

PRELIMINARY HISTORIC DISTRICT STUDY COMMITTEE REPORT
MARKET AND MAIN (HURON) HISTORIC DISTRICT
CITY OF MACKINAC ISLAND, MICHIGAN
2011

CHARGE OF THE HISTORIC DISTRICTS STUDY COMMITTEE

On June 30, 2010, Mackinac Island City Council appointed a study committee to study a downtown historic district. The study area was defined as follows: the downtown district of Mackinac Island bounded by Market Street from Fort Street to Main Street; Main Street from Fort Street to the school; Mahoney Avenue from Main Street to Cadotte Avenue; Cadotte Avenue from Mahoney Avenue to Market Street; the entire cross streets between those streets listed above and all properties on both sides of the above mentioned streets.

STUDY COMMITTEE MEMBERS

Sam Barnwell, city council member and property owner in downtown study area

Brad Chambers, property owner and resident of downtown study area

Michael Hart, city council member, historic preservation advocate, resident of study area

Steve Moskwa, property owner in downtown study area; worked on city zoning ordinance

Dan Wightman, member of city council, planning commission, and historic preservation committee; involved in passing local historic district ordinance

Jennifer Metz, Past Perfect, Inc., Jane C. Busch, PhD, and Eric Gollannek, PhD, historic preservation consultants, and **Lisa Craig Brisson**, historian, assisted the study committee in its work. Dr. Busch meets federal professional qualification requirements for historian and architectural historian; Dr. Gollannek and Ms. Metz meet the requirements for architectural historian. Ms. Brisson meets the requirements for historian.

INVENTORY

A photographic inventory of the proposed district was conducted between October and December 2010.

DESCRIPTION OF THE DISTRICT

The proposed Market and Main (Huron) Historic District is located at the southwestern end of Mackinac Island along the shore of Haldimand Bay. The district consists of the oldest and densest portion of the village on Mackinac Island. It retains the street plan laid out by the British around 1780. Market Street served as the town's main street. Three short cross streets, today Astor Street, Hoban Street, and French Lane, connected Market Street to Huron Street

(now Main Street) and the lakeshore. Fort Street separated the east end of town from the government grounds below the fort. Today Market Street is a mixture of commercial, residential, and civic uses (photo 1). Most of Mackinac Island's commercial buildings, interspersed with hotels, are on Huron Street (photo 2), with a few on Astor (photo 3) and Hoban streets (photo 4). Only two houses and a church front Fort Street (photo 5); Marquette Park is on the east side. French Lane (photo 6) is residential.

Haldimand Bay has historically been the primary access point for Mackinac Island. Two rock breakwaters (one within the district) built in 1913 extend into the straits to protect the bay on each side. Within the district, four boat docks serve three commercial ferry boat lines. The two longest docks, the Arnold Terminal Passenger Dock and the nearby Union Freight Dock (photo 7)—both owned by Union Terminal Piers—date to the late nineteenth century; they replaced and possibly incorporate earlier docks. Large frame warehouses on the docks portray the utilitarian aspect of the waterfront's history.

At least two houses survive from the establishment of the village in the late eighteenth century. The McGulpin House (1575 Fort Street; photo 8) is a one-story log house of *pièce-sur-pièce* construction with a steeply pitched gable roof in the French colonial style. In 1982 the McGulpin House was moved to Fort Street from its previous location on McGulpin Street behind St. Anne's Church and restored to its appearance in the 1820s, when it received clapboard siding. The Edward Biddle House (7436 Market Street; photo 9) is a similar French colonial log house, though it is of *pièce-en-pièce* construction with an 1830s addition. In *pièce-en-pièce* construction the logs are mortised into upright posts in the corners; in *pièce-sur-pièce* construction the logs are dovetailed at the corners. The Biddle House has also been restored to its early nineteenth-century appearance. The excavation of the Biddle privy (archaeological site 20MK402) provided evidence of the lifestyle of the Biddle household. Five additional French colonial log buildings (1485 Astor Street; 1375 French Lane; 7523, 7556, and 7573–77 Market Street) dating to the late eighteenth or early nineteenth century—at least four of them houses—have been identified in the district. Among them is the Louis Buisson House (7573–77 Market Street; photo 10), built ca. 1820 as a one-story, three-unit rowhouse; later an upper story was added, and the third unit was removed.

In the early nineteenth century, Market Street was the center of town, with mixed commercial and residential use. A stone retaining wall behind the north side properties separates the rear yards from the hillside and dates at least to the early nineteenth century. Of particular note on Market Street are the two surviving buildings of John Jacob Astor's American Fur Company, the leader of the international fur trade. The Robert Stuart House (7342 Market Street; photo 11), home of the company's resident manager, is a Federal-style frame house built in 1817. It is an imposing seven bays on a raised stone basement, with a fanlight and sidelights decorating the front entrance. Next door at 7358 Market Street is the large, L-plan fur company warehouse (1810; photo 12), with loading doors on two floors and attic level and an overhanging eave for attaching hoists. Following the decline of the fur trade, the two buildings were converted to a hotel and in the late nineteenth century were joined by a long front porch. Both have been restored to their early nineteenth-century appearance. In 1839, the Mackinac

County Courthouse (photo 13) was constructed at what is now 7374 Market Street, a typical front-gabled courthouse with cupola.

In the mid-nineteenth century, Huron Street was emerging as the island's business district, where it remains concentrated between Fort Street and French Lane. There are a few additional commercial buildings on Astor, Hoban, and Market streets. The business district is composed predominantly of attached frame buildings one- to three-stories tall, often with false fronts, dating from the late nineteenth to early twentieth centuries. Most of the buildings are relatively plain, with decoration limited to a bracketed or dentillated cornice. The commercial block at 7347–55 Huron Street (ca. 1900; photo 14) is typical, with the addition of the Trading Post's western-themed log storefront in the late 1940s. The commercial block at 7293–97 Huron Street (ca. 1890; photo 15) is one of two blocks with cast and galvanized iron fronts from George Mesker's ironworks in Evansville, Indiana. Bromilow & Bates (7330 Huron Street; photo 3), is a stand-out, historically and architecturally. Bromilow & Bates, one of the island's leading fishing companies, constructed the building in the mid-nineteenth century; later it became George Truscott and Sons general store. Greek Revival-style influence is evident in the wide band of trim at the cornice; elaborate Italianate window hoods ornament the gable end. The most ornate commercial building in the village is Fenton's Indian Bazaar (7232 Huron Street, photo 16), built ca. 1872 with a souvenir store on the first floor and opera house on the second. Although the building has lost the tower it had originally, it retains its pedimented pavilion with Palladian window, bracketed cornice, pilasters, and pedimented window hoods. About a dozen commercial buildings built ca. 1950 to ca. 1960 are predominantly small, one-story buildings, some showing Colonial Revival influence. The building at 7367 Huron Street (photo 17) is a good example of the mid-twentieth century commercial vernacular. Construction has continued in the business district; most new buildings maintain the scale and proportions of the old.

