ROGERS CITY MARITIME HERITAGE TRAIL

A CREATIVE PROJECT

SUBMITTED TO THE GRADUATE SCHOOL

IN PARTIAL FULFILLMENT OF THE REQUIREMENTS

FOR THE DEGREE

MASTER OF SCIENCE

BY

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ACKNOWLEDGEMENTS

First and foremost, I would like to thank my advisor and professor Mary Ann Heidemann. It was because of her that I had the opportunity to visit during my first year at Ball State, and it was her suggestion of a trail related to Rogers City’s history with the Calcite Plant that has brought this project to fruition. Without your support and direction, this project might never have been completed. I will always appreciate the wisdom you have imparted on me during my two years in this program.

I would also like to thank Mark Thompson, the director of the Presque Isle County Historical Museum, for taking time out of his schedule to meet with me during my visit to Rogers City in November, and for providing me with abundant research materials for use on his project.

Finally, I would like to thank my family and friends who have been with me throughout this journey, and have consistently supported me and encouraged me to pursue my dreams.
INTRODUCTION

The Rogers City Maritime Heritage Trail is a two-phase trail project aimed at promoting Rogers City Maritime History as well as local tourism in Rogers City, Michigan. This document will provide the building blocks for the implementation of a heritage route during Phase I and at a later date, a fully developed multi-use trail during Phase II. Rogers City’s history revolves around its maritime ventures on the Great Lakes. This project attempts to provide a method for the town to promote its historical sites while increasing its heritage tourism.

Trails are defined as linear resources on land that have been given protected status for recreation or transportation purposes such as walking, jogging, hiking, bicycling, mountain biking, etc. A heritage trail is a way of encouraging people to visit areas of particular cultural, natural, social, and historical interest. Trails can help visitors understand a particular town, village, and/or city on a larger scale.¹

In recent years the trail movement has taken off at a rapid speed. Trails have been celebrated for their obvious health benefits as well as their economic benefits. In a study conducted by the Pennsylvania Land Trust in an attempt to better understand the economic benefits of trails, the Pennsylvania Land Trust found that the economic benefits of trails far outweigh the initial costs of land acquisition, construction, and management. The study has identified the following benefits of trails:

- Increased property values
- Spending boost at local businesses

• Influx of visitors to local restaurants, snack shops, and other retail establishments
• Creating a more attractive place to live: homebuyers rank walking and biking paths as one of the most important features of a new community
• Influence on business location and relocation decisions: companies tend to choose communities that offer a high level of amenities to employees. Trails make for an attractive community
• Reduce medical costs by encouraging healthy outdoor activities
• Revitalize depressed areas by creating demand for space in once vacant buildings
• Provide a low-cost reliable means of transportation for short distance trips
• Provide low or no-cost recreation. Increase tax revenues

**Indianapolis Cultural Trail Case Study**

In 2006 the city of Indianapolis began construction on an 8-mile urban bike and pedestrian trail in downtown Indianapolis, Indiana. The Indianapolis Cultural Trail connects neighborhoods, cultural districts, and entertainment amenities in the downtown hub. The city invested $63 million dollars and seven years into the construction of the new Cultural Trail, and the success of the project has garnered nationwide attention. The trail has had an enormous impact on the real estate development within the city of Indianapolis. It spurred $863 million in development within a half mile of the trail. The neighborhood of Fountain Square has seen the most growth since the trail construction began. A low-income neighborhood where biking

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after dark was seen as a dangerous activity, the neighborhood is now home to several new popular businesses and is seen as a highly desirable place to live for young professionals. The impact the trail has had on the city continues to grow every year, with more people continuing to use the trail every day.

Trails continue to prove that a large initial investment will benefit the town and the surrounding areas in the long run. The Rogers City Maritime Heritage Trail hopes to provide those same benefits to the town of Rogers City, and this document hopes to provide the foundation towards a successful trail project.
MARITIME HISTORY OF ROGERS CITY

Rogers City is a small community of approximately 3,000 residents located on the shores of Lake Huron in Presque Isle County, Michigan. The town has a rich maritime history, which began long before its incorporation in 1871 and continues to develop today. Prior to its settlement, the area upon which Rogers City sits was rich with lumber, attracting many settlers with the promise of lumbering fortunes and at the very least lumbering jobs. The first person to buy land in the area of Rogers City was Francis Crawford, who in 1860 bought five parcels of land, which include the area where the present day limestone quarry is located, in Presque Isle County with the intention to establish a lumbering operation. The Crawfords intended to construct a “wooding station”, a location that would supply wood to passing steamboats, which still used it to fuel their boilers. After seeing the abundance of limestone on his property, Crawford became interested in mining the land in the hopes of selling the limestone for building purposes. After sending a sample of the stone to Detroit for testing, he learned that the stone was not suitable for building due to its high calcium content. Nevertheless, a small community formed around the area, named Crawford’s Quarry as a result of Crawford’s interest in mining the limestone on the property. Passenger and freight steamers stopped at Crawford’s Quarry three times a day during the navigation season.

