



**United States Department of Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Jacksonport Wharf Archaeological District
other names/site number

2. Location

street & number	Off Highway V at Lakeside Park in Lake Michigan	N/A	not for publication
city or town	Town of Jacksonport	X	vicinity
state Wisconsin	code WI	county Door	code 029
			zip code 54235

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)


Signature of certifying official/Title

12/28/11
Date

Deputy State Historic Preservation Officer - Wisconsin

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

Jacksonport Wharf Archaeological District

Door County

Wisconsin

Name of Property

County and State

4. National Park Service Certification

I hereby certify that the property is:
 entered in the National Register.
 ___ See continuation sheet.
 ___ determined eligible for the National Register.
 ___ See continuation sheet.
 ___ determined not eligible for the National Register.
 ___ See continuation sheet.
 ___ removed from the National Register.
 ___ other, (explain:)

Edson H. Beall

2-28-12

[Signature]

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(check as many boxes as as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count)

private	building(s)	contributing	noncontributing
X public-local	X District	6	buildings
public-State	Structure		sites
public-Federal	Site	6	structures
	Object		objects
			0 total

Name of related multiple property listing:
(Enter "N/A" if property not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions

(Enter categories from instructions)
TRANSPORTATION/water-related

Current Functions

(Enter categories from instructions)
LANDSCAPE/underwater

7. Description

Architectural Classification

(Enter categories from instructions)
N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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Jacksonport Wharf Archaeological District
Door County, Wisconsin

Section 7 Page 1

General Description:

The Jacksonport Wharf Archaeological District is located in Lake Michigan from the high water mark to approximately 200 yards offshore in the Town of Jacksonport, Door County, Wisconsin. The district consists of the remains of three historic pier structures, three shipwreck sites associated with the piers, and a number of artifacts associated with the piers and shipwrecks that are scattered throughout the area. During periods of calm water, the Reynolds' Pier pilings can be seen protruding from the water's surface. All elements are contributing.

During the heyday of Wisconsin's lumber industry, Jacksonport's business and community life centered around three large piers: Hibbard's Pier, LaMere's Pier, and Reynolds' Pier. Wooden schooners were frequently moored to the piers while loading cordwood, shingles, and posts bound for the ports of Milwaukee and Chicago. Other waiting schooners would anchor a short distance offshore, awaiting their turn to load. Today, the remains of the three piers that defined the Jacksonport community are extant on the lakebed along with the remains of three lumber schooners. One unidentified schooner, tentatively identified as the *Annie Dall*, lies north of Hibbard's Pier. Two others, the *Cecelia* and the *Perry Hannah*, lie along the remnants Reynolds' Pier, the southernmost pier of the complex.

The schooner *Perry Hannah* was the first vessel to be lost when she was driven into Reynolds' Pier during the Great Alpena Blow of 16 October 1880. She lodged in the center of the pier, severely damaging herself and the pier. The schooner was later hauled alongside the pier and abandoned. On 9 September 1885, the schooner *Cecilia* was lost while riding out a storm at anchor a short distance from shore. Her anchors dragged, however, and she came ashore, lodging her bow beneath Reynolds' Pier and sustaining significant damage. The *Cecelia*'s masts were salvaged and her hull was abandoned. The *Annie Dall* also came ashore while riding out an east-southeast gale at anchor on 18 October 1898. The *Annie Dall* sustained significant damage in the grounding, and although she was pulled from the beach and an attempt was made to tow her to Sturgeon Bay for repairs, the vessel was leaking too badly and a salvage pump placed aboard her was unable keep up with the rising water in her hold. The *Annie Dall* was ultimately abandoned on 22 October 1898 following a salvage operation that lasted four days.

Description of Shipwrecks and Piers:

Reynolds' Pier (Contributing, 1869-1890)

Schooner *Perry Hannah* (Contributing, 1859-1880)

Schooner *Cecelia* (Contributing, 1868-1885)

Staff and volunteers from the Wisconsin Historical Society's Maritime Preservation and Archaeology Program conducted a Phase II archaeological survey of the southernmost components in 2004, which included Reynolds' Pier and the schooners *Perry Hannah* and *Cecelia*. Fieldwork on these components was

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conducted between 7 and 13 September 2004. A datum was established on the roadway at the terminus of County Highway V to coordinate all in-water activities and orient the site with the shoreline and adjacent landmarks. A Sokkisha Set 5 Total Station was set up at the datum and allowed project staff to create an accurate map of the shoreline, piers, and wrecks, and clearly define their locations and orientations within the surrounding landscape. Many of the Reynolds' Pier pilings are extant and define the perimeter of the main pier structure, in addition to the remains of several stone-filled cribs.

The Phase II archaeological survey allowed archaeologists to identify and record in plan view the overall underwater site, while recording wreckage detail for archaeological interpretation. The Reynolds' Pier site lies in a dynamic surf-zone environment and is subjected to a large amount of sand transport that covers the site to varying degrees from year to year. The remains of two vessels lie immediately south of the pier, but much of the wreckage embedded in the lake bed and it was not possible to distinguish which was the *Perry Hannah* and which was the *Cecelia*; therefore the vessels are referred to as Vessel 1 and Vessel 2. Vessel 1 is oriented in a north-south direction with its bow facing south. Vessel 2 lies south of Vessel 1 and is oriented perpendicular to, and touching, the hull of Vessel 1. At the time of the 2004 survey a large portion of Vessel 1 was exposed, but most of Vessel 2 was buried beneath a foot or more of sand, preventing any survey of that vessel.

The visible remains of Vessel 1 are comprised mostly of the lower hull below the turn of the bilge. Frame members protrude from the turn of the bilge aft of the centerboard trunk. The keelson is broken and missing forward of the centerboard trunk as well as the stern, but the extant keelson section 76.0 feet in length and 1.16 feet molded by 1.0 foot sided. Two-inch thick limber boards are 1.2 feet in width on the starboard side and 1.4 feet in width on the port side.

The vessel is double framed on approximately 2.0 foot centers. The frames immediately aft of the centerboard trunk are 0.66 feet molded and 0.5 feet sided, with 0.92 feet of room and 1.17 feet of space. Ceiling planks are fastened to the frames with both .75 and 1.0 inch iron through bolts. Nearer the stern, the ceiling planks are fasted to the frames with ½ inch square spikes with roves.

The bottom of the centerboard trunk is extant atop the keelson. The centerboard trunk is 32.0 feet long by 1.7 feet wide, but is somewhat broken up near the forward end. The trunk was planked with longitudinal timbers 0.8 feet wide and 0.5 feet thick. The centerboard pivot pin is located 6.0 feet aft of the forward edge and is 0.21 feet in diameter. The centerboard itself is broken, but a fragment of the centerboard remains within the trunk. The rest of the centerboard lies off the port side of the keelson at amidships, resting atop the ceiling planks of the lower hull and wedged beneath the disarticulated port side hull. This centerboard fragment is 14.0 feet in length and 5.0 feet in width, and is constructed of six timbers that vary between 0.7 to 1.1 feet in width. An iron hanger, 2.3 feet long by 0.4 feet wide with a clevis attached to the end, is affixed to the corner of the centerboard fragment.

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The mainmast step is located 3.0 feet aft of the centerboard trunk. The mast step is constructed from two longitudinal timbers fastened atop the keelson that each measure 8.2 feet long by 0.9 feet wide. A mortise is cut between the timbers for the mainmast tenon that is 1.4 feet long by 0.5 feet wide. No other mast steps were located on the remaining section of the keelson assembly.

Five mortises for deck stanchion are cut into the keelson aft of the mast step. The first mortise, 1 foot long by 0.25 feet wide by 0.17 feet deep, begins 9.0 feet aft of the mainmast step. The second mortise of the same dimensions begins 7.0 feet aft of the first. The third mortise, 3.0 feet aft of the second, is 1.6 feet long, 0.25 feet wide, and 0.17 feet deep. The fourth and fifth mortises are both 2.0 feet aft of the preceding mortises, and each are 1.3 feet long, 0.25 feet wide, and 0.17 feet deep.

The sternpost lies on the lakebed off the vessel's port quarter, and a disarticulated section of the starboard quarter lies partially buried north of the sternpost. Disarticulated planks and a section of the hulls side also lie in this area. The hull section is double framed with individual futtocks that are 0.42 feet sided and 0.58 feet molded, with a 1.16 feet of space between frame sets. Attached ceiling planks are 0.67 feet wide and 0.33 feet thick.

The vessel's port side hull has collapsed outward and lies 15.0 feet off the centerboard trunk. Frame futtocks on this section are 0.42 feet sided, 0.5 feet molded, with 1.0 feet of space between frames. Ceiling planks are 1.08 feet wide and 0.17 feet thick and are fastened to the frames with $\frac{3}{4}$ -inch iron bolts. Outer hull planks are 1.08 feet wide and 0.25 feet thick, and are also fastened to the frames with $\frac{3}{4}$ -inch iron bolts.

The starboard side is also broken at the turn of the bilge, but is somewhat more intact than the port side, although the stern of the starboard side has moved away from the lower hull so that the starboard side now rests at a 25 degree angle from the keel. Much of the starboard side hull is buried in the lakebed with only the frames at the turn of the bilge protruding from the sand. Frame futtocks on the starboard side hull are 0.42 feet sided, 0.58 feet molded, and have 0.9 feet of space between frames. Ceiling planks are 0.67 feet wide by 0.33 feet thick.

