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Report of a Two-Day Underwater Survey  
of Selected Historical Sites  
at Apostle Islands National Lakeshore  
with Considerations for Future Research



Report of a Two Day Underwater Survey of Selected Historical Sites at  
Apostle Islands National Lakeshore with Considerations for Future Research

1982


by Kate Lidfors, Thom Holden  
Ellen Mauer, Jerry Livingston  
and Larry Murphy

Report Prepared by Submerged Cultural Resources Unit  
National Park Service



## TABLE OF CONTENTS

Introduction .....	1
Location .....	1
Environment .....	1
Potential for Submerged Sites in the Apostle Islands .....	4
Historical Resources of Apostle Islands (Lidfors) .....	6
An Overview of Shipwrecks and Marine Casualties in the Vicinity of Apostle Islands National Lakeshore (Holden) .....	11
Investigation of a Shipwreck at Apostle Islands .....	15
Survey Methodology and Results .....	18
Recommendations for Further Work on Submerged Cultural Resources at Apostle Islands National Lakeshore .....	30
Bibliography .....	32
Some Recorded Marine Disasters and Shipwreck Locations of Apostle Islands .....	Appendix I
Newspaper Report of Artifact Salvage Activities .....	Appendix II



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## I. Introduction

This is a report of a two day survey of selected underwater components of terrestrial sites within Apostle Island National Lakeshore. The survey took place on July 1 and 2, 1982. Diving personnel were Jerry Livingston, Scientific Illustrator, and Larry Murphy, Archeologist, of the Submerged Cultural Resources Unit. Survey Historian and vessel operator was Kate Lidfors assisted by Terry Laulton of the National Lakeshore staff.

The purpose of the survey was to assess the extent of cultural material present in association with two brownstone quarry sites and a fish camp site still in limited use. There are no known prior examinations of submerged sites within the Lakeshore and this brief survey was to serve for preliminary planning of future work. A single dive was made on each of three sites, Basswood Island Quarry, Stockton Island Quarry and Manitou Island Fish Camp during the course of the survey.

## II. Location

The Apostle Islands National Lakeshore is comprised of 20 of the 22 islands which are off the tip of the northern Wisconsin mainland on the south shore of Lake Superior (Figure 1).

The Apostle Islands are directly offshore of the Bayfield Peninsula and range in size from 3 to 14,000 acres (Figure 2). Two islands of this group are not under National Park Service jurisdiction. Long Island, at the mouth of the Chequamegon Bay is managed by the Wisconsin Department of Natural Resources and Madeline Island, the largest of the group, has been subdivided and is privately owned. The islands within the National Lakeshore are maintained in a semi-wilderness state.

## III. Environment

The Apostle Islands are remnants of Pleistocene glaciation activity. The underlying strata is a 500 million-year-old brown sandstone upon which glacially deposited soils and gravels lay. The vegetation consists primarily of broadleaf and coniferous species and has been termed "northern mesic forest". The soils are mixed and range from heavy clay with little drainage to well drained sandy areas. Beach materials are primary glacial lake beach sands reduced from the sandstone strata. Submerged bottomlands were sandy and solid in the areas examined. Water clarity is good with visibility during the survey ranging from 30 to 50 feet.











Figure 2





The proximity of the lake has a mitigating effect on the climate. The general climate of the Apostle Islands and environs is generally milder with normally less severe seasonal fluctuations than found further inland.

The lacustrine environment found in the vicinity of the Apostle Islands has been conducive to the production of favorable fish habitats, resulting in a commercial fishing industry which has been viable for over a century. The combination of environmental factors have produced favorable conditions for a long and rich history of human occupation in the Apostle Island region.

#### IV. Potential for Submerged Sites in the Apostle Islands National Lakeshore

##### Prehistoric:

The islands and mainland areas were host to indigenous Eastern Dakota, immigrant Ojibwa and Huron-Petun-Octowa groups during protohistoric and early historic times (Salzer and Overstreet 1979:6). Earlier Indian occupations most probably extend to the period of Pleistocene glacial retreat.

A total of 58 archeological sites have been located in the region, 19 on Madeline Island, 28 on the remaining 21 islands, 8 on the Bayfield peninsula north shore and 3 on the lower peninsula. Apparently the islands and northern end of the peninsula were the preferred locations for activity, particularly focused on bay-head and bay marsh sand bars associated with lagoons or marshes behind bars (Salzer and Overstreet 1979:10).

The possibility of the presence of prehistoric sites underwater is high both as discrete submerged sites and as components of terrestrial sites. This possibility and the geomorphological forces responsible have been previously recognized (Quimby 1966). Unusually well preserved Chippewa material from Madeline Island has been found underwater in an area which was above the water at the time of deposition. The reason for this occurrence is the rising of Lake Superior. The rising or upwarping is occurring somewhat faster on the north shore than on the south and is responsible for the apparent subsidence of the south shore. Areas that were dry a hundred or more years ago are now underwater (Quimby 1966:155-6). This factor coupled with the observations of Salzer and Overstreet regarding site location discussed above provide a basic hypothesis for the building of a prehistoric site location model for submerged terrestrial sites in the Apostle Islands region. Examination of the geologic features underwater which have been isolated on land as prehistoric activity focal points should produce sites with exceptional preservation. Depending on the particular flooding dynamics of each area, the initial inundation event may have had little disruptive impact on the submerged sites. The impacts deriving from this sort of inundation process in a natural lake environment has not been researched.



The Apostle Islands National Lakeshore offers a considerable potential for the study of submerged prehistoric sites.

#### Historic:

There is a high potential for submerged historic sites including components of land based sites in the Apostle Islands. The potential for wrecked ships is discussed below. There is also a probability of locating sunken small craft. Small craft likely to be in the waters of the Apostle Islands are canoes of the Montreal, batard, Indian or fur trade type, Bateaux, Mackinacs, scows and local fishing craft. Though survey directed toward the location of small craft is difficult, the area near historical landings or docks has a high potential and the possibility of finding a small craft should be kept in mind during surveys near these locations.

Underwater components of terrestrial sites are the second large category of possible submerged historical sites. The location of some known historical dock or landing sites and light stations are designated in Figure 2. Other types of sites in the area with potential submerged components are the areas associated with fur trapping and trading, sandstone quarries, lumber mills (there are at least 12 in the Bayfield area), fueling station docks, lumber sites and docks, habitations, tourist camp and resorts, fish and hunting camps and military occupations from the French and Indian wars. There would also be material deposited by ice movement or perhaps even a team or sled that broke through the ice. The Apostle Islands should make a significant contribution to the development of the regional history once the submerged sites of the National Lakeshore are archeologically surveyed.





## Historical Resources of Apostle Islands

by Kate Lidfors

The year 1855, when the canal locks opened at Sault Ste. Marie, is a benchmark date for shipping on Lake Superior and for related development and commercial activity in the Apostle Islands. Prior to this date most Lake Superior shipping occurred within the Lake rather than through the Great Lakes chain, and was in that sense "local." However, this is not to say that there was a lack of activity in and among the Apostle Islands.

An important fur post since 1660, La Pointe and the Apostles saw the comings and goings of hundreds of canoes—the 36' Montreal, the smaller "north" and batard, and, the light Indian canoes. Although as early as 1735 La Ronde's decked vessel moved supplies from the Sault to La Pointe, the British conquest of Canada in 1763 sparked the first major shipbuilding effort on Lake Superior. By the 1770s several decked vessels traversed between Lake Superior fur posts. Northwest Fur built several schooners around 1812, with American Fur undertaking a number of vessels in the years after the War. By 1825 wooden bateaux and Mackinac boats had taken over the canoe's role in the local fur trade, while the larger vessels transported furs back to the Sault and returned with supplies.

In 1834, under the direction of Ramsay Crooks, the American Fur Company initiated a commercial venture in Lake Superior salt-fish. La Pointe was the headquarters for this operation, receiving fish from Grand Portage and other stations as well as being the wintering station for other points on the Lake. The schooner JOHN JACOB ASTOR ran between La Pointe and the Sault, including Grand Portage, Isle Royale and other stations on fish runs. A large fish scow and the schooners William Brewster and Siskiwit were built by the end of the 1830s primarily to serve the fish trade. Apostle Islands fishermen used Mackinac boats to harvest the fish, working the shoals from island stations.

Following the demise of American Fur in 1842, ledgers at the Sault showed that the company's fleet joined other lines in the business of Lake transportation. Twelve American fur vessels (ten schooners, a propeller, and a steamer) plied between ports all over the Lake carrying supplies, missionaries, soldiers, prospectors, etc.

The Chequamegon-Apostles area must have been the destination for a sizeable share of Lake traffic, because in 1852 the Government erected the first lighthouse at the west end of the Lake on what is now Long Island. Although in 1843 much of La Pointe's population had moved east to Michigan to work in the copper mines, the fishing industry in the Apostles revived with an improved economy and demand for food in the mining camps. The population remained stable



at about 500, with a sawmill functioning on the mainland across from La Pointe as well as two settlements in the south end of the Bay—one an Ojibway Indian settlement (odanah), the other the growing cluster of homesteads which would become Ashland.