There are eight historic hotels in the district, ranging in date from the 1858 Lake View Hotel (7449 Huron Street) to the 1907 Iroquois Hotel. The Chippewa Hotel (7221 Huron Street; photo 2) is an anomaly among Mackinac Island hotels, with neither porch nor balcony where guests may linger. The four-story building has imitation concrete block metal siding from George Mesker's ironworks (siding is currently being restored). On Hoban Street, the Queen Anne-style Twilight Inn (photo 4) and the Windsor Hotel (photo 18), both built ca. 1900, are particularly intact examples of typical island hotels. Two hotels on the lakeshore—the Iroquois and the Windermere (7498 Huron Street; photo 19) were built initially as houses and later enlarged to accommodate overnight visitors. The Queen Anne-style Windermere Hotel is an imposing three-and-one-half stories with multiple bays and a hipped roof with dormers. The wraparound front porch has square Ionic columns and a roof-top balustrade.

The Chicago Riding Academy (7447 Market Street; photo 20) and Keith Line's stable (now Chambers) at 1406 Cadotte Avenue are two of five commercial stables in the village. Both are highly intact examples of a property type of great importance on Mackinac Island.

As the business district grew, residential development moved to the periphery of the village and beyond, extending east and west along Huron Street. McNally Cottage (7416 Huron

Street; photo 21) is the only house remaining on Huron Street within the district, a tangible reminder that Huron Street was not always commercial. In the early twentieth century, that end of Huron Street was sparsely developed with just three commercial buildings (one extant) and one other house in the vicinity of McNally Cottage. Built in 1889 by Irish immigrants and later used as a boarding house for tourists, McNally Cottage also represents the island's ethnic heritage and resort history. Most of the extant houses in the district are located on Market Street and French Lane and date to the second half of the nineteenth or early twentieth century. The predominant form is two stories and front-gabled, sometimes with a wing, almost always with a front porch, usually with little or no decorative detail. The Flanagan House (1887; photo 22) at 7272 Market Street is a good example of the front-gabled type, with pedimented window hoods that show Italianate influence. Side-gabled, cross-gabled, and foursquare houses are found as well. The Truscott House (7237 Market Street; photo 23), built ca. 1900 by noted island builder Patrick Doud, is a fully developed example of the Queen Anne style, with corner tower, shingled gable ends, Palladian window, and side bay window. The Cloghaun House (7504 Market Street; photo 24), built in 1884, is Colonial Revival with a modified Palladian window and front door with fanlight and sidelights. Three houses in the district were built ca. 1950 to ca. 1960. All are one story and side-gabled; one of the four is a triplex.

Two public buildings were built on Market Street in the late 1950s: a medical center (7304 Market Street) and the post office (7316 Market Street; photo 25). Both are one-story, side-gabled Colonial Revival-style buildings, a style in keeping with the popularity of the Colonial Revival in the 1950s as well as Mackinac Island's own architectural heritage. The post office is complete with roof-top cupola, echoing the cupola on the courthouse nearby. The Beaumont Memorial (1953; photo 1) at 7232 Market Street also reflects a Colonial Revival sensibility. The memorial to Dr. William Beaumont's 1820s experiments on human digestion is a fanciful reconstruction of the American Fur Company store where Alexis St. Martin was shot in the abdomen, which resulted in his becoming the subject for Beaumont's experiments.

Trinity Episcopal Church (1882; photo 5) at 1637 Fort Street is the only church in the district and one of four on the island. The frame, Gothic Revival church has a corner tower and steeple, lancet arch openings, and stained glass windows.

RESOURCE LIST

Huron Street—the historic street name—is used in the resource list; the current name for Huron Street is Main Street.

Address	Street Name	Historic Name	Current Name	District Status	Year Built
1484	Astor		Birkenstock Store	Non-Contributing	c. 1970
1485	Astor	Hardy's Bar	Mustang Lounge	Contributing	c. 1800

1493	Astor		Yankee Rebel Tavern	Non-Contributing	1995
1500	Astor	Tea Room		Contributing	c. 1900
1511	Astor		Flagship	Non-Contributing	c. 1950
1406	Cadotte	Keith Line's Stable	Chambers Riding Stable	Contributing	c. 1900s
1446 A	Cadotte		Chambers Riding Stable	Contributing	c. 1900s
1575	Fort	William McGulpin Cabin	William McGulpin Cabin	Contributing	c. 1780
1623	Fort	Rose Cottage	Trinity Parish House	Contributing	c. 1880
1637	Fort	Trinity Episcopal Church	Trinity Episcopal Church	Contributing	1882
1337	French Lane	Frank King House		Non-Contributing	c. 1880
1337 A	French Lane			Contributing	c. 1880
1345	French Lane			Non-Contributing	c. 1980
1351	French Lane	Bob Squires House		Non-Contributing	c. 1900
1355	French Lane	Bill Squires House		Contributing	c. 1880
1358	French Lane	Bill Squires House		Contributing	c. 1820
1358 A	French Lane	Bill Squires House		Contributing	c. 1963
1370	French Lane		Old Hildreth House	Contributing	c. 1900
1375	French Lane	Sugar Shack Cottage	Sugar Shack Cottage	Contributing	c. 1800
	Haldimand Bay		Breakwater	Contributing	1913
1370 and 1376	Hoban		Pontiac Lodge and Central Savings Bank	Non-Contributing	c. 1985

1384	Hoban		Village Inn	Non-Contributing	1981
1391	Hoban	Hoban Cottage	The Twilight Inn	Contributing	c. 1890
1398	Hoban	Bell Telephone Building	AT&T	Contributing	c. 1950
1417	Hoban	Grand Central Hotel	The Windsor Hotel	Contributing	c. 1890
7200	Huron		Doud's Market	Contributing	c. 1900
7216	Huron		Alford's	Contributing	c. 1900
7221	Huron	Chippewa Hotel	Chippewa Hotel	Contributing	1903
7232	Huron	Fenton's Bazaar; Opera House; Northern Hotel	Old Opera House	Contributing	c. 1870
7234	Huron		Island Slice Pizza	Non-Contributing	1996
7244	Huron		Murdick's Fudge	Non-Contributing	1975
7245	Huron		Ryba's Fudge; Pancake House	Contributing	c. 1890
7245 A	Huron		Ryba's Bike Rental	Contributing	c. 1930-1950
7255	Huron	Selma's Candies and Fudge	Ryba's Fudge	Contributing	1962
7260	Huron	Murray Hotel	Murray Hotel and shops	Contributing	c. 1870
7263	Huron		Indian Drum	Non-Contributing	c. 1965

