

United States Department of the 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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

### 1. Name of Property

historic name Boyne City Central Historic District

other names/site number \_\_\_\_\_

### 2. Location

street & number Water, Pearl, Lake, Ray and Main Streets

not for  
publication

city or town Boyne City

vicinity

state Michigan code MI county Charlevoix code 029 zip code 49712

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x 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 x meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

    national        statewide      x   local

*Diana D. Conway*

*10/22/12*

Signature of certifying official/Title

Date

Michigan State Historic Preservation Officer

State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

Signature of commenting official

Date

Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government

### 4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register                      \_\_\_ determined eligible for the National Register

\_\_\_ determined not eligible for the National Register                      \_\_\_ removed from the National Register

\_\_\_ other (explain:) \_\_\_\_\_

*Patricia Andrews*

*12/19/2012*

Signature of the Keeper

Date of Action

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**5. Classification**

**Ownership of Property**  
 (Check as many boxes as apply.)

**Category of Property**  
 (Check only one box.)

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

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
55	20	buildings
		district
1		site
		structure
		object
56	20	<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

N/A

1

**6. Function or Use**

**Historic Functions**  
 (Enter categories from instructions.)

**Current Functions**  
 (Enter categories from instructions.)

- COMMERCE/TRADE department store
- COMMERCE/TRADE specialty store
- COMMERCE/TRADE professional
- COMMERCE/TRADE restaurant
- TRANSPORTATION rail-related
- SOCIAL Meeting Hall
- RECREATION AND CULTURE Theater

- COMMERCE/TRADE specialty store
- COMMERCE/TRADE professional
- COMMERCE/TRADE restaurant
- COMMERCE/TRADE financial institution
- DOMESTIC single dwelling
- OUTDOOR RECREATION park
- RECREATION AND CULTURE Theater

**7. Description**

**Architectural Classification**  
 (Enter categories from instructions.)

**Materials**  
 (Enter categories from instructions.)

- LATE VICTORIAN Commercial
- LATE VICTORIAN Queen Anne
- LATE VICTORIAN Stick/Eastlake
- 19<sup>th</sup> and 20<sup>th</sup> Century Revivals; Classical Revival
- MODERN MOVEMENT Moderne
- OTHER Victorian Revival

- foundation: Stone, Concrete Block, Brick
- walls: Brick, Stucco, Concrete, Metal, Wood  
Synthetics
- roof: Asphalt Built-up and Shingle
- other: Metal, Wood, Synthetics

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Function or Use

Historic Functions

- DOMESTIC single dwelling
- DOMESTIC multiple dwelling
- GOVERNMENT post office

Current Functions

- DOMESTIC single dwelling
- DOMESTIC multiple dwelling
- GOVERNMENT post office

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**Narrative Description**

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

**Summary Paragraph**

The Boyne City Central Historic District occupies a scenic setting along the south bank of the Boyne River from its confluence with Lake Charlevoix. It incorporates much of the original Boyne Village Plat and all or portions of 14 blocks encompassing the historic core of the city. It includes the blocks comprising the central business district from Front Street eastward along Water and Ray Streets and continues across East Street to include historic residential blocks associated with the city's founding fathers and businessmen. The downtown commercial blocks are consistent in size, scale, and setback. They are most commonly brick in construction and restrained in architectural ornamentation, reflecting the Late Victorian style influences popular during the early 20<sup>th</sup> century in northern Michigan. Many of the buildings have been rehabilitated to enhance the district with a Victorian Revival streetscape. The Pearl Street residential blocks anchoring the east end of the historic district consist primarily of two-story frame residences, most commonly expressing Queen Anne style elements.

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**Narrative Description**

See Continuation Sheet.

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**DESCRIPTION**

The Boyne City Central Historic District contains 75 buildings and one site (Sunset Park) that distill economic and social trends and architectural styles in northern Michigan during the early 1900s. The small city feel of the district is emphasized by the consistency of scale and setback realized by the buildings comprising the primary commercial corridors, Water Street and Lake Street, and adjacent blocks. The historic district presents a streetscape characteristic of small northern Michigan cities during the period of rapid industrial and economic growth at the turn-of-the-twentieth century. It anchors the city and includes all of the historic central business district as well as an adjacent residential neighborhood that was home to many of the community's industrial and commercial elite. The historic district represents a cross section of the commercial and residential styles popular at the time in northwest Michigan and across the nation.

