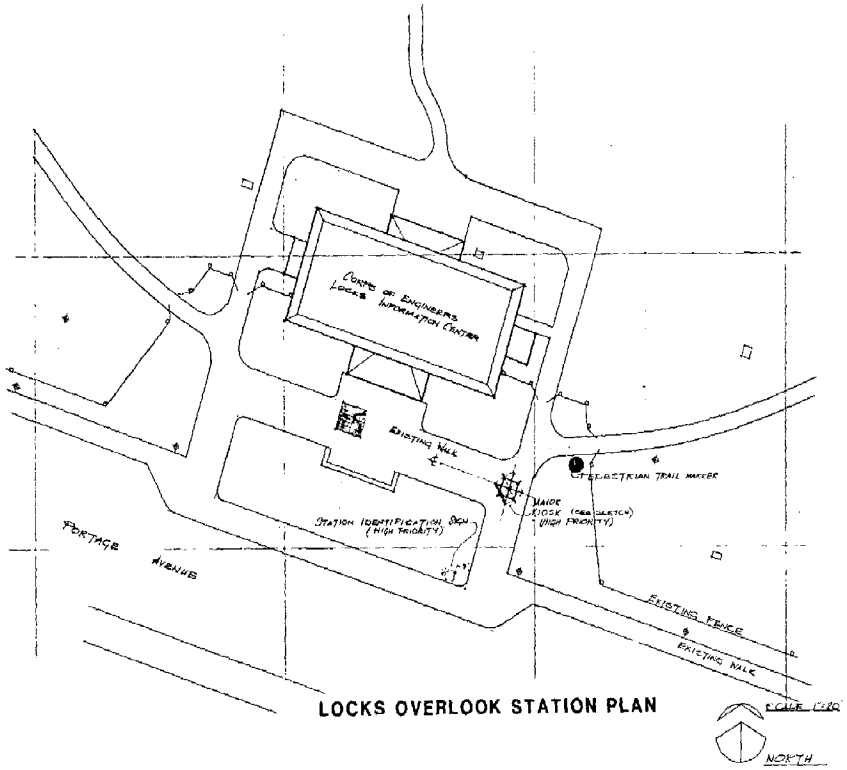
d. Program regular events in the public facilities that could showcase local talent and provide entertainment to the community as well as visitors. The most successful events could well be those whose original purpose is to provide entertainment for the area. Emphasis in that direction will not only increase chances for survival for the activities but also, in turn, will be more genuine to the visitor. Such events could be the unique events, such as:

*Band Concerts
*Demonstration from the Coast Guard Fireboat
*Coast Guard Openhouses
*Corps of Engineers Openhouses
*First Boat of the Season Festival
*Last Boat of the Season Festival
*Parades
*Art Fairs and Student Arts & Crafts Shows
*Indian Ceremonies, Encampments & Meetings
*4th of July Canoe Races
*Original Mackinac Boat Races
*Drum and Bugle Corps Formation
*Outdoor Barbecues by Service Groups
*Ethnic Food Festivals

e. Possible establishment of a "Park Ranger" program to facilitate parking, maintenance, sales and visitor information activities.

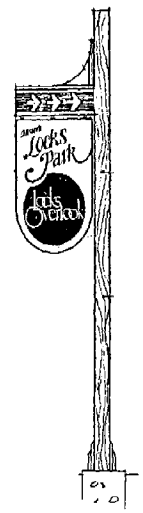
f. Provision of a central clearing house to negotiate with public and private interests to make waterfront and historical structures more available and appealing.

The Development Plans that follow detail the proposed site development of Historic Locks Park and graphic interpretation of the Heritage of Sault Ste. Marie.

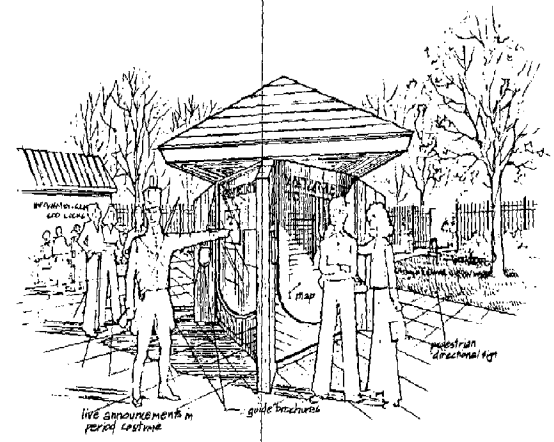


LOCKS OVERLOOK STATION PLAN

THIS KIOSK SHOULD HAVE A HIGH IMPLEMENTATION PRIORITY.

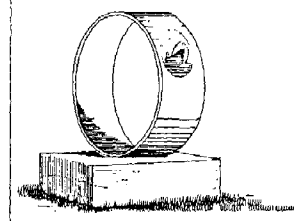


STATION IDENTIFICATION SIGN

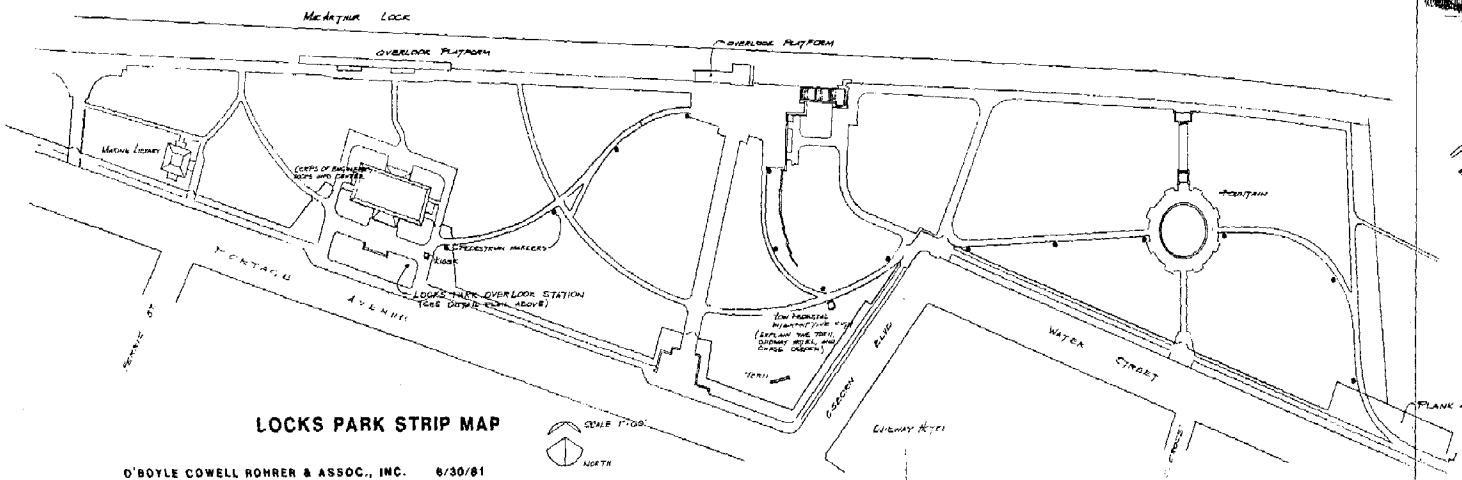


INFORMATION TO BE DISPLAYED ON KIOSK

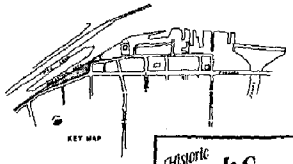
1. WALKWAY EXPLANATION AND MAP
2. EVENTS SIGN FOR ACTIVITIES IN SAULT STE MARIE
3. PANEL WITH AN OVERVIEW OF SAULT STE MARIE HISTORY
4. PANEL ON THE EARLY PEOPLE IN SAULT STE. MARIE.



PEDESTRIAN MARKER (TYPICAL)

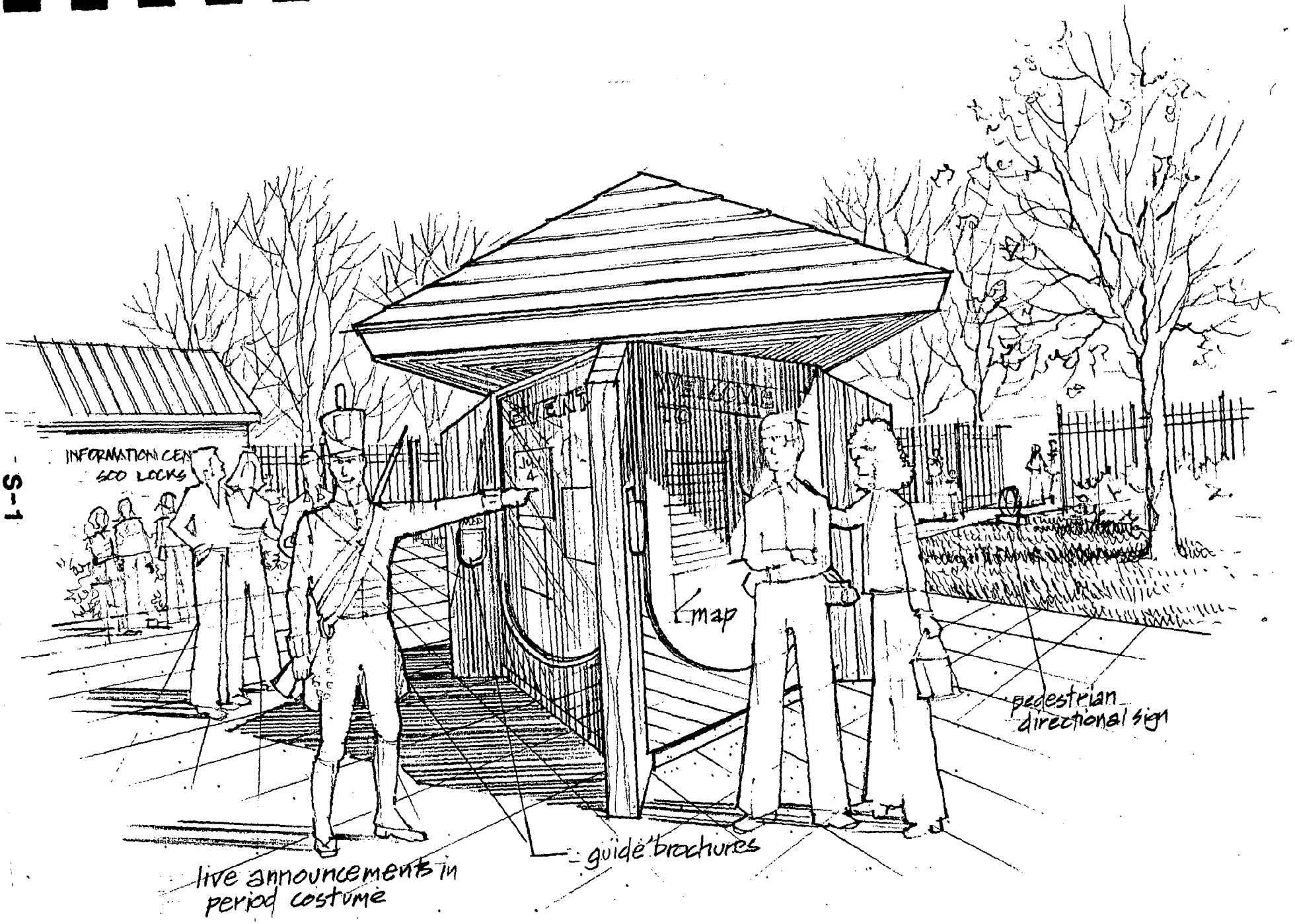


LOCKS PARK STRIP MAP

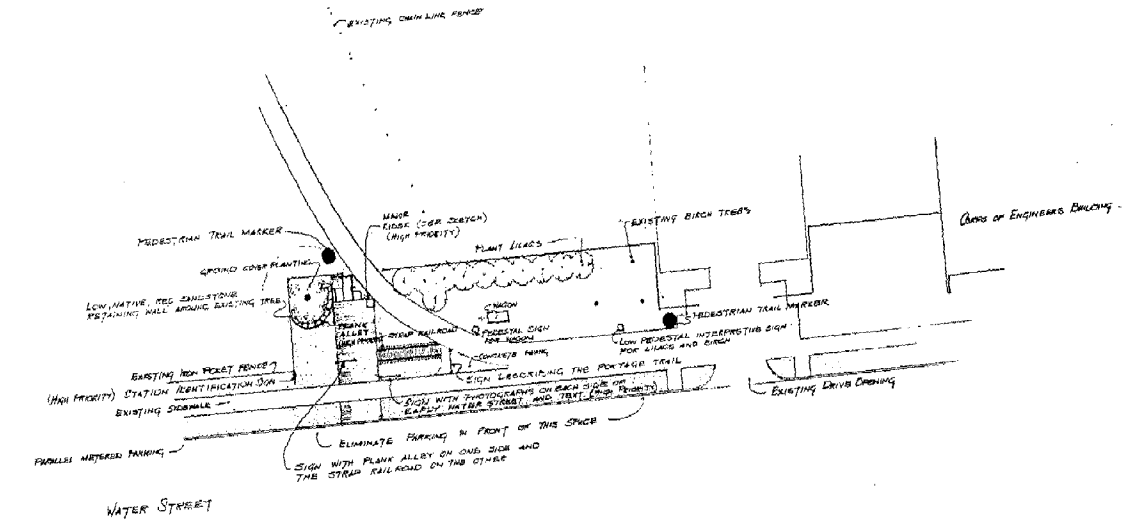


Historic Locks Park
Locks Overlook

O'BOYLE COWELL ROHRER & ASSOC., INC. 6/30/81



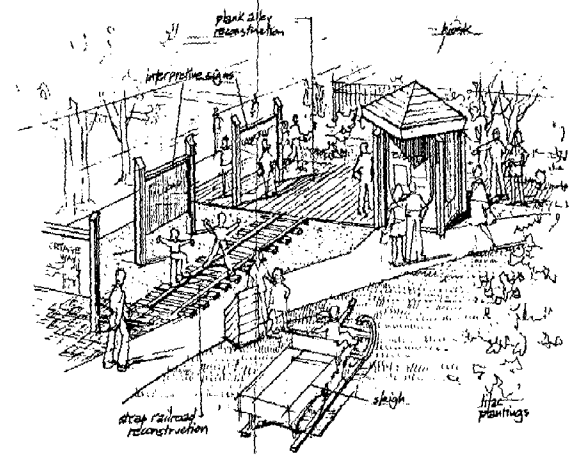
LOCKS OVERLOOK MAJOR KIOSK



PLANK ALLEY STATION PLAN

SCALE 1"=20'