7271	Huron	Union Terminal Passenger Dock	Arnold Terminal Passenger Dock	Contributing	c. 1870s
7271 A	Huron	Union Terminal Building	Arnold Terminal	Contributing	c. 1870s
7271 B	Huron	Union Terminal Baggage Building	Arnold Terminal Warehouse	Contributing	c. 1870s
7274	Huron		Mackinac Island Tourism Bureau	Non-Contributing	c. 1980
7277 A	Huron		Scoops	Non-Contributing	c. 1900
7277 B	Huron		Island Shop	Contributing	c. 1900
7278	Huron		Mackinac Island Carriage Tours	Non-Contributing	c. 1980
7279	Huron		Waterfront Café	Non-Contributing	c. 1965
7293, 7295, 7297	Huron	Central Drugstore	Thunderbird Gifts	Contributing	c. 1890s
7294 and 7300	Huron	Palm Café	Horn's Bar; Millie's	Contributing	c. 1890s
7301	Huron	Benjamin Photography	Benjamin Photography; Shirt Tails	Contributing	c. 1900
7304	Huron	Ty's Restaurant; Drugstore	Patrick Sinclair's Irish Pub	Non-Contributing	c. 1890
7308	Huron		Callewaert Building	Non-Contributing	c. 2005
7309 and 7315	Huron		Joann's Fudge; Lunch Spot; Mighty Mac	Contributing	c. 1900

7314	Huron	Richard P Holbert Dry Goods	May's Fudge Shop	Contributing	c. 1890
7319	Huron		Mackinac Island Carriage--Taxi Building	Non-Contributing	c. 1990
7325	Huron	Bennett Dock; Coal Dock	Union Freight Dock	Contributing	c. 1820
7325 A	Huron	Ice House	Island Hardware	Contributing	c. 1880
7325 B	Huron	Coal Storage Warehouse	Union Terminal Pier Maintenance Shop	Contributing	c. 1880s
7330	Huron	Bromilow and Bates; George Truscott and Sons	Edwards Gifts and "Shirt Off My Back"	Contributing	c. 1850
7331	Huron	Island Bicycle Livery	Marc's Double Oven Bakery	Contributing	c. 1960
7337	Huron	Island Bank; Edison Sault	Seabiscuit Café	Non-Contributing	c. 2000
7340	Huron		Ryba Building	Non-Contributing	c. 1975
7347, 7351, 7355	Huron		Trading Post	Contributing	c. 1900
7354	Huron	Davis Store	Trayser Building	Non-Contributing	1989
7363	Huron		Murdick's Fudge	Contributing	c. 1950
7367	Huron		Mr. B's	Contributing	1955
7372	Huron		Lilac Tree Hotel	Non-Contributing	1988
7377	Huron	Frank Shama Gifts	Frank Shama Gifts	Contributing	c. 1960

7388	Huron		Kilwin's	Non-Contributing	c.1965
7389	Huron		May's Fudge; Decked Out; Gilded Cage	Non-Contributing	c. 1900
7392, 7396, 7400	Huron	The Orpheum	Haunted Theater	Contributing	c. 1900
7395	Huron		Martha's Sweet Shop/Horse Corral Mall	Contributing	c. 1900
7403	Huron	Clarice McKeever Photo Studio	Butterfly House Shop	Contributing	c. 1920
7408	Huron		Main Street Inn and Suites	Non-Contributing	c. 2000
7411	Huron		Bike Shop	Non-Contributing	1967
7416	Huron		McNally Cottage	Contributing	1889
7421	Huron		Mackinac Island Bike Shop	Non-Contributing	c. 1970s
7425	Huron		Mackinac Island Bike Shop	Contributing	c. 1880
7427	Huron	Pero's Pow Wow; Village Inn	Loon Feather	Non-Contributing	c. 1950s
7431	Huron		Shepler's Ferry	Non-Contributing	1968
7435	Huron	Village Inn	Balsam Shop; Pontiac Lodge	Non-Contributing	c. 1980
7439	Huron		Harbor Place Apartments	Non-Contributing	c. 1990
7452	Huron	Lake View Hotel	Lake View Hotel	Contributing	1858

7463	Huron		Orphan Corner Mall	Non-Contributing	c. 1970
7463 A	Huron		Star Line Docks	Non-Contributing	c. 1990
7485	Huron	Iroquois Hotel	Iroquois Hotel	Contributing	c. 1903
7498	Huron	Windermere Hotel	Windermere Hotel	Contributing	1887
7515	Huron		Snack stand	Non-Contributing	1992
7232	Market	Early House	American Fur Company Store/Beaumont Memorial	Contributing	1954
7237	Market	Truscott House	Market Street Inn	Contributing	c. 1900
7248	Market	Matthew Geary House	Matthew Geary House	Contributing	c. 1842
7253	Market		Weber's Florist	Non-Contributing	c. 2005
7267	Market		Cottage Inn	Non-Contributing	c. 2005
7272	Market	Flanagan House	Spata Residence	Contributing	1887
7288	Market			Non-Contributing	c. 1965
7304	Market	Medical Center	St. Martin's Place	Contributing	1956
7316	Market		United States Post Office--Mackinac Island	Contributing	1959
7323	Market	Emmert's Boarding House	Park Place Suites	Contributing	c. 1870
7337	Market	Early House	Lilac House	Contributing	c. 1870
7342	Market	Astor Hotel	Robert Stuart House City Museum	Contributing	1817

7358	Market	American Fur Company Warehouse	Community Hall and City Offices	Contributing	1810
7366	Market		Fire Hall	Non-Contributing	1998
7374	Market	Michilmackinac County Court House	Police Department	Contributing	1839
7391	Market	Health Center	Mackinac Island Realty, Inc.	Contributing	c. 1950
7396	Market	Lenox Hotel	Mackinac Island Carriage Tours	Contributing	1887
7399	Market		First National Bank of St Ignace	Non-Contributing	c. 1970
7406	Market	Telephone Exchange	Paintings by Wolfgang	Non-Contributing	c. 1890
7407 and 7411	Market	Terrian House	Rose Gazebo	Contributing	c. 1950
7418	Market	R H Benjamin Blacksmith Shop	R H Benjamin Blacksmith Shop	Contributing	1969
7419	Market		Landing Gull	Contributing	c. 1950
7429	Market	State Liquor Store	Jaunting Cart	Non-Contributing	1973
7436	Market	Edward Biddle House	Edward Biddle House	Contributing	c. 1780
7436 A	Market	Edward Biddle House Privy	Edward Biddle House Privy	Contributing	1970s
7436 B	Market	Edward Biddle House Privy Site	Site 20MK402	Contributing	c. 1820-1840