In 1868, a party of four men was sent to survey of the shoreline of Presque Isle County. The survey party consisted of William Rogers, Frederic Denny Larke, Albert

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5 Gerald Micketti and Mark Thompson, *Calcite and the Bradley Boats* (Rogers City: Presque Isle County Historical Museum, 2012), 16-17.
Molinor, and John Raymond. The four traveled to the area via a passenger and freight steamer, landing at Crawford’s Quarry. During the course of their survey, the members of the party discovered the abundant potential of the area and decided to settle there. An offer was made to Francis Crawford to purchase Crawford’s Quarry, but he refused sell. The four then decided on a section of land just north of Crawford’s Quarry, and established the Rogers-Molitor Company.

In 1868, Frederic Larke was sent to Lansing to purchase the land, and then to Detroit to recruit lumberjacks and sawmill workers. In the spring of 1869, Larke brought in a large group of German and Polish emigrants to work on clearing an area for the location of a new town, the town of Rogers City. In the spring of 1870, the company built a sawmill, which was named the “Rogers & Molitor Steam Saw Mill”, but was more commonly referred to as the Rogers Molitor Mill.

The Village of Rogers City was officially incorporated in 1871 and for the first few years, it could have been considered a true company town. The Rogers-Molitor Company controlled all the jobs, and Albert Molitor, who was in charge of day to day operations for the company, owned the only store in town. In contrast to the other nearby settlements, like Crawford’s Quarry, which was only concerned with their lumber operations, Rogers City was planned as a community. The founders of Rogers City planned it as a city surrounded by farms, a concept that was common in Europe at the

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6 Ibid, 17.
7 Ibid, 17-18.
8 Almost an Island, 84-85.
9 Calcite and the Bradley Boats, 18.
time. Farmers were encouraged to settle in the area, with the expectation that during the winter months they would work for the Rogers-Molitor Company.¹⁰

Rogers City’s principal industries between 1869 and 1910 were lumbering, farming, and commercial fishing. Five fishing boats operated out of the Rogers City harbor, with most of the catch being put on ice and shipped south to more metropolitan areas on the passenger and freight steamers that stopped at through town on their way to Alpena and Detroit.¹¹ In 1873, Herman Hoeft arrived in Rogers City from Detroit aboard the Marine City steamer. He established a rival business, opening a general store, and a few years later, a rival timber business operating out of Rogers City and nearby Crawford’s Quarry. Frederic Larke, one of the founding fathers of the town and successful entrepreneur both in the lumber business and in various businesses around town, including the local newspaper, was an enthusiastic promoter of Rogers City and Crawford’s Quarry. He quickly realized the limestone mining potential in Crawford’s Quarry and began advocating for the quarry, which had been abandoned in 1900¹², attempting to attract investors who could set up mining operations. Larke along with Paul Hoeft, son of Herman Hoeft, began contacting various manufacturers and investors, in the hopes that someone would be interested in purchasing the land. In 1907, Frederic Larke, Paul Hoeft, William Cowham and Alfred Lehndorff formed the Rogers City Land Company, and purchased over 5,000 acres, including the land at

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¹⁰ *Almost an Island, 88.*
¹¹ Ibid, 96.
Crawford’s Quarry, in an effort to gain control over the limestone lands. It would not be until 1910, that someone would see the potential in Crawford’s Quarry.  

In April of 1910, a group of New York capitalist came on an inspection trip to the limestone deposits in Crawford’s Quarry. Among that group was William F. White, president of the White Investing Company. After seeing the limestone deposits in Crawford’s Quarry, White sent a sample of the limestone for testing. The test results showed that the limestone was not suited for use as building stone, but had a high content of pure mineral that made it valuable for chemical-grade industrial applications, like steel-making and pharmaceuticals. Within a few days of the visit White, along with his associates, made an offer to purchase controlling interest in the Rogers City Land Company, and filed Articles of Association with the Presque Isle County Clerk’s office, establishing the Michigan Limestone & Chemical Company. The company would operate the limestone quarry out of their main office in New York, as well as the newly established offices at Crawford’s Quarry, now renamed Calcite.

Joseph R. Jenkins was hired as general superintendent of operations at Calcite on July 5, 1910, and in the fall of the same year, construction began on a plant to process limestone. William White along with his associates also began negotiations with companies in an effort to secure contracts for limestone shipments. In the spring of 1911, they secured their first contract with United States Steel, the country’s largest steel producer, and the company’s most important customer. The construction of the Calcite Plant also brought the arrival of the Detroit & Mackinac Railway, which began

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13 Calcite and the Bradley Boats, 18-21.
14 Ibid, 21-23.
regular service through Rogers City in Just of 1911. The same year, construction also began on a harbor and loading dock at the Calcite Plant allowing Michigan Limestone & Chemical to dock and operate their own freighters. White along with his investment company contracted the Detroit Building Company to build a steamship especially designed for the transportation of limestone and set up Calcite Transportation, a separate corporation that would operate the ship.\textsuperscript{16} The steamer was christened Calcite on March 30, 1911.\textsuperscript{17}

On October 12, 1911 Carl D Bradley replaced Joe Jenkins as general manager of the Calcite Plant. Bradley led the completion of the plant and production at Calcite began on June 24\textsuperscript{th} of the following year.\textsuperscript{18} The Calcite plant employed many of Rogers City's residents, and Bradley led the company's further involvement in the town.