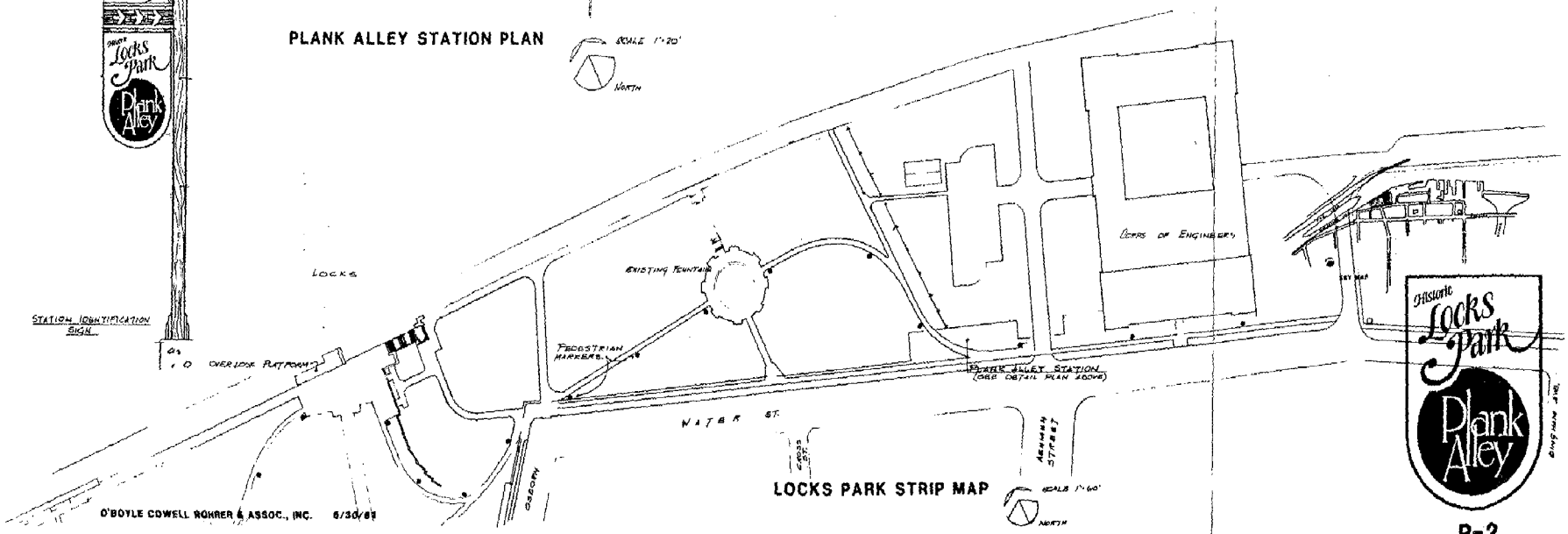
NORTH



INFORMATION TO BE DISPLAYED ON KIOSK

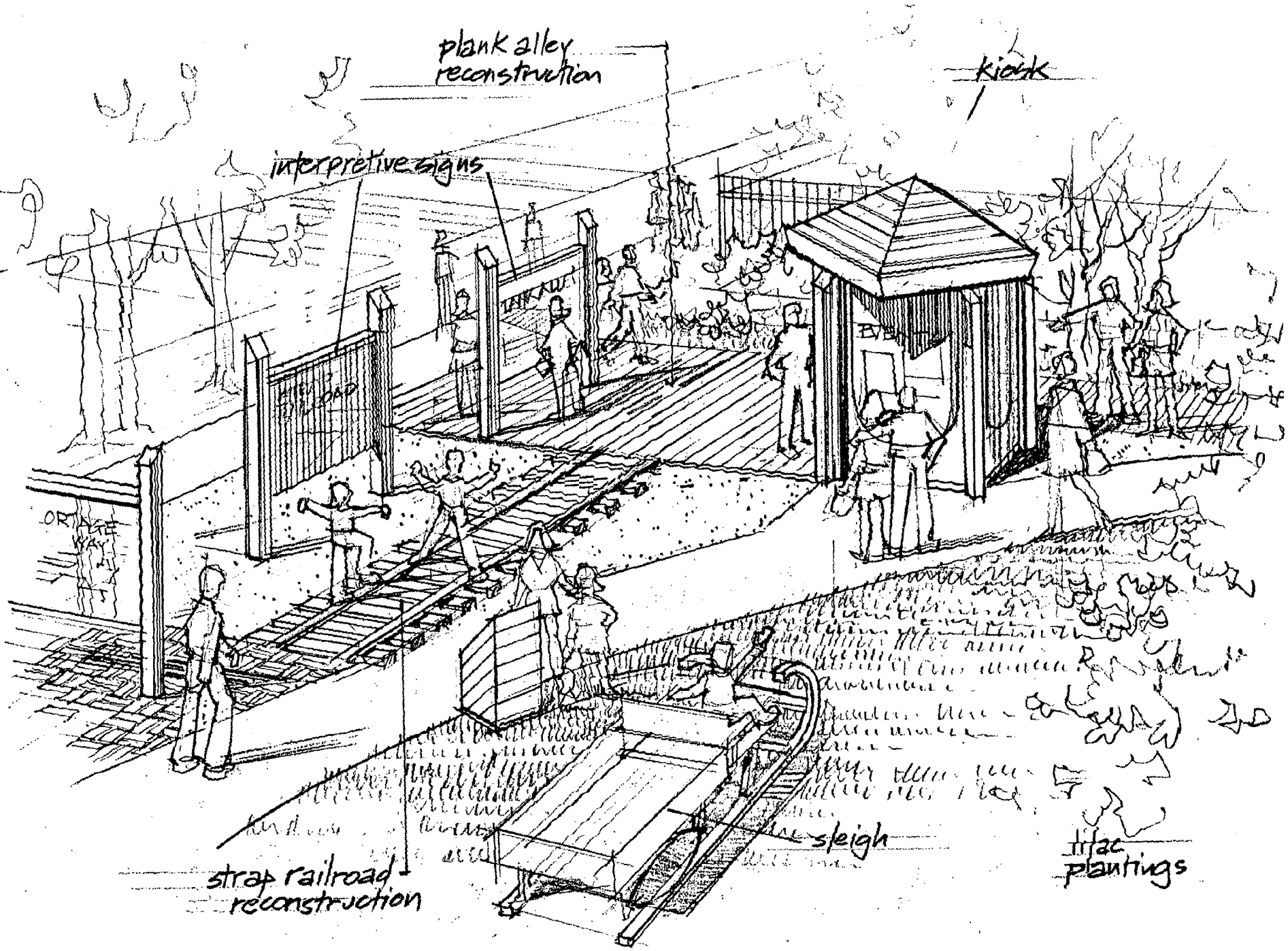
1. WALKWAY EXPLANATION AND MAP
2. EVENTS SIGN FOR ACTIVITIES IN SAULT STE. MARIE
3. SIGN INTERPRETING NATIVE SANDSTONE; WHERE ITS FROM, HOW ITS USED.
4. SIGN WITH DETAIL MAP OF EARLY WATER STREET DEVELOPMENT