7447	Market	Chicago Riding Stable	Cindy's Riding	Contributing	c. 1900
7463	Market		Carousel Shops	Non-Contributing	c. 1980
7466	Market		Metivier Inn	Non-Contributing	c. 1880
7474	Market		Mackinac Island Medical Center	Non-Contributing	c. 2005
7477, 7483, 7491	Market		Parker Apartments	Contributing	c. 1950
7504	Market	Cloghaun House	Cloghaun House	Contributing	1884
7523	Market	Way Side Inn	Town Crier; La Gallerie Shop	Contributing	c. 1820
7526	Market	Locust Cottage; William Donnelly House		Contributing	1914
7541	Market	Lasley Tea Room	London Square	Contributing	c. 1820
7556	Market	Lozen's	Hart's Haven	Contributing	c. 1800
7557	Market	Stella King House		Contributing	c. 1900
7567	Market		McGreevy Cottage	Non-Contributing	c. 1990
7573 and 7577	Market	Louis Buisson House		Contributing	c. 1820
7577 A	Market	Louis Buisson House--Barn		Contributing	c. 1930
		Town Plan		Contributing	c. 1780
		Stone retaining wall		Contributing	c. 1800-1850s

COUNT AND PERCENTAGE OF HISTORIC AND NON-HISTORIC RESOURCES

There are eighty-two contributing (historic) and forty-five non-contributing (non-historic) resources in the district. Contributing resources account for 65 percent of the total.

BOUNDARY DESCRIPTION

The Market and Main (Huron) Historic District is bounded on the south by Haldimand Bay, including the structures in the bay; on the southwest by a line extending from west of Windermere Point (Biddle) along the southwest lot lines of parcels 051-575-047-00, 051-575-018-00, 051-575-016-00, 051-575-014-00, 051-575-013-00, 051-575-010-00, 051-575-007-00, 051-575-006-00, and continuing another 26 feet; thence northeast to the rear lot line of parcel 051-575-008-00; thence continuing along the rear lot lines of the properties on the north side of Market Street; and on the east by Fort Street.

BOUNDARY JUSTIFICATION

The district boundaries are the boundaries of the original village as laid out by the British ca. 1780 and shown on ca. 1797 map of village. The district line jogs west at Huron (Main) Street to include the entire historic Biddle (now Windemere) Point.

HISTORY OF THE DISTRICT

Before the first Europeans saw Mackinac Island, it was an important gathering place for Native Americans who came there to fish and imbued the island's limestone formations and cliffs with sacred significance. Historical and archaeological evidence suggests that the island's inhabitants have always clustered near Haldimand Bay. In the late seventeenth century, French fur traders and Jesuit missionaries came to the Straits of Mackinac because of its strategic location and because it was already an Indian gathering place. Father Jacques Marquette and a band of refugee Huron established the first mission on Mackinac Island in 1671. But the soil was unsuitable for their crops, and within the year they moved to the north shore of the straits and established their mission at what is now the city of St. Ignace. By the 1680s, St. Ignace was a center of activity for the Jesuits, fur traders, and French soldiers who built Fort DuBuade. The fur traders established a trading pattern that made the Straits of Mackinac the heart of the upper Great Lakes fur trade for 150 years. In 1697 the French government abandoned Fort DuBuade in response to a glut in the European fur market. When French soldiers returned to the straits in 1714, the Jesuits and their followers had moved to the south shore of the straits, and there the soldiers built Fort Michilimackinac. In 1761 the British took command of Fort Michilimackinac as a result of the Seven Years' War.

With the outbreak of the American Revolution, British officials became concerned that the accessible, wooden palisaded Fort Michilimackinac would not withstand an American attack. In October 1779, Michilimackinac's new commander, Lieutenant Governor Patrick Sinclair, developed plans to move the fort to Mackinac Island and began negotiations to purchase the island from Ojibway chiefs. The move began in the winter of 1779–80. As the location for the

fort, Sinclair chose the 150-foot bluff overlooking the harbor and south shore, where he located the village. Sinclair knew this left the fort vulnerable to attack from the higher bluff to the north, but it allowed him to protect the village and harbor. The location of the village outside the fort walls, a departure from the situation at Michilimackinac, was intended to enhance military security. Nevertheless, the village had wooden palisade walls of its own on the south, north, and west sides; the bay was on the east. To entice the villagers to move to the island, Sinclair ordered Ste. Anne Church to be shipped over the ice by ox-drawn sleds. The church was located at what is now the corner of Market and Hoban streets (it was later relocated farther west on Haldimand Bay). Other buildings were moved across the ice as well; the McGulpin House (1575 Fort Street) may have been one of them. Although the British were in command, the civilian population in the village consisted predominantly of French fur traders, their Odawa and Ojibway wives, and their Métis (mixed-blood) offspring.

Although the 1783 Treaty of Paris put Mackinac Island in the United States, American soldiers did not occupy Fort Mackinac until 1796. During this time the population of Mackinac Island grew, expanding beyond the palisade walls of the original village. Reports of the number of buildings in the village between 1796 and 1802 are erratic, ranging from about fifty to eighty-nine. In the winter only about half of the houses were occupied, but the summer population of a thousand or more filled all of the houses and spilled over into tents.¹ Even after 1796, British merchants continued to control the fur trade, while French and Métis traders conducted most of the actual trading. Not surprisingly, the early architecture of the village was French colonial in form and construction. Seven of these French colonial log buildings survive in the district today. In 1811, John Jacob Astor's American Fur Company merged with the Montreal Michilimackinac Company, making Astor the first American with a share of the Great Lakes fur trade. Then in July 1812, in the first land action of the War of 1812, the British captured Fort Mackinac. As the westernmost of a line of forts on the border between the U.S. and Canada, the northernmost fort on the western frontier, and the grand depot for the fur trade, Fort Mackinac was a key defensive post. In December 1814 the Treaty of Ghent ended the war, returning Fort Mackinac to the Americans, who reoccupied the fort in July 1815.