The start-up of production at Calcite exceeded expectations and the company began expanding. Rogers City was still a small town at the time, with not enough workers to fill all the new positions. Many workers from outside of Rogers City were interviewed for positions with Calcite, but few chose to stay because their wives refused to move to the area. To make working for Calcite more appealing, the company instituted a profit-sharing program in 1916 and began offering time and a half when employees had to work on the weekends. The influx of workers into Rogers City brought on the start of a building boom in Rogers City and in 1916 Calcite initiated a residential housing program, after Bradley reported to the Michigan Limestone & Chemical Board of Directors that some of the plants employees were living in tents. The residential

\textsuperscript{16} Ibid, 30-34.
\textsuperscript{17} Ibid, 37.
\textsuperscript{18} Ibid, 35-45.
program provided housing for the large number of families that moved to Rogers City to work for the plant. As part of the residential program, the company built more than 100 homes as part of four developments. The developments were built between 1916 and 1920. The first to be constructed was located on the shores of Lake Huron and were reserved for management and technical personnel and their families. The second development was reserved for mid-level employees, including sailors who worked on the company’s tugs and freighters. The development was located along the Detroit & Mackinac railroad tracks. The third development was available for any of the company’s employees and was located on the far southern end of Rogers City, closest to the Calcite Plant. Some of the homes in this development were also rented to Rogers City community members who were not employed by the plant. The fourth and smallest development was built right outside the gates of the Calcite plants and was comprised of seven small cottages that were occupied by Italian immigrants who had been recruited to work at the plant. Overall, the Calcite Plant owned a total of over 200 residential houses in Rogers City. Between 1910 and 1920, the population of Rogers City grew from 705 to 2109. This growth affected not only Calcite but also the surrounding community. With many of the sawmills having gone out of business, there was a shortage of building materials. This shortage led to the start-up of several building companies in Rogers City and the further development of the town.19

In 1920, William F White sold his controlling shares of Michigan Limestone & Chemical to United States Steel, and Carl D Bradley was promoted to president of the company. The sale allowed Calcite to further expand and add three more ships to the

company’s fleet, now called the Bradley Transportation Company. Bradley, like White believed in making Rogers City an attractive place to live, this was echoed in Michigan Limestone’s corporate philosophy. With their influence, the company supported a wide range of civic, social, and fraternal organizations. Bradley was involved in several organizations and even served on the School Board. With his influence, Michigan Limestone donated money to aid in the construction of a new high school in 1927. Bradley also negotiated a donation of $10,000 from Michigan Limestone for the construction of St. Ignatius Catholic Church in 1919, and later another donation of $5,000 for its reconstruction after it burned down in 1921. Bradley himself also donated to the building fund for the church. Later on Bradley began to question if there was a need for a Protestant Church in Rogers City, and took a survey to determine if there was support for a new Presbyterian Church. Through the work of Bradley and others, it was determined that a new church will be built. Bradley negotiated the donation of two vacant lots by banker Charles Osgood in 1923, as well as the donation of $15,000 by Michigan Limestone, and a pipe organ by William F White and his brother. Bradley himself donated $5,000 for the construction of the new Presbyterian Church, Westminster Presbyterian. Bradley remained a church leader until his death, and after his death, the church commissioned a stained glass window, which they dedicated to him. Through Bradley’s influence, Michigan Limestone also supported the Rogers City Band, as well as the construction of a bandstand, and both baseball and basketball leagues. Michigan Limestone continued to donate money towards the improvement of Rogers City for several years.

\[20\text{ Ibid, 190-196.}\]
At its peak in the late 1920s, the Calcite Plant employed between 800-900 people and another 170-225 on its boats, for a total of 970 to 1,125 people. After the market crash in 1929, Michigan Limestone’s sale of stone dropped from 10,000,000 tons a year to a mere 1,276,000 tons. Production wouldn’t pick up again until 1942 at the height of World War II, and production remained strong throughout the war years. After the end of the war, production at the Calcite Plant dropped again and hovered at an average of 5,000,000 tons to 6,000,000 tons a year.21

Tragedy struck Rogers City and Calcite when on November 17, 1958 when the Carl D. Bradley freighter broke up in rough water, caused by severed weather and gale force winds, on its way back to Rogers City from Buffington, Indiana. Thirty-three crew member perished with the boat, twenty-three of which were residents of Rogers City. Only two crewmembers survived. The sinking shook the small community, and a mass funeral was held at St. Ignatius Catholic Church. After the accident, the town gathered together and raised $154,000 for the children of the deceased sailors of the Bradley ship. Michigan Limestone contributed $10,000.22

During Michigan Week in 1960, the Historical Society of Michigan unveiled a marker recognizing Calcite as the “World’s Largest Limestone Quarry”, a title it still holds today.23 In 1963 US Steel began a reorganization of the company eliminating several divisions, renaming the Bradley Transportation Company to simply the Bradley Fleet, and eliminating the Michigan Limestone division putting US Steel directly in charge of everything. On May 7, 1965, tragedy struck Rogers City again, when the

21 Ibid, 197-199.
22 Calcite and the Bradley Boats, 316-318.
23 Ibid, 342.
Steamer Cedarville, a part of the Bradley fleet, collided with the German freighter Weissenburg three miles east of the Mackinaw Bridge. Ten crewmen died as a result of the sinking of the Cedarville. A monument honoring those who lost their lives aboard these freighters was built in Lakeside Park, near the Rogers City Small Boat Harbor.