STATION IDENTIFICATION SIGN

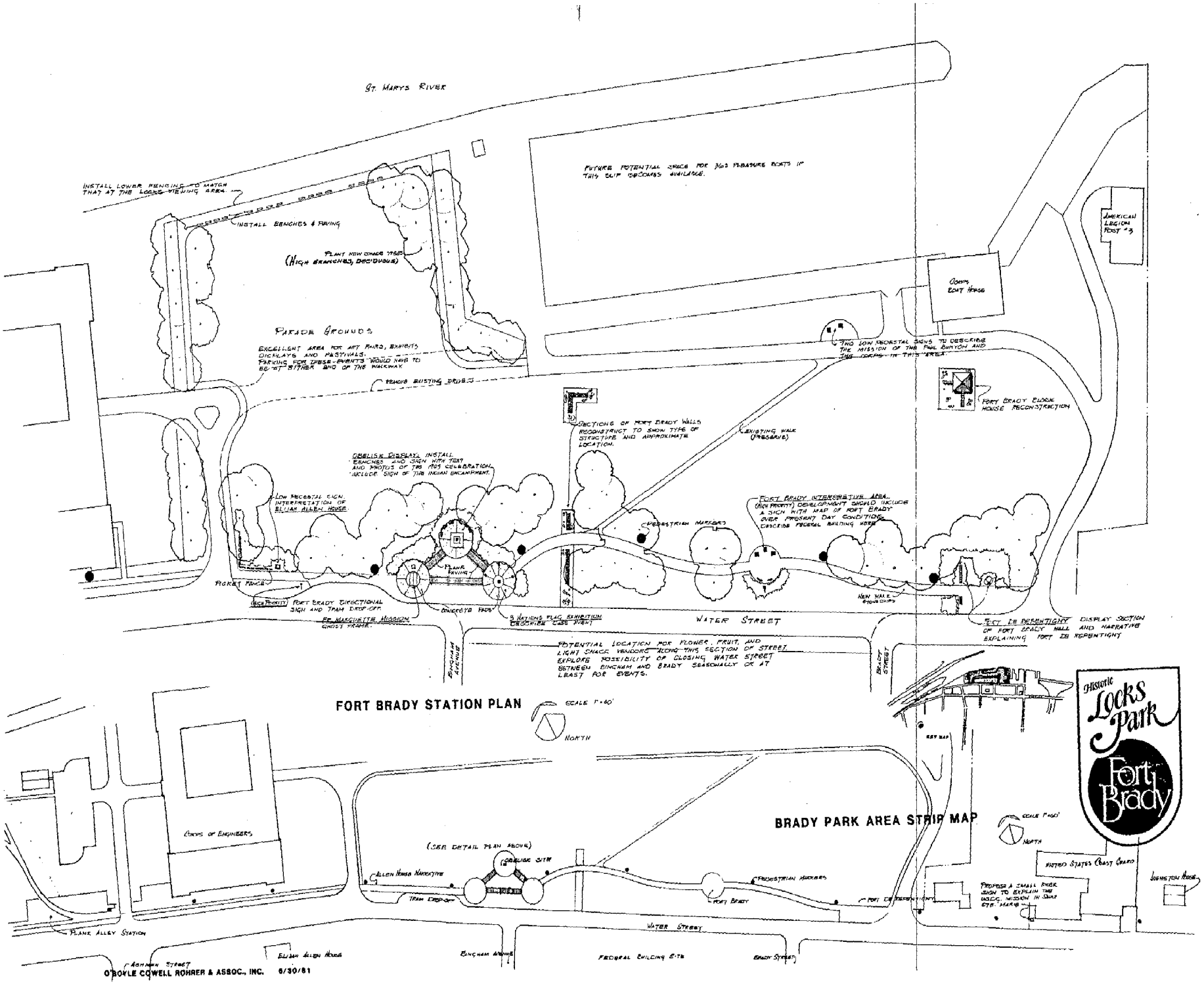


LOCKS PARK STRIP MAP

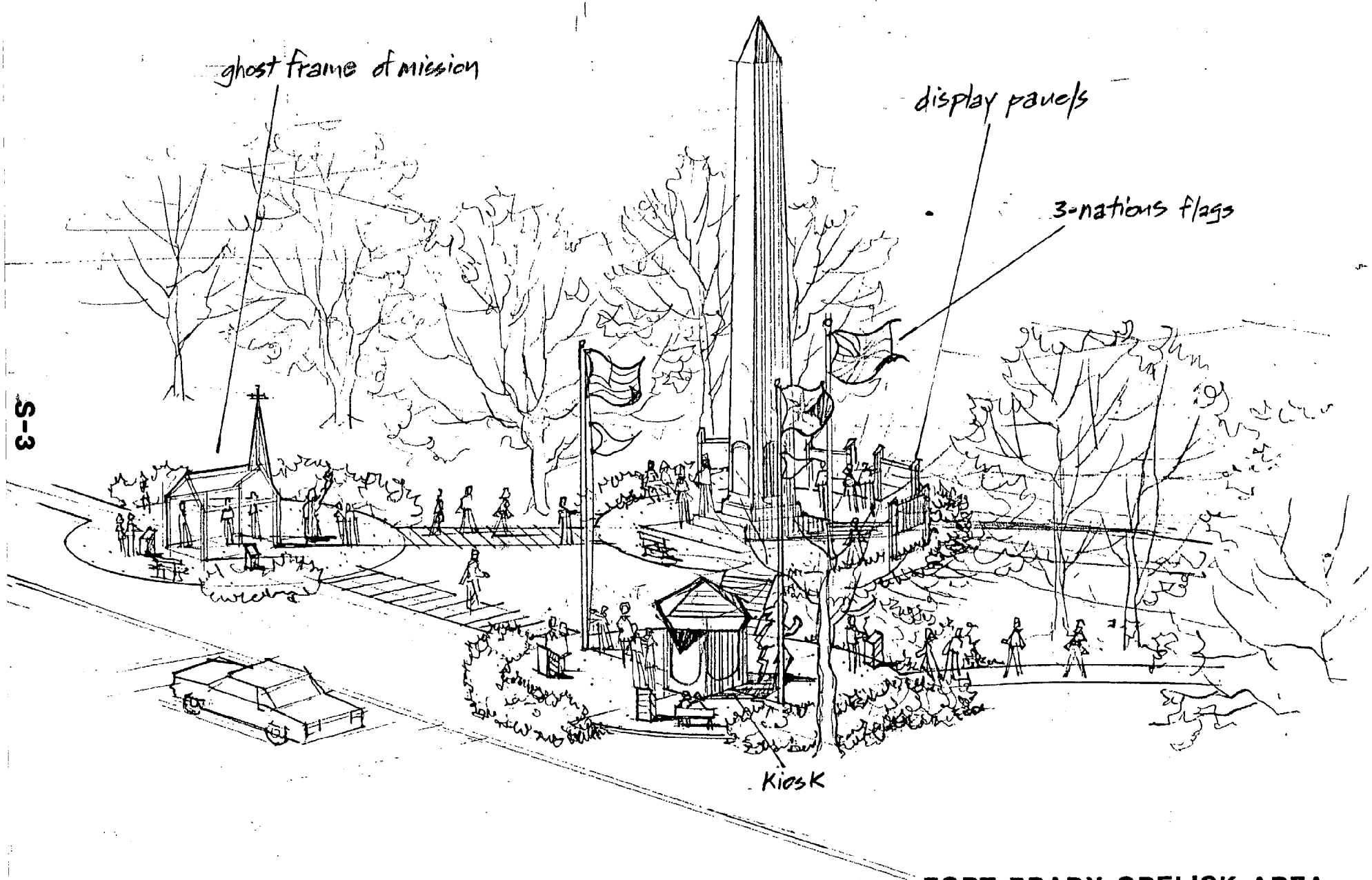
O'BOYLE COWELL ROHRER & ASSOC., INC. 6/30/81



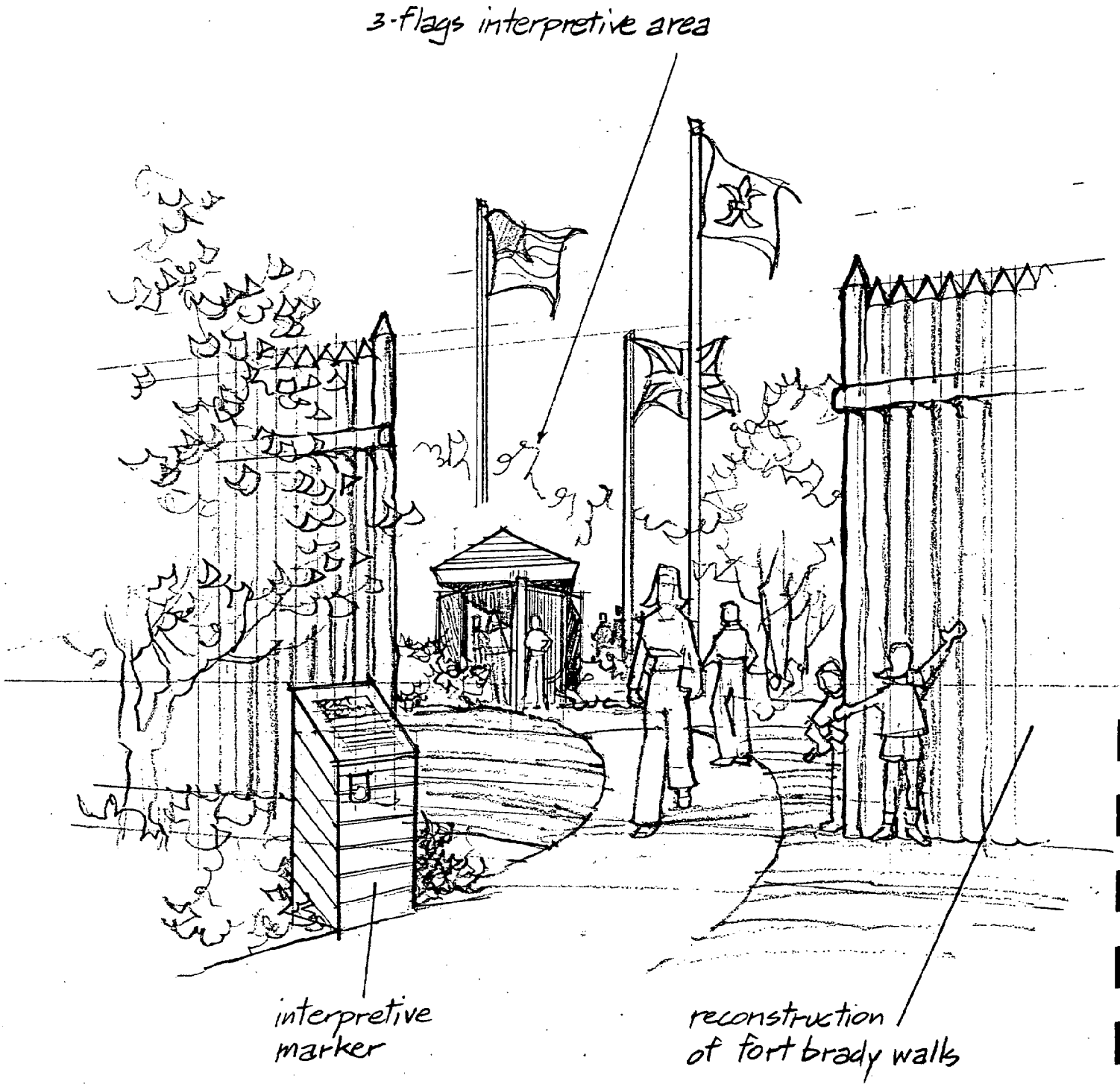
PLANK ALLEY INTERPRETIVE ARE/



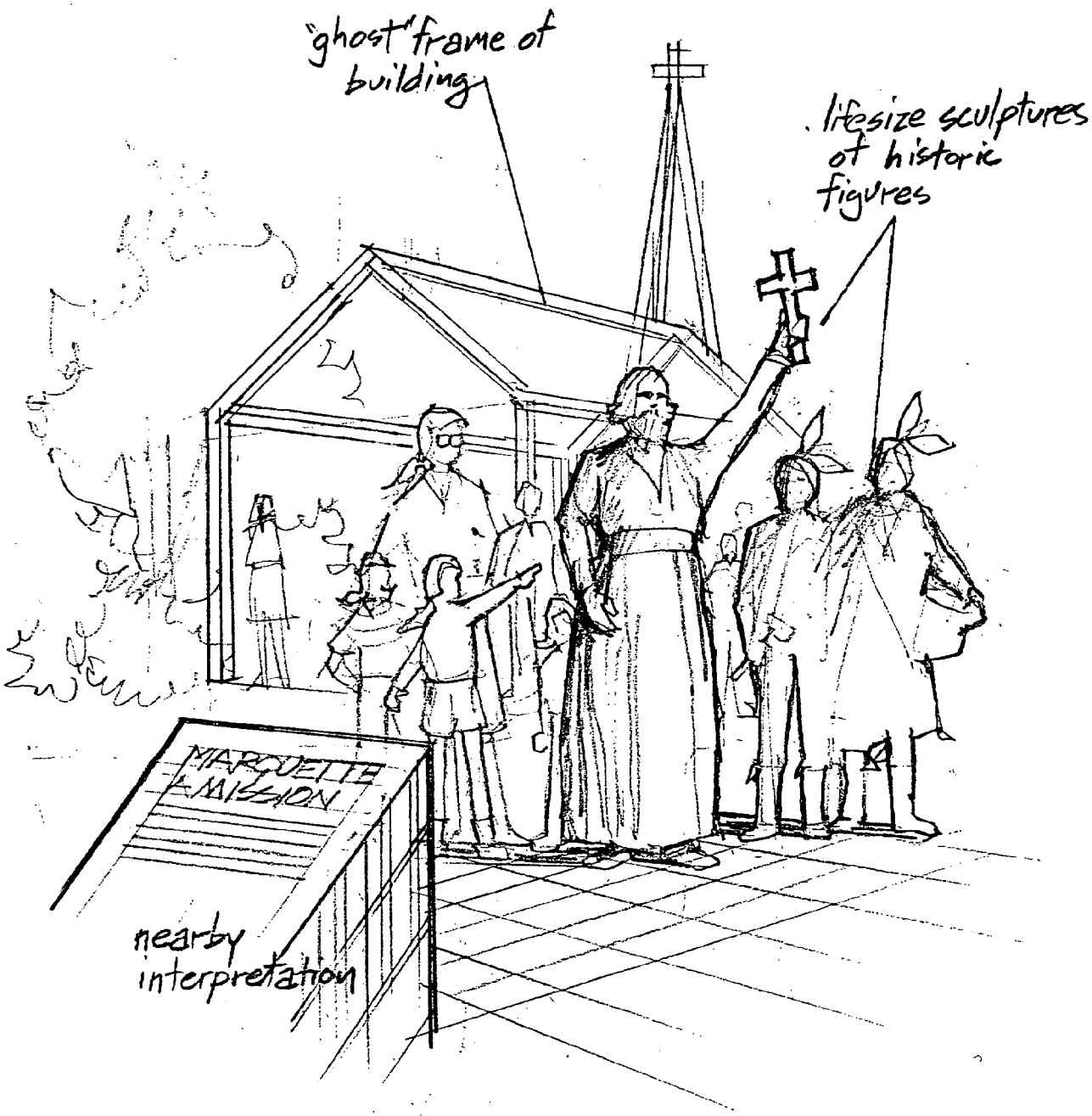
O'ROYLE COWELL ROHRER & ASSOC., INC. 6/30/81