Boyne City's Central Historic District represents the development of the city from ca. 1890 through 1940 but best reflects its boom economic period, from 1900 to 1910. The architecture illustrates both the rapid development during these years and its function as a commercial market and industrial service center. It also expresses the influence of both the lake and railroad that fostered its growth, prosperity and evolution at the turn of the twentieth century. The buildings constructed during this period ranged from modest to substantial and were constructed of brick and wood, symbols of both optimism and success.

The commercial blocks in the Boyne City Historic District provide material expression of the city's aspirations during this period. The substantial business blocks demonstrate the success and status of Boyne City's commercial interests, and quality of life is realized through the elaborate buildings housing fraternal halls and a substantial state-of-the-art hotel, while a high style Depression-era post office embodies public architecture in the district. The residential block, while expressing eclectic architectural influences, reveals a consistency in form and detail related to its conception and completion within a decade. The character of the district is established by the type and style of the buildings. In general, many individual buildings comprising this district retain a degree of their original architectural character, while others have received façade improvements that complement the streetscape.

Commercial architecture ranges from turn-of-the-twentieth century one-part and two-part commercial blocks representing terminal Late Victorian commercial style. Later types, such as the enframed window wall, are also represented and are associated with early twentieth century automobile-related design. A number of buildings have been renovated, incorporating Victorian Revival details to blend with others in the district. Pearl Street residential architecture primarily references the Queen Anne style, but dwellings are generally eclectic and also illustrate inspiration from Colonial Revival, and perhaps Stick Style. The vast majority of the historic district predates 1920, although several commercial structures date to the post-World War II period. Sunset Park, anchoring the west end of the district at the confluence of the Boyne River and Lake Charlevoix, has been open space and in use by the general public since the early 1900s.

Pearl Street forms the eastern, residential portion of the historic district, essentially continuing along the Boyne River and extending the axis of Water Street, the city's primary commercial artery. These residences are an integral component of the district, illustrating the development of the city during the first decade of the twentieth century, when it achieved its maximum size and prosperity. It was platted by and for those who were responsible for the economic growth of the city and the commercial success of its business district. White & Co.'s 1902 Plat of Part of Section 35, in which Pearl Street was constructed as the only thoroughfare, was one of the city's early residential subdivisions. Its proponent was the city's primary economic catalyst, W.H. White, who built its first

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house on Lot 1, the gateway to the plat. His house, with its commanding view of the central business district, by design or other means became the anchor of the subdivision in which family members and close business associates clustered, constructing homes that occupied all the platted lots over the next decade.

The Boyne City Central Historic District is generally bounded to the east by the rear lot lines of houses on Pearl Street and to the north, by the Boyne River and rear property lines of the parcels along the north side of East Water Street and Pearl Street. It is bounded to the west by Lake Charlevoix and Front Street as it conforms to the rear lot lines of parcels along South Lake Street. To the south the district is defined by the rear property lines of parcels from 102 through 114 East Main Street, the east line of the property at 114 East Main Street, the rear property lines of the buildings in the 200 block of South Lake Street, Ray Street, the south and rear property lines of 113 South Park Street, the rear property lines of the parcels from 224 through 232 East Water Street, the center line of South East Street, the rear and east property lines of 300 East Water Street, the south line of Boyne Avenue, the rear property line of 417 Boyne Avenue, and the rear property lines of the houses along Pearl Street.

The streets comprising the core of Boyne City reflect the economic forces that created the city. Initially established to take advantage of its lakeside setting and lake transport, the city's first primary commercial artery, Lake Street, paralleled the shore. In the community's early years, sawmills clustered along the west side of Lake Street along the lakeshore, and the business district grew up directly to the east, primarily south of the Boyne River. As the city grew and transportation developed, it expanded eastward perpendicular to Lake Street. Water Street generally paralleled the Boyne River and became a commercial venue rivaling and then surpassing Lake Street, while Main Street, at the south edge of the business district, also developed as an important commercial street. Much of what is now the central east-west street in the district, Ray Street, midway between Water and Main Streets, was originally occupied by the right-of-way of the Boyne City, Gaylord & Alpena Railroad line, which ran through the center of town to the industry along the lakeshore. Rather than a continuous streetscape of commercial blocks common to other streets, Sanborn maps reveal that Ray Street was occupied by the railroad's passenger and freight depots and otherwise by livery stables, small factories, warehouses and garages. Its character therefore differed significantly from the other streets in the business district. Finally, as the city grew east from the lake and south from the Boyne River, additional lots were platted along north-south cross streets: Park and East Streets.