As a true company town, Rogers City history revolves heavily around the Calcite Plant. Throughout the 1960s and 70s, US Steel continued restructuring plant operations. Between World War II and the early 1970s, Rogers City was a bustling town with few empty storefronts on its main street. In the 1970s the plant began using electric shovels, eliminating the need to employ more than one person per shovel. The need for personnel was dramatically decreased, with its upgrades; the plant will never need more than 200 workers. With the decrease in personnel needs, there was also a decrease in Rogers City’s population, as people left in search of new work opportunities. At it’s height in 1960, the population of Rogers City reached 4,722, by 2010, it dropped to 2,827 the lowest it has been since 1930. US Steel no longer owns the Calcite Plant. Carmeuse, a Belgian firm that plays a big role in the world’s limestone industry, bought it in 2008. Today, the Calcite Plant still employs many Rogers City residents, and the town continues to enrich its maritime history aboard the ships, on the docks, and in the limestone quarry of Carmeuse.

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IDENTIFICATION AND DESCRIPTION OF MARITIME HERITAGE SITES AND RESOURCES

As part of preliminary planning for the Rogers City Maritime Heritage Trail, conducted during a site visit to Rogers City during November 2015, the following sites have been identified as significant to the town’s maritime history, and will be included as stops along the trail:

**Rogers City Small Boat Harbor**

The Rogers City Small Boat Harbor is located along Lake Street and is the home to 92 seasonal and 34 transient slips. The facility also acts as a U.S. customs port of entry and frequently docks several sailboats and cruisers.25 The harbor is built upon the original location of the Rogers-Molitor Company’s lumber dock and sawmill, commonly referred to as the Rogers Molitor Mill. The sawmill and lumber dock was established in William Rogers and Albert Molinor, two of the founding founders of the town of Rogers City, prior to the towns’ incorporation in 1871. The sawmill was the town’s first large employer, attracting many of the towns’ original settlers, who came for the jobs.26

On September 5, 2014, the National Oceanic and Atmospheric Administration expanded the boundaries of the Thunder Bay National Marine Sanctuary in Lake Huron, to include the waters surrounding the Rogers City Small Boat Harbor, and all of Presque Isle County. The Thunder Bay National Marine Sanctuary is headquartered in Alpena, Michigan and was designated in 2000 in an effort to protect the underwater sites of

numerous shipwrecks in Lake Huron. Visitors can explore the various shipwreck sites first hand through diving, snorkeling, or kayaking.27

**Lakeside Park/ Sailors Memorial**

Lakeside Park is home to the Rogers City Maritime Harbor at the foot of the Avenue of Flags located at the intersection of Michigan Avenue and Lake Street. The park is ten acres in size, and borders Lake Huron. Lakeside Park is the most heavily used recreational facility in Rogers City.28

Located inside the park at the end of Michigan Avenue is the Sailors Memorial. Comprised of a ship’s propeller and anchor, the memorial is dedicated to the memory of local victims of the Bradley and Cedarville shipwrecks, and a granite marker lists their names and ship assignments. The Bradley and Cedarville were part of the Bradley fleet of freighters at the Calcite mine. The Bradley sunk on November 17, 1958 on its way back from Buffington, Indiana. The ship broke up in rough waters, killing thirty-three crewmembers, the majority of which were Rogers City residents.29 The Cedarville sank on May 7, 1965 after colliding with the German freighter Weissenburg three miles east of the Mackinaw Bridge. Ten crewmen lost their lives when the freighter sank.30 An annual memorial is held at the site each year on the opening day of the Nautical Festival.

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29 *Calcite and the Bradley Boats*, 316-318.

Bungalow Row

Bungalow Row is an area of residential housing located along Lake Street in Rogers City. In 1916, Michigan Limestone & Chemical, the owners of the Calcite Plant initiated a residential housing program at the urging of the plant’s general manager Carl D. Bradley. Many interviewed for positions with Calcite, but few chose to stay because their wives refused to move to Rogers City due to the lack of housing, and the lack of things to do. The program was meant to increase the appeal of the town to potential employees. As part of the residential program, the company built several developments, the first of which was Bungalow Row, a high-end development of bungalows meant for management and technical personnel staff at Calcite and their families. The development had its own private beach, as well as heated garages for employees with automobiles, and modern utilities such as public water and sewage. The company maintained the homes in exchange for a small rent payment.31

Harbor View/ Carmeuse Lime & Stone

Carmeuse Lime & Stone purchase the Calcite Plant in 2008 and continues to operate it and employ several Rogers City residents today. The Calcite Plant was established in 1910, when William F. White, along with a group of investors purchased the land and began setting up operations for a limestone quarry, and established the Michigan Limestone & Chemical Co. The construction of the plant employed many of Rogers City’s residents and its involvement in the town grew it from a town of hundreds to one of thousands. As part of the Calcite Plant, Michigan Limestone & Chemical Co. also built a harbor and loading dock, where the company could dock and operate its

31 Gerald Micketti and Mark Thompson, Almost an Island (Rogers City: Presque Isle County Historical Museum, 2015), 187-189.
own freighters.32 Today, ships can be seen being loaded and unloaded from the Harbor View location, which Carmeuse opens to the public everyday during shipping season until sunset.