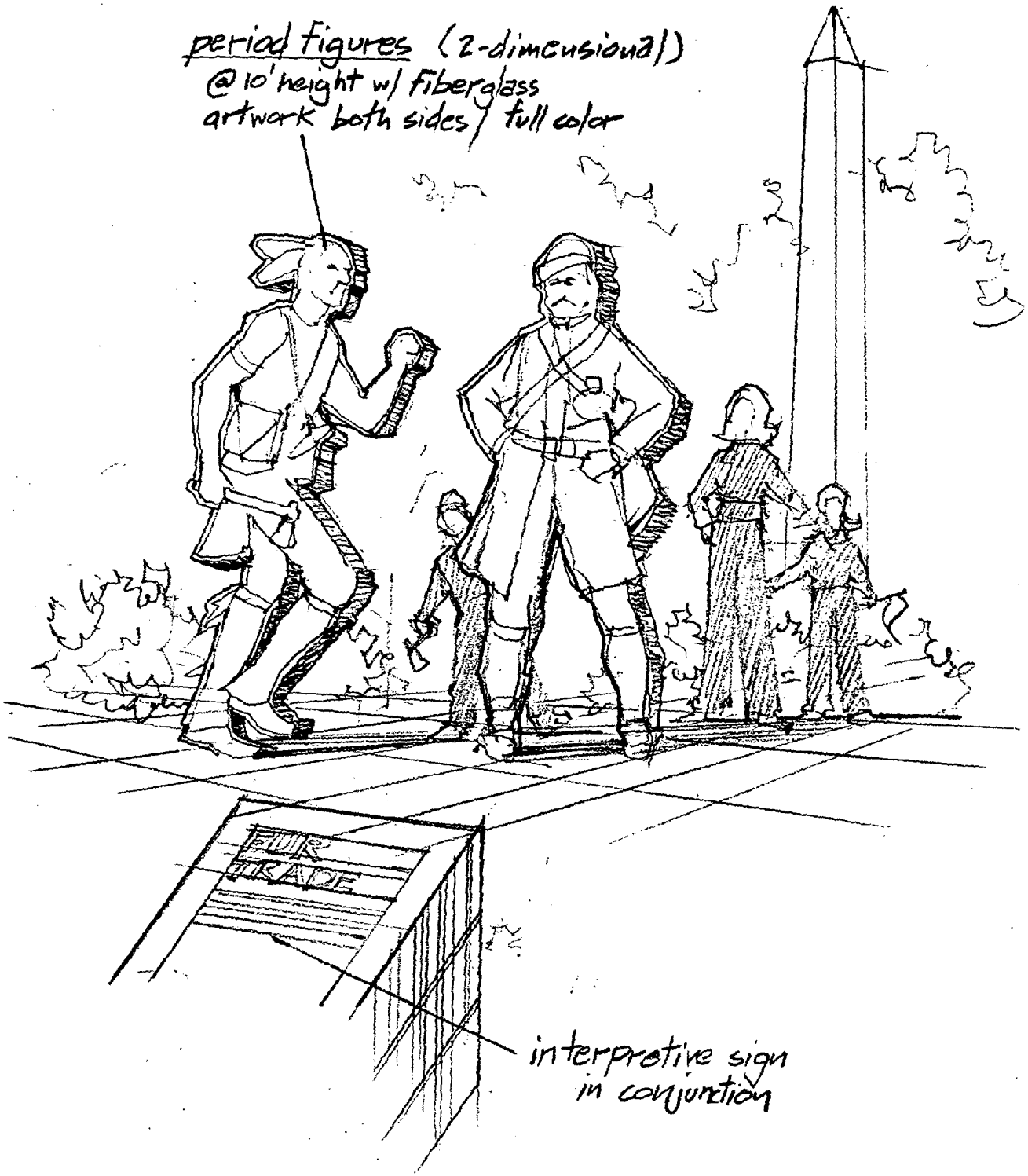
FORT BRADY OBELISK AREA



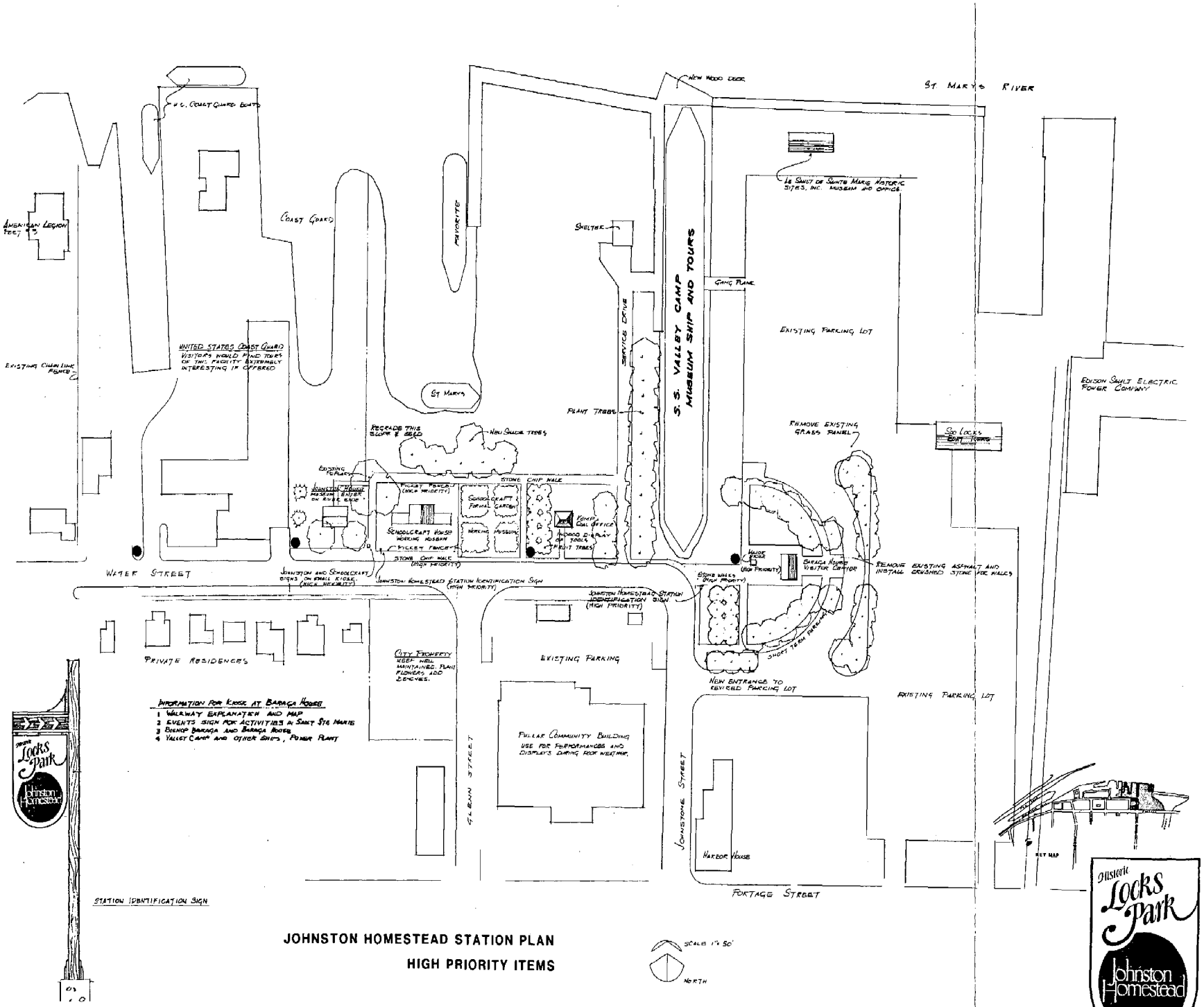
FORT BRADY WALL RECONSTRUCTION



FORT BRADY
MARQUETTE MISSION GHOST FRAME

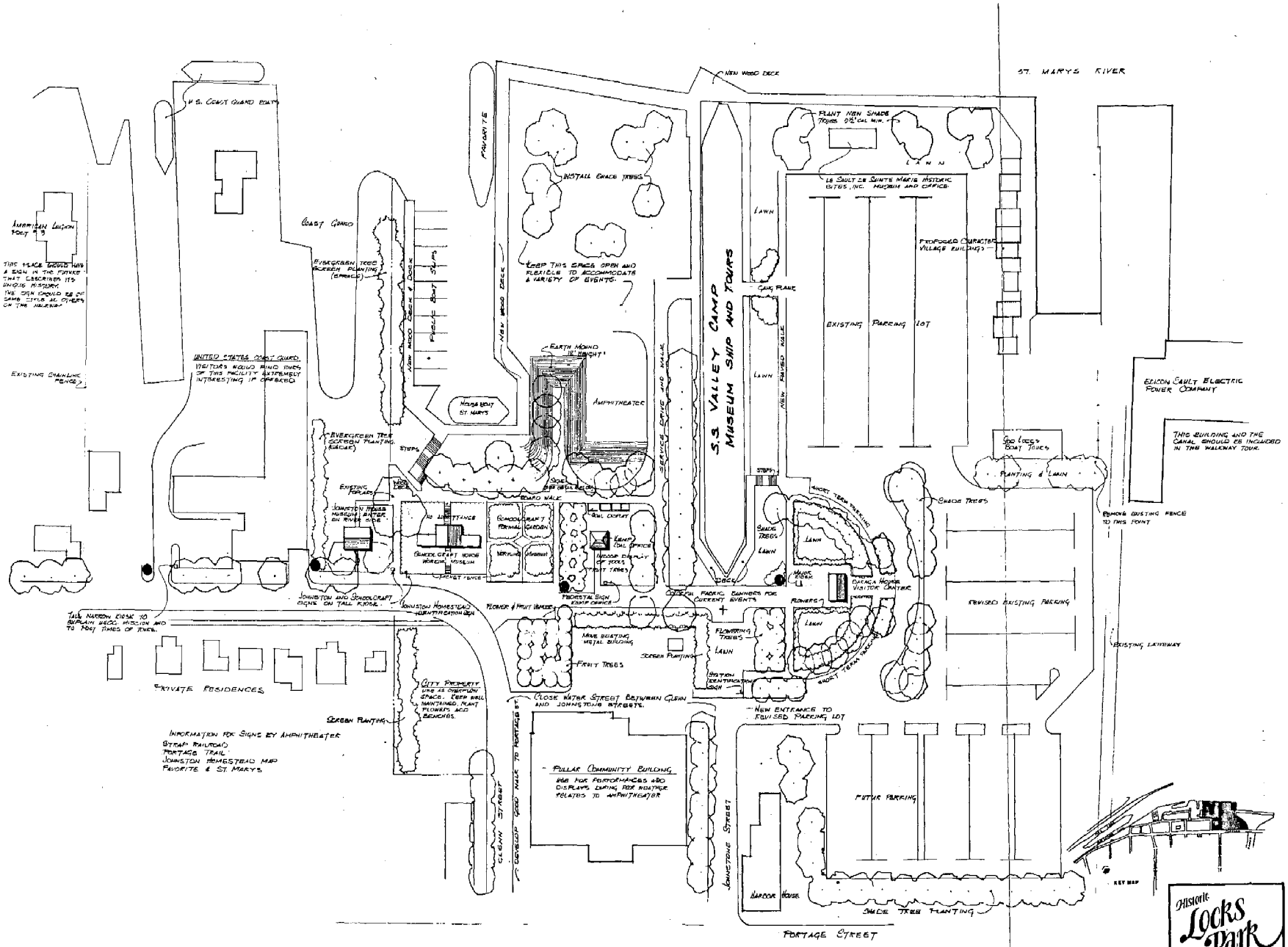


LIFE SIZE FIGURES



JOHNSTON HOMESTEAD STATION PLAN
HIGH PRIORITY ITEMS

O'BOYLE COWELL ROHRER & ASSOC., INC. 6/30/81



JOHNSTON HOMESTEAD STATION PLAN COMPLETED FORM

SCALE 1" = 50'