Like Vessel 1, Vessel 2's hull sides have broken at the turn of the bilge, and the centerboard trunk is no longer attached to the keelson. At the time of the survey in 2004, little of Vessel 2 was visible above the lakebed. The only visible wreckage was 12 double-frame sets from one of the vessel's sides that lies at a 70 degree angle to Vessel 1's keel. Visible frame futtocks were 0.42 feet sided and 0.58 feet molded, with 1.17 feet of space between frames. Outer hull planks were 0.83 feet wide and 0.17 feet thick. Ceiling planks were 0.5 feet wide and 0.25 feet thick.

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The centerboard trunk from Vessel 2's was located 160 feet southwest of the site. Disarticulated from the keelson, the centerboard trunk appears to be moving towards the Lakeside Park beach by wave action. The extant section of the centerboard trunk is comprised of 8 longitudinal planks that vary between 0.7 to 1 foot in width and are fasted with ¾-inch iron bolts with roves. The trunk's overall length is 26.4 feet long and is 7.0 feet tall. The centerboard pivot pin is located 4.9 feet from the forward edge of the trunk and is 0.4 feet in diameter.

Hibbard's Pier (Contributing, 1868-circa 1900)

LaMere's Pier (Contributing, circa 1880-circa 1920)

Schooner tentatively identified as the *Annie Dall* (Contributing, 1848-1898)

Staff and volunteers from the Wisconsin Historical Society's Maritime Preservation and Archaeology Program conducted a Phase II archaeological survey of the northern components in 2010, which included Hibbard's Pier, LaMere's Pier, and an unidentified three-masted schooner. Fieldwork was conducted in June 2010, and was referenced to the original datum that was established at the terminus of County Highway V in 2004. A Sokkisha Set 5 Total Station was used to reference all site components to the datum that allowed all 2010 survey points to be accurately tied into the original 2004 survey map.

Many of the pilings are extant for both the Hibbard and LaMere piers, although not to the extent of Reynolds' Pier. The location of Hibbard's Pier, the northernmost pier, is marked by 11 extant pilings and the remains of one stone crib. Between Hibbard's and Reynolds' Pier, the location of LaMere's Pier is marked by 45 piles and two large stone cribs identify the perimeter of LaMere's Pier.

An unidentified hull of a three-masted schooner lies north of Hibbard's Pier in 11 feet of water. The vessel lies on a sand bottom on a heading of 320 degrees. The hull sides have broken at the turn of the bilge and have fallen outward, but the centerboard trunk remains upright and attached to the keelson. Nearly the entire lower hull is extant, including the port and starboard hull sides, but much of the lower hull is embedded in the lake bed and covered by several inches of sand that only exposes the bow and stern sections of the port side hull, the keelson and centerboard trunk, and the deck shelf of the starboard side.

The keelson protrudes above the lakebed for its entire length, but the aft 10 to 15 feet of the keelson has broken off and was not located on the site. The keelson is extant for 91.5 feet of its length, and is of an unusual construction that suggests an older vessel that had undergone several repairs to strengthen its aging keel assembly. Both the forward and aft ends of the keelson are constructed of a single timber with dimensions of 1.3 feet sided and 1.00 foot molded, but sister keelsons have been scarphed onto either side of the keelson for additional strengthening. The sister keelsons begins 3.0 feet aft of the stem end terminates 6.0 feet forward of the mizzenmast step. Where the sister keelsons have been scarphed in, the keelson is 0.6 feet sided and 1.0 foot molded, and each of the sister keelsons are of equal dimensions.

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Additionally, cousin keelsons have been added to reinforce the mainmast step and the aft end of the centerboard trunk. The cousin keelsons begin 50.3 feet aft of the stem and terminate 69.3 feet of the stem, overlapping the aft 5.0 feet of the centerboard trunk. The cousin keelsons' dimensions are 0.3 feet molded by 0.95 feet sided. Where the sister keelsons terminate aft, there is a visible fracture in the keelson, 12.3 feet forward of where the aft section of keelson was broken and carried away.

The port side hull is extant from stem to stern, but it is largely buried in the lake bed. The port side lies nearly parallel to the keel, but there appears to a break in the port side near the centerboard trunk's leading edge. Additionally, there is second break in the port side near the stern that corresponds with the severed aft section of keelson.

The starboard side hull is also extant, but lies at nearly perpendicular angle to the hull from the bow outward. Much of the starboard side is embedded in the lake bed, with only the forward mooring bits, the deck shelf, and some of the frames at either end visible above the lake bed. Like the port side, there is a break in the starboard side near the stern, and a section of the starboard quarter lies separated from the rest of the starboard side and lines nearer the lower hull.

Neither the stem, sternpost nor transom was located on the side, but the port side knighthead is extant and remains attached to the port side hull section. Two unidentified spars lie partially buried off the lower hull's starboard quarter. The spars' dimensions are too small to be masts, but no identifying features were discovered for a positive identification.

The vessel carried a single centerboard located on the vessel's centerline that begins at 32.8 feet aft of the stem. The centerboard trunk is 22.0 feet in length, 1.1 feet in width, and rises 4.6 feet above the keelson. Several of the centerboard trunk's uppermost planks are not extant, exposing the top of the centerboard. The centerboard trunk is edge-bolted with iron bolts. Where the uppermost centerboard planks have been carried away the iron bolts protrude from the top of the trunk and are bent over the sides of the trunk. Five horizontal planks remain on the trunk that are 1.1, 1.0, 1.0, 0.7, and 0.7 feet wide from the top of the trunk down, and each plank is 0.3 feet thick. The centerboard trunk lists 10 degrees to port at its forward end and 7.0 degrees to port at the aft end. The centerboard within is 17.6 feet in length and 0.3 feet thick. The centerboard pivoted on a single pin that is 0.4 feet in diameter and located 4.9 feet from the trunk's forward edge and 0.4 feet up from the keelson. The pin is not extant in the trunk.

The vessel is double framed, and the bulwarks were supported by bulwark stanchions that fastened to the tops of the frames. Outer hull plank dimensions are 0.42 feet wide by 0.15 feet thick. Ceiling plank dimensions are 0.63 feet wide by 0.07 feet thick. No deck beams or deck planks are extant, and no evidence of cargo was discovered.

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The vessel carried three masts, and all three mast steps are visible on the vessels keel. The foremast step is located between 14.1 and 15.8 feet aft of the stem. The mainmast step was somewhat difficult to distinguish, but is located aft of the centerboard trunk between 63.45 feet and 66.3 feet aft of the stem. The mizzenmast step is located between 85.0 feet and 86.6 feet aft of the stem.

A search of historic literature produced a handful of three-masted schooners that were lost off Jacksonport, but most were reported to have been salvaged at a later date. The schooner *Annie Dall* is reported to have come ashore south of the Jacksonport piers and was abandoned there, but to date no vessels have been discovered south of the piers. Information gathered during the 2010 archaeological survey suggests that the remains of the unidentified north schooner may be that of the *Annie Dall*. The north vessel's size is consistent with that of the *Annie Dall*, and it was reported that the *Annie Dall*'s stern was badly twisted when she came ashore, suggested she may have broken her keel. The north schooner's keel is broken in two places with the aft section of keel, as well as the vessel's transom, completely missing from the site. Additionally, both the port and starboard sides are broken in a location that corresponds to the break in the keelson assembly. The vessel's orientation, facing the southwest, is consistent with a vessel that was driven ashore during a southeast gale. Adrift vessels invariably turn a beam to the seas and come ashore perpendicular to the prevailing wind. Lastly, a seated Liberty dime with 13 stars around the perimeter of the obverse was located in the mainmast step area. Although the coin's production year was illegible, other features of the coin place its date of manufacture between 1838 and 1853. When a new vessel was constructed, it was traditional to place a coin beneath the mainmast that was minted the same year as the vessel's construction. The age of this coin potentially places its construction year between 1838 and 1854, consistent with the *Annie Dall*'s launch in 1848.

Name of Property

County and State

8. Statement of Significance**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for the National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Archaeology/Historic-non aboriginal

Maritime History

Commerce

Period of Significance

1868-1938

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Hibbard, Perry G. (Hibbard's Pier)

LaMere, Joseph (LaMere's Pier)

Reynolds, Charles (Reynolds' Pier)

Arnold, Thomas J. (Schooner *Perry Hannah*)MacGiven, James (Schooner *Cecelia*)**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

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Door County, Wisconsin

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Summary Paragraph

The Jacksonport Wharf Archaeological District is eligible at the local level with areas of significance in archaeology, maritime history, and commerce. During the heyday of Wisconsin's lumber industry, Jacksonport's business and community life centered around three Lake Michigan piers: Hibbard's Pier, LaMere's Pier and Reynolds' Pier. Wooden schooners often crowded the piers to load cordwood, shingles, and posts bound for the ports of Milwaukee and Chicago, while others would anchor offshore to await their turn to load. Today, the remains of the three piers that defined the early Jacksonport community remain visible on the lakebed, along with remains of three of the schooners that once connected Jacksonport with the southern Lake Michigan port cities. The tentatively identified schooner *Annie Dall* lies north of Hibbard's Pier. Two other schooners, the *Cecelia* and the *Perry Hannah*, lie amongst the remains of Reynolds' Pier, the southernmost of the piers. Some of the pier pilings still protrude from the water's surface; all three shipwreck sites lie in 6 to 12 feet of water. All elements are contributing. The period of significance begins in 1868 with the construction of the first pier and ends in 1938 when an ice shove damaged the piers beyond repair. While the construction date of two schooners predates the period of significance, within the context of this nomination the schooners' importance is in relation to the function of the Jacksonport Wharf.