Superior and Duluth, founded in 1853 and 1854, respectively, created new traffic through the northern and western Apostle Islands. It wasn't until 1871 that an entry was cut from the Lake into Duluth Harbor, so that westbound lake vessels could break up bulk freight at La Pointe for transport on smaller ships and bateaux to their point of destination.

The opening of the Sault locks in 1855 made it possible for settlement and commercial development to follow the influx of opportunity seekers. The first season saw 193 passages through the locks (increased to 1,828 in 1870; 5,380 in 1885; 17,956 in 1895). Captain Alexander McDougall, a prominent figure on Lake Superior throughout the latter half of the century, writes of this period:

"Exploration was rampant, Everyone was excited by wonderful prospects or great discoveries... We had to land passengers at all sorts of out of the way places."

It is no coincidence that the City of Bayfield, planned as a speculative venture by a group of Washington politicians and investors, was founded in 1856 under the leadership of a man who had built up capital through trade with the La Pointe post and who had been one of the government representatives in the planning and construction of the Sault locks (Henry Rice, U.S. Senator from St. Paul).

The scenic beauty and timber and stone resources of the Apostle Islands were the chief raison d'etre for the Bayfield venture. As early as 1857 an advertising campaign had been mounted in eastern cities, bringing tourists on steamers to cruise and fish the islands.

By the 1870s major industries in stone and lumber had developed from island resources. A sizeable fishing company, N. & F. Boutin (followed by the A. Booth Company in 1880) had located in Bayfield, adding 100 men and a fleet of boats to the ranks of the local fishery. Buffalo, Toledo, Chicago, Port Clinto, Minneapolis and St. Paul were the main distribution points for Bayfield fish at this time. A key indication of the growth of commercial activity in the Chequamegon area is the number of sawmills. In 1870, Bayfield had one steam sawmill. By 1885, according to a list which may not be complete, there were twelve mills in the Bayfield - Apostles area with an estimated cut of 27,000,000 board feet and another six mills in Ashland and Washburn with a capacity of 57,000,000 board feet.





The islands played a unique role in that they supported an early hardwood industry, several years before the mainland did. Because logs could be loaded directly onto steamships or barges for shipment, hardwood cutting did not have to await the arrival of the railroad (1877, Ashland; 1883, Bayfield). Pine and hemlock (for tanbark) were harvested from the early '70s until the resource gave out. Logs cut on the islands or far-flung mainland shoreline camps were floated easily and cheaply to any of the Chequamegon mills; the Bay during this period has been described as "a gigantic mill pond." The Schroeder Company even brought logs from Minnesota's North Shore to its mills in Ashland.

Steam barges, which began to operate on Lake Superior in the 1860s inaugurated the era of "tows." Schooners pulled in tandem with most of their sails removed and decks cleared were a common sight through the turn of the century. Especially useful in towing lumber, these vessels were called "lumber hookers." From 1880 to 1900, the Chequamegon Bay area was the chief shipping center for the entire south shore. Several Chicago companies constructed mills in Ashland, while a sizeable share of local timber was shipped to Canada in the square timber trade. One Ashland dock could handle 12,000,000 board feet of lumber at a time.

While boats moved logs, logs also moved boats. Throughout the 1850s all steam vessels were fueled by wood, and many continued to burn wood through the '70s. "Wood docks" for fueling purposes were established along rivers and on islands. Oak Island was the site of one such fueling station, serving trans-lake traffic, primarily. A similar yard on Basswood served Chequamegon Bay traffic and provided fuel for vessels hauling brownstone to Chicago and Milwaukee.

In their heyday, the decade of the 1870s and a short span in the late '80s, the sandstone quarries on the islands and the mainland between Bayfield and Washburn added a significant dimension to Bay area shipping and industry. At one point 600 tons of stone left the Strong, French and Company dock on Basswood every three weeks. 120 employees lived on the island, requiring housing, food, and supplies to support a year around operation. In the winter, a small crew cut timber for construction purposes as well as fuel for steam equipment and transport vessels. Traffic between the Bayfield and Basswood docks was constant during navigation season, while teams and sleds crossed the ice after freeze-up.

All the while, fishing and tourism remained strong. Summer fishing camps dotted the islands. Fishermen worked the shoals in small boats from camp base, while company boats collected the fish and delivered supplies at the camp docks every other day. Tourists frequently cruised the islands on the large fish tugs, but pleasure craft also abounded.

Five light stations were ultimately constructed to augment the original La Pointe light. The Michigan Island light (1857) marked the east channel for



westbound vessels—initially passenger vessels and package freighters. As Duluth and Superior became significant ports, the Raspberry Island light (1862) was added to mark the entrance to the West Channel. The Outer Island light served growing industry. In response to the needs of bulk freighters, this light was established in 1872 to mark the northeast limits of the archipelago. The Sand Island light (1881) further defined the entrance to the West Channel and served to mark a group of treacherous shoals. Finally, in 1891, the Devil's Island light was constructed to serve as a major landmark and radio-beacon for trans-Superior shipping lanes.

Although the Apostle Islands created a buffer from Lake Superior storms and thus contributed to the safety of harbors at Bayfield and Ashland, they posed great hazards for navigation. Sand bars and rocky shoals characterize the underwater topography of the archipelago, and the coasts of the islands themselves are, for the most part, steep and rocky.

Looking back on a half century of experience on the Lake, Captain McDougall wrote:

"The only reliable map was one made by Lieutenant Bayfield, which had very few soundings, and even so it was hard to get copies of it. All the time I sailed the lakes I never had a chart in my hands."

McDougall provides an example of the myriad miscalculations which often led to disaster:

"In approaching the Apostle Islands, it was smokey and, my eyes dim, I made a mistake in the island we were about to pass and up she slid on the rocky, gravel bottom of Gull Island Shoal among thousands of gulls."

Although this incident left no record on the lake bottom, hundreds of others did: major shipwrecks caused by violent storms or navigational error; small boats run aground or smashed on a rock because of weather or human or mechanical fallibility; countless workaday accidents at busy docks and in crowded channels (collisions, fires, overloading); and, finally, scuttlings.

Other facets of a 100 year period of intensive human use of the Apostle Islands are recorded in the remains of docks at fifty-odd landing sites and the tools, building materials, cargo, machinery, personal articles, containers, and refuse which were discarded or lost at the points where human activity linked water and land.





The age of resource exploitation which accompanied the industrial development, westward expansion, and building of cities from the 1850s to World War I has passed from the Apostle Islands as the frontier has passed. The descendents of the settlers who stayed now farm, fish or are employed in the provision of goods and services required to sustain a stable, if somewhat depressed, local economy.

The Apostles are still an attraction for tourists, however, and have become over the past few years, since the Apostle Islands National Lakeshore was established, one of the prime sailing areas in the midwest.

Recreational divers, also, have discovered the area's potential for their sport. The local dive shop owner estimates that 240 divers worked the Apostle Islands - Chequamegon Bay area during the summer season of 1982. He reports a 200 percent increase in air sold each year for the past three years.

The archeological record of 250 years of Apostle Islands maritime and frontier history is what divers are seeking in this new phase of resource exploitation. Unlike the forests, so dramatically exploited on the Apostles, this is a resource that time cannot renew.



## An Overview of Shipwrecks and Marine Casualties in the Vicinity of Apostle Islands National Lakeshore

by Thom Holden

There can be little question that the Apostle Islands National Lakeshore region of Lake Superior is historically rich with written records spanning more than 250 years. This area, as that of several others on Lake Superior, reflects growth and development of local industries in commercial fishing, ship and boat building, quarrying, tourism, logging, lumbering, and log rafting among others. Some historical studies have been compiled on most of these cultural elements and others, yet little has been done to evaluate the water related component of these primarily land-based industries as it is reflected in the area's history of shipwrecks and marine casualties.

A preliminary historical survey completed in April 1982 and revised in July 1982 shows at least 89 vessels involved in shipwreck or other marine casualty in the general region of the Apostle Islands roughly encompassing Port Wing and Cornucopia to the west and Long Point, Ashland, and Chequamegon Bay to the south and east and extending 10 miles northward of the established Lake Carriers' Association vessel lanes in Lake Superior. This total of 89 vessels does not include several known abandonments ashore, partially ashore, or submerged.

The chart in Figure 3 indicates the general frequency of incidents and the probable occurrence of several, perhaps a dozen or more, similar incidents in the 1930's, 1950's, and 1960's for which there has been less research conducted. The same could be said for the earlier, pre-1870 period where research time would multiply rapidly. Experience with a comprehensive study of shipping accidents in the waters surrounding Isle Royale National Park, also on Lake Superior, strongly indicates the probability of a total casualty listing involving 125 to 175 vessels, perhaps more.