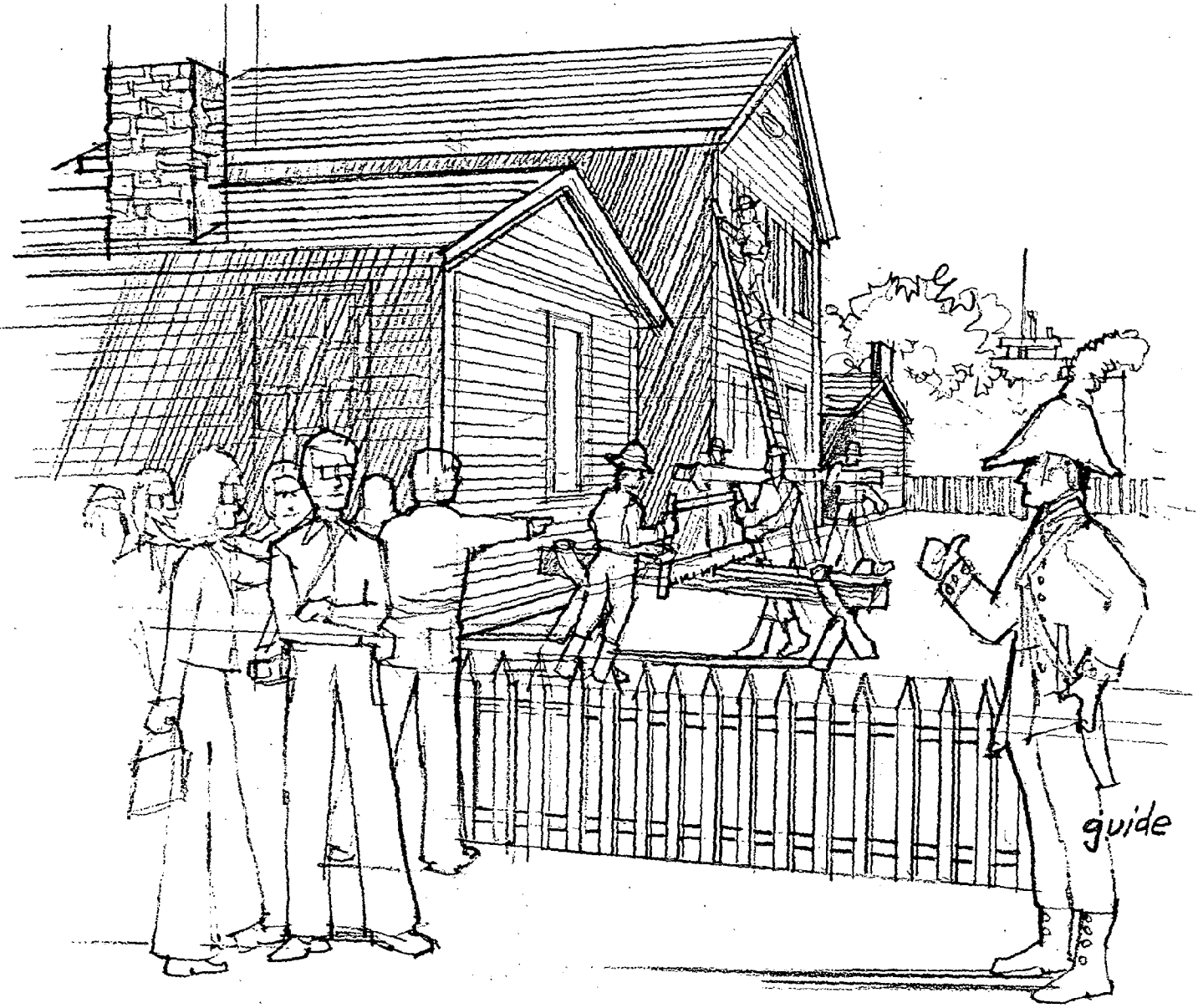
NORTH

Historic Locks Park

Johnston Homestead

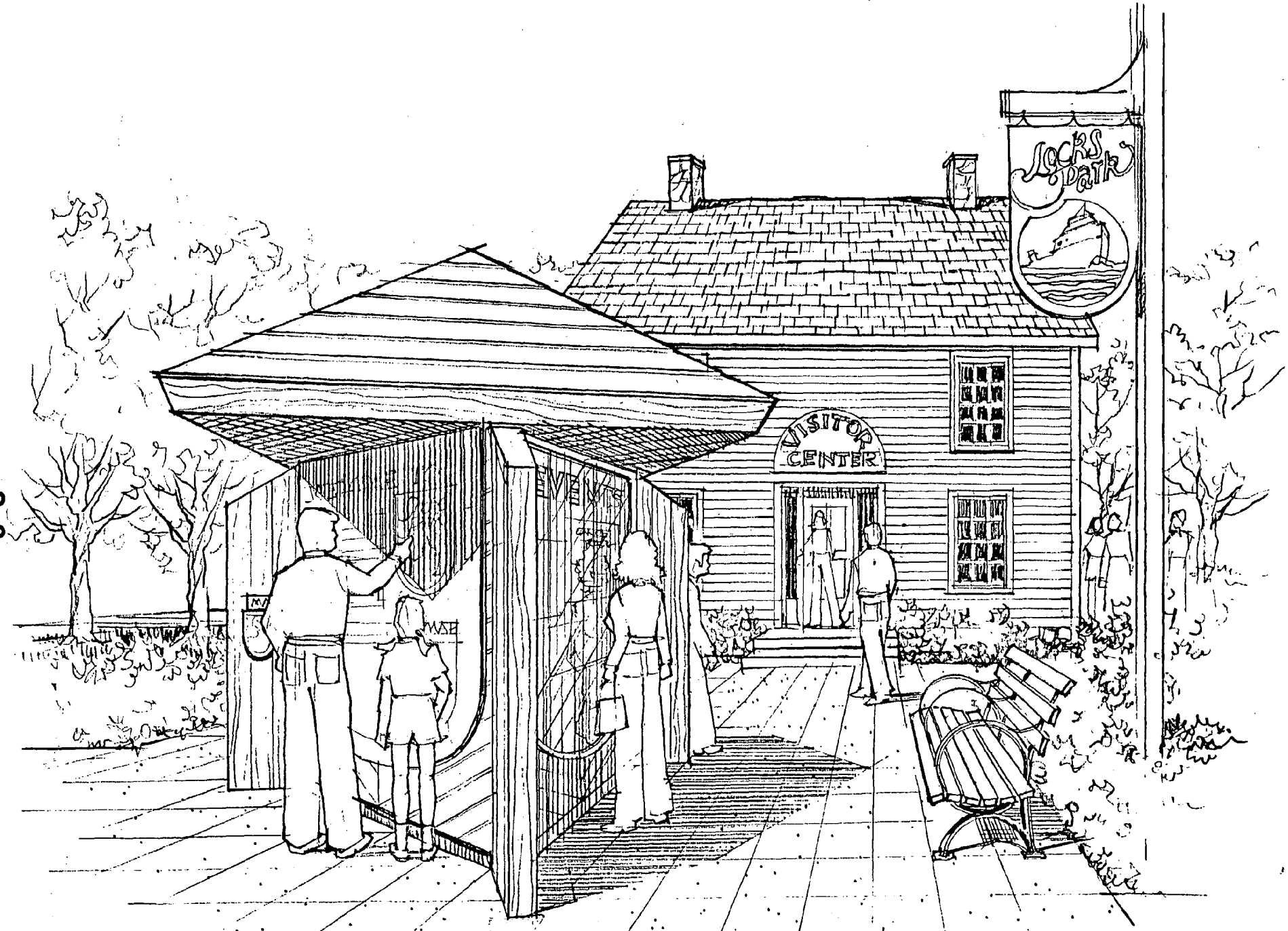
O'BOYLE COWELL ROHRER & ASSOC., INC. 6/30/81

schoolcraft house
during restoration



interpretation of on-going work
and period work
methods & tools

SCHOOLCRAFT HOUSE RESTORATION EXHIBIT



JOHNSTON HOMESTEAD AREA

BARAGA HOUSE INFORMATION CENTER

Budget Estimates

The following estimates have been assembled according to work items to facilitate setting of annual priorities. A recommendation for first priority is indicated by an asterisk (*) and totals are summarized on the last page.

Each station on the plan sheets has been identified in the estimates. All estimates reflect 1981 construction costs. Periodic adjustments should be made to reflect annual changes.

Estimated fees for preparation of final plans and bidding documents have only been included on the summary page.

LOCKS OVERLOOK STATION - P1

From Corps of Engineers to Plank Alley Station.

*1	Locks Overlook Station Identification Sign	$ 1,800
*1	Major Kiosk	6,000
*14	Pedestrian Trail Markers along existing walks	700
*1	Pedestal Sign	500
	**Total Budget	$ 9,000
	*Suggested for 1981 Implementation Budget	$ 9,000

**Total Budget assumes that walk or street lighting will not be required in this area.

PLANK ALLEY STATION - P2

*1	Plank Alley Station Identification Sign	$ 1,800
*	Plank Alley Reconstruction	8,000
	Red Sandstone Retaining Wall	400
	Lilacs & Ground Covers	400
	Strap Railroad Reconstruction	2,000
*3	Two Post Signs	2,250
	Additional Concrete	300
*1	Major Kiosk	6,000
2	Pedestal Signs	1,000
	Wagon or Sleigh	No Estimate
*3	Pedestrian Trail Markers	150
	**Total Budget	$ 22,300
	*Suggested for 1981 Implementation Budget	$ 16,700

(note: Only one of the Two Post Signs (Early Water Street) has been included in the Budget)

**Total Budget assumes that walk or street lighting will not be required in this area.

FORT BRADY STATION - P3

*1	Fort Brady Station Identification Sign	$ 1,800
	Elijah Allen Display Area	
	Picket Fence	1,400
	Pedestal Sign	500
	Lilacs near picket fence	500
	New 10' wide Stonechip Walk from Allen Display to Marquette Display with wood edging	1,000
	Father Marquette Display Area	
	Concrete Pad	1,800
	Ghost Frame Display	3,500
	Sculptural Personages (Father and Two Indians)	6,000
	Pedestal Sign (Father Marquette)	500
	Obelisk Display Area	
	Concrete Pad	1,800
	6 Benches (see Performance Standards)	3,300
	Two Post Sign (see-through photo of 1905 Celebration)	750
	Three-Nations Flag Exhibition	
	Concrete Pad	1,800
	3 Flagpoles and Flags	3,000
	Pedestal Sign (Cass)	500
	Plank Paving	5,750
	Planting around the three display areas	2,000
	New Stonechip Walk from Three-Flags to Fort DeRepentigny	4,000
	Fort Brady Display Area	
	Two Post Sign	750
	3 Pedestal Signs	1,500
	2 Benches (see Performance Standards)	1,100
	Fort Brady Partial Reconstruction including Block House	35,000
	Fort DeRepentigny Display Area	
	Stonechip Walk and Planting (include existing stone and marker as part of display)	1,200

FORT BRADY STATION - P3 (continued)

	Paul Bunyan Display Area	
	Interim display to interpret work of the Corps in the area.	
	2 Pedestal Signs	$ 1,000
	Stonechips	200
	Stonechip Walk to and including Waterfront Viewing Area	4,000
	Waterfront Viewing Area	
	Change 7' high chain link fence to low fence (match fence at viewing area of the Navigational Locks)	4,000
	16 Benches (see Performance Standards)	5,800
	Miscellaneous Street Furniture (see Performance Standards)	5,000
	Additional Park Trees	10,000
	Tram Drop-Off Area	
	Paving and Curb and Gutter Changes	4,500
*6	Pedestrian Trail Markers	300
10	New Walk Lights (see Performance Standards)	10,000
	Total Budget	$124,250
	*Suggested for 1981 Implementation Budget	$ 4,350

JOHNSTON HOMESTEAD STATION - P4

	Landscape Plantings & Gardens	$100,000
*	Picket Fencing at Schoolcraft House	5,320
*	New Stonechip Walks	10,000
	Earth Berm Amphitheater	25,000
	Boardwalks & Decks	
	S.S. Valley Camp	45,000
	Deck across Rear of S.S. Valley Camp	17,500
	New Deck at Public Boat Slips	80,000
	Steps, Deck & Boardwalk north of Schoolcraft House	25,000
15	New Lights (see Performance Standards)	15,000
	New Parking and Drive Changes	56,000
*	Move, Renovate Outside and Provide Setting and Services for the Baraga House as a Visitor's Center	30,000
	Restrooms near Baraga House	45,000

JOHNSTON HOMESTEAD STATION - P4 (continued)

	Close Water Street between Glenn and Johnstone (includes removal of existing paving and curb and gutter and installation of fill, topsoil, new paving, curb and gutter, inlets and storm sewer)	$ 24,000
	Miscellaneous Lawn Work, Topsoil, Seeding and Sodding	10,000
	Miscellaneous Street Furniture (see Performance Standards)	10,000
*	Small Kiosk at the U.S. Coast Guard Station	1,000
*	Small Kiosk for Johnston and Schoolcraft	1,000
*	2 Johnston Homestead Station Identification Signs	3,600
	Pedestal Sign - Kemp Office	500
	Events Banners (fabric) for Special Displays	1,500
*	Major Kiosk at the Baraga House	6,000
	Miscellaneous Two Post and Pedestal Signs near Amphitheater	2,500
	Outdoor Coal Display (north of Kemp Office)	3,000
*	Pedestrian Trail Markers	150
	Total Budget	$517,070
	*Suggested for 1981 Implementation Budget	$ 57,070

SUMMARY OF LOCKS PARK DEVELOPMENT BUDGET ESTIMATES

A. Total Estimated Long Range Physical Development Budget		$672,620
Estimated Fees		67,000
TOTAL ESTIMATE		$739,620

B. Total Suggested 1981 Implementation Budget

P1 - Locks Overlook Station	$ 9,000	
P2 - Plank Alley Station	16,700	
P3 - Fort Brady Station	4,350	
P4 - Johnston Homestead Station	57,070	
Directional Signs from I-75		
Ashmun Ramp	1,800	
Easterday Ramp	1,800	
Easterday & Ashmun Intersection	1,800	
Easterday & Johnstone Intersection	1,800	
Easterday & Eureka Intersection	1,800	
Eureka & Spruce Intersection	1,800	
SUGGESTED 1981 IMPLEMENTATION		$ 97,920
Estimated Fees		10,000
TOTAL ESTIMATE		$107,920

SUMMARY OF LOCKS PARK DEVELOPMENT BUDGET ESTIMATES (continued)

C. Other Long Range Recommendations

1. Preparation and publication of 10,000 one-page, two-color, fold-out brochures of The Heritage and Map of Locks Park	estimate $1,800
2. Preparation and publication of a multi-page guidebook of The Heritage of Sault Ste. Marie	estimate $4,500

The Heritage of Sault Ste. Marie

The following is the Heritage of Sault Ste. Marie. The symbols in this text relate to the symbols of each specific station indicated on the Development Plans for Locks Park. As stated earlier, this narrative should be included in the publication of a comprehensive, interpretive brochure and walking tour map of Historic Locks Park and, eventually, in a guide book of Sault Ste. Marie.