After the war, Astor reestablished Mackinac Island as the American Fur Company's center for interior operations and quickly came to dominate the flourishing fur trade. The scale and complexity of Astor's trading empire was unprecedented. Ramsey Crooks, Astor's partner and general manager, and Robert Stuart, resident manager, supervised the American Fur Company's Mackinac Island operation. Stuart's Federal-style house (7342 Market Street) functioned as the company's administrative headquarters and was an important venue in the social life of Mackinac Island's upper class. Some independent traders—including Michael Dousman and partners Edward Biddle and John Drew—had headquarters on Mackinac Island as well. The trading pattern was much the same as in the late seventeenth century. During the winter, French Canadian and Métis traders spread through the Great Lakes region trading for furs with Indian trappers. In the summer, traders returned with their pelts to the American Fur Company warehouse (7358 Market Street) on Mackinac Island, where company clerks counted, sorted, graded, and packed the pelts to ship back to New York City. The traders

¹ Jane C. Busch, "Mackinac Island National Historic Landmark Nomination" (Washington, D.C.: National Historic Landmarks Survey, 1999), 71.

obtained a new supply of trade goods for the next winter's trading. During this summer rendezvous, the island's permanent population of about five hundred grew to about two thousand with visiting traders and trappers as well as Native Americans from many nations who came to do business with the U.S. Indian Agent.²

In the 1830s the decline of the fur trade ushered in a time of change for Mackinac Island. In 1834 Astor sold the American Fur Company to a group of investors led by Ramsey Crooks, who moved the company's inland headquarters to LaPointe, Wisconsin, reducing, though not eliminating, Mackinac's role in the fur trade. Crooks was successful at first, but in 1842 a combination of factors led him to declare bankruptcy. During this time, commercial fishing emerged as the island's primary industry. The 1825 opening of the Erie Canal and the introduction of steamboats on the Great Lakes made travel to the region faster and easier, fostering permanent settlement in the region. Mackinac Island became a fish processing and shipping center for the northern Lake Michigan and Lake Huron region. Schooners and steamers transported the fish to markets in the region's growing villages and cities. Although the island never had the prominence in fishing that it had in the fur trade, the fishing industry provided a strong economic basis for Mackinac until at least the Civil War. A dozen or more new docks were built in the 1840s and 1850s. Leading fish merchants included Michael Dousman, Biddle and Drew, William Scott, Toll and Rice, Bromilow and Bates, and James Bennett. The Bromilow & Bates building (7330 Huron Street) is one of few tangible remnants of the industry. Barrel-making and repair became an important subsidiary industry; more than thirty coopers—many of them from Scotland, Ireland, and Canada—worked on the island in 1850.³ Among them was the Doud family of coopers from Ireland. The fishermen themselves were mostly Native American and Métis.

Furs and fish were not the only goods shipped through the Straits of Mackinac. The straits was the primary Great Lakes shipping lane until the development of railroads across Ohio and the water route was the only way for people and goods to get to the growing upper Midwest. Mackinac Island was the key stopping point and freight of all kinds was transshipped from the port on Haldimand Bay. As steamboats became more common, Mackinac functioned as a fueling station, selling wood at first and later coal. As commerce and industry expanded, it remained concentrated in the original village.

Another boost to the island's economy came from the 1836 Treaty of Washington. Under the terms of this treaty, Ojibway and Odawa Indians sold fifteen million acres of land in Michigan to the U.S. government in exchange for money, goods, and provisions to be paid over the next twenty years. The American Fur Company and other island merchants successfully convinced the government to make these distributions on Mackinac Island. Thus each year in late summer approximately four thousand Ojibway and Odawa came to Mackinac Island to receive their annuities in cash, goods, and provisions. The construction of the county courthouse on Market Street in 1839 testifies to Mackinac Island's continuing importance as the county seat for all of the Upper Peninsula and the northern part of the Lower Peninsula.

² Phil Porter, *Mackinac: An Island Famous in These Regions* (Mackinac Island: Mackinac State Historic Parks, 1998), 27.

³ *Ibid.*, 35.

The arrival of Mackinac Island's first tourists in the 1830s contributed to the diversification of the island's economy. Travelers were beginning to seek resorts that offered scenic beauty, not just healthy water and air as was the custom earlier. The romantic movement introduced a new appreciation for the beauty of nature and wilderness landscapes, bringing tourists to places like Niagara Falls and the Catskill Mountains. Mackinac Island combined the health advantages of the lakeshore with the rugged beauty of the wilderness. A number of writers visited the island in the 1830s and 1840s, including Harriet Martineau, Alexis DeTocqueville, Anna Jameson, Margaret Fuller, and William Cullen Bryant. Their published descriptions of Mackinac Island helped to popularize the island as a tourist destination. The steamboats that were being used to transport fish and furs made it easier for visitors to come to Mackinac Island, though it was still a journey, and island businesses were just beginning to cater to the tourist trade. In the 1840s the Protestant Mission House (extant, not in district) was converted to a hotel; the Island House (extant, not in district) was built in 1852; and the Lake View House (7449 Huron Street) opened in 1858. A horse-drawn omnibus offered tours of natural and historic sites as early as the 1840s, and shops in town began carrying "Indian curiosities" such as baskets, corn husk dolls, woven mats, and birch bark containers of maple sugar.

By 1850 Mackinac Island's permanent population had grown to 956. Immigrants came from New England and New York. Twelve African-Americans came from Kentucky and Virginia. A growing number of islanders were foreign-born, coming from England, Scotland, Canada, Belgium, Prussia, Germany, and Holland. The largest group of immigrants came from Ireland—pushed by the potato famine that brought more than one million Irish to America and pulled by the opportunities in the island's fishing industry. By 1850 the Irish constituted almost 20 percent of the island's population.⁴

After the Civil War, Mackinac Island quickly rose to prominence as one of the most popular resorts in the Midwest. Improved transportation was key in bringing more visitors to the island. In 1875 the Grand Rapids and Indiana Railroad completed a railroad line to Petoskey, where travelers could board a steamer to Mackinac Island. In 1882 both the Grand Rapids and Indiana Railroad and the Michigan Central Railroad completed railroad lines to Mackinaw City, where ferry boats were available to complete the short trip to the island. In the same year, the Detroit and Cleveland Steam Navigation Company began regular service to Mackinac Island. Vacationers in this era continued to seek a healthy and inspiring environment, with there was increasing emphasis on recreation. Scenic views and limestone formations, historic sites from the War of 1812, the harbor that still sheltered sailboats and Indian canoes, the quaint old French houses in the village, and Fort Mackinac itself all offered diversions for tourists. In his 1875 guide book to Mackinac Island, J. Disturnell described the village as "a perfect curiosity." Disturnell recounted many of the island's Indian legends, an important part of Mackinac's attraction. In the guidebook's business directory, four stores list Indian curiosities along with their dry goods, groceries, and provisions. One of these was Fenton and Wendell's Indian Bazaar (7232 Huron Street).⁵ There was a growing complement of

⁴ Ibid., 41.