**St. Ignatius Catholic Church**

St. Ignatius Catholic Church is located on the south end of 3rd Street at the intersection with Ira Street, and has operated in Rogers City since 1877. When the church was established the Catholic congregation in town was small, but with the beginning of operations at the Calcite Plant, it began steadily growing. In 1916, Paul Hoeft, a stakeholder in Michigan Limestone & Chemical and Rogers City resident, donated six lots to St. Ignatius for the construction of a new church. Donations for the construction of the new church also came from Michigan Limestone & Chemical Co, as well as Carl D. Bradley. The new church, along with a school, was dedicated on June 26, 1921. Three years later, a fire destroyed the church and school building. Based on Bradley’s recommendation, Michigan Limestone again donated towards the rebuilding of St. Ignatius. The building served the Catholic community until 1951 and is still in use today by the church and school for a variety of purposes. In 1951, the church that presently sits at the corner of 3rd Street and Ira Street was constructed adjacent to the old church building. The structure, shaped like a ship commemorates Rogers City’s rich maritime history.33

**Westminster Presbyterian Church**

In 1922 a group led by Carl D. Bradley began to question the need for a new church in the community. The group conducted a survey to determine if the Protestant

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32 *Calcite and the Bradley Boats*, 18-21.
33 *Almost an Island*, 191-193.
people of Rogers City needed a church of their own. The majority of people surveyed wanted a Presbyterian church in town. The first meeting of the Westminster Presbyterian Church took place on July 10, 1923 at the Methodist Episcopal Church. At the meeting, Bradley informed the congregation that local banker Charles Osgood donated two vacant lots on the southwest corner of Ontario Street and 3rd Street for the construction of a new church. Bradley also secured a monetary donation from Michigan Limestone and the donation of a pipe organ from Michigan Limestone founder William F. White and his brother. Bradley himself donated $5,000 to the construction of the new church. Construction on the building began on July 29, 1923. The structure is often referred to as the “Stone Church” because church members were encouraged to donate fieldstones from their own properties to be included in the construction of the church. The church was dedicated on June 21, 1924. Upon Bradley’s death, a stained glass window commemorating his life was added to the church.34

Rogers City Post Office

The Art Deco building containing the Rogers City Post Office opened its doors in 1941 at its current location at 188 N. 3rd Street. Located inside the building since its opening is a mural done by Detroit-born artist James Calder. The mural is entitled “Rogers City Harbor” and depicts a view of the Calcite Plant and two Great Lakes freighters. It is part of a collection of works commissioned by the federal government during the Great Depression as part of a work program aimed at decorating newly constructed federal buildings with murals and sculptures. Under the umbrella of the Works Progress Administration, the federal government employed numerous

34 Ibid, 193-194.
impoverished artists between 1933 and 1943. The mural was cleaned and restored by Tony Rajer, a well-known art historian and conservator in 1988.

**The Great Lakes Lore Maritime Museum**

Located in the heart of downtown Rogers City since 2000, the Great Lakes Lore Museum features displays on the lives and careers of Great Lakes sailors and their families, with an emphasis on sailors from Rogers City. The museum remembers the generations of men and women who risked their lives to sail on the water of the Great Lakes and in the museum one can find uniforms, personal possessions, navigational, and other maritime tools. Sailors are continuously inducted into membership, and can tell their stories through the displays. Every year during the month of August, the museum hosts an event called “the Gathering”. Over the course of two days, maritime speakers and entertainers tell stories, and new members who served are inducted into the museum.35

**The Bradley House**

The Bradley House is a National Register of Historic Places listed craftsman style bungalow, which was the former house of Carl D. Bradley general manager, and later president, of Michigan Limestone & Chemical Co. George Radtke a local contractor and sawmill operator built the house between 1913 and 1914. After Radtke’s death in 1914, his wife sold the house to J.L. Marsters, the superintendent at the Calcite Plant. The Marsters never moved into the house, but rather sold it six months later to Carl D. Bradley, Marsters boss at the plant. As part of his contract, Michigan Limestone were required to purchase the house upon Bradley’s death, or if he was fired. After his death

in 1928, Michigan Limestone purchased the house, using it as housing for the general manager of the plant, and as a social center and location for corporate entertainment. Today the Bradley House houses the Presque Isle County Historical Museum, which is open to the public from May until September. The museum contains collections on Great Lakes shipping and the Calcite Plant, as well as Bradley’s original dining suite.36

**Old Rogers City High School**

With the increase in population due to the influx of people coming to work at the Calcite Plant, the town was outgrowing its educational facilities. While serving on the School Board, Carl D. Bradley was an advocate for the construction of a new high school. In 1926, the School Board, along with community leaders met to review proposals. A series of public meetings followed the School Board meeting, during which town residents were shown details of the project. Town residents voted on the project and approved the allocation of $20,000 for the construction of a new high school on December 6, 1926. Construction on the high school began in 1927 and students moved in during the spring of 1928. The building served as the Rogers City High School until 1963, after which it served as a junior high for a short period of time and by the Grambau Center housing the Superintendent’s office. In 2012 the Superintendent’s office moved and the Grambau Center closed leaving the building unoccupied.