HISTORIC OVERVIEW

From the river, the rocks and the fish grew Sault Ste. Marie. Centuries of advancing and retreating glaciers scooped out the immense valleys that came to be the Great Lakes. The water level of glacial Lake Algonquin, ancestor of the present Upper Great Lakes, stood 50 feet higher than presently. A narrow strait, without rapids, two to six miles wide, connected Lakes Superior and Huron. The ridge line, one-half mile to the south, now topped by Lake Superior College, marks an ancient beach of this strait. As the last glacier retreated and the Great Lakes assumed their approximate present contours and water levels, a ledge of solid Jacobsville sandstone, one-half mile wide, separated Lake Superior, with its 23 feet higher water level, from Lake Huron. Over this ledge, thickly strewn with glacially deposited granite boulders, raced the waters of Lake Superior known as the St. Marys River. At the rapids thus formed, the water dropped 18 feet in less than one-half mile.

Whitefish, famed as one of nature's most succulent foods, abounded in great numbers in the region, especially in the rapids. Prehistoric Indians settled in the vicinity because of this rich source of food. Shortly before contact with the first white men in the early 17th Century, bands of Chippewa (Ojibway) migrated from the north and east to establish a village, Bowating (shallow water pitching over rocks), at the foot of the rapids. A specialized technology emerged as the best method to catch the whitefish which formed their primary diet. They poled their frail birch bark canoes up the swift current of the rapids. Spotting the whitefish, easily visible in the shallow water, with long handled nets they skillfully dipped their canoes full of the gleaming trophies. During the Fall, when the whitefish ran, thousands of Indians from various tribes gathered here to fish; while a smaller number remained year round.

The Chippewa lived in bark covered wigwams, practiced limited agriculture, gathered wild rice and made maple sugar, but relyed predominately on hunting and fishing. They believed a mysterious power dwelt in all objects, animate and inanimate, which they worshipped as Manitus. Elaborate funeral customs included burial in a sitting position or lying on the back or side. A major Chippewa cemetary existed on land now forming a portion of Government Park. Harvey's first lock passed directly through this sacred site, and during its construction in 1853-55 great quantities of bones were unearthed.

The militant Chippewa warriors engaged in perennial wars with the Sioux to the west and the Iroquois Confederation to the southeast but remained uniformly friendly with the French. In 1653 and 1662, large war parties of Iroquois from western New York invaded the Sault area. In both instances, armies of Chippewa and other western tribes routed these fierce invaders, destroying them almost to a man. Iroquois Point, twenty miles to the west, commemorates one such battle in which the bodies of large numbers of slain Iroquois were left on the beach. As late as the 1820's, Henry Rowe Schoolcraft reported scattered bones at the site.

Samuel de Champlain first visited New France in 1603, founded Quebec as his base in 1608, and embarked on a lifelong quest for a water route leading to the legendary riches of the Orient. As a result, he promoted the discovery of the Upper Great Lakes and the establishment of French dominion there. His protege, Etienne Brule, prior to his cannabalization by the Hurons in 1632, repeatedly ventured into the unknown country to the west. He apparently passed through the Sault region sometime before 1623 and probably named the rapids there Sault (jump or small waterfall) de Gaston (brother to the King of France). In 1634, another protege, Jean Nicollet, equipped with a ceremonial Oriental robe to greet the Chinese, also journeyed through the Sault on an exploration tour during which he became the first white man to reach Lake Michigan.

In 1641, the Hurons held a commemorative celebration, the Great Feast of the Dead, on the shore of Lake Huron. Two Jesuit missionaries, Fathers Charles Raymbault and Issac Joques, attended the festival where they met a delegation of Chippewa from the Sault who invited them to visit their village. In October of that year, they reached the site to find a gathering of 2000 Indians. Staying only a few days, they performed Mass and named the river after their patron, Sainte Marie. Raymbault died the following year, and Joques was captured by the Iroquois and submitted to fiendish tortures, his hands mutilated and fingernails chewed off. He eventually escaped, was rescued by the Dutch of Albany, and made his way back to France. However, he returned to Quebec in 1644, to become one of the first of many subsequent martyrs when he fell victim to a Mohawk hatchet in 1646.

Following the disasterous defeat of the Iroquois in 1653, the French established a temporary peace and the following year a great fleet of canoes laden with furs made its way to Montreal. This stimulated fur traders, Medart Grosseiliers and Pierre Radisson to renew exploration of the western country. In 1659, during one such voyage, they reached the Sault and Radisson noted the abundance and fine flavor of the whitefish in his journal. After a journey during which they discovered the Mississippi River, they returned to Lower Canada in 1660 where the governor levied a ruinous fine on their rich cargo of furs. Failing to gain justice from French authorities, they offered their valuable knowledge of the interior to the rival British. Charles II thereby chartered the Hudson's Bay Company which eventually superceeded French control of the western fur trade.

For several decades following the mid 1660's, Sault Ste. Marie remained the major seat of French activity in all the Upper Great Lakes country. It became a common rendezvous for a generation of French explorers, Jolliet, Pere Sieur Du Luth, Saint Lusson, who continued to seek the western water route

to the Orient and the fabled copper deposited to the west. The Jesuit missionaries designated the Sault as the headquarters for their extensive Ottawa mission in the latter 1660's because of its major geographical position. Perhaps most importantly, Sault Ste. Marie became the first site in the Upper Great Lakes to assume importance as a trading center when it emerged as the nucleus of a widespread fur trade, a distinction it retained until the rise of Mackinac in the 1680's. From the Sault, licensed traders as well as their more colorful rivals, the unlicensed coureurs de bois, fanned out for hundreds of miles loaded with blankets, trinkets, and whiskey and other trade goods to return months or years later, their canoes piled high with rich beaver pelts.

However, this golden age in Sault history was to be short lived. Toward the end of the 17th Century, when Indian wars made Lake Superior unhealthy for white men, activity moved to the south, to St. Ignace and Mackinac. Shortly thereafter, partly as a result of Jesuit persuasion the French banned fur trade from the upper country, and under Cadillac, Detroit came into prominence. The Fathers abandoned their mission at the Sault sometime around 1700 and a half century of historical darkness shrouded the region.

But Sault Ste. Marie was too strategically located to remain asleep. Despite the prominence of Mackinac in the later fur trade, a rather vigorous trade continued at the Sault. As the Michigan fur trade became largely a thing of the past by the middle of the 19th Century, the Upper Peninsula would quicken with other economic activity. Vast forests of white pine and some of the world's richest troves of copper and iron awaited discovery and harvesting. Sault Ste. Marie, as the gateway to this wealth, would again see bustling activity. Even before this time of extractive exploitation, Sault Ste. Marie enjoyed the beginning of an industry that continues to the present as her most important economic asset, tourism.

The first three decades of the 19th Century witnessed visits to the Sault by travelers bent on exploration or government business, and many such as Alexander Henry, Ross Coxe, Thomas McKenney and Henry Schoolcraft published picturesque accounts describing the rugged beauty of the region. When the advent of steamboats on Lake Huron in the 1830's made it possible to travel in much greater comfort and safety, excursionists, stimulated by these published accounts, began arriving in the north country. A trip to Sault Ste. Marie and Mackinac Island became part of a fashionable tour and many of the tourists, especially the British, also documented their observations in published travel accounts. Frederick Marryat, prolific author of contemporarily popular adventure novels, described Sault Ste. Marie in his *Diary in America* (1839) as containing about fifty houses, mostly built of logs, and seemed particularly impressed by the greater development of the American side.

One of the most charming of these British tourists, Mrs. Anna Jameson, lingered at the Sault for several days in 1837. She likened the churning waters to "an exquisitely beautiful woman in a fit of rage" and became entranced with the prospect of shooting the rapids, Indian style. In *Winter Studies and Summer Rambles* (1839), she breathlessly described her exciting trip down the white water in a ten foot birch bark canoe manned by a skillful Chippewa paddler. Her friends, the Johnstons, assured her that she was the first European female to perform the feat and promptly renamed her in Chippewa "the woman of the bright foam".

Until the rapids were tamed by a compensating dam controling the level of Lake Superior, for three-quarters of a century thousands of other adventurous tourists ran the rapids at the Sault, their Indian paddlers yelling and screaming at the top of their lungs to make it even more exciting. Only the Indians, who knew the rapids by heart, dared steer their flimsy crafts through the white water. Even they usually took the precaution of leaving a ceremonial tobacco offering to appease the River Gods before embarking. Some local Chippewa became tourist

attractions in their own right. John Boucher in particular, was a great fisherman who supplied tourists and townspeople alike with fresh whitefish and for decades was known as the most skillful rapids pilot, usually winning the annual 4th of July race.

A famous tourist who came in 1846, William Cullen Bryant, arrived while the Sault buzzed with excitement over a mysterious murder. Someone had shot Henry Schoolcraft's brother, James, from ambush at point blank range and evidence pointed to the wildman, John Tanner, as the killer. Tanner had been captured by the Indians as a child in Kentucky, raised by various tribes, and as a contemporary acquaintance described him, he was "more of an Injun than any of the Injuns, and a damned mean Injun too". He had been brought to the Sault in 1828 by Henry Rowe Schoolcraft as an interpreter but soon discharged because of his insane rages, which later erupted into hatred for Schoolcraft, Abel Bingham, the town's Baptist missionary, and anyone else who thwarted him, including supposedly James Schoolcraft. Townspeople told William Cullen Bryant that the smoke which clouded visibility came from Tanner's setting the woods on fire. For years, local parents scared children into goodness by tales of the boogie man John Tanner lurking in the woods. Years later, came stories that Lieutenant Bryant P. Tilden, who had been stationed at Fort Brady in 1846, confessed on his deathbed to the murder. John Tanner was never seen again after the killing, and the crime itself remains unsolved.

INTERNATIONAL BRIDGE, MICHIGAN MERIDIAN, AND UNION DEPOT

Boom times hit the Sault in 1887, and the little city that had slumbered since the earlier canal building excitement in 1853-55 woke to find its streets crowded with strangers, tents pitched everywhere, and choice downtown lots zooming in value a hundred-fold. It was the coming of the railroads that brought these hordes of speculators. Three separate lines simultaneously snaked

their way to this northern outpost, promising the long sought overland link to the world and prosperity for the Sault. As the Canadian Pacific extended its line from the northeast, the Duluth, South Shore and Atlantic Railroad connected the region with the south, and the Minneapolis, St. Paul and Sault Ste. Marie, later popularly called the "Soo Line" reached out from the west.

These three ambitious railroads united in a cooperative venture to finance the construction of a bridge costing $1 million spanning the St. Marys River. In 1887, the great International Bridge, 3607 feet long, stood complete. The Dominion Bridge Company of Lachine, Quebec erected the superstructure, much of which still remains in use. The trunnion bascule section commonly known as the jackknife bridge spanning the 3rd and 4th American locks was installed in 1913, and in 1945 the vertical lift bridge section with towers 175 feet high replaced the original swing span. The International Bridge generated enormous traffic. In 1910, 3240 railroad engines passed over the bridge hauling 31,508 cars, and 33,638 ships crossed under.

Seventy-five years would pass before the two Soo's, American and Canadian, were united by a highway bridge. Prior to that, automobile traffic was ferried across the St. Marys. The governments of Michigan and Canada created an International Bridge Authority in 1935 to plan construction but not until 1962 would the International Highway Bridge become reality. Steinman, Boynton, Gronquist, and London of New York designed the structure which including approaches is 2.76 miles long, contains 114,000 tons of concrete and 11,000 tons of structural steel and cost $20 million.

The United States Land Ordinance of 1785 established a system whereby government land would be surveyed, prior to sale, into townships six miles square further divided into 36 one mile square sections. This system was followed for all subsequent disposals of government land to the west. In Michigan, surveyors measured townships from an east/west base line which marks the northern boundries

of the second tier of counties in the lower peninsula and a north/south prime meridian extending south from Sault Ste. Marie. A bench mark located at the intersection of Portage Avenue and the International Railroad Bridge marks the north end of the Michigan Prime Meridian as established in 1840 by U.S. Deputy Surveyor William A. Burt.

By the turn of the century, three railroads carried throngs of tourists to bustling Sault Ste. Marie. At that time, the Union Depot, once the pride of the city, was constructed to provide common service for passenger trains.

PORTAGE AVENUE

To bypass the boiling rapids, early travelers followed an ancient portaging path. It ran from the head of the rapids, west of the International Railroad Bridge, along the present route of Portage Avenue, curved northeast near the Osborne Avenue intersection, followed Water Street and terminated somewhere near the north end of Johnstone Street. Along this historic stretch, Indians first beat a path as they carried their birch bark canoes, followed by 17th Century French explorers and missionaries, voyageurs and coureurs de bois lugged heavy loads of prime furs, the first steamship on Lake Superior was painstakingly dragged and now automobile traffic whizzes by.

The commercial structure, now much altered, at the southeast corner of Portage Avenue and Ferris Street is the oldest remaining building along this stretch of Portage Avenue. In 1887, Otto Supe built this sturdy brick building with a fashionable Italianate facade crowned with decorative finials to house his retail grocery and jewelry store.