⁵ J. Disturnell, *Island of Mackinac and Its Vicinity* (1875; reprint, Cheboygan, Mich.: C. W. Page, 1977).

boardinghouses and hotels, including the Murray Hotel (7260 Huron Street) and the former American Fur Company buildings, operated as the John Jacob Astor House.

The island's importance as a resort solidified with the establishment of America's second national park on Mackinac Island in 1875. The national park, which encompassed about 50 percent of the island, gave new purpose to Fort Mackinac, which had long ceased to have strategic importance as a frontier or border post. Now the fort commandant served as the park superintendent, responsible for enforcing rules and regulations, building roads and trails, collecting and disbursing park funds, and leasing lots for cottages. On the west side of the island, Hubbard's Annex was platted in 1882 as Mackinac Island's first cottage resort community, followed by the first cottages on the East and West Bluffs. When a partnership of railroad and steamship lines built the Grand Hotel in 1887, Mackinac Island entered the category of fashionable resort where Newport, Rhode Island, and Saratoga Springs, New York, set the standard. The wealthy elite of Chicago, Detroit, and other cities came to stay at the Grand; others built large and elaborate cottages on the bluffs.

Mackinac Island faced a crisis in the 1890s when the army decided to close Fort Mackinac and sell the national park. Secretary of War Daniel Lamont believed that the government should not be responsible for maintaining a summer resort for wealthy people. Islanders successfully lobbied Congress to transfer the national park to the state of Michigan, and in 1895 the country's second national park became Michigan's first state park, administered by the new Mackinac Island State Park Commission. Mackinac Island continued to grow and prosper as a resort, as evidenced by the predominance of late nineteenth- and early twentieth-century buildings on the island today. The village experienced substantial development to the northeast and west of its original boundaries, but that development consisted of homes plus a few hotels and large boardinghouses. Commercial buildings were confined to the original village limits, where restaurants, gift shops, hotels, and candy stores replaced the quaint French buildings that had enchanted earlier visitors. More homes were converted to boardinghouses and hotels. In about 1905 the Doud family acquired the Anthony brothers' cottage on the lakeshore, and Patrick Doud enlarged it as the Windermere Hotel (7498 Huron Street). The Iroquois on the Beach Hotel (7485 Huron Street) was built in 1903 as a house and enlarged in 1907 as a hotel.

The island got electricity, running water, and telephones, along with telephone poles, a coal-burning electric plant, and a water-pumping station. When the first automobile appeared in the village in 1898, the islanders drew the line. The village council banned automobiles on village streets, and in 1901 the park commission banned automobiles in the park. As is often the case, the disappearance of the island's historic buildings generated interest in their history. Residents and cottagers wrote books on Mackinac Island history and erected historical monuments. In 1895, a group of islanders restored the Mission Church (extant, not in district). In 1905, the park commission opened Marquette Park in the former soldiers' garden below the fort, and in 1909 dedicated the bronze statue of Father Marquette that still stands in the park.

The tourism-based prosperity that began on Mackinac Island in the late nineteenth century continued through the 1920s. During World War I, however, new construction slowed, and it

diminished further in the 1920s. The Grand Hotel was an exception—an addition was built in 1912, a golf course in 1917, and in the 1920s a fifth floor was added and an outdoor swimming pool constructed. Certainly this was evidence of wealth continuing to flow to Mackinac Island. Another indicator was Mackinac Island State Park's acquisition of several hundred acres during the 1920s. Though no buildings built during the 1910s or 1920s have been identified in the district, it bustled with activity. After World War I, a steadily growing number of visitors travelled to the island by auto instead of by railroad or steamboat. Two of Michigan's improved highways, the East and West Michigan Pikes, met in Mackinaw City in 1922. The following year the state began operating an automobile ferry across the straits from Mackinaw City to St. Ignace. But these developments had a greater impact on mainland tourism than on the island. In an effort to lure more auto tourists from the mainland, the state park's Superintendent Frank Kenyon proposed an auto garage on Mackinac Island where people could leave their cars while they toured the island, but it never came to fruition. Although illegal automobiles occasionally appeared on the island, and the ordinances prohibiting automobiles were challenged, they were not overturned.

The Depression slowed resort life on Mackinac Island. In the 1930s, tourism dwindled to a trickle, stores on Huron Street were vacant, some cottages on the bluffs were boarded up and overgrown, and the Grand Hotel came close to bankruptcy. A measure of relief came from federal and local public programs. The Civilian Conservation Corps undertook landscaping projects, repaired buildings at Fort Mackinac, reconstructed Fort Holmes, and built the scout barracks. Under the federal Public Works Act, an airport landing strip was built near the center of the island. Works Projects Administration (WPA) funds were used to hire Grand Rapids architect Warren Rindge to prepare a detailed historical and architectural report on the island's historic buildings.⁶ A local public works program was initiated by the City of Mackinac Island when it created the Park and Harbor Commission in 1941. By selling revenue bonds, the Park and Harbor Commission raised funds to promote tourism and to undertake a number of civic improvements. These included buying and restoring the American Fur Company warehouse and Stuart House, building public bathrooms, and resurfacing the Arnold Line dock. The Depression extended through World War II on Mackinac Island, as wartime travel restrictions continued to limit tourism, and the relief provided by New Deal projects came to a halt.

When tourism recovered after World War II, it took on a different character than in the years before the Depression. The summer resort of the 1920s essentially continued a late Victorian lifestyle in late Victorian buildings. But the lifestyle of the 1950s was different. The U.S. economy was booming, and Michigan—led by the auto industry—was especially prosperous. A new state tourism campaign was designed to draw vacationers to northern Michigan. Automobiles were by far the most common mode of travel to Mackinac Island, though the final stretch was still by ferry (or occasionally airplane), and on the island transportation was by foot, bicycle, or horse.⁷ When the Mackinac Bridge opened in 1957, it brought even more automobile tourists to the straits region. It was so much faster and easier to reach the island that day trips became popular. Economic recovery meant that empty stores, homes, and hotels

⁶ Warren L. Rindge, "National Park Service Report on Fort Mackinac Restoration, Mackinac Island, Michigan." Unpublished report dated November 1, 1934. Copy in collections of Mackinac State Historic Parks.