The schooner *Perry Hannah* was driven into Reynolds' Pier during the "Great Alpena Blow" of 16 October 1880, when she lodged in the center of the pier, severely damaging herself and the pier. The schooner was later hauled alongside the pier and abandoned. On 9 September 1885, the schooner *Cecilia* was riding out another storm at anchor a short distance from Reynolds' Pier. Her anchors dragged, however, and she was blown ashore and shoved under Reynolds' Pier not far from where the *Perry Hannah* lay. The *Cecelia*, heavily damaged, had her masts and rigging removed and was abandoned where she lay. The northernmost schooner lies north of Hibbard's Pier and is tentatively identified as the *Annie Dall*. The *Annie Dall* was blown ashore at Jacksonport in an east-southeast gale on 18 October 1898. Although an attempt was made to tow the *Annie Dall* to Sturgeon Bay for repairs, the damages sustained in the grounding were too extensive and the salvage pump placed aboard her was unable to keep the leaking vessel afloat. Following a four day salvage attempt, the *Annie Dall* was abandoned at Jacksonport on 22 October 1898.

History of Jacksonport's Piers:

Hibbard's Pier (Contributing, 1868-circa 1900)

LaMere's Pier (Contributing, circa 1880-circa 1920)

Reynolds' Pier (Contributing, 1869-1890)

Jacksonport's first European settler, Scotchman Neil Blair, arrived in 1850 to work as a subsistence fisherman and farmer and later was credited as Jacksonport's first commercial fisherman. Eight years

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after Blair's arrival, Perry G. Hibbard and family landed at Jacksonport in 1858. Having left his family's New York fishing business, Hibbard continued working as a fisherman at Jacksonport, as well as working as a farmer, sawmill operator, cooper, blacksmith, and merchant (Butler 1960:18; Holland 1917:405; Reynolds 1960:4).

The Town of Jacksonport's founding and its involvement in the commercial lumber industry was the result of collaboration between three men: Andrew Jackson, Colonel Charles L. Harris, and John Reynolds. Charles Harris, originally from New Jersey, moved to Madison, Wisconsin, during the 1850s to practice law. During the Civil War, Harris achieved the rank of Colonel while leading the 11th Wisconsin Regiment for four years before he returned to Green Bay, Wisconsin, as a businessman (Andreas 1881:267; Martin 1881:94). John Reynolds emigrated from Granard, Ireland, in 1858 to become a real estate broker in Madison (Krueger 2002d:93). Andrew Jackson managed the Federal Land Office in Menasha. In 1867, the three men met in Madison to form the Jackson-Harris-Reynolds Land and Timber Company. Harris and Reynolds invested \$14,000 and purchased 2,000 acres of forested land surrounding Jacksonport. John Reynolds' brother Thomas was hired to manage the business operations and Frank Rowell, a lumberjack from Maine, was hired to run the logging crew. Thirty-seven men were hired at Green Bay and sent north with equipment for the logging operation. Because there were no roads north of Sturgeon Bay, a road had to be cut to move the supply sleigh northward (Butler 1960:18-19; Holland 1917:405; Krueger 2002d:83, 94; Reynolds 1960:5).

Charles Harris arrived at Jacksonport to set up the operation's headquarters, obtain land options, and begin work as a timber merchant (Reynolds 1960:5). Harris purchased land from Perry G. Hibbard (where Lakeside Town Park is located today) with the intent to construct a pier for shipping wood products. Quickly realizing a pier's financial potential, Hibbard immediately began construction of his own pier that was completed in 1868 - a full season before the Jackson-Harris-Reynolds Pier was finished (Andreas 1881:267).

By late 1868, steps were underway to incorporate Jacksonport as a township. Through a special act of the state legislature on 9 March 1869, Jacksonport became the fourteenth and last township incorporated in Door County by taking contiguous sections from the towns of Egg Harbor, Baileys Harbor, and Sevastopol (Butler 1960:19; Reynolds 1960:5; Van Harpen 1991:5). Charles Harris, a member of the state legislature, had circumvented the county board supervisory committee and had directed the bill into legislation (Butler 1960:19). Although Harris and Reynolds originally had invested in the land purchase, the town was named Jacksonport in honor of Andrew Jackson - the person who originally promoted the idea of a logging business near Hibbard Creek (Martin 1881:94). At the first town meeting in April 1869, Charles Harris was elected Town Chairman with Perry Hibbard and Thomas Reynolds elected to the Board of Supervisors (Reynolds 1960:5).

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The Jackson-Harris-Reynolds Pier was completed in 1869, and Jacksonport soon saw prosperity and growth. The Jackson-Harris-Reynolds Company constructed a sawmill and hired Norwegian and Swedish immigrants out of Chicago, bringing them north to Jacksonport aboard sailing vessels (Bayley 1961:2). These men cut timber, worked the mill, and loaded vessels at the newly built pier - vessels largely bound for the Milwaukee and Chicago markets. Lumber products shipped from the Jackson-Harris-Reynolds Pier included telegraph poles, cedar posts, railroad ties, cordwood, dimensioned lumber, and hemlock bark used in the tanning industry (Reynolds 1960:5). Land along the shoreline was cleared to make room for the growing stockpiles of lumber that awaited shipment, and the influx of new labor vitalized the town (Butler 1960:19).

In November 1869, the editor of the *Door County Advocate* (1869) wrote enthusiastically of a visit to Jacksonport, stating that 80 vessels had loaded at the town's two piers and 50 men were employed to cut and haul the timber products. During the 1869 season, Jacksonport produced 350,000 cedar posts, 25,000 railroad ties, 2,000 cords of wood, and 2,000,000 board feet of lumber, in addition to 100 barrels of fish. The editor noted that these numbers were an increase over the previous year's totals, and only three years ago there was nothing at Jacksonport other than a small fishing station (*Door County Advocate* 1869).

Jacksonport was first included in the 1870 census, which indicated a total of 139 residents - significantly fewer compared to neighboring Baileys Harbor's population of 300 (Reynolds 1960:7). As was typical of early "company town" settlements initiated by promoters, Jacksonport saw fleeting expansion. The recession of the early 1870s caused Jacksonport's economy to falter, and combined with dropping freight rates, Jacksonport's business quickly slumped. Additionally, as a result of the 1871 Chicago Fire, Chicago adopted a city ordinance in 1875 that required non-combustible building materials. This ordinance further reduced lumber demand and freight rates at a time when the number of commercial vessels sailing the Great Lakes was nearly at an all-time high (Cooper 1987; Reynolds 1960:5).

Despite a drop in income, the Jackson-Harris-Reynolds Company's expenditures persisted and debts began to mount. Sensing that business matters were going badly, Andrew Jackson withdrew from the company. Within a matter of years the company went into bankruptcy, its original capital gone and thousands of dollars owed to Green Bay merchants. Charles Harris severed his connection with his remaining partner and returned to New Jersey to manage his grandfather's estate (Reynolds 1960:7). In December 1873, John Reynolds died at the age of thirty-nine. The United States District Court liquidated the Jackson-Harris-Reynolds company's holdings later that year (Krueger 2002d:94).

Following the dissolution of the Jackson-Harris-Reynolds Company, Thomas Reynolds, with brothers Michael Jr. and Henry, purchased the former company's lumbering rights to form Reynolds Brothers

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Lumber. The new endeavor was not successful, however, and the newly-formed company was dissolved less than one year after its inception. Charles Reynolds, another brother of John Reynolds, bought the defaulted Reynolds Brothers property, including the pier, town site, banking grounds, barn, mill store, and 2,000 acres of virgin timber in 1873 (Van Harpen 1991:6).

Charles Reynolds had emigrated from Ireland to Madison, Wisconsin in 1860, where he worked as a clerk for his brother John Reynolds. After one year in Madison, Charles moved to Green Bay to become a partner in a firm that was a heavy creditor for the Jackson-Harris-Reynolds Company. During the Civil War, Charles Reynolds had achieved the rank of Sargent [*sic*] Major in the Twelfth Wisconsin Regiment, engaging in battles in Missouri, Kansas, Tennessee, and most notably in Sherman's March to the Sea. By the end of the war, Charles had been promoted to Assistant Adjutant General on General Ewing's staff (Krueger 2002d:93).

Two years after purchasing the rights to his brother's defunct business, Charles and his wife, Mary Ann, moved to Jacksonport in 1875 and opened a general store, took over operations at the pier, and served as postmaster for the next twenty years. Charles Reynolds no longer employed seasonal lumberjacks; instead, he promoted the permanent settlement of families in the area by underwriting home construction with lumber from his mill and provisions from his general store in exchange for labor as mill workers, carpenters, teamsters, farm hands, wood cutters, coopers, blacksmiths, and dock laborers. There was no bank in Jacksonport, so Charles Reynolds (as did Perry Hibbard) offered credit to farmers and foodstuffs in exchange for lumber, replacing many banking functions with bartering as the preferred method of trade. Customers were encouraged to buy large amounts on credit. While this placed the customer into debt, it reaped more profit and respect for the merchants as uncompromising businessmen (Butler 1960:20; Krueger 2002d:94).

During the winter months, Jacksonport was busy cutting, processing, and stockpiling lumber products on the Lake Michigan shoreline in preparation for the opening of the shipping season in the spring. By springtime, it was not uncommon to have upwards of 800,000 board feet of pine banked at Reynolds' Pier awaiting shipment, in addition to cedar cordwood. The largest logs were stacked nearest the water, followed by eight-foot-high tiers of cordwood, and then stacks of ties and posts. Shingle bolts were stacked near the saw mills (Reynolds 1960:8).