A series of tragic lake disasters in 1868-69 prompted the federal government to establish a system of meteorological observation and telegraph stations in 1870. By 1874, this Weather Bureau, nicknamed "Old Probabilities", had become an institution of great value to ships venturing into the unpredictable Great

Lakes. At the turn of the century, Alex Burns, the U.S. Weather Bureau official stationed here, moved into his handsome new residence and headquarters. That structure now houses the Marine Library which provides passing ships' crews with books and magazines, the only institution of its type on the Great Lakes.

WATER STREET

John Johnston, fur trader and the settlement's leading citizen throughout the first quarter of the 19th Century, laid out several hundred yards of the east end of Water Street as early as 1816. The remainder of the street follows the approximate course of the old portage path.

In 1839, the American Fur Company constructed a primitive, strap railroad down the center of the street. Cargo was unloaded at a warehouse located just west of the Johnston House and portaged around the rapids on cars drawn by oxen, horses and mules. Around 1846, McKnight Brothers and Tinker acquired the railroad, improved it and operated a lucrative enterprise until the opening of the canal in 1855 put them out of business.

The major business district of the town grew up along two blocks of Water Street roughly between River Street and the west entrance to Brady Park. By the 1850's, rows of tightly packed wooden frame buildings housed hotels, grocery stores, druggists, barbers, an Indian curio store, and scores of saloons, some featuring billiards and bowling alleys. On the north side of the street stood docks, warehouses, and more stores and saloons, some built over the water on pilings where the Indians tied their canoes. Sault Ste. Marie was a roaring frontier river town catering to crowds of sailors, laborers, Indians, and tourists looking for exciting times, and cheap liquor flowed like water.

Then in August of 1886, following a hot, dry spell, fire broke out in a pile of wood chips next to a bakery and quickly spread through the wooden structures.

When the conflagration was finally put out, most of Water Street lay in charred ruins. Merchants rebuilt, though some relocated to Portage and Ashmun Streets. Exactly a decade later, in August 1896, a gasoline stove in a restaurant blew up. Within hours, the flames, fanned by gale force winds, raced down Water Street consuming nearly every structure on the south side, over half the businesses in town. That finished Water Street as the City's commercial center and the businesses moved to Portage and Ashmun Streets.

At this point, a narrow thoroughfare known as Plank Alley formerly ran south to Portage Avenue. Lined with saloons and paved with two inch planks, sixteen feet long, it comprised the main route to Water Street in the early days.

In 1822, troops from the incipient Fort Brady cut a road to the ridge south of the city to obtain timbers for block houses and buildings within the enclosure. The greater portion of that route is now Ashmun Street, the City's principal business district. The street takes it name, albeit a spelling error, from a prominent local family named Ashman, most notably, Samuel Ashman (1799-1866) who had moved to the Sault as a fur trader with the American Fur Company in 1823 and later became a justice of the peace, judge, and state representative.

ELIJAH ALLEN HOUSE

This structure now extensively altered was originally constructed ca. 1823. Elijah B. Allen, an American Fur Company storekeeper, is the earliest known owner. In 1826, here reputedly was held the organizational meeting of Chippewa County and Saint Marys Township and the following year the first court. Henry Rowe Schoolcraft and his new bride, Jane Johnston first set up houskeeping here following their marriage in 1823. They moved out returning to the Johnston house, March 13, 1827, grief stricken over the death of their two year old son. When Abel Bingham arrived in 1828, a missionary sent by the American Baptist Missionary Society, he held services and lived here prior to the construction of a permanent

mission building at the site of the present Chippewa County Court House in 1829. Gabriel Franchere, the American Fur Company agent in the 1830's, lived and maintained a store here prior to the construction of a new wood frame dwelling in 1836. He described the Allen house as "a store built one story stone, one story wood". About 1846, this store and the other properties of the American Fur Company passed into the hands of McKnight Brothers & Tinker, who improved the earlier strap railroad constructed by the American Fur Company in 1839 and operated the Chippewa Portage Company until the opening of the locks in 1855 put them out of business. The house has served as a private residence since then.

At this approximate site, stood a gate to a fence marking the old Fort Brady Military Reservation.

BRADY PARK RIDGE

Few sites rival this hilltop in historic importance. For over three centuries, it witnessed the flow of some of Michigan's most famous personalities and colorful events. Formerly the river lapped at its base; the area to the north was filled in within the last century.

In 1668, Father Jacques Marquette established a mission near this site, the first permanent Christian church in Michigan. Because the Sault was the first place where the Indians of the upper country were encountered and was the rendezvous of those who brought furs to the French, the Jesuits designated the Sault as the headquarters of the Ottawa mission. Father Claude Dablon replaced Marquette in 1669. The Fathers constructed a wooden chapel and dwelling house within a palisaded enclosure twelve feet high. They planted gardens, cleared land for wheat and administered to the native Chippewa and a number of resident French traders. The Fathers reported a severe epidemic among the Indians in 1670, to which only those who heeded their teachings seemed immune. In June 1671, a

fire destroyed the mission buildings but they soon rebuilt a new chapel, larger and more ornate.

An unfortunate incident occured in the Spring of 1674, which severely curtailed the usefulness of the mission. A party of ten Sioux arrived in the Sault seeking to establish peace. The Chippewa greeted them favorably, but some visiting Cree remained hostile. Fearing trouble, the Jesuit Fathers gave the Sioux refuge in the mission house but a Cree warrior started a fight which erupted into a massacre with forty Chippewa and Cree killed or wounded, the ten Iroquois killed, and the mission house burned. Again, the mission house was rebuilt and for the next two decades, the Jesuits continued their endeavors under Father Dablon, aged Father Dreuillettes, and from 1688-95 Father Henri Nouvel. As a result of the new French emphasis to the south and the rise of Detorit under Cadillac, the Jesuits abandoned their mission at the Sault ca. 1700.

Under the rule of Louis XIV which began in 1661, France entered a golden age of prestige and power. In New France *Intendant* Jean Talon pursued a course of enthusiastic imperialism. By 1670, explorers he had sent in search of the fabled copper mines had traversed much of the northern Great Lakes region. To consolidate these discoveries and take legal title to the new found property for France, Sieur de Saint Lusson, a French nobleman, was dispatched as a special envoy of the King of France. He chose Sault Ste. Marie, the most strategic spot in this new territory, as the site of a ceremony to formally announce French possession and to impress the natives with the power and importance of the French. Saint Lusson and retinue left Quebec in 1670, wintered en route at the Manitoulin Island, and arrived at the Sault in May 1671. Prior to this arrival, Nicolas Perrot, veteran explorer and interpreter, had summed representatives from fourteen tribes from a radius of several hundred miles to attend the ceremony.

On June 14, 1671, a colorful procession emerged from the nearby mission house. The Jesuit Fathers Dablon, Allouez, Andre, and Dreuillettes led the way chanting

in Latin and holding aloft their crucifixes, followed by a band of French traders and coureurs de bois. Lastly strode Saint Lusson, sword unsheathed, garbed in the colorful uniform of a French officer. They proceeded to the top of a small hill, quite probably this very site, where a large cross of cedar lay before a hole dug to receive it. The delegation raised the cross, secured a metalic plate engraved with the Royal Arms of France to a nearby cedar post, and shouted three times that they took possession of the entire area, bounded by the Northern, Western, and Southern Seas, discovered and yet to be discovered. A large bonfire closed the ceremony that evening. The metal plate disappeared soon after the French departed but the cross stood for years and became a part of local Chippewa tradition.

In the summer of 1683, Indians murdered two French traders near Keeweenaw. In October, Daniel Greysolon, Sieur Du Luth, famed for his courage and strength, then stationed at Mackinac, learned of the murder and that a Menominee suspected of the crime was at Sault Ste. Marie. With a handful of men, he immediately journeyed to the Sault and seized the suspect. Jean Pere, a trader, also captured another suspect at Keeweenaw and brought him and his four sons to the Sault. On November 16, Du Luth staged, in the presence of hundreds of assembled Indians, the first recorded white court held in the northwest. Testimony failed to conclusively establish guilt, but Du Luth feeling that an example had to be made, convicted the two most likely suspects to death. An hour later, before more than 400 assembled Indians, and quite probably at this very site, Du Luth "had their heads broken".

On June 15, 1820, a flotilla of canoes proudly flying American flags arrived at the Sault. This expedition headed by Lewis Cass, Michigan's territorial governor consisted of Canadian voyageurs, Indian hunters and interpreters, and a team of officials and scientists including Henry Rowe Schoolcraft. They had come on a threefold mission: to reassert American claims to the region, negotiate a

treaty with the Chippewa for a proposed fort at the Sault, and conduct geological explorations to the west. They set up camp on a wide green extending along the river several hundred yards to the east. The Chippewa camp lay on "a high plateau" to the west. The next day, Cass summoned a conference and the chiefs gathered under an open tent. The Indians were reluctant to acknowledge American claims but Cass adamently told them a fort would be established with or without their approval. Sassaba, a young chief, vengeful over a brother killed by the Americans in the Battle of the Thames, angrily exhorted his tribesmen, kicked aside a pile of tobacco intended as presents, and the meeting broke up. Returning to the village, he hoisted a British flag before his lodge. Cass, notoriously anti-British, singlehandedly marched up the hill, yanked the flag down, some say trampled it under his feet, entered Sassaba's lodge and told him that the tribe would be "crushed" if the insult were repeated, and calmly returned to his camp. After he had gotten over his stunned amazement at Cass' daring, Sassaba soon incited his tribesmen to attack the American camp. However, George Johnston, son of John Johnston, absent at the time, arranged a council and largely due to the influence of Mrs. John Johnston, herself a great chief's daughter, convinced them that such a course would be foolhardy, and they cooled down. George Johnston assembled the chiefs in his office, Cass reopened negotiations, the chiefs apologized for the flag incident, and the treaty of June 16, 1820 was consumated. The Chippewa ceded an area of four square miles, reserving the right to fish in the rapids in perpetuity and as a result received a quantity of trade goods.

In 1839, Henry Rowe Schoolcraft published *Algic Researches* a collection of Indian creation myths and lodge stories gathered for the most part while he resided as Indian agent at the Sault (1822-33). His wife Jane and his mother-in-law, Mrs. John Johnston, Chippewa daughter of Waub Ojeeg, "the greatest storyteller of his tribe", provided invaluable assistance in collecting and interpreting these

tales. The volume was not a popular success, but Henry Wadsworth Longfellow's *Song of Hiawatha* and many other popular Indian tales were derived almost entirely from Schoolcraft's work. The Hiawatha fountain erected in 1937, commemorates the nation's cultural debt to the Sault area Chippewa.

The north country echoed with the grandest celebration in its history on August 2nd and 3rd, 1905, when the U.S. Congress and the Michigan Legislature financed a gigantic semi-centennial commemoration of the opening of the first lock. 40,000 excited visitors thronged Brady Park, a huge parade marched down banner-draped Portage Avenue, a naval parade ascended the river through the locks, blowing whistles drowned by the cheering crowd, and Indians danced in front of wigwams. Charles Harvey, who built the lock in 1853-55, Vice President Fairbanks, and Michigan Governor Warner delivered orations, and Canada lit the evening sky with fireworks, highlighted by a gigantic gold, blue, and red likeness of King Edward VII. When the shouting died down and the visitors went home, they left behind a forty-four foot high granite obelisk, quarried in Connecticut and designed by the famous New York architectural firm, McKim, Meade and White. Bronze plaques on its sides tell the history of the locks up to 1905.

Bingham Avenue draws its name from Reverend Abel Bingham, who established a Baptist mission and school at the Sault in 1828 which he operated until his retirement in 1855. The street appeared on early plats as Church Street it is believed because of Father Marquette's mission site located at its foot and because many of the City's early protestant churches were built along it farther to the south.

FORT BRADY

The Indian treaty Lewis Cass accomplished in 1820, cleared the way for the U.S. Army to install a post at the Sault. Consequently, Secretary of War John C. Calhoun ordered a battalion of the 2nd U.S. Infantry composed of 250 men and

17 officers and commanded by Colonel Hugh Brady to establish a fort at the Sault rapids. In the summer of 1822, they left their comfortable quarters at Sacketts Harbor and in company with their families journeyed via the steamer *Superior* to the north country. As the *Superior* was unable to pass beyond the Neebish Rapids, they ascended the St. Marys in large canoes and arrived at the Sault on July 6. John Johnston, patriarch of the Sault, extended his hospitality, the Chippewa, finally accepting the enevitable, greeted the arrival with enthusiasm, and the troops smartly marched to the nearby open field where they pitched tents.

Colonel Brady decided to erect this first U.S. Army post in the Upper Peninsula on land formerly the property of the Northwest Company and then owned by Charles Oakes Ermatinger, a resident of the Canadian Sault. Almost immediately, the troops proceeded to construct a fort, cutting a road to the hill a mile to the south to secure timbers, and by the summer of 1823 Fort Brady stood complete. A rectangular stockade of twelve foot high cedar posts, running approximately 200 feet east and west and 300 feet north and south to the river's edge, protected the log buildings including barracks, separate quarters for officers, a bakery, jail, hospital, and other structures. Log blockhouses with stone foundations comprised the northeast and southwest corners of the enclosure, the site of the latter now approximately marked by a boulder monument to the southwest of the Federal Building. The site of the west one-third of the de Repentigny Fort lay inside the stockade.