West of Lake Street and the historic district, the shore of Pine Lake was occupied by a continuous wall of industry – the historic industrial heart of Boyne City. Huge buildings commenced south of the end of Main Street with the Wigle & White sawmill (later replaced by the Boyne City Lumber Co. mill), the Boyne City and Alpena Railroad shops and foundry, continuing through the White and Co. Mill #1 ("big mill") that extended from south of the end of Water Street across the mouth of the Boyne River past North Street, and on to the Von Platen mill complex to a point north of Vogel Street north of the Boyne River. During prime mill operations stacks of milled lumber awaiting transport entirely blocked any view of the lake from town. None of these complexes survive today, and the lakeshore has been redeveloped into condominiums, marinas and parks. Front Street, which runs along the lakeshore west of Lake Street, has been extended north from Main Street along the former railroad right-of-way, providing access to these developments, and has also been developed with recently constructed Neo-Victorian buildings into a mixed-use retail district.

When this industrial core collapsed due to the exhaustion of the region's forest resources, the former mill buildings were abandoned and eventually burned or were demolished. In tandem, the frenetic early twentieth century growth of Boyne City that depended on this industry ceased, and reversed. As explained later, the population of the city crashed from well over 5,000 residents to about half that number within a ten-year period

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between 1920 and 1930. Thereafter the city's population remained fairly stable at about 3,000 residents for nearly half a century, with a slow recovery associated with an economy based on recreation and tourism that really began to develop in the 1930s but has accelerated since the 1980s. While an extremely difficult situation and relatively weak economy challenged Boyne City residents for decades, the reality is that this state of affairs served to aid in preservation of the many old buildings comprising the modern streetscape in the historic district. Lacking a vibrant economy that would have resulted in replacement of what may have been viewed as obsolete buildings, the original architecture of the community survived. While many individual buildings have been altered in an unsympathetic manner, the entire composition still provides the ability to experience what the city was like during its boom times, and continues to provide Boyne City residents with a true sense of place.

The Boyne City Central Historic District is predominantly commercial in composition, with residential properties (some of which are income-producing) confined to the Pearl Street houses and a few apartments in the upper stories of several of the buildings. The oldest buildings in this district date to the late nineteenth century, but the majority were built between 1900 and 1910, when they replaced most of the initial wave of modest frame buildings comprising the business district. The earlier buildings either burned or were demolished as prosperity encouraged construction of the current more substantial masonry structures. However, several buildings in the district are of frame construction. The buildings are generally one or two stories in height, the exceptions being the IOOF Temple, and the three-story Wolverine Hotel that, with the post office across the street, forms the gateway to the eastern end of the commercial district. With the exception of a house constructed of glazed tile, all the Pearl Street residential buildings are of frame construction. Sunset Park, anchoring the west end of the district with the log Chamber of Commerce building, lacks structures but contains park benches and signage.

The scale and continuity of the buildings in the business blocks present a consistent streetscape with common setbacks that foster a solid commercial character. Typical of urban plats, the lots are narrow, but are not of consistent width. In the original 1876 Boyne Village Plat that extends to Water Street in the historic district, the lots on Lake Street are 57 feet wide, and those on the north side of Water are 66 feet, the same width as those on Main Street in the 1879 South Boyne Plat. Beardsley's Second Addition in 1888 most commonly platted lots of 24-foot width on both sides of Lake Street and the south side of Water Street, but they range up to 72 feet wide east of Park Street and generally are 66 and 99 feet wide along Ray Street. As described above, the narrowest platting occurred and is today realized in the streetscape of the 100 blocks of both Water and Lake Streets - the storefronts present from 104 through 116 East Water Street and from 108 through 116 South Lake Street. Wider lots and buildings occur in the 200 blocks of each street and along Main Street.