⁷ Steamboat and railroad service ended in the 1960s.

were reoccupied. A small number of new commercial buildings and even fewer houses were built in the village. A new post office (7316 Market Street) and medical center (7304 Market Street) represent investment in new civic infrastructure. The reconstruction of the American Fur Company store as the Beaumont Memorial (7232 Market Street) and the restoration of the Edward Biddle House (7436 Market Street) demonstrate the continuing interest in history.

Mackinac Island's tourist-based economy has continued to grow since the 1960s—today approximately 760,000 people visit the island each year. There has been infill development in the village and some large-scale development on other parts of the island. Yet history, more than ever, is a key element in Mackinac Island's appeal. Today the state park encompasses at least 83 percent of the island. Fort Mackinac, which has been systematically restored to its late nineteenth-century appearance, is a premier attraction. The state park commission has acquired and restored many of the island's most important historic buildings, including—in addition to the Edward Biddle House--the Mission Church, the Indian Dormitory, the Mission House, and the McGulpin House. The hotels and cottages that were once modern and fashionable are now historic and fashionable. The village on Mackinac Island, where visitors begin and end their visit, plays an essential role in conveying and interpreting the island's history.

SIGNIFICANCE OF THE DISTRICT

Michigan's *Local Historic Districts Act*, PA 169 of 1970, as amended, requires local historic district study committees to be guided by the evaluation criteria for the National Register of Historic Places in evaluating the significance of historic resources. The act also requires study committees to be guided by any criteria established or approved by the Michigan State Historic Preservation Office (Section 3(1)(c)). In 2002, the State Historic Preservation Office issued criteria that elaborate on historic district boundary determinations and single resource districts.

In accordance with these legal documents and guidelines, the study committee has determined that the Market and Main (Huron) Historic District is significant under National Register Criterion A, for its association with historical events that have contributed significantly to the history of Mackinac Island, the state of Michigan, and the United States; and under Criterion C, for its embodiment of the distinctive characteristics of architectural types, periods, and method of construction. The areas of significance are architecture, commerce, entertainment/recreation, ethnic heritage, exploration/settlement, and maritime history. The period of significance is from 1780, when the British established the village, to 1961.

The National Register Criteria

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history.

Mackinac Island, in its entirety, has been designated a National Historic Landmark for its outstanding significance as a military outpost, fur trade depot, and—since the mid-nineteenth century—one of the country’s premier tourist destinations. Encompassing the island’s original settlement, its harbor, and its central business district, the Market and Main (Huron) Historic District occupies a unique place in island history and contains a number of the island’s most important historic resources. Individually and collectively, these resources are indispensable to understanding Mackinac Island’s history and conveying its significance.

Haldimand Bay is Mackinac Island’s historic harbor, with docks dating from the nineteenth century to post-World War II. The harbor was essential to the fur trade and Fort Mackinac, to the fishing industry, and—through the present—to the tourism industry. There is nothing else like it on the island. The Market and Main (Huron) district retains the street plan laid out by the British ca. 1780, along with at least two French colonial log buildings—the Edward Biddle (photo 9) and McGulpin (photo 8) houses—from that time. Along with the officers’ stone quarters, stone walls, and blockhouses at Fort Mackinac, these are the oldest structures on the island and are among the oldest structures in the state of Michigan. Five additional French colonial log buildings dating to the late eighteenth or early nineteenth century survive in the district. These seven log buildings represent a large proportion of the identified French colonial log buildings on the island, a rare surviving ensemble representing the French heritage of the Great Lakes region.

These log buildings, and many more now gone, were the context for four American Fur Company buildings constructed on Market Street in the early nineteenth century—the Robert Stuart House (1817; photo 11), fur warehouse (1810; photo 12), clerks’ quarters, and company store. The Robert Stuart House and warehouse stand today, nationally significant as the interior administrative headquarters for John Jacob Astor’s fur-trading empire. The only comparable buildings are a fur trader’s house (ca. 1840) and an American Fur Company warehouse (ca. 1828) in Prairie du Chien, Wisconsin, both designated National Historic Landmarks in recognition of Prairie du Chien’s important position as the westernmost outpost of the upper Great Lakes fur trade. Prairie du Chien, however, functioned as a subsidiary outpost, sending its furs to the grand depot at Mackinac Island.

A distinct business district began to develop on Huron (now Main) Street in the mid-nineteenth century, with frame commercial buildings replacing the log buildings of the French traders. This business district is contained wholly within the Market and Main (Huron) Historic District. Not until after World War II were a very few commercial buildings constructed farther east on Huron Street. At first the business district served the fishing industry, which was the mainstay of the island economy after the fur trade declined. The Bromilow & Bates building (photo 3) is important as one of few buildings that remain to represent this aspect of island history. As Mackinac Island developed into a resort of national prominence, the business district grew substantially. Historians have focused attention on the Grand Hotel and the elaborate summer cottages, but the commercial buildings in the village played an essential role, with stores selling dry goods, provisions, souvenirs, and candy; restaurants; and hotels. As time passed, the turn-of-the-century charm of the business district became a tourist

attraction of itself. Like the restored French colonial and fur trade buildings on Market Street, the business district has significance for its original function and as a tourist attraction.

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

The French colonial log buildings of Mackinac Island are rare survivors in the United States. There is a small group in Monroe County, Michigan; few others exist outside of Louisiana and the Mississippi River Valley. The Mackinac Island buildings are more closely related to those in the St. Lawrence River Valley in Canada than to the Creole architecture of Louisiana or Ste. Genevieve, Missouri. They contribute importantly to Mackinac Island's national significance.

The Stuart House (photo 11) is significant as the only fully-developed example of a Federal-style house on the island. Other houses dating to the 1810s or 1820s were altered in the nineteenth century or later. The 1839 county courthouse (photo 13) has Federal-style details and is a well-preserved example of its type.

By the late nineteenth century, most of the residential development on the island was taking place outside of the original settlement. Two noteworthy examples of revival-style houses in the Market and Main (Huron) district are the Queen Anne-style Truscott House (photo 23), built by noted island builder Patrick Doud, and the Colonial Revival-style Cloghaun House (photo 24), both on Market Street.

The commercial architecture of the district is typical of its time, gaining its greatest distinction from its location on Mackinac Island. Within the context of Mackinac Island, it looms large as it is only found within the Market and Main (Huron) District. For the most part, the commercial buildings are significant as an ensemble, not individually. Fenton's Indian Bazaar (photo 16) is a notable exception, an ornate Italianate building befitting its function as a shop for exotic souvenirs with an opera house upstairs. George L. Mesker & Company of Evansville, Indiana produced the galvanized pressed metal siding—imitating concrete block—on the front of the Chippewa Hotel (photo 2), along with the cast and galvanized iron fronts of two commercial blocks on Huron Street (photo 15 shows 7293–97). The Chippewa and one of the commercial blocks are illustrated in Mesker's catalog; in this case Mackinac Island serves as an example for the larger realm.