The arrival of spring brought a flurry of activity on the Reynolds' banking grounds. The saw mill buzzed with the cutting of lumber, planks, and shingles. Drawknives busily peeled bark from stacks of cedar logs for fence posts and rails. Skilled adze wielders shaped hemlock logs into railroad ties. Fishermen not tending their nets prepared long tamarack poles as pound net stakes or telegraph poles. Pile drivers repaired the piers and planking for heavy summer trading. Canthook jacks, wearing spiked boots, rolled logs into the water and fastened long log booms into immense log rafts

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to be picked up by steam-powered tugs and towed to mills at southern lake ports. Teams of draft horses hauled wagons of cordwood onto the piers where it was stacked in high piles for the lumber schooners. It was also the wood slingers' job to load the wood stacked on the pier into the holds of ships moored alongside. For the exhausting task of loading a ship, workmen were paid one dollar for a ten-hour day (Butler 1960:21).

On 12 July 1875, the Reynolds' saw and shingle mill were destroyed by a fire that started from an unattended furnace. The flames were impossible to extinguish and the fire destroyed the mill, 800,000 shingles, all of the logs that were harvested the previous winter, and a considerable quantity of lumber. The mill had been leased to Mr. David McCann, who had recently installed a new boiler, engine and other machinery. With no insurance on the property, the mill remained closed for the rest of the 1875 season (*Door County Advocate* 1875).

It is uncertain exactly when the mill was rebuilt and again in operation, but on 19 July 1877 the *Door County Advocate* (1877) reported that approximately 25 cords of tan bark were being banked on the piers daily and the schooner *Julia Smith* was there loading. The newspaper also reported that Charles Reynolds was shipping basswood bolts to parties at Cleveland, Ohio.

By 1879, Jacksonport was well into the transition from lumber camp to permanent settlement. The first grain shipment from the Jacksonport piers occurred in October of that year and consisted of 90 bushels of wheat and 120 bushels of barley (Reynolds 1960:10). A third pier was constructed at Jacksonport by Joseph LeMere around 1880. Joseph LaMere, a successful Two Rivers fisherman, had moved to Jacksonport in 1875 and married Almira LeClaire. After constructing Jacksonport's third pier, he built a general store, home, fish shanty, and barn (Butler 1960:20). Three piers now lined Jacksonport's shoreline - the northernmost pier was Perry Hibbard's, Joseph LaMere's Pier was in the center, and Charles Reynolds's pier was the southernmost (Butler 1960:22; Van Harpen 1991:6).

Each pier had its own general store as well as two or three fish shanties on either side. Each shanty also had its own small dock that extended a short distance into the lake. (No identifiable elements of the docks remain.) Surrounding this waterfront business center were a number of homes and outbuildings, a school, several churches, two wagon shops, a sawmill, two hotels with taverns, and several boarding houses (Reynolds 1960:11). The Eureka House, built between 1871-1873 by Charles Reynolds, was a combination boarding house, dance hall, and saloon (Butler 1960:19). Purchased by Royal Erskine in 1875, the Eureka House was originally two separate structures - a boarding house near Reynolds' Pier and a second house farther off the lake. Perry Hibbard operated the Hibbard Boarding House to the north of the Eureka House (Hein 1997:8).

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Just prior to the opening of the 1880 shipping season on Saturday, 27 March, an ice shove damaged Reynolds' Pier and carried away the bridge way, forty cords of maple wood, and 200 cedar posts that belonged to Joseph Smith, the well-known Great Lakes "Cedar King". The total damage exceeded \$1,000, and Charles Reynolds was forced to ship his lumber from Perry Hibbard's Pier until he could make repairs (*Door County Advocate* 1880a; Smith 2002:65).

Charles Reynolds retired in 1890 and moved to Sturgeon Bay to become the Vice President for Mercantile Bank, and he was elected to the state legislature in 1892. There still remained a bit of animosity between the brothers from the Reynolds Brothers bankruptcy, and in 1906 Charles Reynolds was defeated in the State Assembly race by his brother Thomas Reynolds (Krueger 2002d:96). By 1920, the Jacksonport lumber trade was logged out and the three piers were mostly abandoned, with only occasional use by local commercial fisherman until 1938 when an ice shove damaged the piers beyond repair (Van Harpen 1991:7)

Schooner *Perry Hannah* (Contributing, 1859-1880)

The schooner *Perry Hannah*, official number 11178, was built by Thomas J. Arnold at Newport, Michigan, and first enrolled on 30 May 1859 at Chicago. Constructed in a remote shipyard several miles up Swan Creek from Lake Erie, the *Perry Hannah* measured 92 feet, 8 inches long, 25 feet, 2 inches in beam, 8 feet, 7 inches in depth, and 183 and 22/95 tons. She had a one deck, two masts, a square stern and plain head. Charles F. Gray, a 52 year-old businessman from Chicago's Second Ward, was entered as one-half owner with one other unidentified partner from Chicago. Thomas M. Canfield was listed as the *Perry Hannah*'s first Master (Bureau of Navigation 1859; United States Census Bureau 1860a; United States Census Bureau 1870d). The vessel was named for Perry Hannah, the founding father of Traverse City, Michigan. Hannah was the city's first mayor, established the Traverse City State Bank, the Mercantile Company, and was a partner in the lumber firm Hannah, Lay, and Company, with offices in both Traverse City and Chicago (*The Evening Record* 1904).

The *Perry Hannah* arrived at Traverse City on 8 May 1859 to begin her career transporting lumber to Chicago for the Hannah, Lay, and Company (Sprague 1903:413). *Perry Hannah*, with associates A. Tracy Lay and James Morgan, employed nearly every man in the region to open up the local lumber trade (Sprague 1903:414). During her first season, the *Perry Hannah* visited several ports around Lake Michigan, including her first stop at Sturgeon Bay, Wisconsin, in September 1859 to load lumber at the Island Mill for Bradner, Charnley & Company (*Door County Advocate* 1909).

On 20 March 1861 Charles F. Gray bought out his partner to become sole owner, and Captain Canfield remained as master (Bureau of Navigation 1861). Prior to the start of the 1862 season, the *Perry Hannah* was rebuilt to larger dimensions by master builder Edward Flood at Chicago, Illinois. Flood had emigrated from England to Chicago in the 1840s and worked as a carpenter and wagon maker

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before becoming a Chicago shipwright. The *Perry Hannah* was lengthened by 33 feet, which increased her capacity by 131 tons. The *Perry Hannah* was re-enrolled on 9 June 1862 with the new measurements of 125 feet in length, 26 feet in beam, 10.5 feet in depth, and 314 and 38/95 tons capacity. Captain Canfield remained as Master (Bureau of Navigation 1862a; United States Census Bureau 1850, 1860c).

On 29 March 1864, Charles Gray sold the *Perry Hannah* in equal shares to Thomas O'Connor and Michael Roach, both of Chicago. Thomas O'Connor, an Irish-born sailor, became managing owner and master (Bureau of Navigation 1864; United States Census Bureau 1860b, 1870c). One year later, on 18 April 1865, O'Connor sold his share to Timothy Buckley of Chicago. Michael Roach retained his half share, and Captain Michael Cullotin took command. The *Perry Hannah* was re-admeasured and a new enrollment was issued with the measurements of 124 feet in length, 26 feet in beam, 10.5 feet in depth, and 219 and 60/100 tons capacity (Bureau of Navigation 1865).

Lumber prices strengthened during the 1868 season, and when the *Perry Hannah* arrived at Chicago in June of that year with 180,000 board feet of 3/8 inch strip mill-run lumber from Oconto, the cargo fetched \$17.00 per thousand board feet (*Door County Advocate* 1868b). The *Perry Hannah's* ownership changed again following the 1868 season. Michael Roach purchased Timothy Buckley's share on 15 January 1869 to become sole owner, and then sold a quarter share to John Keelin of Chicago, who became the *Perry Hannah's* part owner and new master on 20 February 1869 (Bureau of Navigation 1869d, 1869e). Lumber prices remained strong into the early 1870s, and the *Perry Hannah* again arrived at Chicago in May 1871 with 80,000 board feet of mill-run Oconto lumber that fetched \$16.50 per thousand board feet, in addition to 50,000 pieces of lath that brought \$2.12 1/2 per thousand board feet (*Door County Advocate* 1871).

Ownership continued unchanged until 11 April 1874, when Captain John Long purchased the *Perry Hannah* (Bureau of Navigation 1874b). The 40 year-old Long and his family emigrated from Ireland to Chicago in the 1850s. The son of a sailor, Long quickly found work in the Chicago lumber yards where he worked as a wood inspector from Chicago's Ninth Ward (United States Census Bureau 1860b, 1870a). Under Long's ownership, Captain James Donigan took command, and the *Perry Hannah* continued regular service moving lumber between the Door Peninsula and Chicago (Bureau of Navigation 1874b; *Door County Advocate* 1874). Under Donigan's command, the *Perry Hannah's* career was largely uneventful until early July 1875, when Michael Rouse, a 28 year-old sailor, was lost overboard while en route from Jacksonport to Chicago (*Door County Advocate* 1875).

Two years later, J.V. Taylor of Evanston, Illinois, bought out Long. James Donigan continued as Master, and a new enrollment was entered on 6 April 1876 (Bureau of Navigation 1876). The next three years continued to be uneventful for Captain Donigan and the *Perry Hannah* until a northeast

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squall washed 800 telegraph poles along with the *Mate* from her deck while anchored off Hyde Park, Illinois, on 15 May 1879. Luckily, the crew was able to quickly pull the *Mate* from the water, and nearly all of the telegraph poles, loaded at Jacksonport and consigned to Ripley & Son of Chicago, were recovered after they washed ashore (*Door County Advocate* 1879).