Significant archeological remains will probably be limited to abandoned vessels and casualties which became total losses and were not subsequently salvaged entirely or in part. However, identifying historical sites of casualties may lead to additional archeological evidence pinpointing the site, perhaps clarifying voids in the historical record concerning such things as cargo, salvage techniques, extent of salvage, engine, boiler, and other equipment specifications and manufacturers, exact nature of casualty, final disposition of vessel, as well as adding further to the limited knowledge of natural deposition of shipwreck remains and state of preservation in a freshwater environment.





A couple examples may indicate further some of what is currently known, and unknown, about the marine casualty history of the Apostle Islands National Lakeshore region and the inter-relatedness of these individual vessels and the surrounding community, then and now:

On September 6, 1892 the tug JOHN A. PAIGE (P. F. THRALL-1881) burned to the water's edge while anchored in Siskiwit Bay near the mouth of the Siskiwit River to the west of the Apostle Islands. Fire broke out about 10 p.m. in the bilge below the boilers as a fireman was cleaning boiler flues. There were five persons on board at the time and no lives were lost nor were there major injuries. This vessel was a total loss with no currently known record of salvage.

The JOHN A. PAIGE was a wooden steam propeller of 74.0 feet in length, 16.0 feet in width, and 8.0 feet in registered depth. Her gross tonnage was 51.85 tons. The PAIGE was built as the tug P. F. THRALL in 1881 at Green Bay, Wisconsin, apparently for Ira Coburn.

Period accounts state the fire spread rapidly and all were forced to abandon ship under direct order of Captain Daniel Cronk (Cronck), then of Ashland, Wisconsin. The vessel was valued at \$6,000 to \$8,000 but insured for only \$3,000. It appears there would be little of the hull left for a salvager of that time although disposition of the engine, boilers, and machinery is unknown and may have succumbed to local entrepreneurs.

The survivors swam ashore and walked the several miles into Bayfield to report the incident. The tug N. BOUTIN, namesake of one of Bayfield's prominent businessmen, went to the scene but found little. The tug N. BOUTIN is reported to have completed the PAIGE's season contracts.

At the time of the accident the JOHN A. PAIGE was awaiting daylight to complete forming a log raft for towing. She had been occupied regularly for several prior seasons in this trade, having been purchased about 1886 by the Paige Lumber Company of Duluth, Minnesota when its name was changed. Some time after 1886, the tug was purchased by Ashland Steam and Tug Boat Company. Finally, about 1890-91, the PAIGE was reported sold to Captain Cronk and W. H. Singer of Prentice Brownstone quarries, owners at the time of loss.

There is no evidence at present that the tug's remains have been searched for or located in recent times by recreational SCUBA divers or others leading to the probability that the archeological site remains unmolested.

Another vessel of interest and with a less catastrophic ending is the wooden steam propeller JOSEPHINE ADDISON (1919) which was abandoned at the Halvor Reiten Boatyard in Bayfield about 1948. A portion of the ADDISON's hull, including keel and ribs, is still quite in evidence at the Reiten Boatyard. Of



interest, too, is her 75 IHP, one-cylinder, high pressure, non-condensing steam engine still on its mount with shaft in place. Her boiler was removed at the yard and stands nearby where it was used to power steam winches used in the yard's small railway. The boiler could deliver steam at 140 psi.

The JOSEPHINE ADDISON was built in 1919 at Menominee, Michigan. Her registered dimensions were 51.0 feet in length, 14.5 feet in width, and 5.8 feet in depth with tonnages of 47 gross and 32 net. She carried a crew of 4 to 7 persons while active in commercial fishing. In 1925 she was owned by Enos Petitpren of Grand Marais, Michigan, in 1930 by Ora Endress also of Grand Marais, Michigan, then in 1945 by Henry Johnson of Bayfield, and finally, after going out of documentation in 1947-48, by Halvor Reiten of Bayfield who beached the vessel in his boatyard. The ADDISON was brought into the yard stern first and is now viewed by many of the yard's curious visitors just where Halvor left it.





Frequency of Known Shipwrecks and Marine Casualties in the Vicinity of  
Apostle Islands National Lakeshore Based on a Preliminary Historical Survey  
Conducted in April and July 1982

1870s	.x (1)
1880s	.xxxxxxxxxxxxxx (13)
1890s	.xxxxxxxxxxxxxxxxxx (17)
1900s	.xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx (29)
1910s	.xxxxxxxxxxxxxxxxxx (15)
1920s	.xxxxxxxxxx (9)
1930s	. (0)
1940s	.xxx (3)
1950s	. (0)
1960s	. (0)
1970s	.xx (2)



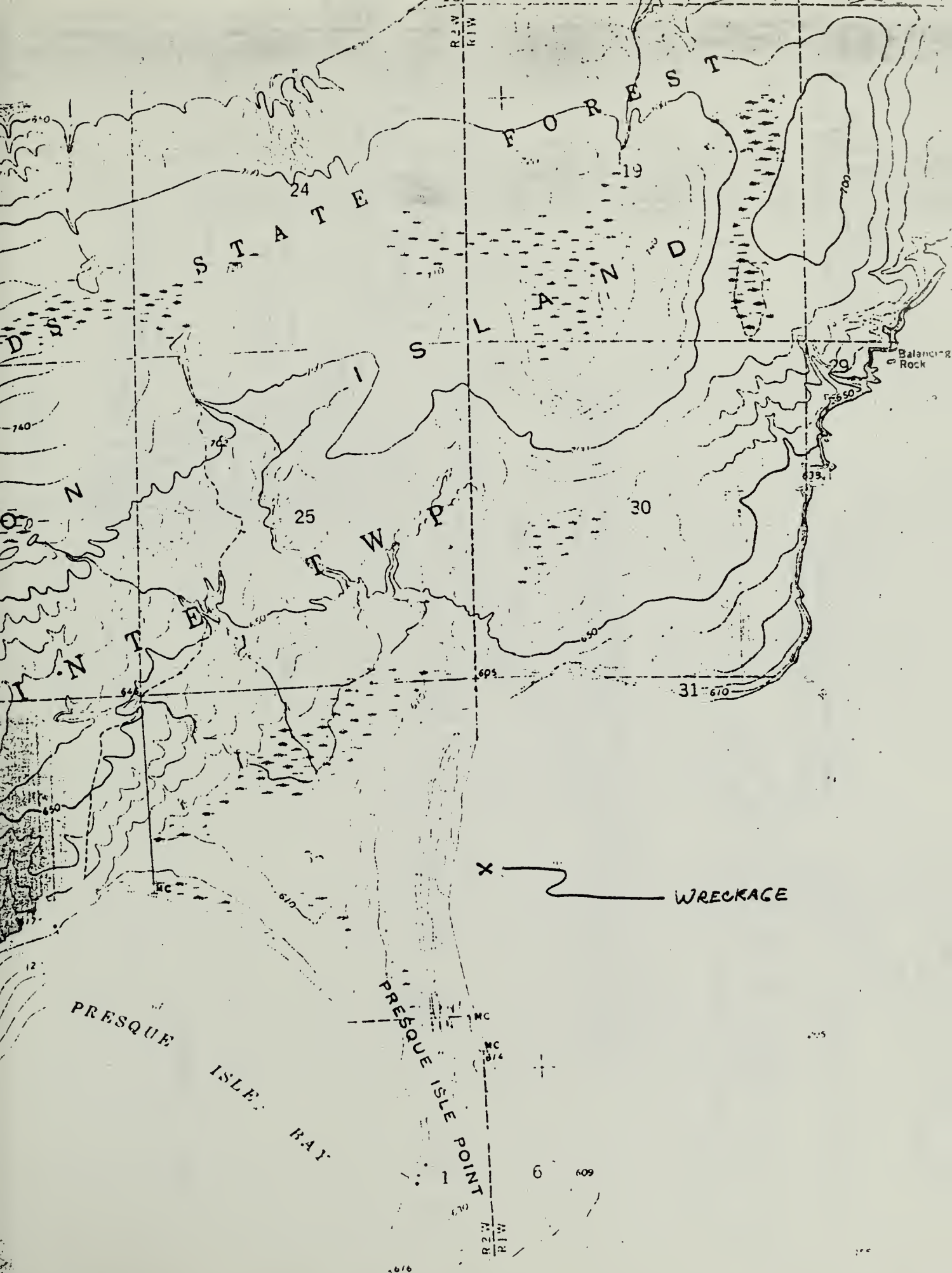
## Investigations of a Shipwreck at Apostle Islands National Lakeshore

On August 17, 1982 Ellen Mauer examined the remains of a wrecked vessel fifty feet offshore of Stockton Island east of Presque Isle Point (Figure 4). The depth of water over the area ranges from 6 to 18 feet. The area was surveyed for extent scatter and a field sketch of prominent features was produced (Figure 5).

The site which is partially buried represents the remains of a medium sized vessel. The vessel was apparently steam powered. A cylindrical boiler 7 feet in length of the "Scotch" type was located on the site. There is a 35-40 foot section of hull which shows doubled futtocks (or built-up frames) often found on Great Lakes vessels beneath the hull planking. A thirty foot long timber has a turnbuckle arranged on each end which may have been part of standing rigging or the hull support system.