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RECOMMENDATIONS FOR THE IMPLEMENTATION OF THE ROGERS CITY MARITIME HERITAGE TRAIL

Trail planning and implementation is a long, arduous, and expensive process. For these reasons, it is the purpose of this project to break up the implementation of the Rogers City Maritime Heritage Trail into two phases. To allow time for the proper development of the suggested trail plan, and to allocate time for the assembly of adequate funding, this project recommends the first phase be a low-cost, high visibility, route, and the second phase only be started when there is adequate funding for either a small portion of the trail or for the trail as a whole.

The proposed Rogers City Maritime Heritage Trail is a proposed four-mile multi-use heritage trail. Ten stops are featured on the trail, at which users can stop, learn, and admire Rogers City’s maritime history, evident in its architecture and development. The trail is designed as a network route. Trail users are able to enter and exit the trail whenever and wherever they wish, and are able to pick their own route. However, for the best experience, trail users should follow the trail stops numerically beginning with stop one at the Rogers City Small Boat Harbor and ending at stop ten, the Old Rogers City High School. The trail is accessible via walking, biking, roller-skating, etc.

It should be pointed out that the proposed Rogers City Maritime Heritage Trail overlaps with the Rogers City Huron Sunrise Trail, an eleven-mile paved trail which follows the Lake Huron shore from the Harbor View at the Carmeuse Limestone Quarry to Forty Mile Point, a historic lighthouse located approximately seven miles north of Rogers City. The Rogers City Huron Sunrise Trail is part of the larger US 23 Heritage
Route, which begins in Standish and winds up the Lake Huron shore to the Mackinac Bridge. The overlap allows Maritime Trail users to connect to the Huron Sunrise Trail and follow it up to Forty Mile Point, or follow the US 23 Heritage Route north to the Mackinac Bridge or south to Standish.

**Phase I- Rogers City Maritime Heritage Route**

The first step in Phase I of the Rogers City Maritime Heritage Trail is the creation of a route, which can be found and followed with the use of an easy to use brochure. The brochure would feature a map highlighting an easy to follow route, a map showing the location of Rogers City, a short maritime history of Rogers City, and a short history of each of the stops on the trail. A brochure was created as part of this project to illustrate the different elements needed, and can be used as part of the first phase of the project.

A map of the area (Figure 1) is presented on the inside of the brochure featuring the ten proposed stops. The inside of the brochure also contains a brief maritime history.

of Rogers City, as well as a map illustrating the location of Rogers City in relation to the State of Michigan. A listing of the ten proposed stops is also made available on the inside of the brochure. The exterior panels of the Rogers City Maritime Heritage Trail Brochure contain a listing of the stops with a brief history of the location, allowing the trail user to learn about each stop. A designed title page is also represented on the exterior panels of the brochure, with a proposed logo for the trail. The two sides of the proposed brochure can be found in Appendix A.

A successful trail project is highly visible to the public and can be easily found by potential users. In promoting the trail, consider placing the brochure (Appendix A) at nearby tourist attractions in cities like Mackinac City, Mackinac Island, Alpena, Cheboygan, etc. Local businesses should also be encouraged to stock the brochure in their locations. Support from the community is essential in the success of the project. The State of Michigan provides information on statewide trails through their website: www.michigan.org and the trail could also be promoted through the US 23 Heritage Route website since the Rogers City Maritime Heritage Trail overlaps with the Rogers City Huron Sunrise Trail, a component of the US 23 Heritage Route. Social media is also an effective and free promotion opportunity for the trail, one that is sure to attract a younger group of trail users eager to explore the
history of Rogers City, as well as those wanting to bike along the shores of Lake Huron. Owners of the stops along the trail should be encourage to place signs on their structures signaling to trail users that they have arrived at a stop on the trail. These signs could be as simple as just placing the logo of the Rogers City Maritime Heritage Trail (Figure 2) on a plaque on the building, or as a yard sign.

Phase II- Rogers City Maritime Heritage Trail

The proposed Phase II of the Rogers City Maritime Heritage Trail is a multi-year project, which would require a substantial monetary investment by the town of Rogers City. This phase requires the proposed trail path to be constructed and paved for utilized by a variety of users such as pedestrians, hikers, bicyclists, runners, in-line skaters, etc. During this phase, the proposed trail would be transformed into a uniform, concrete trail of uniform width, which is appropriately signed and lit for safety.

TRAIL DESIGN

This project proposes two trail designs. The first proposed trail design is the simplest and costs the least. It calls for the use of the existing sidewalks for pedestrian use with a painted bike trail on the existing right of way. This method would call for little construction, but would rather require the repair of all existing sidewalks on the
proposed trail path, and the repainting of the road lines, with the addition of a bike path on each side. (Figure 3) “Share the road” signs as well as signs warning for bicyclists would also have to be included, so as to warn drivers, and protect the safety of the bike path users.