Taylor owned the *Perry Hannah* for four seasons before he sold her back to Captain Long on 19 March 1880. John Long again enrolled the *Perry Hannah* at Chicago, but this time 35 year-old wife, Jane Long, was entered as the vessel's sole owner and Captain J. Begg as Master (Bureau of Navigation 1880; United States Census Bureau 1870a). Shortly after changing hands, the *Perry Hannah* again lost a portion of her deck load on 16 April 1880, when a storm washed away 1,200 to 1,500 cedar ties that were loaded at Jacksonport (*Door County Advocate* 1880b).

The *Perry Hannah* enjoyed an uneventful season for most of 1880, but encountered exciting times as fall approached. On 15 October 1880, the *Perry Hannah* was loading hemlock ties at Reynolds' Pier in a light northerly breeze and 70 degree temperatures. Early the next morning, however, the wind increased and the temperature dropped to near freezing. The storm caught the *Perry Hannah* moored alongside Reynolds' Pier with her hold nearly full and the remaining ties stacked on the pier. The building surf pushed the *Perry Hannah* into the pier, sinking her and causing \$2,500 damage to the pier. The *Perry Hannah* sank in eight feet of water and the ties stacked on the pier waiting to be loaded were washed into the lake (*Door County Advocate* 1880c).

The storm continued blowing throughout the 16th and into the 17th before subsiding. The Goodrich steamer *Alpena*, with nearly 100 passengers and crew, was lost during the storm north of Chicago with all hands. Due to this tragic loss the storm came to be known as "The Great Alpena Blow". In total, 188 lives were lost throughout the Lakes and 90 vessels were sunk or severely damaged. Twenty-one vessels were wrecked in Door County alone: the *Perry Hannah* at Jacksonport; schooners *Van Valkenburg*, *City of Woodstock*, and scow *Dunham* at Whitefish Bay; *Nabob* at Cana Island; schooners *Pauline*, *Pretoria*, *Louisa McDonald*, *Joseph Platt*, and *Lettie May* at Baileys Harbor; *Cuyahoga* and *Colonel Cook* at Plum Island; *Contest* at Mud Bay; *Foscoro* at Foscoro; and *Guido Pfister*, *Jennie Belle*, *Lem Ellsworth*, *George B. Sloan*, *Shandon*, *Two Friends*, and *Brunette* at North Bay (*Door County Advocate* 1923).

The *Perry Hannah* remained lodged between the bridge piers with a hold full of hemlock ties for nearly a week before John Long made his way up from Chicago to survey the damage (*Door County Advocate* 1880d; *Milwaukee Sentinel* 1880). The pier itself had sustained such severe damage that Charles Reynolds did not reopen the pier to shipping until the following season (*Door County Advocate* 1880c). Along with the loss of ties that were stacked on the pier, 30,000 board feet of plank, intended to replank the pier over the winter, was also washed away in the storm (*Door County Advocate* 1880d).

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The *Perry Hannah* was declared a total loss. The schooner *Felicitous* was sent from Sturgeon Bay on 11 November 1880 to recover any items of value from the *Perry Hannah*. The *Perry Hannah* was pulled from her position beneath the pier and hauled alongside the south side of pier to unload her cargo of ties (*Door County Advocate* 1880e, 1881b). Her enrollment certificate was surrendered on 23 April 1881 (Bureau of Navigation 1880). Reynolds' Pier did not reopen for business until the third week of April 1881, after much of the pier was rebuilt and protected by fenders (*Door County Advocate* 1880b).

Nearly a year after the accident, the newspaper reported that the *Perry Hannah*'s condition was the same as the day she was hauled from the pier (*Door County Advocate* 1881b). Her 3,000 pound anchor was recovered by Charles Reynolds and placed a few hundred feet from shore and buoyed to aid vessels in pulling away from the pier in case a sudden storm blew up (*Door County Advocate* 1881a, 1886). The anchor's buoy was carried away in 1886 and several unsuccessful attempts were made to recover the anchor. Later that season the tug *Arctic* fouled its own anchor in the missing anchor and hauled it to the surface after considerable effort. The *Perry Hannah*'s anchor was then returned to Captain John Long, who used it on one of his other vessels (*Door County Advocate* 1886).

***Cecelia* (Contributing, 1868-1885)**

In 1868 James MacGiven built The barque *Cecelia*, official number 5548, at White Lake, Michigan. She was registered at 118 25/100 feet in length, 25 75/100 feet in beam, 8 42/100 feet in depth with a rated capacity of 175 tons and 82/100 (Bureau of Navigation 1868). She had one deck, three masts, a square stern and plain head. *Cecelia*'s first owner and master, Jens Larsen of Chicago, Illinois, enrolled her at the Port of Chicago on 16 September 1868, although she was had been carrying lumber from Sturgeon Bay as early as 11 June 1868 (Bureau of Navigation 1868; *Door County Advocate* 1868a).

On 23 March 1869, Larsen sold half of the *Cecelia* to Halvor Michelson of Chicago, and Jno. Wilson took over as Master (Bureau of Navigation 1869a). The two remained equal owners for four months, until Michelson bought out Larsen on 12 July 1869 to enter into a partnership with the Chicago lumber merchants Martin H. Ryerson and William Johnson the following day (Bureau of Navigation 1869b, 1869c; United States Census Bureau 1870b, 1880). Michelson and Johnson each purchased a 5/12 share in the *Cecelia*, with Ryerson owning the remaining 2/12. Jno. Wilson remained as Master (Bureau of Navigation 1869b, 1869c).

The *Cecelia* partnership remained intact until 25 March 1871, when Johnson bought out Michelson's shares so that William Johnson now owned 5/6 and Martin Ryerson 1/6 ownership (Bureau of Navigation 1871a). Four days later, on 29 March 1871, Halvor Michelson bought out Ryerson's share and a share from Johnson to create a partnership with Johnson owning 2/3 and Michelson owning 1/3 (Bureau of Navigation 1871b). With ownership finally settled, T. W. Hobby took over as Master

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(Bureau of Navigation 1871b). Captain James Field eventually took command from Captain Hobby sometime before March 1874 (Bureau of Navigation 1874a). During the 1878-1879 winter layup the *Cecelia* was re-rigged and she began the 1879 season a schooner (Bureau of Navigation 1879).

On 29 March 1882, Captain Samuel Marshall and Mrs. Jane Long, both of Chicago, purchased the *Cecelia*; Captain Marshall was assigned her Master (Bureau of Navigation 1882a). Marshall was a lifelong sailor and lake captain who emigrated from England and arrived in Chicago during the mid-1860s (United States Census Bureau 1870c, 1880). Jane Long, the wife of lumber merchant Captain John Long, was born to Irish immigrants in Illinois in 1845 (United States Census Bureau 1870a, 1880). Jane Long had been widowed in her early 20s before the older, self-made lumberman John Long married her and took in her son, Samuel Douglas, in the late 1860s (United States Census Bureau 1870a, 1880).

Marshall and Long also had owned and worked the schooner *Yankee Blade* during the 1881 shipping season. Marshall sold his share of that vessel on 14 January 1882 and John Long took command of the *Yankee Blade*, which allowed Marshall to purchase and sail the *Cecelia* during the 1882 shipping season (Bureau of Navigation 1881, 1882a, 1882b). Not long into Marshall and Long's first season with the *Cecelia*, Captain Marshall made a navigational error while approaching Reynolds' Pier on 25 May 1882, running the *Cecelia* onto the pier and holing in her bow (*Door County Advocate* 1882a). The tug *Gregory* was called from Sturgeon Bay to free the *Cecelia* from the pier. The *Cecelia* pulled free from the pier with little effort, but promptly sank and settled on the bottom in six feet of water (*Door County Advocate* 1882a). A salvage pump was brought in the following day, and the *Cecelia* was refloated and towed to Milwaukee for repairs, arriving at that port on 28 May 1882 (*Door County Advocate* 1882a). Repairs were quickly made, and the *Cecelia* departed Milwaukee for Jacksonport the evening of 29 May (*Door County Advocate* 1882a).

The Marshall-Long partnership only lasted one season. On 5 January 1883, Mrs. Jane Long bought out Marshall, and Captain Bernhard R. Smith took over as Master (Bureau of Navigation 1883). The *Cecelia* continued her regular route, hauling wood and cedar from Jacksonport to Chicago. The *Cecelia* was the first ship to begin the 1884 shipping season in Jacksonport, arriving there to load wood for Charles Reynolds on 10 April 1884 (*Door County Advocate* 1883, 1884a, 1884b).

On 12 July 1884, while departing Reynolds' Pier, the *Cecelia* collided with the Goodrich steamer *Corona*, resulting in damage to both vessels. The *Cecelia* suffered a number of broken stanchions and one or two broken deck beams. The *Corona* received damage on her port side stern. It was reported that the Longs would bring a lawsuit against the Goodrich Company for the inflicted damage, but no documentation of a lawsuit had been discovered (*Door County Advocate* 1884c; 1884d).

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On 22 September 1884, again while attempting to depart Jacksonport, the *Cecelia* was driven onto the beach south of Reynolds' Pier (*Door County Advocate* 1884e). The tug *Jesse Spalding* arrived from Sturgeon Bay the following morning, removed the deck load of cedar, and pulled the *Cecelia* into deeper water where she anchored to survey the damage. Surmising the *Cecelia* had sustained little damage, Captain Smith weighed anchor and sailed for Chicago without assistance (*Door County Advocate* 1884e). Not long after, the declining freight rates made additional trips unprofitable, and on 9 October 1884, the *Door County Advocate* (1884f) reported that the *Cecelia* was being stripped down early for the winter layup.