The vessel may have used metal strakes for longitudinal support as found on some of the 200 foot class of vessels. There were no diagnostic artifacts removed and it is difficult to accurately determine vessel type or size from the site sketch alone. An accurate site map should be produced and the area of structural features probed to ascertain the extent and depth of the remains. The site should be monitored to assess the natural environmental changes and any impacts from visitation. Research should be initiated to determine the source of the vessel, type and its history. The vessel could well have local significance and be National Register eligible and should be managed as such until final eligibility is determined.





Location of Wreckage at Apostle Islands National Seashore  
Figure 4





NOT TO SCALE!

— ~ 6' DEEP —

— 0' DEEP —

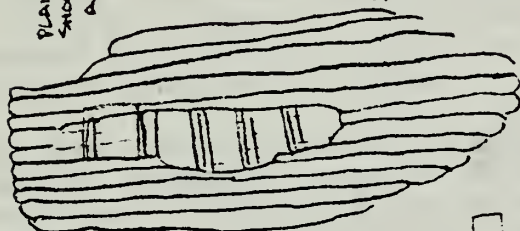
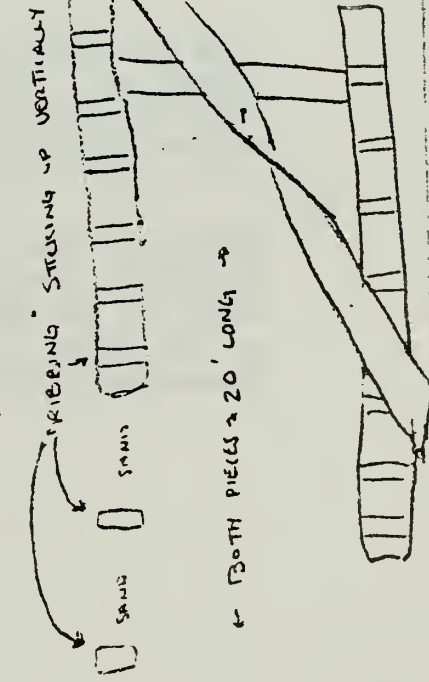
— 12' DEEP —

← ~ 50' LONG →

← BOTH PIECES ~ 20' LONG →

← 18' DEEP →

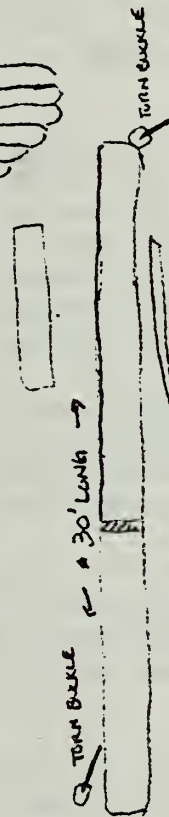
8" WIRE FLAT METAL PIECE  
LAYING ACROSS - BUT APPARENTLY  
NOT ATTACHED TO THIS SECTION



SECTION 35'-40' LONG

12 PLANKS WIDE  
AT WIDEST -  
PLANKS ~ 10" @

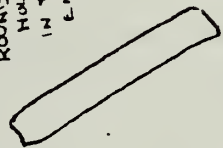
SAND  
COVERS  
AREA



METAL  
PIECE  
W/ HOLE

← ~ 30' LONG →

4" WIDE  
FLAT METAL STRIP



JULIAN BAY  
(BARGE?)

Elen Mauer, Seasonal Ranger  
Apostle Islands National Lakeshore  
8-17-82





## Survey Methodology and Results

### Basswood Island Quarry Site

Underwater survey of this site took place on July 1, 1982. Water depth of the cribbing area was approximately 20 feet and the visibility was about 50 feet, allowing the structure to be easily viewed from the surface. The cribbing was measured and drawn and a plan view, Figure 6 and perspective view, Figure 7 were produced from the field data.

The submerged site component is apparently a foundation for dock facilities for loading brownstone removed from the nearby quarry works. The cribbed portion of the structure is a little over 180 feet in length and 18 feet wide and 18 feet high. The structure is made of logs about a foot in diameter which have the bark removed and the ends hewn so as to interlock, Plate 1. The cribbing is held together by spikes driven through one timber into the next lower one beneath, except for one section, Plate 2.

The second feature of the dock structure is a ramp of rocks leading from shore and meeting the cribbed portion at an angle about a third of the way from one end. This rock ramp as the obvious route of transport for the quarried stones. This section of the structure had no visible cribbing.

A possible means of transport of the quarried rocks to the vessel dock became evident during the survey of the surrounding area. A section of small gauge railroad rail was located near the cribbing area in the rock ramp portion of the dock structure, Plate 3. This was similar to a piece of rail located at the Stockton Island quarry site, Plate 8.

There were few small artifacts in the dock area, although there was some stone with visible quarry marks, Plate 4, in the general vicinity. The dearth of artifacts which would have been expected from an historical site of this type may be a result of the looting activity of sport divers. The site is an obvious one and easily located.

Water depth and clarity would make artifact location easy for SCUBA equipped divers. The extent of artifact removal would be relatively difficult to assess, however, interviews with local divers and shops may give some insight. The fact that artifact collection and removal is still going on in this area is supported by news clippings of artifact recovery from Chequamegon Bay in Appendix II.