The second proposed trail design is a much larger undertaking that would require a large investment on behalf of the community. The proposed design calls for an expansion of existing sidewalks to be appropriate for use by a variety of people. For a multi-use trail with passing and low traffic, which allows for the comfortable use of the trail by both pedestrians and bicyclists, a ten-foot wide paved trail with an eight-foot vertical clearance is required.38 In commercial areas where the bike path passes in front of storefronts, the Federal Highway Association recommends a minimum thirty-inch frontage zone, which is an open space available for pedestrians between the sidewalk/trail and the storefront.39 A minimum two and a half foot shoulder should be included in the trail design to serve as a barrier between the trail and the roadway. It should be noted that the implementation of this trail design will require the reconstruction of several of the town’s sidewalks, on one side of the street, and may require the removal of some of the mature trees along the roadway. In implementing this design, precautions should be taken in minimizing the negative impacts of the trail on the town’s landscape. An example of this trail design is illustrated in Figures 5 and 6 below:

Figure 4- Perspective detail with width and vertical clearances, and shoulder width

Figure 5- Illustration of proposed trail design
Trail crossings with public and private roads should follow the same hierarchical system that is used in the road system. The system gives priority to the street with the highest volume of traffic. In the same way, a trail should yield priority to roads. To assure the safe crossing of pedestrians, a traffic light or signal is necessary to signal drivers of the trail crossing. The proposed trail will cross roads as close to intersections as possible, in the same way a crosswalk would.\textsuperscript{40} On observation of traffic in Rogers City, a determination was made that traffic is low and does not require the use of traffic lights, but rather just a simple pedestrian activated flashing beacon. A traffic analysis conducted by a trained engineer should be used to verify that the proposed crossing design is satisfactory. The crossing design is illustrated in Figures 7 and 8 below.

\textsuperscript{40} Flink, Olka, and Searns, 84-87.
TRAIL FUNDING

Phase I of the Rogers City Maritime Heritage Trail requires a minimal financial contribution, and can be implemented in a short time span. For additional monetary assistance, the Michigan Department of Transportation administers several grants, which are available to the community. An example of such a grant program that can be used for Phase I of this project is the Small Urban Program, which uses funds from the federal Surface Transportation Program. The grant can be used for non-construction
projects such as brochures, public service announcements, and route maps. To be eligible for this grant, projects must only provide pedestrian and bicycle transportation.\footnote{“Small Urban Program,” MDOT, accessed April 7, 2016, \url{https://www.michigan.gov/mdot/0,1607,7-151-9621_17216_40829---,00.html}}

The proposed trail designs in Phase II would require a larger monetary investment by the community. To assist with the cost, these federal grants are administered by The Michigan Department of Transportation, which could lessen the burden of the community:

*The Transportation Alternatives Program* provides grant money for the construction of multi-use paths, streetscapes, and historic preservation of transportation facilities. The grant uses federal transportation funds to “support place-based economic development by offering transportation choices, promoting walkability, and improving quality of life.”\footnote{“Transportation Alternative Program,” MDOT, accessed April 7, 2016, \url{https://www.michigan.gov/mdot/0,1607,7-151-9621_17216_18231---,00.html}}

*The Rural Task Force Program* offers federal dollars to rural counties with a population of fewer than 400,000. The grant uses money from the Surface Transportation Program and the Transportation Economic Development Fund, and is intended for both road and transit projects.\footnote{“Rural Task Force Program,” MDOT, accessed April 7, 2016, \url{https://www.michigan.gov/mdot/0,1607,7-151-9621_17216_54903---,00.html}}

*The Recreational Trails Program Grant* is a program administered by the Michigan Department of Natural Resources. The money is made available from funds

\footnote{“Rural Task Force Program,” MDOT, accessed April 7, 2016, \url{https://www.michigan.gov/mdot/0,1607,7-151-9621_17216_54903---,00.html}}
provided by the Federal Highway Administration, and is for the “maintenance and development of recreational trails and related facilities.”

In addition to federal and state funding, it is also important to attempt to locate private funders, like Carmeuse Lime and Stone. The Calcite Plant in Rogers City has a long history of involvement in the economic and civic development of the town. An investment from them would be beneficial to the future of the trail. As the trail partially crosses onto the property of Carmeuse, on its way to the Harbor View stop, a private investment from Carmeuse would also be a benefit for the company, as it would grow interest in the company with the attraction of tourist.

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44 “Recreational Trails Program Grant,” Michigan Department of Natural Resources, accessed April 7, 2016, [http://www.michigan.gov/dnr/0,4570,7-153-58225_37985-125045--,00.html](http://www.michigan.gov/dnr/0,4570,7-153-58225_37985-125045--,00.html).
CONCLUSION

The proposed Rogers City Maritime Heritage Trail is a multi-phase project, which gives the town of Rogers City options in the implementation of the proposed designs in this document. This document also attempts to lessen the financial burden on the people of Rogers City by suggesting potential funding sources. As previously pointed out in the introduction, an investment in a multi-use heritage trail for Rogers City could potentially have great success, leading to the growth of the city, both physically and financially. A successful trail project could lift this small, but beautiful town, back to its former glory as a bustling town, full of tourists and residents, eager to learn and continue to expand their maritime history.
BIBLIOGRAPHY


Rogers City has a rich maritime history, which began with the construction of a saw mill and lumber dock in 1870 by the Rogers & Molinor Lumber Company at the present site of the Rogers City Harbor. In 1910, New York investment banker William F. White and his associates purchased a large plot of land along Lake Huron in the small lumbering community of Rogers City and established the Michigan Limestone & Chemical Co. The company constructed a limestone processing plant, a material that was readily available in the area. The quarry was designed to mine, process, and ship limestone, and its success spurred the development of a successful mining and shipping industry in the small lakeside town of Rogers City. With its success, the population of the city continued to grow as numerous people came to work for Michigan Limestone both in the quarry and on its ships. Rogers City became a company town, as Michigan Limestone began investing in its development helping build housing, schools, civic buildings, and infrastructure.
TRAIL STOPS

1. Rogers City Small Boat Harbor Originally a saw-mill and lumber dock, today the harbor has 92 seasonal and 34 transient slips. The waters surrounding the Rogers City Small Boat Harbor are part of the Thunder Bay National Marine Sanctuary, which protects the numerous shipwrecks in Lake Huron. The shipwrecks can be viewed by kayak, snorkeling, or diving.