The *Cecelia* was back in service for the 1885 season, making her regular runs between Jacksonport and Chicago. On 9 September 1885, however, the *Cecelia* was once again aground at Jacksonport. She had been anchored offshore to ride out a storm, but her anchors dragged and she was blown onto the beach south of Reynolds' Pier (*Door County Advocate* 1885a). Captain B. Smith left for Chicago on Friday, 9 October to speak with the Longs. While there, Smith contacted wrecking firms in Chicago and Milwaukee for estimates to pull the *Cecelia* free, but all estimated were far more than the vessel was worth. Smith returned to Jacksonport on Wednesday, 14 October, and began removing everything of value from the *Cecelia*. With a broken keel, the *Cecelia* was declared a total loss (Bureau of Navigation 1883; *Door County Advocate* 1885b). Concern was raised that a strong southerly wind would blow the derelict hull into Reynolds' Pier and cause significant damage, but the abandoned *Cecelia* was left in about ten feet of water south of the pier. On 24 September 1885, the schooner's masts were cut down and removed, and the *Cecelia*'s final enrollment was surrendered 13 November 1885 (Bureau of Navigation 1883; *Door County Advocate* 1885c).

Unidentified Schooner – tentatively identified as the *Annie Dall* (Contributing, 1848-1898)

To date, the three-masted schooner north of Hibbard's Pier has not been positively identified. A comprehensive literature search of schooners lost in the Jacksonport vicinity produced only one vessel, the *Annie Dall*. Although historic newspaper accounts place the *Annie Dall* south of the Jacksonport piers, no other wreck sites have been located south of the *Perry Hannah* and *Cecelia*. Additionally, archaeological data collected on the north wreck site coincide with the *Annie Dall*'s size, construction features, and wrecking event.

The *Annie Dall*, official number 106182, was a Grand Haven-rigged schooner that was 110 feet long, 24.6 feet in beam, and 7.7 feet in depth of hold. The *Annie Dall* was originally launched in 1848 as the schooner *Mary* (official number 16409) at Salmon Ruggles shipyard in Milan, Ohio. The *Mary* was first enrolled at Sandusky, Ohio, and underwent extensive repairs in 1863 and again in 1872 before being rebuilt at Chicago and renamed the *Annie Dall* in 1883 (Inland Lloyds Marine Register 1884; Bureau of Navigation 1883b).

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Shortly after midnight on the morning of 18 October 1898, the *Annie Dall* was riding out a storm at anchor between Reynolds' and LeMere's piers. She had loaded cordwood the previous day at Reynolds' Pier, consigned for Milwaukee. That night a gale began blowing from the east-southeast and the schooner began to pound on the bottom as the waves grew in height. The crew cast overboard a portion of her deck load in order to lighten her stern, but the effort made little difference with only 12 feet of water under her keel. The crew then attempted to kedge the vessel into deeper water, but the anchor's cable parted and the *Annie Dall* was blown onto the beach.

On Thursday, 20 October 1898, the Leathem & Smith Towing & Wrecking Company tug *Wright* arrived along with a barge from Sturgeon Bay. The *Wright* found the *Annie Dall* with several holes and filled with water. Her rudder was missing and her stern was "badly wrecked and twisted". On Friday morning, the *Wright* was joined by the tug *Smith* and an additional barge for lightering. The *Annie Dall* was initially pulled free, but quickly stranded again on the reef. Finally, on 22 October 1898, the *Annie Dall* was freed by the tug *Nelson*. Despite being afloat, the *Annie Dall* had received significant damage. A steam-powered salvage pump was placed aboard her, but due to the lengthy salvage attempt there was little coal remaining to run the pump. With the southeast wind and seas again building, the *Annie Dall* was taken in tow of the *Wright* and the pair proceeded to navigate the Jacksonport reef on their way to Sturgeon Bay. Only one mile southeast of Jacksonport, the *Annie Dall* filled with water and capsized. The two crew aboard her were rescued by the *Wright*, and the *Annie Dall* and was abandoned (*Door County Advocate* 1898a; 1898b).

Captain Thomas Christenson and Torjus Christensen of Milwaukee owned The *Annie Dall* at the time of her loss. She had been purchased in July 1896 for \$1,200 from Captain Michael Anderson, also of Milwaukee. The owners carried no insurance on the *Annie Dall* or her cargo, and the *Annie Dall's* final enrollment was surrendered at Milwaukee on 28 October 1898 (Bureau of Navigation 1897; *Door County Advocate* 1898b).

Historic newspaper accounts state the *Annie Dall* was abandoned in six fathoms of water one mile southeast of Jacksonport. With a southeast wind, it is very possible that the *Annie Dall* could have drifted northward of the Jacksonport piers to come ashore where the north wreck is located. The north wreck's dimensions are consistent with that of the *Annie Dall*. Additionally, the vessel that lies north of Jacksonport has two breaks in her keelson, with the aft 10-15 feet of keelson and the vessel's stern missing from the site. This is also consistent with reports that the *Annie Dall's* stern was "badly twisted". With no other known wreck sites in the Jacksonport vicinity, and no historic records of other schooners lost and not recovered, it is likely that the north wreck is indeed the *Annie Dall*.

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Summary

The Jacksonport Wharf Archaeological District is particularly significant as it contains the archaeological record of the interface between terrestrial and maritime components of the nineteenth-century lumber trade. Few locations in Wisconsin have remained undeveloped since the turn of the twentieth century, making intact sites like the Jacksonport Wharf exceedingly rare. The Jacksonport Wharf's period of significance spans the heyday of Lake Michigan region's lumber trade. Two of the piers were used into the twentieth century and witnessed a transitional period from a bustling lumber community to adaptive reuse as commercial fishing piers. Lumber schooners like the *Cecelia*, *Perry Hannah*, and *Annie Dall* were vital components in Wisconsin's nineteenth-century lumber trade. These vessels and others provided essential economic and cultural links between Wisconsin's small lumber communities and larger regional markets. Two of the vessels, the *Cecelia* and *Perry Hannah*, were owned by the same woman, Jane Long, at a time when few women participated in Great Lakes trade as vessel owners. In addition to the contributing historic sites, many of the piers' and ships' artifacts remain buried beneath the shifting sands, ensuring vast potential for the Jacksonport Wharf Archaeological District to yield additional significant archaeological information in years to come.

Jacksonport Wharf Archaeological District
Name of Property

Door County
County and State

Wisconsin

9. Major Bibliographic References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous Documentation on File (National Park Service):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local government
- University
- Other

Name of repository:

10. Geographical Data

Acreage of Property: 185.00 acres

UTM References (Place additional UTM references on a continuation sheet.)

1	<u>16</u>	<u>485887</u>	<u>4981033</u>	3	<u>16</u>	<u>485768</u>	<u>4980427</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>16</u>	<u>486098</u>	<u>4980887</u>	4	<u>16</u>	<u>485577</u>	<u>4980467</u>
	Zone	Easting	Northing		Zone	Easting	Northing

See Continuation Sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title	Keith Meverden, Tamara Thomsen, and Matthew Carter	date	03/01/11
organization	Wisconsin Historical Society	telephone	608.221.5909
street & number	816 State Street	zip code	53706
city or town	Madison	state	WI

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United States Department of the Interior
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Continuation Sheet

Jacksonport Wharf Archaeological District
Door County, Wisconsin

Section 9 Page 2

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1864 *Perry Hannah* Certificate of Enrollment No. 65 (Permanent), Port of Chicago, Illinois Customs District, Record Group 41, U.S. National Archives, Washington, DC.

1865 *Perry Hannah* Certificate of Enrollment No. 226 (Permanent), Port of Chicago, Illinois Customs District, Record Group 41, U.S. National Archives, Washington, DC.

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1869a *Cecelia* Certificate of Enrollment No. 183 (Permanent), Port of Chicago, Illinois Customs District, Record Group 41, U.S. National Archives, Washington, DC.

1869b *Cecelia* Certificate of Enrollment No. 11 (Permanent), Port of Chicago, Illinois Customs District, Record Group 41, U.S. National Archives, Washington, DC.

1869c *Cecelia* Certificate of Enrollment No. 12 (Permanent), Port of Chicago, Illinois Customs District, Record Group 41, U.S. National Archives, Washington, DC.

1869d *Perry Hannah* Certificate of Enrollment No. 122 (Permanent), Port of Chicago, Illinois Customs District, Record Group 41, U.S. National Archives, Washington, DC.

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Continuation Sheet

Jacksonport Wharf Archaeological District
Door County, Wisconsin

Section 9 Page 3

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1876 *Perry Hannah* Certificate of Enrollment No. 63 (Permanent), Port of Chicago, Illinois Customs District, Record Group 41, U.S. National Archives, Washington, DC.

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1880 *Perry Hannah* Certificate of Enrollment No. 106 (Permanent), Port of Chicago, Illinois Customs District, Record Group 41, U.S. National Archives, Washington, DC.

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Jacksonport Wharf Archaeological District
Door County, Wisconsin

Section 9 Page 4

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Jacksonport Wharf Archaeological District
Door County, Wisconsin

Section 9 Page 5

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- 1880e *Door County Advocate*, 11 November.
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- 1884d *Door County Advocate*, 24 July.
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- 1885a *Door County Advocate*, 10 September.
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Door County, Wisconsin

Section 9 Page 6

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Door County, Wisconsin

Section 9 Page 7

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Jacksonport Wharf Archaeological District
Door County, Wisconsin

Section 9 Page 8

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Jacksonport Wharf Archaeological District
Door County, Wisconsin

Section 9 Page 9

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National Park Service

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Jacksonport Wharf Archaeological District
Door County, Wisconsin

Section 9 Page 10

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National Park Service

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Jacksonport Wharf Archaeological District
Door County, Wisconsin

Section 10 Page 1

Verbal Boundary Description:

The boundary encompasses approximately 185.0 acres offshore of the Town of Jacksonport. The boundary approximates a rectangle that follows the shoreline and trends in a northeast-southwest direction. The boundary's western border is the normal Lake Michigan high water mark between boundary points 1 and 4. The eastern boundary is a straight line between boundary points 2 and 3 and averages approximately 975 feet offshore of the normal high water mark. The boundary is entirely offshore of the Town of Jacksonport

Boundary Justification:

The boundary was drawn to encompass the three historic pier structures and three historic shipwreck sites, including the associated artifact field that has been spread by wind and wave action. Some site components are mobile and move about the site depending on the sea and surf direction.