### Stockton Island Quarry Site



# BASSWOOD ISLAND QUARRY APOSTLE ISLANDS NATIONAL LAKESHORE

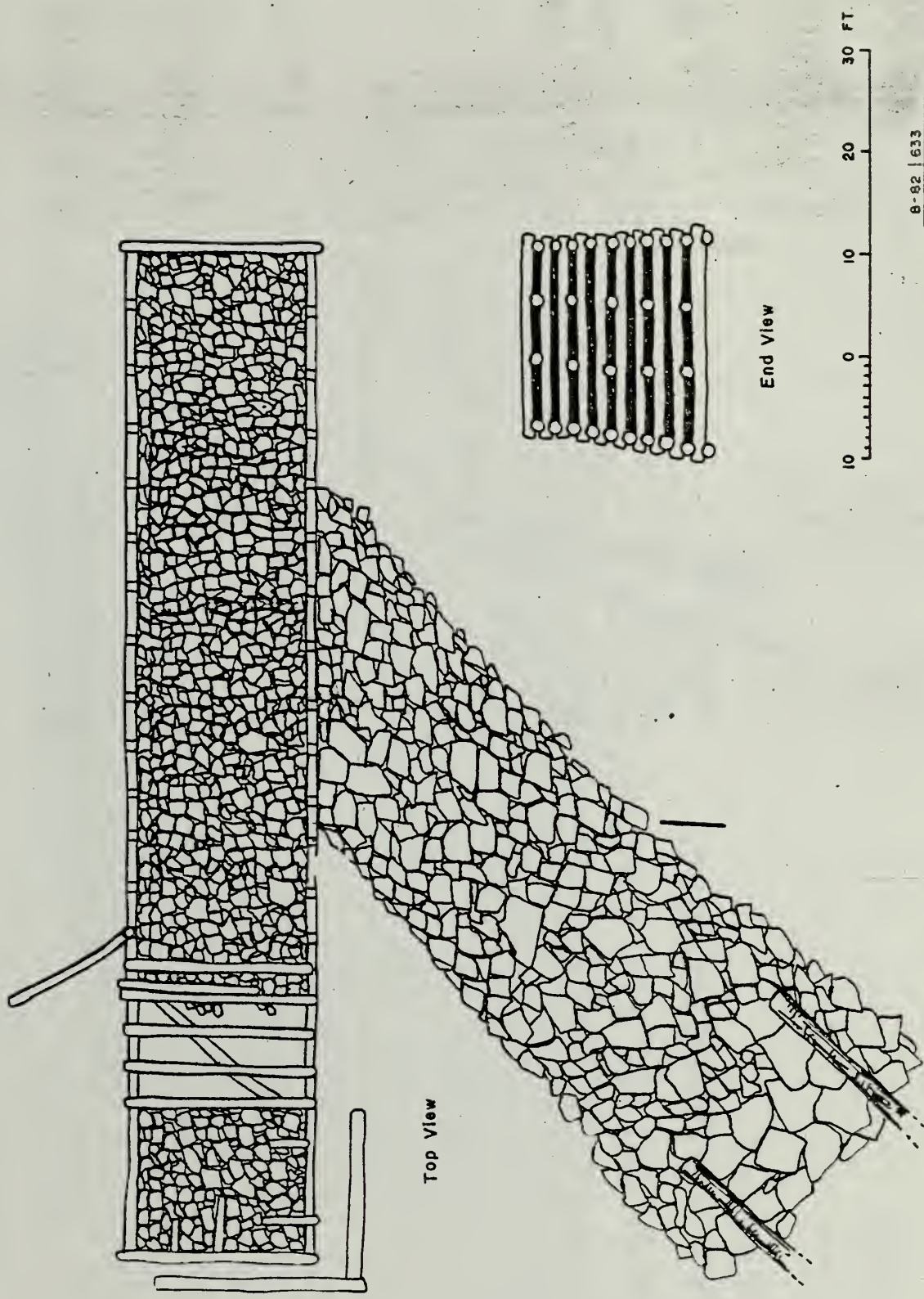
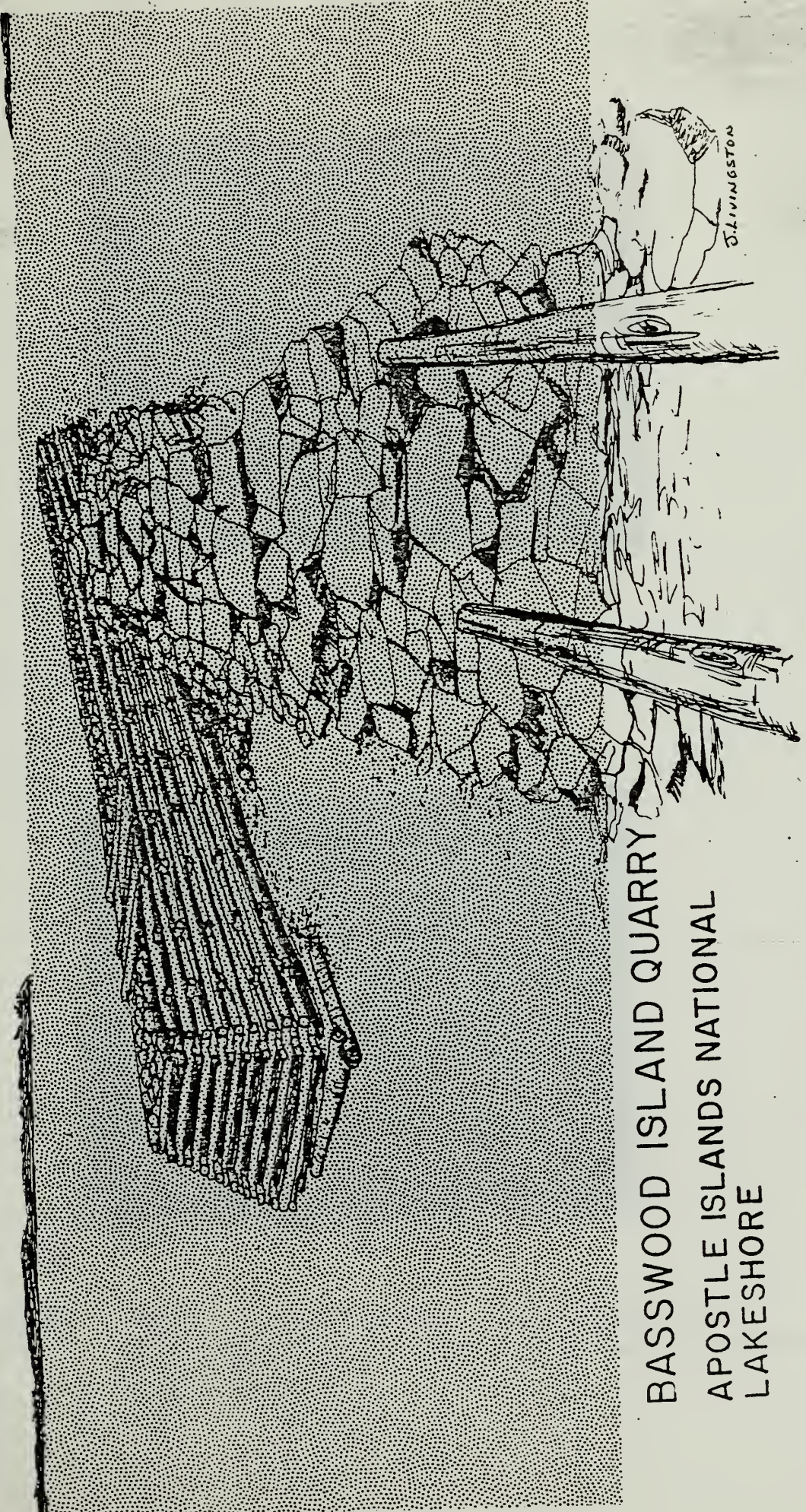


Figure 6







BASSWOOD ISLAND QUARRY  
APOSTLE ISLANDS NATIONAL  
LAKESHORE

Not to Scale

8-82	633
JL	82002

Figure 7  
20





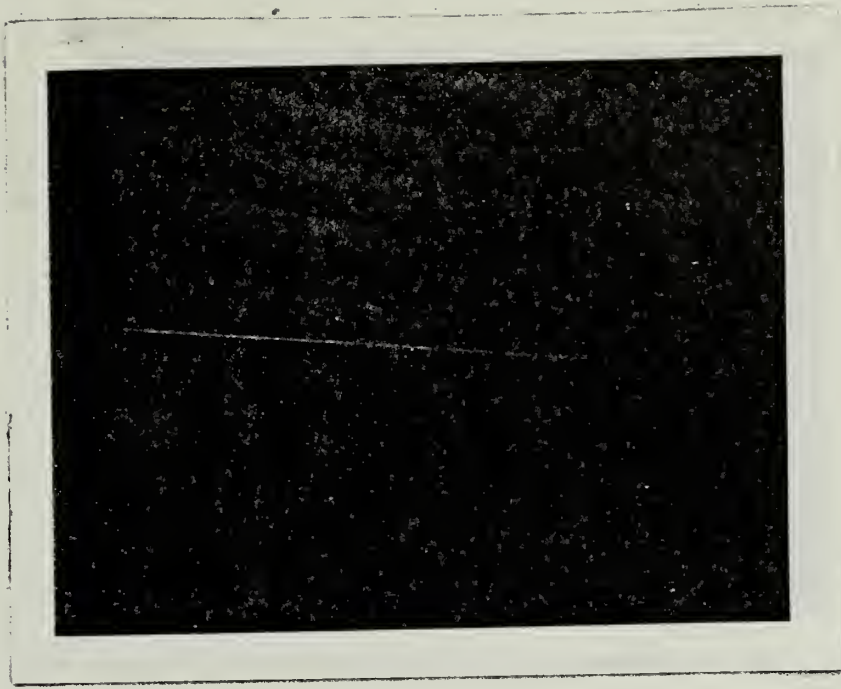


Plate 1: Basswood Island quarry dock during mapping operations.  
View showing interlocking timbers.

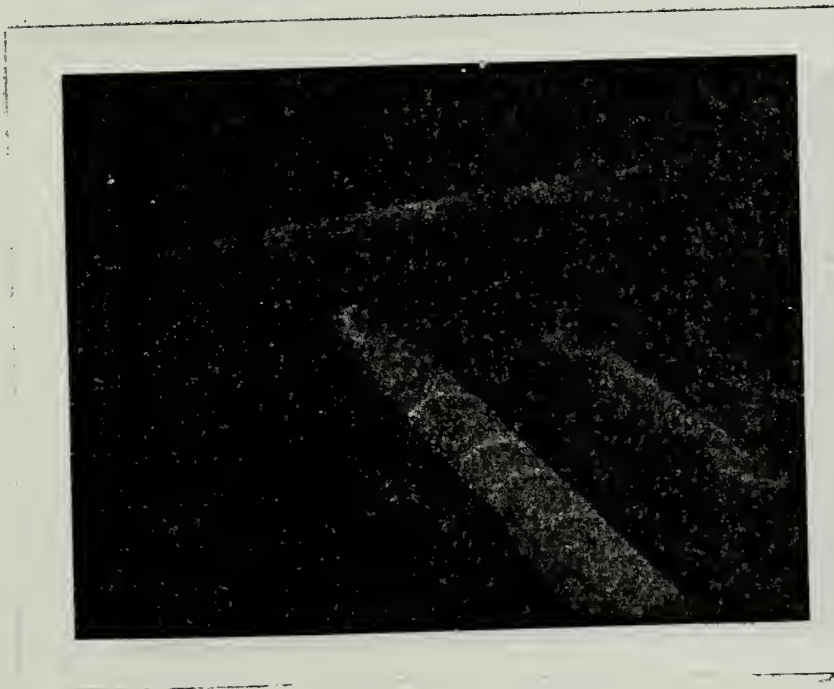


Plate 2: Basswood Island quarry dock. View looking down into  
portion of cribbed area which was not filled with  
rocks. Notice the two iron fasteners between the upper  
and second timber.



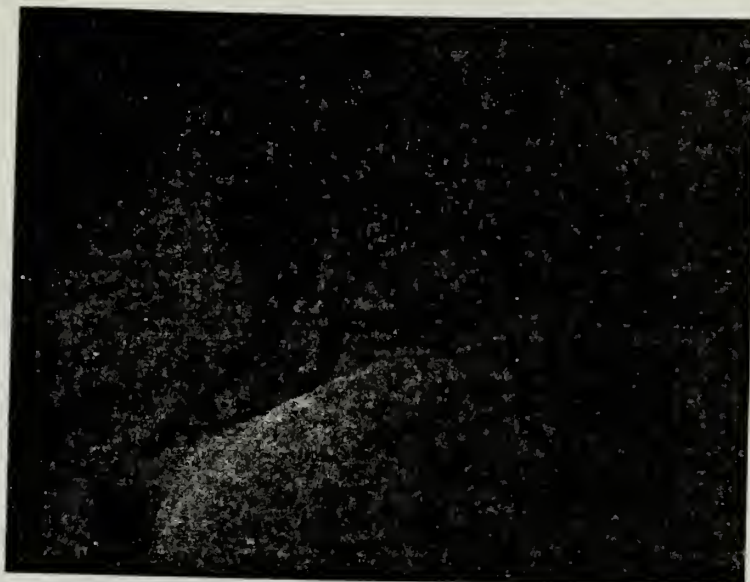


Plate 3: Section of small gauge railroad track found in the rock ramp area leading to shore. Basswood Island quarry dock.