U.S. troops occupied Fort Brady until they were withdrawn for field service during the Mexican War, replaced by a company of the 1st Michigan Infantry, who stayed until April 1848. The fort was vacant until the return of U.S. troops in June 1849. As a result of Indian troubles in Minnesota, the post was evacuated and the troops dispatched to Fort Snelling in 1857. Fort Brady was left in charge of an Ordinance Sergeant until May 1866, when it was again garrisoned by Company D, 4th U.S. Infantry. Because of its dilapidated condition, the stockade was

removed, most of the buildings completely rebuilt and the garrison grounds were enlarged. In 1886, as a result of the growth of the surrounding village, the Secretary of War was authorized to sell the old Fort Brady reservation and establish a new site. Legend has it that Philip Sheridan, then General-in-Chief of the Army, selected the location, and in 1893, the garrison occupied New Fort Brady situated on top of the same hill where the troops in 1822 obtained timbers for the original fort.

Most of the old reservation was sold in 1894 with the exception of land now comprising Brady Park and the block to the south. In 1908, Congress appropriated $150,000 to construct a Federal Building on the site. Two years later, a magnificent classical structure of Vermont granite and Bedford limestone, designed by architect John Taylor Knox, stood amidst extensive formal landscaping, as the pride of Sault Ste. Marie.

REPENTIGNY FORT

Following the abandonment of the Jesuit mission at the Sault, a half century long period of darkness settled over the history of the area. Undoubtedly, fur traders continued to operate but no documentation has survived. Then, in 1750, the Governor of New France conferred on Louis de Bonne, his nephew, and Sieur de Repentigny, a young army officer, a feudal seigniory, 18 miles square at the rapids. With it went fur trading priviledge and the responsibility to improve the land and secure tenants. French strategy was to afford a safe retreat for voyageurs and to block this route which allowed the Indian fur traders to circumvent Mackinac and gain access to the British.

While de Bonne apparently never visited his joint seigniory, by the summer of 1751, de Repentigny had constructed at this approximate site, a palisaded fort 110 feet square containing three log houses. De Repentigny secured a tenant, who probably already resided here as a fur trader, Jean Baptiste Cadotte and his

Indian wife. Cadotte soon planted corn, his seignior secured livestock from Mackinac, and the seigniory stood complete.

In 1755, the century long struggle between the French and British for control of the continent erupted into its final conflict, and for five years, the bloody French and Indian War raged. De Repentigny served his cause with distinction but brutality when he repeatedly led bands of northern Indians to ravage the British settlements with tomahawk and scalping knife. The French surrendered in 1760, de Bonne died in the Battle of Silley that same year, and de Repentigny unwilling to live among his conquerors, moved to France in 1764. Following the French surrender, Fort de Repentigny was abandoned. In 1762, British Lieutenant John Jamet with a small contingent occupied the post, but the entire fort burned on December 10th of that year. Jean Baptiste Cadotte remained as a prosperous fur trader, until his death in 1803. His over half century of residence gained him the title "first citizen of the Sault".

JOHN JOHNSTON HOUSE

For almost four decades, John Johnston was the Sault's leading citizen. Born in 1762 in Ireland, of Scotch-Irish parentage, Johnston emigrated to Montreal in 1790 to seek his fortune. There he met Andrew Todd who offered him a job managing a fur trading post at Chequamegon Bay. Once there, his assistants took most of the supplies and deserted him, and Johnston spent a desparate winter. However, he won the friendship of the powerful Chippewa chief Waub Ojeeb and also the hand of his beautiful daughter. He brought his bride whom he renamed Susan to Sault Ste. Marie in 1793 where he developed a successful trading business. He resided in a substantial dwelling of squared logs covered with hand sawn clapboards.

Prior to the War of 1812, Johnston served as collector of the post for the U.S. Government. However, in 1814, when Colonel McDonnal requested his assistance

in the defense against the American attack on Fort Mackinac he led a party of 100 local warriors who contributed to the disasterous defeat of Colonel Croghan. While Johnston was en route to Mackinac, a detachment under Major Holmes was sent to intercept him. They missed Johnston but pillaged and burned all his property at the Sault. At the war's end in 1815, Johnston rebuilt his home on a grander scale, and in 1822, when Colonel Brady's detachment arrived it was noted as the only residence of consequence.

Henry Rowe Schoolcraft, who arrived with that party to begin his new position as Indian agent, moved in with the Johnston family. An addition to the structure was built in 1822, just in time to accommodate the wedding of Schoolcraft and Johnston's daughter, Jane, beautiful, educated and famous as the "northern Pocahontas". John Johnston was an educated man and a great traveler. His home, furnished with a choice library, solid silver service brought from Ireland, paintings, and souvenirs from his travels became widely known as an oasis of culture on the frontier.

The oldest portion of the home, which was rebuilt after Holmes' men had burned it, stood on the west and was removed in 1912. The surviving structure dates from 1822.

ELMWOOD

Henry Rowe Schoolcraft was born in a small village west of Albany, New York in 1793. Even as a young man, he gained attention as a scholar. He initially chose his father's profession as a glass manufacturer but the influx of cheap British glass after the War of 1812 forced him out of business. In 1817, Schoolcraft took a trip to the western frontier where he visited the lead mines of Missouri. A scientific account of his observations published in 1819 attracted the attention of Secretary of War Calhoun who invited him to Washington. A year later, he was offered the position of mineralogist on the Cass expedition

of 1820. The expedition proved a turning point in his career, his subsequent reports brought further recommendations from Calhoun and others and he began a lifelong friendship with Lewis Cass.

In 1822, Schoolcraft accepted the newly created position of Indian agent for the Upper Great Lakes at the Sault. Up to this point, he remained ignorant of Indian life, but Cass, himself a pioneer student of Indian culture, sparked a similar interest in Schoolcraft and upon his arrival at the Sault he engaged in the study of a field that would make him famous. Fortunately, he was befriended by the John Johnston family, living with them and marrying Jane Johnston in 1823, and their influence proved invaluable in his Indian research. Throughout the remainder of his life, Schoolcraft remained a prolific author of travel narratives and Indian studies highlighted by his monumental six volume compilation published by Congress in 1851-57, *Historical and Statistical Information Respecting the History, Conditions, and Prospects of the Indian Tribes of the United States.*

In 1826-27, Obed Wait, who had previously designed Michigan's territorial capitol at Detroit, directed construction of an Indian Agency Building located one-quarter mile east of its present site. Wait adopted a formal federal-style architecture, then considered appropriate for government buildings, to produce a central two story structure flanked by two symmetrically placed wings. Schoolcraft had lived with the Johnstons and in the Elijah Allen house and now in October 1827, he moved into his new residence. In his memoirs, Schoolcraft recorded that "The building was ample, containing fifteen rooms, including the office, and was executed in all respects, in the best modern style". With its beautiful view of the broad St. Marys and set in a grove of stately elms and other vegetation, the home came to be called "Elmwood". Schoolcraft resided there until 1833 when he moved to Mackinac where the Indian agency headquarters had been relocated.

Schoolcraft left his subagent, Francis Audrain in charge of the structure. Audrain was succeeded from 1837-50 by James Ord, reputedly the illegitimate son of King George IV of England. George Harvey lived in Elmwood in 1853-55 while he supervised the construction of the first state locks. During the Civil War, the structure served as government offices. It passed into private hands in 1874 through purchase at government auction and during the last quarter of the 19th Century was substantially modified from its original architecture. The period 1899-1922 saw the now rambling mansion used by the power company as an office. Following that time, it was devoted to storage, stood vacant, and briefly used as a museum. Because of vandalism, the structure was moved to this site by barge, where it is now in the process of restoration to its original federal appearance.

MARINER'S PARK

In the 1790's, John Johnston platted his homestead on land now comprising Mariner's Park. In 1816, he laid out the first section of Water Street to the south of his dwelling. Here in 1818 the soil of Chippewa County first tasted the iron plow.

George Kemp was born in Sault Ste. Marie in 1847. In 1874, he opened a "general commission and forwarding business" with a dock bordering this site to the east. The Kemp Coal Office encompassed a portion of his business activities. Kemp became a widely respected resident of the city, and by 1888, he held the offices of County Treasurer and President of the Sault Savings Bank. Upon his death in the early 1920's, Kemp bequeathed this valuable tract of land to his beloved city.

In 1919, the Great Lakes Towing Company constructed the *Favorite*, reputedly the largest steam tug ever to ply the Great Lakes. She is 173 feet long, 40 feet wide, weighs 786,000 pounds. Her steam engine was capable of producing 1,400

horsepower. After nearly half a century of faithful service, the *Favorite* was retired in the 1960's to a well earned berth in the Marine Museum.

The *St. Mary's*, a two story wood framed house resting on a steel barge, 100 feet long and 30 feet wide, was constructed in 1917 and used by the United States Corps of Engineers to quarter employees at isolated work sites. She was retired in 1972 after spending her entire career stationed at Sault Ste. Marie.

BARAGA HOUSE AND S.S. VALLEY CAMP

Frederick Baraga was born in Austria in 1797 and ordained as a priest in 1823. By 1830, he had decided to dedicate his life to preaching to the Indians and that year he embarked for America. He first appeared in Michigan at Harbor Springs the following year, two years later found him establishing a chapel at Grand Rapids and in 1835, he was dispatched to the Lake Superior region. He spent the remainder of his life in this land he grew to love. Bishop Baraga served at various locations in the Upper Peninsula including a brief period at the Sault in 1846. Upon his appointment as the first bishop of the newly created Diocese of the Upper Peninsula in 1857, Bishop Baraga returned to the Sault. He resided in his comfortable two story frame structure until the episcopal seat was moved to Marquette in 1865. Bishop Baraga led an amazingly productive life replete with strenuous travels in the northern wilderness, four trips to Europe soliciting money for his parishioners, and scholarly literary activity including a Chippewa catechism and a history of the Indian Bible. He died at Marquette in 1868, "universally respected by those he served and loved by those who knew him".

The American Shipbuilding Corporation of Lorain, Ohio, constructed this Great Lakes ore carrier in 1917. Originally named the *Louis W. Hill* after the Northern Pacific Railroad magnate, in 1955 she was renamed the *S.S. Valley Camp*. During a half century long career in which she was successively owned by the Hanna Mining Company, Wilson Marine Transit Company, and Republic Steel Corporation,

the vessel traveled over three million miles and conveyed 16.5 million tons of cargo. She is 550 feet long, 50 feet wide, has a gross carrying capacity of 7,030 tons. Her steam engine capable of developing 1,800 horsepower propelled her at an average speed of 10 knots per hour.

POWER PLANT AND CANAL

At Sault Ste. Marie, the St. Marys River drops approximately 20 feet in two miles and with Lake Superior, potentially the world's greatest millpond to draw on, local entrepreneurs long dreamed of efficiently harnessing this power. As early as 1822-23, soldiers from Fort Brady dug a millrace and constructed a sawmill near the present site of the Ojibway Hotel. In 1885, citizens organized the St. Marys Falls Water Power Company and began constructing a large scale canal, but within two years, the project was bankrupt. The city purchased the rights to the unfinished canal and later sold them to the Michigan Lake Superior Power Company, established in 1894 by Frances Clergue. Clergue, a motive force in developing the entire region's economic potential, directed most of his efforts to his native Canadian side but in 1898, he turned his attention to a renewed effort at finishing the Michigan power canal. Four years later, at a cost of $4 million, the Herculean project stood completed.

The downtown area of Sault Ste. Marie had been rendered an island by a canal over two miles long through which Lake Superior water coursed at four and one-half miles per hour. The first section of the canal, 2,900 feet long and 950 feet wide at the intake narrowing to 250 feet after about 1,000 feet, had been blasted out of solid red sandstone. A second segment runs straight east for 3,000 feet. Originally, the entire course was to continue in a straight line but when excavators struck quicksand, the canal was diverted at an angle to the north. The final segment consists of a forebay leading to the powerhouse.

The last three sections were dug through clay, sand and gravel and to prevent erosion, the canal walls and bottom were floored with heavy deck planking.

The crowning achievement of the project is the massive powerhouse, the world's largest building devoted to power purposes. 1,400 feet long, 100 feet wide, and 75 feet high, it was constructed of sandstone blocks excavated from the first section of the canal. Local masons also utilized broken fragments from those excavations to construct the walls of many local buildings. Sault Ste. Marie Canal rubble comprises a strikingly beautiful and unique form of vernacular architecture. On October 12, 1902, Frances Clergue lavished $50,000 on a grand opening celebration and invited the entire city to attend a huge banquet laid out along the entire length of the powerhouse. In 1903, Union Carbide moved into the upper story of the powerhouse engaging in the manufacture of calcium carbide. They remained there and in an adjacent factory to the east of the powerplant until 1963.

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