Additional UTM point:

5	16	485657	4980789
	Zone	Easting	Northing

Jacksonport Wharf Archaeological District
Name of Property

Door County
County and State

Wisconsin

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

Property Owner

Complete this item at the request of SHPO or FPO.)

name/title				date
organization				telephone
street&number				zip code
city or town	state	WI		

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Jacksonport Wharf Archaeological District
Door County, Wisconsin

Section **Photos** Page 1

Photo #1 of 2

Jacksonport Wharf Archaeological District
Door County, Wisconsin
Photographer: Tamara Thomsen
August 2010
Unidentified schooner (tentatively identified as the *Annie Dall*)

Photo #2 of 2

Jacksonport Wharf Archaeological District
Door County, Wisconsin
Photographer: Tamara Thomsen
August 2010
Reynolds' Pier Pilings

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Jacksonport Wharf Archaeological District
Door County, Wisconsin

Section **Figures** Page 1

Figure #1 of 3

Jacksonport Wharf Archaeological District
Door County, Wisconsin
Site Map

Figure #2 of 3

Jacksonport Wharf Archaeological District
Door County, Wisconsin
Schooner *Perry Hannah* and Schooner *Cecelia*

Figure #3 of 3

Jacksonport Wharf Archaeological District
Door County, Wisconsin
Unidentified schooner (tentatively identified as the *Annie Dall*)

Unidentified Schooner
(tentatively identified as the *Annie Dall*)



Hibbard's Pier

FIGURE #1 OF 3
JACKSONPORT WHARF ARCHAEOLOGICAL DISTRICT
TOWN OF JACKSONPORT, DOOR COUNTY, WI
SITE MAP



LeMere's Pier

Lake Michigan

Reynolds' Pier

Perry Hannah

Cecelia

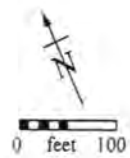


FIGURE #2 OF 3
JACKSONPORT WHARF ARCHAEOLOGICAL DISTRICT
TOWN OF JACKSONPORT, DOOR COUNTY, WI
Schooner *PERRY HANNAH* and
Schooner *CECELIA*

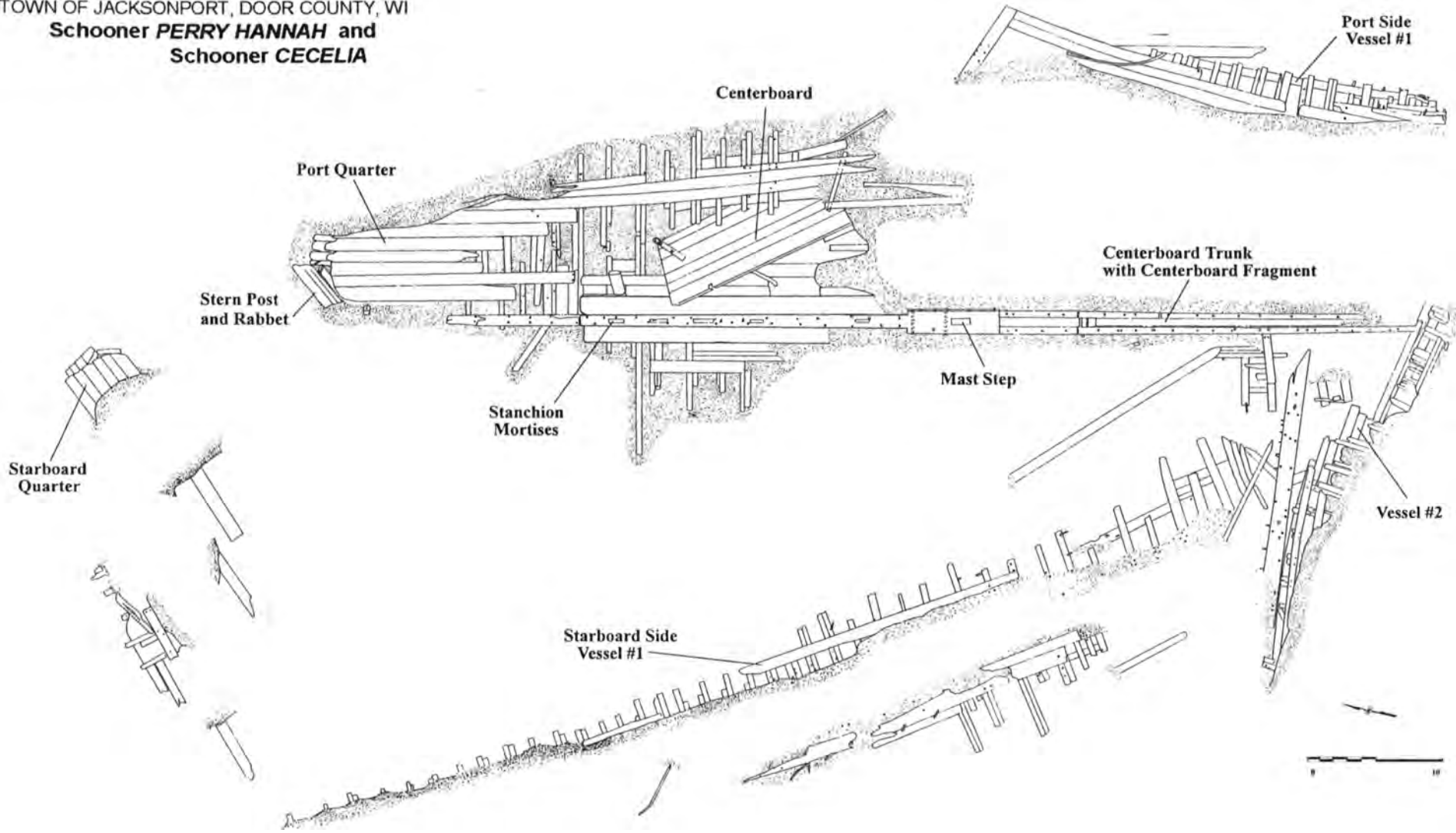
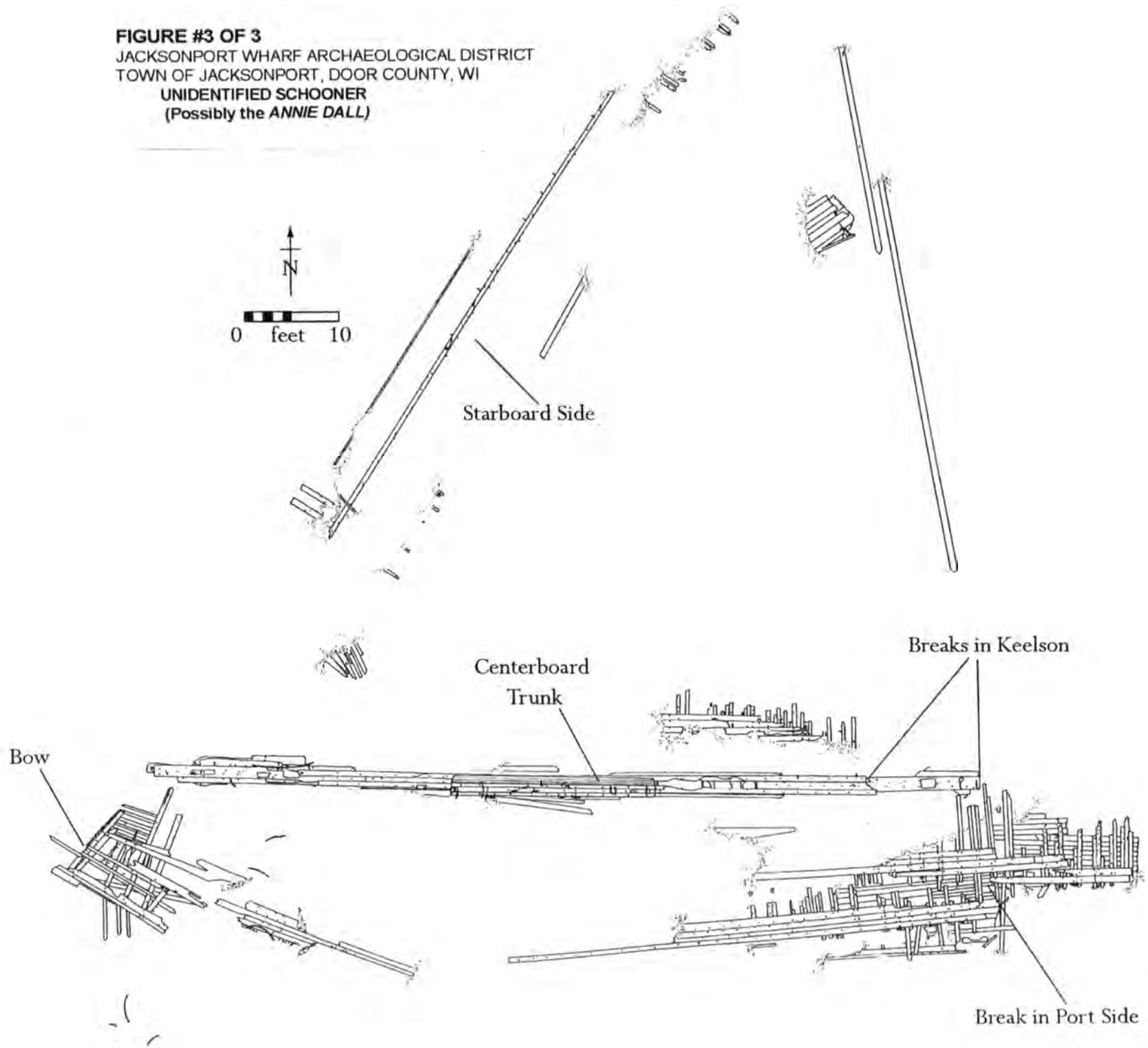