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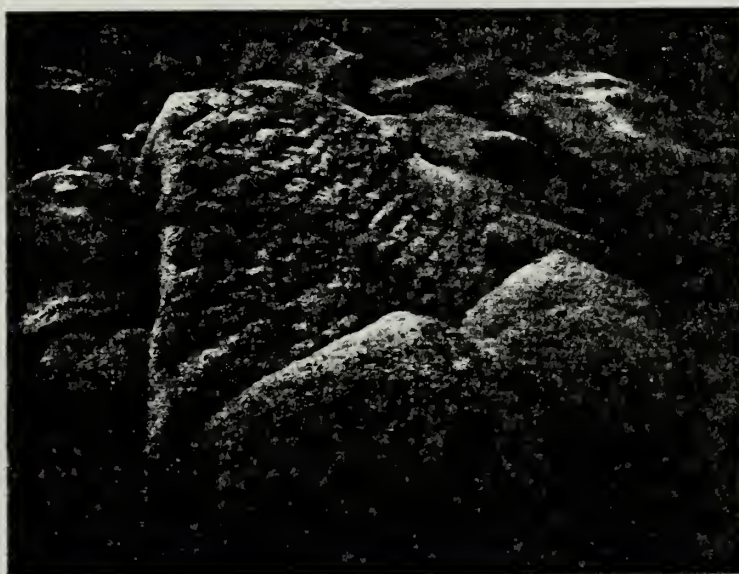


Plate 4: Brownstone block showing quarry marks. Basswood Island quarry dock.





The Stockton Island quarry site dock is of a different design than the Basswood dock. The Basswood dock ran roughly parallel to shore and provided docking space to a vessel on the lake side of the cribbed structure. The Stockton Island quarry dock is composed of two cribbed sections with a clear area for vessel docking between them, Figure 8. The outer or lakeward section was mapped in detail and the location and shape of the remaining cribbed structure outlined only.

The outer cribbed portion which probably served as a breakwater as well as docking facility is in excess of 300 feet long. The dock opening is about 45 feet wide. The cribbing is completely filled with rocks and has no clear sections as did the Basswood dock. Rocks evidently from the collapse of the upper portions of the cribbing were piled against the lakeward side of the outer section. An historical photograph Plate 5 shows a vessel moored on the inside of the structure in the docking area.

The Stockton Island docks are not as high as the Basswood dock. A dive was conducted in the deeper water immediately offshore. Notched timbers, apparently belonging to the cribbed dock were followed to a depth of 90 feet. The bottom was not shelved as previously reported, but had a gentle slope from the 10 to the 90 foot contour. A line reel was used during the dive to make surveys in the deeper portions of the site to maximize coverage. No artifacts other than the cribbing timbers were observed.

The area around the dock was surveyed with particular attention to smaller artifacts. This site like the Basswood site, yielded surprisingly little artifactual material to surface examination. The most remarkable was a portion of a wooden wagon axle, tongue and trace, Plate 6. No other smaller artifacts were visible on the surface in the immediate vicinity. There were a few cribbing spike portions of wire rope and a section of small gauge railroad rail (Plate 8) similar to the Basswood Island section in other areas. One additional feature was noted: Plate 7 is off a group of rocks wrapped with wire rope, perhaps a "deadman" or "holdfast" for rigging purposes.

The third site surveyed was the Manitou Fish Camp docks. This is a fish camp which is still in limited use. The shallow area from the water's edge to a depth of 10 feet was surveyed. The area was sketched, Figure 9, with the most prominent feature, a roughly square, rock filled cribbing, mapped (Plate 9). The cribbing is about 70 feet directly offshore of the current dock. There was a relative abundance of smaller artifacts in the survey area compared to the quarry docks. The material ranged from ceramics to an engine block Plate 10, transmission housing and oil filters. No effort was made to systematically plot artifact density and type. No material was recovered.