The architectural significance of the Market and Main (Huron) Historic District lies most of all in the district as a whole, which is more than the sum of its parts. Nowhere else on Mackinac Island is there the same variety—and as much variety—as in this district. Nowhere else is the whole of Mackinac Island history so completely represented, from the first French settlers to the present.

Although 35 percent of the resources in the historic district are non-contributing, for the most part they are not intrusive. About one-fourth of the non-contributing buildings were built

within the period of significance but have been altered so that they no longer retain integrity. With appropriate rehabilitation, at least some of these could be restored to their historic appearance and contributing status. Some new buildings are built behind historic buildings, so they are not readily visible from the street. Probably the majority of the non-contributing buildings are new commercial buildings. These maintain the scale and proportions of historic commercial buildings; one is a reconstruction of a building that burned. Overall, Huron Street maintains the appearance and feeling of a turn-of-the-century Main Street. On Market Street, historic buildings—the courthouse, Stuart House, Biddle House, Lenox Hotel, and more—are clearly the dominant presence. Non-contributing buildings are mostly small and unobtrusive.

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Photo 1. Market Street at Fort Street, Beaumont Memorial in foreground, looking west. November 2010. All photos by Eric Gollanek.



Photo 2. Huron Street at Fort Street, Chippewa Hotel on left, looking west. October 2010.



Photo 3. Astor Street at Huron Street, Bromilow & Bates in foreground, looking northwest. December 2010.



Photo 4. Hoban Street, Twilight Hotel on right, looking southeast. December 2010.



Photo 5. Fort Street, Trinity Episcopal Church in foreground, looking southeast. December 2010.



Photo 6. French Lane at Market Street, looking southeast. December 2010.



Photo 7. Union Freight Dock, left, and Arnold Passenger Dock, looking north. November 2010.



Photo 8. McGulpin House, 1575 Fort Street, looking west. November 2010.



Photo 9. Edward Biddle House, 7436 Market Street, looking northwest. October 2010.



Photo 10. Louis Buisson House, 7573-77 Market Street, looking east. October 2010.



Photo 11. Stuart House, 7342 Market Street, looking north. October 2010.



Photo 12. American Fur Company Warehouse, 7358 Market Street, looking northeast. November 2010.



Photo 13. Mackinac County Courthouse, 7374 Market Street, looking north. November 2010.



Photo 14. 7347-55 Huron Street, looking southeast. November 2010.

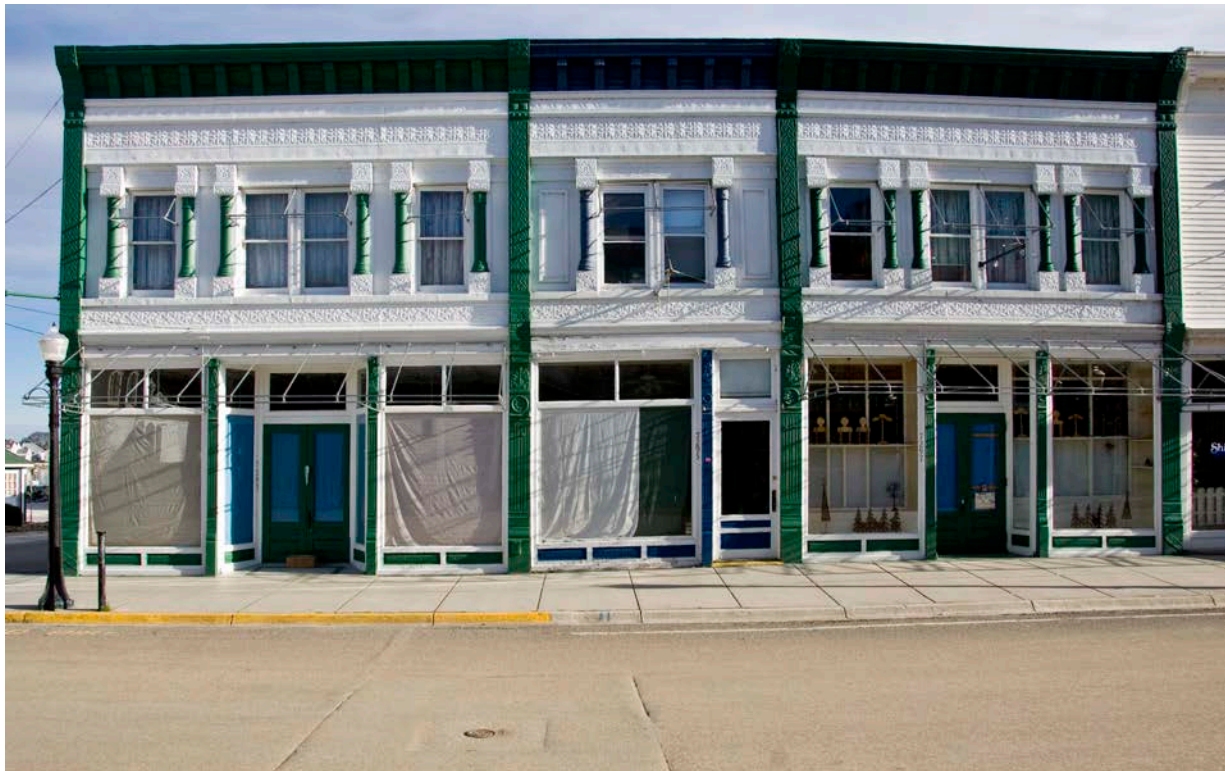


Photo 15. 7293-97 Huron Street, looking south. November 2010.



Photo 16. Fenton's Indian Bazaar, 7232 Huron Street, looking north. October 2010.



Photo 17. 7367 Huron Street, looking east. November 2010.



Photo 18. Windsor Hotel, 1417 Hoban Street, looking northwest. November 2010.



Photo 19. Windermere Hotel, 7498 Huron Street, looking north. November 2010.



Photo 20. Chicago Riding Academy, 7447 Market Street, looking southwest. November 2010.



Photo 21. McNally Cottage, 7416 Huron Street, looking northwest. October 2010.



Photo 22. Flanagan House, 7272 Market Street, looking north. November 2010.



Photo 23. Truscott House, 7237 Market Street, looking southeast. November 2010.



Photo 24. Cloghaun House, 7504 Market Street, looking north. November 2010.



Photo 25. U.S. Post Office, 7316 Market Street, looking north. November 2010.