FIGURE #3 OF 3
JACKSONPORT WHARF ARCHAEOLOGICAL DISTRICT
TOWN OF JACKSONPORT, DOOR COUNTY, WI
UNIDENTIFIED SCHOONER
(Possibly the ANNIE DALL)



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Jacksonport Wharf Archeological District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: WISCONSIN, Door

DATE RECEIVED: 1/13/12 DATE OF PENDING LIST: 2/06/12
DATE OF 16TH DAY: 2/21/12 DATE OF 45TH DAY: 2/28/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000053

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 2.28.12 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Jacksonport Wharf Archaeological District
Unidentified schooner (tentatively identified as the Annie Dall)

Door County, Wisconsin

Photographer Tamara Thomsen

August 2010

Photo 1/2

990109888 <WI_Door..001.jpg> 1/4

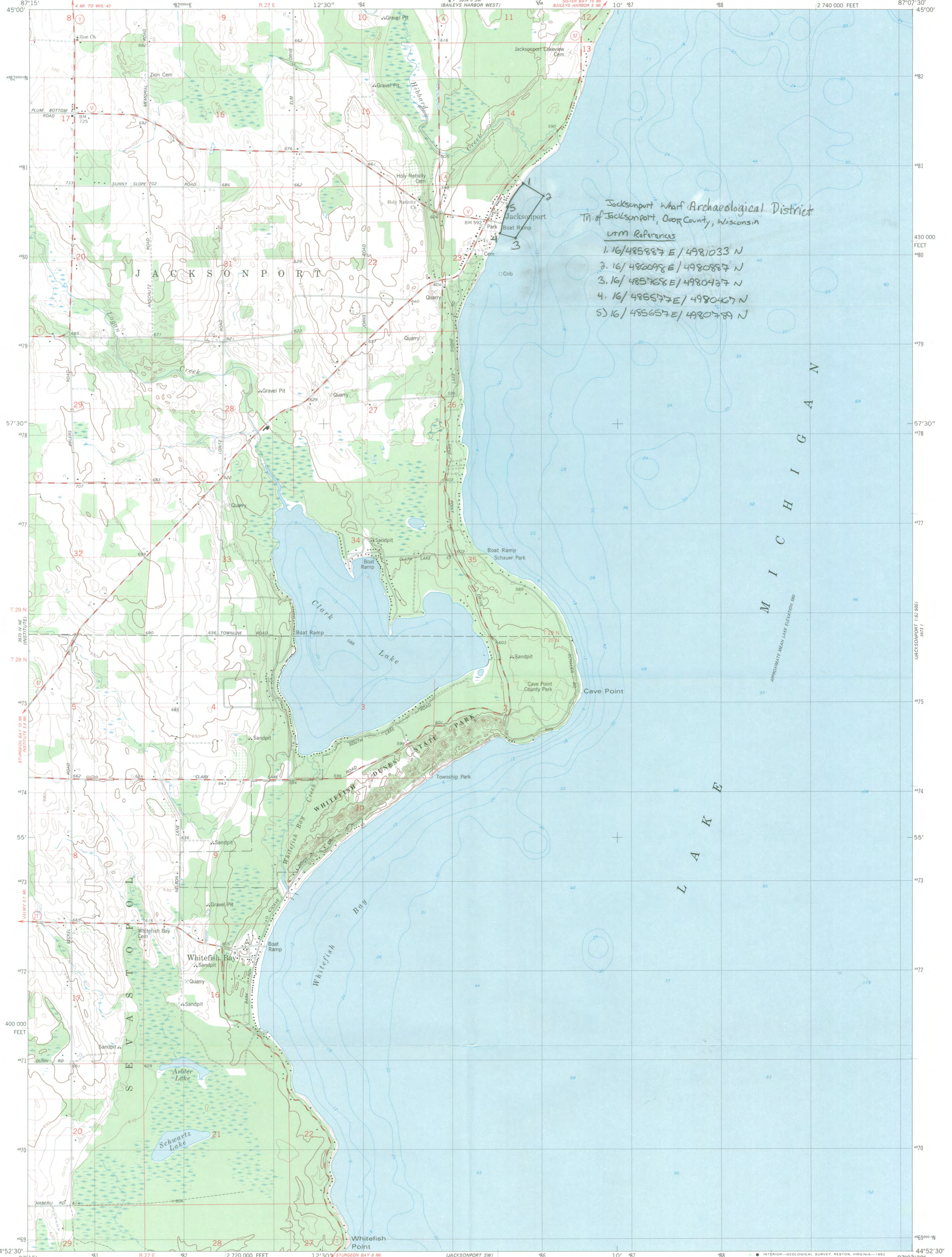
Walereens 04805 <> 03/11/11



Jacksonport Wharf Archaeological District
Reynolds' Pier Pilings
Door County, Wisconsin
Photographer: Tamara Thomsen
August 2010
Photo 2/2

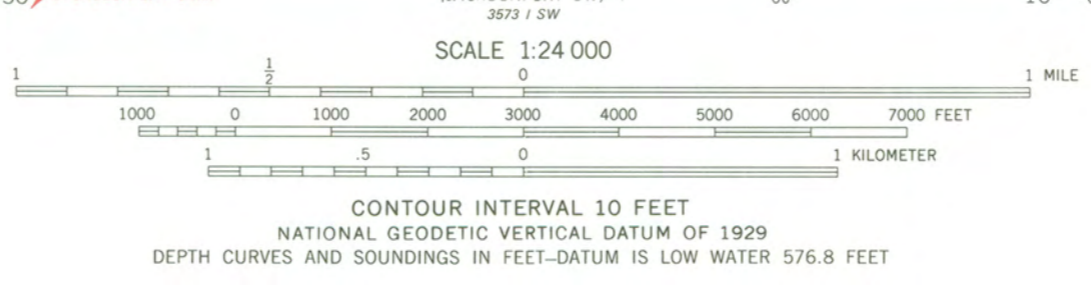
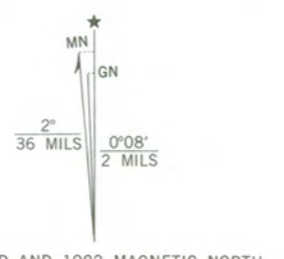
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990109888 < W.I. Door., 002.jpg > 3/4



Jacksonport Wharf Archaeological District
Twp. of Jacksonport, Door County, Wisconsin
UTM References
1. 16/485887 E / 4981033 N
2. 16/486098 E / 4980887 N
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4. 16/485577 E / 4980467 N
5. 16/485657 E / 4980789 N

Mapped, edited, and published by the Geological Survey in cooperation with the Wisconsin Division of Highways and Wisconsin Geological and Natural History Survey. Control by USGS and NOS/NOAA. Topography by photogrammetric methods from aerial photographs taken 1954. Revised from aerial photographs taken 1978. Field checked 1980. Map edited 1982. Selected hydrographic data in Lake Michigan compiled from NOS chart 14910 (1979). This information is not intended for navigational purposes. Hydrography in Clark Lake compiled from information furnished by Wisconsin Department of Natural Resources. Projection and 10,000-foot grid ticks: Wisconsin coordinate system, central zone (Lambert conformal conic). 1000-meter Universal Transverse Mercator grid, zone 16 1927 North American Datum. To place on the predicted North American Datum 1983 move the projection lines 4 meters north and 5 meters east as shown by dashed corner ticks. There may be private inholdings within the boundaries of the National or State reservations shown on this map. Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked.



ROAD CLASSIFICATION

Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road

○ Interstate Route ○ U. S. Route ○ State Route



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092 AND WISCONSIN GEOLOGICAL AND NATURAL HISTORY SURVEY, MADISON, WISCONSIN 53706. A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST.

JACKSONPORT, WIS.
NW/4 JACKSONPORT 15' QUADRANGLE
N4452.5-W8707.5/7.5
1982
DMA 3573 1 NW-SERIES V861

Jacksonport Wharf Archaeological District
Town of Jacksonport, Door County, Wisconsin



TO: Keeper
National Register of Historic Places

FROM: Daina Penkiunas

SUBJECT: National Register Nomination

The following materials are submitted on this 5th day of January 2012,
for nomination of the Jacksonport Wharf Archaeological District to the National
Register of Historic Places:

1 Original National Register of Historic Places nomination form

 Multiple Property Nomination form

2 Photograph(s)

1 CD with electronic images

1 Original USGS map(s)

3 Sketch map(s)/figure(s)/exhibit(s)

 Piece(s) of correspondence

 Other _____

COMMENTS:

 Please insure that this nomination is reviewed

 This property has been certified under 36 CFR 67

 The enclosed owner objection(s) do _____ do not _____
constitute a majority of property owners.

 Other: _____