# STOCKTON ISLAND QUARRY APOSTLE ISLANDS NATIONAL LAKESHORE

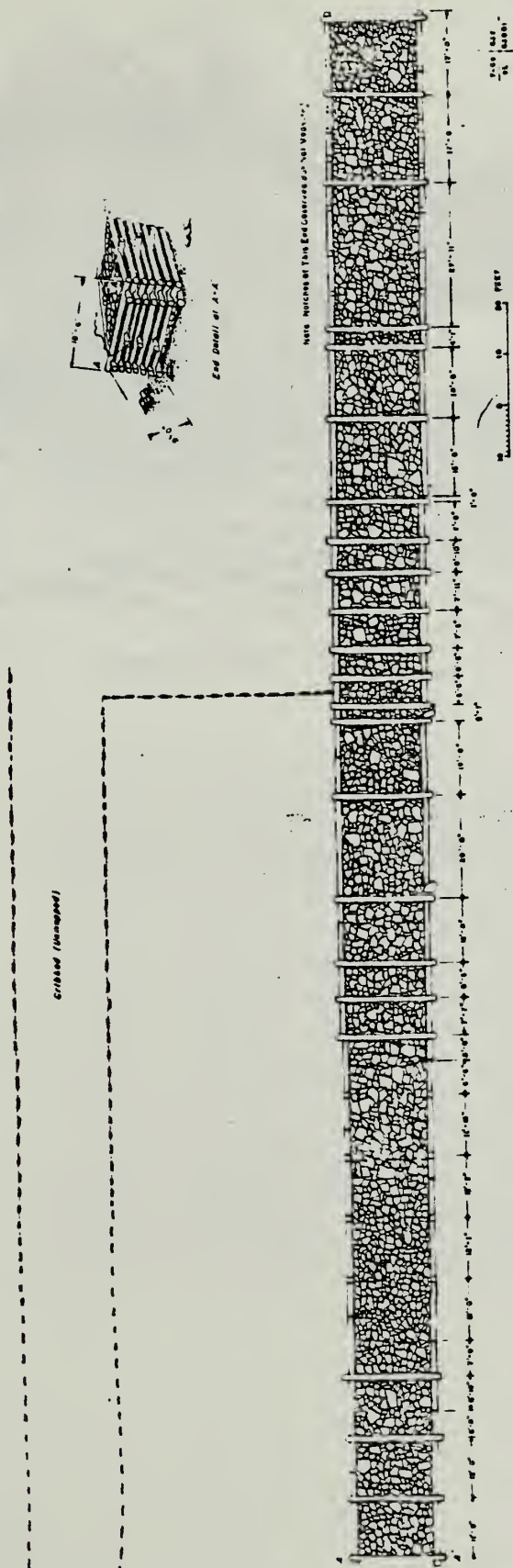


Figure 8





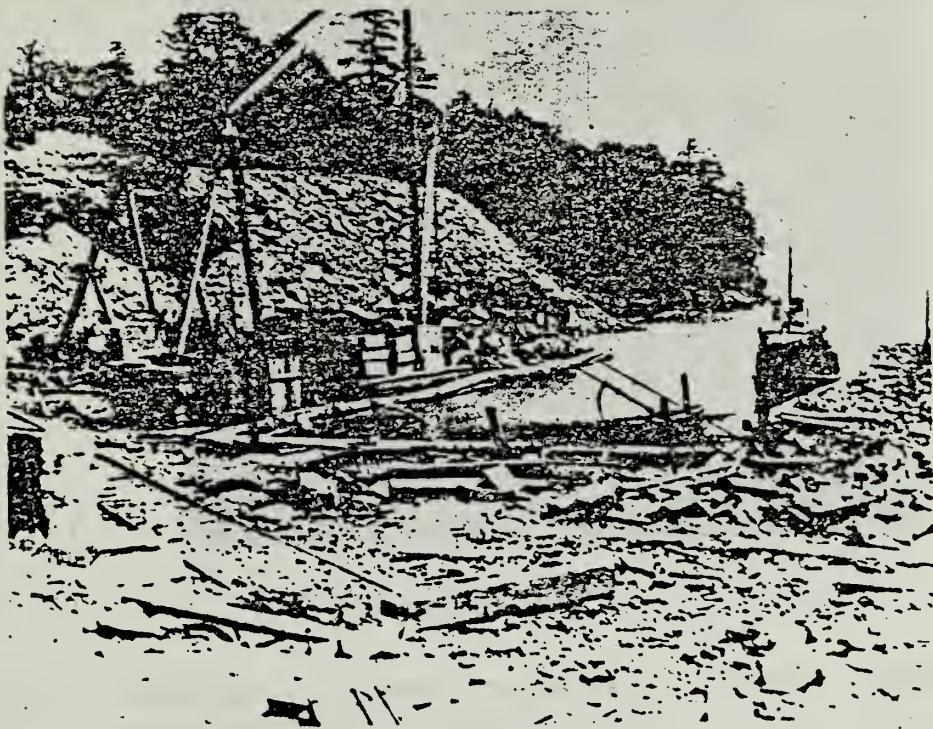


Plate 5: QUARRY DOCK, STOCKTON ISLAND





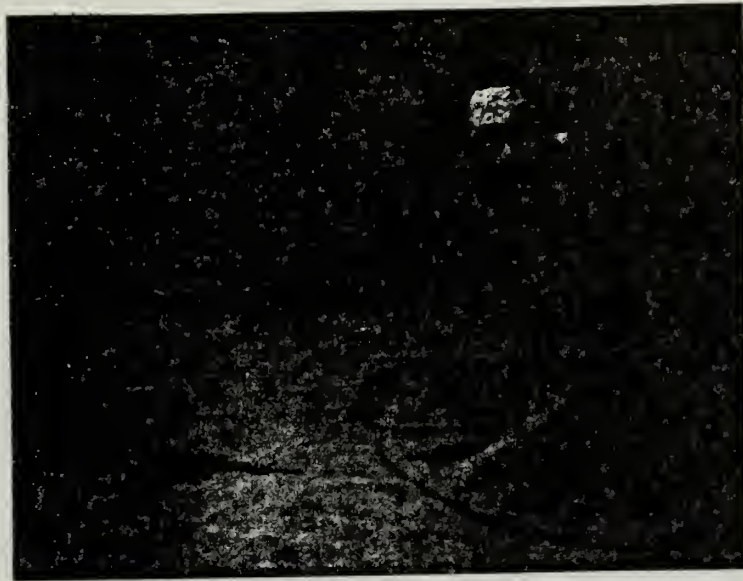


Plate 6: A portion of a wagon tongue axle and trace, submerged near Stockton Island quarry dock.

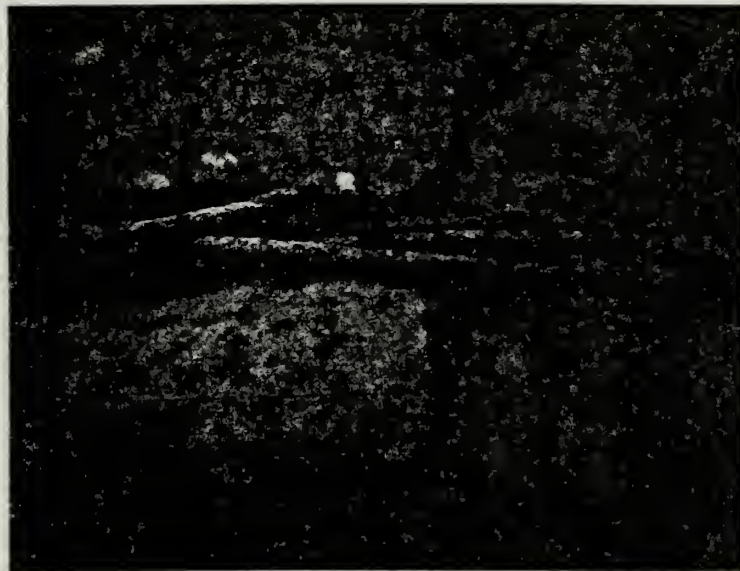


Plate 7: A group of rocks wrapped with wire rope cable at Stockton Island. This arrangement probably served as a submerged "deadman" or "holdfast" for rigging purposes.



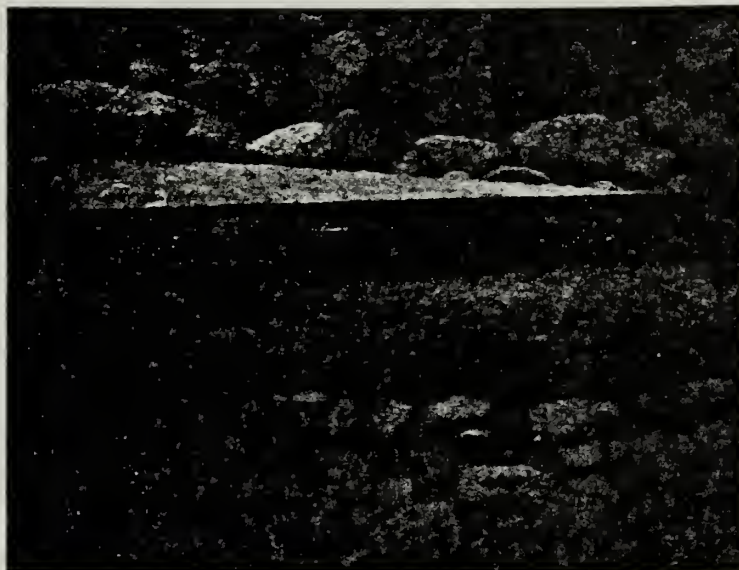


Plate 8: Section of small gauge railroad track located at the Stockton Island docks which was similar to the ones found at Basswood Island quarry dock.

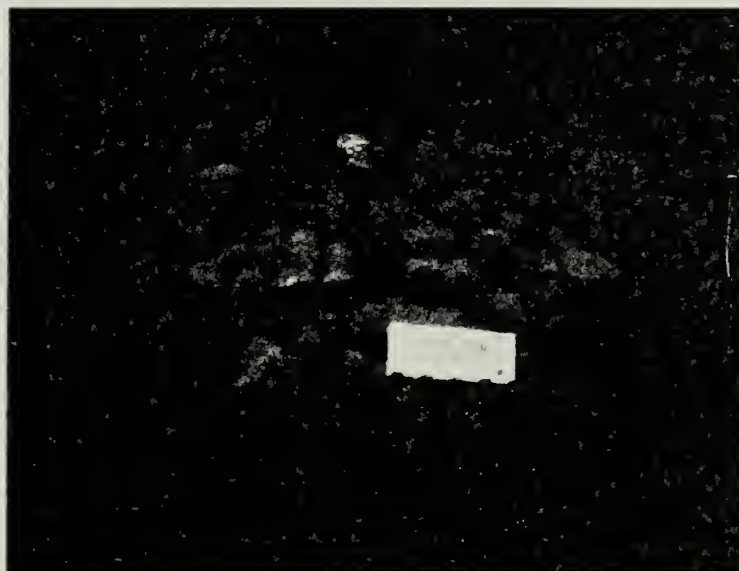


Plate 9: Rock cribbing 70 feet off the Manitou Island Fish Camp dock.