2. Lakeside Park/Sailors Memorial Follow the Avenue of Flags on Michigan Avenue to The Sailors’ Memorial in Lakeside Park. A firefighter's propeller and anchor comprise the local memorial to victims of the sinking of the Bradley and the Cedarville; two ships of the Bradley Fleet harbored in Rogers City. A granite marker lists the names and ship assignments of the men lost, many of which were residents of Rogers City. An annual memorial is held at the site at the opening of the annual Nautical Festival.

3. Bungalow Row In 1916, Michigan Limestone & Chemical Co. began constructing a set of residences for their workers. By 1917, 28 homes were constructed and occupied by plant managers, engineers, ship captains, and supervisors of the quarry steam shovel crews. Modern for their time, the homes had amenities like: public sewer and water service, sidewalks, paved streets, landscaping, tennis courts, a private beach, and heated garages for automobile owners. The company maintained the homes in exchange for small rental payments, and retained ownership until the 1960s when they were sold.

4. Harbor View/Carmeuse Lime & Stone Catch a glimpse of the largest shipping ports on the Great Lakes and watch the Great Lakes freighters load stone from the world’s largest open pit limestone mine, Carmeuse Lime & Stone. The site is open to the public until sunset during the shipping season.

5. St. Ignatius Catholic Church Visit the church shaped like a ship. St. Ignatius has a rich history in Rogers City beginning in 1877 with the construction of the original Catholic Church on a lot on 1st Street. The parish served many of the immigrants that came to Rogers City to labor in the lumber operations and later at the Michigan Limestone & Chemical Co. With the success of Michigan Limestone, the Catholic Congregation outgrew its space and moved to the south end of 3rd Street on a lot donated by Paul Hoefert. A new church was constructed in 1921, and later rebuilt in 1924 following a fire using funds from Michigan Limestone. The building served the local Catholic Community until 1951, when the current building was constructed.

6. Westminster Presbyterian Church Commonly referred to as “The Stone Church” because of its construction of field stones brought in from church member properties. The church was constructed on land donated by Charles Osborn, a local banker. Carl D. Bradley, president of Michigan Limestone & Chemical Co., donated money towards its construction, and negotiated a donation on behalf of Michigan Limestone. He was also instrumental in starting the church in 1924 and served as a church leader until his death in 1928. After his death, a stained glass memorial window was added to commemorate Bradley’s contribution to the church.

7. Rogers City Post Office Visit the beautiful Art Deco post office building located in the heart of Rogers City. See the 1941 mural by James Calder, located in the lobby of the building. The mural depicts two freighters loading stone with the assistance of a tug, while in the background, is a depiction of the stone processing facilities at the Michigan Limestone & Chemical Co. Quarry. The mural was commissioned as part of a Depression Era program of the Treasury Department's Section of Fine Arts, which employed professional artists to enhance federal government building.

8. The Great Lakes Lore Maritime Museum The museum has been located in downtown Rogers City since 2000, and is focused on the lives and careers of Great Lakes sailors and their families. On display are stories of numerous sailors who were inducted into membership and can tell their stories through the displays, as well as many sailors from the local Bradley Fleet. Also on display are artifacts from numerous ships that have passed through the Great Lakes. Visit in August when the museum hosts “The Gathering” of sailors in Rogers City and participate in the numerous maritime related events.

9. The Bradley House Visit this National Register of Historic Places listed bungalow, which was home to Carl D. Bradley, the manager and later president of Michigan Limestone & Chemical Co. The house served as a location for corporate entertainment and social center. The Bradley house currently houses the Presque Isle County Historical Museum, which is open to the public from May through September. Visit the museum to see the Bradley’s original dining suite, as well as collections on Great Lakes shipping, and on the Michigan Limestone Quarry.

10. Old Rogers City High School Stroll down 4th Street and see the Old Rogers City High School. In addition to serving as general manager and later president of Michigan Limestone, Carl D. Bradley was also an active member of the School Board of Education, and a leader in calling for the construction of a new high school in 1926 after the old high school building could no longer accommodate the growing population. The building remained in use until 1963 when the current high school was completed.
Trail Stops

1. Rogers City Small Boat Harbor
2. Lakeside Park/ Sailors Memorial
3. Bungalow Row (Lake Street)
4. Harbor View/ Carmeuse Lime & Stone
5. St. Ignatius Catholic Church
6. Westminster Presbyterian Church
7. Rogers City Post Office
8. Great Lakes Lore Maritime Museum
9. The Bradley House: Presque Isle County Historical Museum
10. Old Rogers City High School