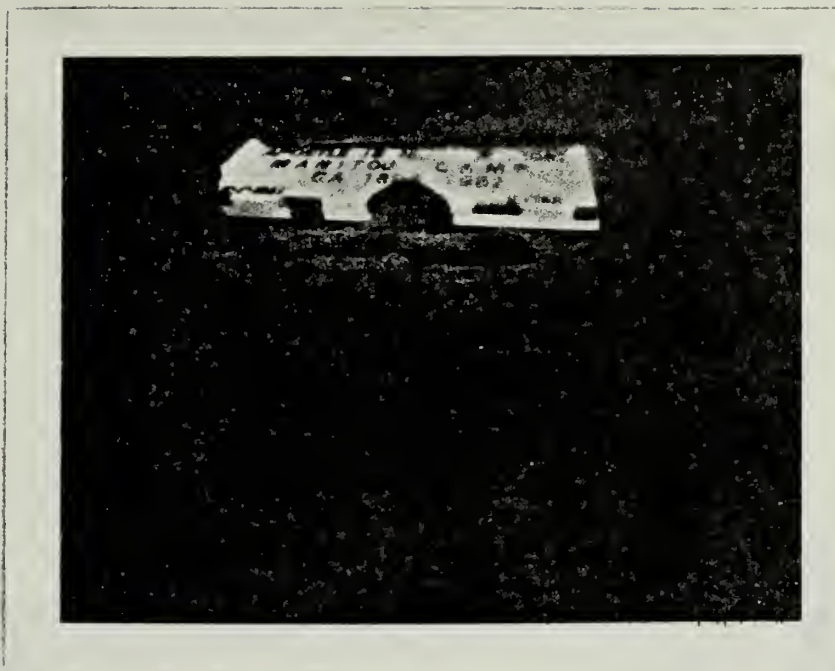
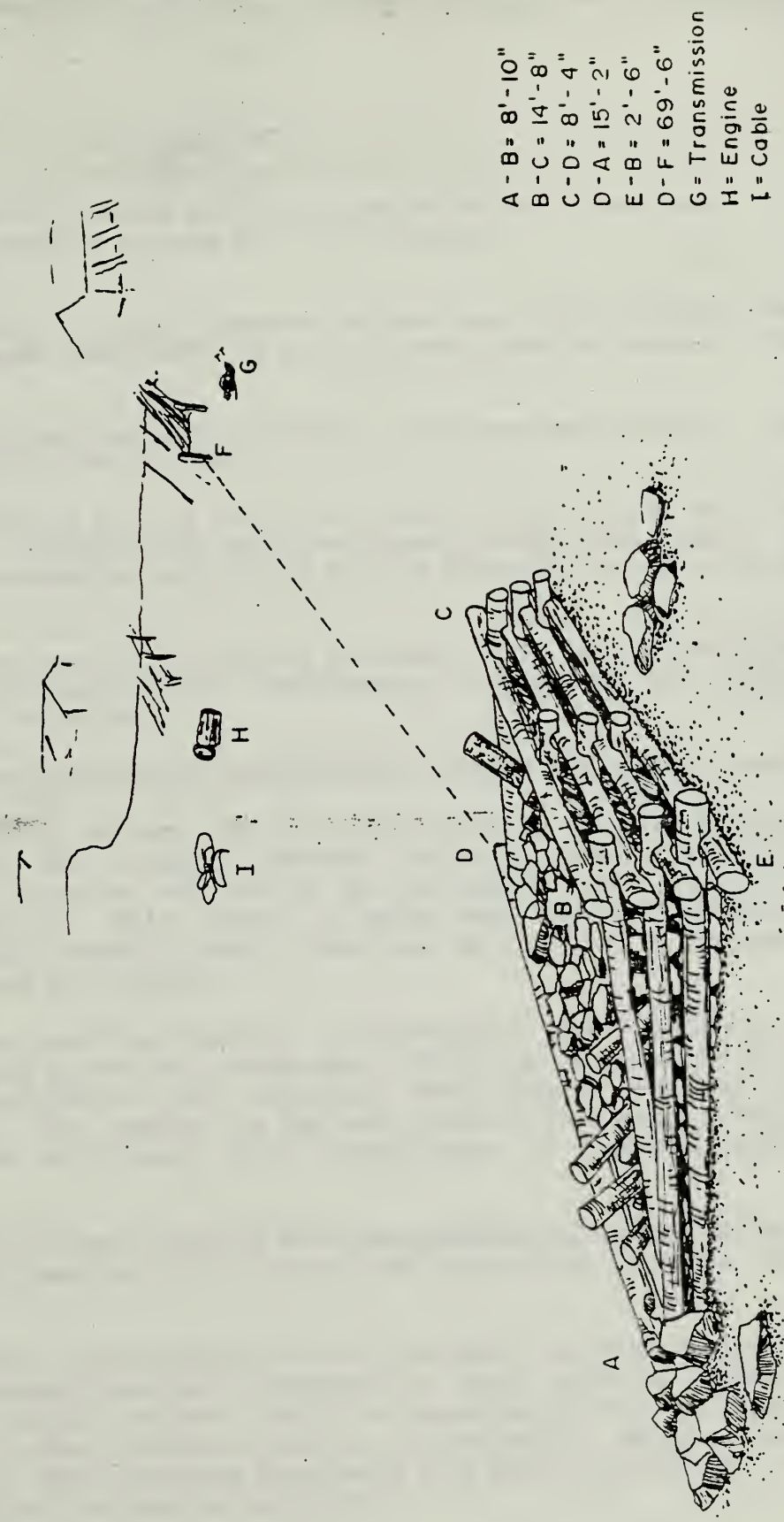


Plate 10: Engine block off Manitou Island Fish Camp.



# MANATAU ISLAND FISH CAMP APOSTLE ISLANDS NATIONAL LAKESHORE



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Figure 9



Recommendations for Further Work on Submerged Cultural Resources  
Apostle Islands National Lakeshore

1. Continue the ongoing historical research of the area, particularly those known to have submerged components, to serve as background to planning future underwater surveys.
2. Generate an overall site map with different site types designated to begin developments of site distribution models.
3. Develop and initiate an oral history and ethnological program with local residents, particularly regarding the maritime history of the area. These data will be useful for interpretive programs as well as archeological site location and analysis.
4. Develop a shipwreck specific history of the area. This can be done through in-park research and contracts with knowledgeable individuals and regional museums and historical societies.
5. Monitor known site locations for environmental changes and visitor impact.
6. Institute and maintain contact with the diving shops in the area especially regarding Park diving and cultural resource policies. Local divers may be recruited for survey projects and should be integrated into Park diving operations when feasible. This effort in other areas has been effective in engendering a conservation ethic in sport divers and has resulted in responsible cooperation from skilled individuals.
7. Integration of Park maritime history interpretation with community and regional efforts should be actively encouraged. Effective programs should give visitors a regional perspective and community participation can aid local preservation efforts. An example is the Halvor-Reiten Boat yard, a National Register historic site with much local significance to regional maritime history.
8. An active diving program involving Park paraprofessional archeologists and others would be greatly beneficial for surveys and monitoring projects within the park.
9. Consultation with a geomorphologist would be useful to identify locations of submerged features which have been recognized as high potential areas for terrestrial sites. Bottom surveys could be executed by Park personnel and limited testing could locate previously unknown archeological sites. Testing could be limited to small trenches positioned from shore stations and coring operations which require a minimum of equipment.





10. Procure and examine available aerial imagery to assess usefulness to locate known and potential sites once signatures are recognized.



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Appendix I  
Some Recorded Marine Disasters and Shipwreck Locations of Apostle Islands

(After Wells 1938, Engman 1976)

- 1885      Propeller R.M. FORBES ran aground in Apostle Islands.
- 1889      Steamer AUSTRALASIA ran on shore on Michigan Island. Northeast gale, no lives lost, \$12,000 damage.
- 1889      Towing steamer A. C. ADAMES with schooner MONTERERY in tow ran aground on a reef off Sandy Island. Removed and repaired.
- 1891      Steamer MARY CARGAN in tow of steamer T. H. CARRY foundered near Sand Island.
- 1896      Steamer OMAHA stranded east of Devil's Island. Damage \$1,500.
- 1901\*      FEDORA - 290' freighter caught fire near Basswood Island, was run ashore near Red Cliff and burned. Wreck is near Red Cliff Campground.
- 1903      Steamer MARQUETTE foundered in vicinity of Michigan Island. Loss \$40,000.
- 1905\*      Steamer SEVONA seeking shelter broke in two near York Island. \$220,000 value, seven lives lost. Reported hard aground on Sand Island Shoal. (Engman 1976). This vessel carried the first electric searchlight used on the Great Lakes.
- 1905      Steamer WILLIAM E. COREY beached on Gull Island. Released - damage \$100,000.
- 1907\*      COMORANT - wooden steam barge. Wreck is in 6 feet of water near the Boat Landing in Red Cliff Bay.
- 1909\*      The OTTOWA owned by Reid Wrecking Company was at one time one of the most powerful tugs in the world. The tug participated in many famous Lake Superior recoveries and salvages. The wreck is in 25 feet of water near the wreck of the COMORANT
- 1912      Steamer ONOKO beached to patch a leak. Less than \$1,000 damage.
- 1914      Steamer JOHN H. BOLOND outbound from Fort William ran ashore on North Twin Island. \$6,836 damage.



- 1917 Steamer upbound to Ashland struck rocky point of Madeline Island. Damage \$15,500.
- 1920 In foggy weather, steamer WILLIAM H. WOLFE stranded on Devil's Island. Damage \$20,000.
- 1922 Steamer C. S. ROBISON stranded on east side of Devil's Island. Damage \$120,000.
- 1924 During a storm, steamer JOHN W. AILES sought shelter in the Apostle Islands. Struck ground on Rocky Island. Damage \$20,000.
- 1928 Steamer BROCKTON outbound from Duluth to Buffalo struck an obstruction near Devil's Island. Towed to Duluth. Damage \$3,000.
- 1951\* PITZ. Towing steamer. Abandoned mouth of Amicon River.
- \*Unidentified steamer in Red Cliff Bay within easy swimming distance from either the OTTOWA or COMORANT. The wreck is 80' by 20'.
- 1964\*. FIN McCOOL - a barge of 135' length is just outside of Bayfield in 20' of water. The wreck is very nearly intact. The wreck is just off the Sea Gull Motel.
- \* Additionally there are 2 unidentified wrecks on either side of Port Superior. A barge lies to the left of the port and a tug to the right of the harbor.

\*Wrecks of known location in or near the National Lakeshore boundaries (from Engman 1976).





Newspaper Report of Artifact Salvage Activities

From the Ashland Daily Press



What is it? Well, to beholder Russ Dennis of 10th Avenue West, in Ashland, it's treasure.

Dennis discovered this algae-covered product of the Ashland Bottle Works while diving for clams in Chequamegon Bay and soon after was offered \$50 for his find.

Diving instructions and certifications are available to interested area persons through two instructors, Gary Cholwek of Washburn, 373-2990, and John Felix of Ashland, 682-3783.

Dennis isn't saying exactly where he found the bottle, at least until after he returns to his secret spot in the hope that the man who threw one bottle in the bay 59 years ago was a two-fisted drinker.