Similarly, the dwellings in the residential blocks extending east from the business district also conform to a common setback, with the exception of the W.H. White House at 417 Boyne (formerly East Water), that is sited dramatically on its triangular lot. While these lots vary in depth, they are uniformly 50 feet in width, with the exception of the one containing White's house, which is approximately 140 feet wide at the base with frontage over 210 feet on both Water and Pearl Streets. The houses on these lots are also constructed within a similar range of scale and massing.

About 90% of the historic district buildings are of brick or masonry construction. The vast majority of the buildings in the district are two-story, two-part brick commercial blocks, restrained in architectural expression. Style, when referenced, is confined to elements associated with the cornice, with motifs revealing vague affinities to the Classical or Colonial Revival. Essentially they are terminal Late Victorian buildings that, at most, confined ornamentation to bracketed metal cornices and window hoods. Some of these stamped sheet metal cornices and window caps may be products of George L. Mesker & Co. of Evansville, Indiana, one of the most

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prolific producers of this type of architectural ornamentation during the late nineteenth century.

There are two examples of high style architecture in the historic district. The Renaissance Revival style, represented by a single imposing building, the IOOF Temple at 214 East Water Street, is recognized through the use of arched openings, walls executed in both masonry and brick, symmetrical fenestration, balconet and balustrade, and details such as classical ornamentation and use of wrought iron. The Classical Revival style, represented by the U.S. Post Office at 301 East Water Street, is recognizable through the rigid symmetry, projecting entrance portico, and classically-inspired ornamentation.

The following discussion presents descriptions and history of each of the buildings in the district by street address, commencing with east-west bearing streets in the business district from north-to-south, then the east-west bearing Pearl Street residential block, followed by the north-south bearing business district streets from west to east. Note that those buildings classified as Non-Contributing under NRHP criteria because they were constructed less than 50 years ago should be re-evaluated when they reach 50 years of age.

#### EAST WATER STREET, NORTH SIDE

##### 101. Sunburst Marine (ca. 2000)

The building at 101 East Water Street is a single story commercial block constructed of concrete block. Fronting on North Lake as well as East Water, the generally symmetrical façade is enhanced by a hipped roof corner entry bay flanked by parapeted elevations defined by groups of triple display windows. The building street facades are clad in vinyl, with the entry bay reproducing shake siding and the street elevations, clapboard. This building, constructed ca. 2000, occupies the site of Olson's Service Station, the "Station By the Lake." Non-Contributing.

##### 105. Nurko Building, Hannaford Gray Grocer (ca. 1900)

The building at 105 East Water Street is a two-story frame building displaying modern Victorian-inspired design details. The façade of this two-part commercial block is clad in vinyl siding and synthetic stucco, while the side elevations are sheathed in vinyl siding. It is shielded by a shed roof. The building reveals a symmetrical three-bay street level piercing pattern, composed of a recessed entry door flanked by Doric columns between display windows above paneled bulkheads. The two bays of the second story are defined by symmetrically positioned sliding windows. The decorative cornice above the second story consists of a paneled frieze and a dentiled cornice. This building was originally a relatively plain structure lacking stylistic embellishment. It was remodeled, receiving a "new store front" of "glass structure over the brick" and fenestration in the second story in 1938 still evident today (*Boyne Citizen* 1938a, 1938g). This treatment survived at least through the mid-twentieth century, because a 1960s post card reveals a slant-front entry between large display windows enframed by these panels at the street level, above which two square windows occurred in wall planes sheathed in asphalt siding. The current facade is the product of a 2001 renovation, while vinyl siding was applied to the side elevations in 2008.

This building had been recently constructed when Nurko & Frazer's handsome steel front "New Block" was "Nearly Destroyed by Fire" in 1901, but was repaired and reopened the next year (*Boyne Citizen* 1901a, 1902). It is illustrated on Sanborn maps as an "iron-clad" (pressed metal) building housing a dry goods store (1901, 1905), a dry goods and clothing store (1911), a clothing, boots and shoes store (1919) and a store (1929). This building was the location of Nurko's Store during the early decades of the twentieth century, until Hannaford Gray opened his market there in 1932. Gray remained in business at this location until he closed it upon retirement in 1978 (*Boyne Press* 1-5-78 in Ohle 1983: 134). Contributing.

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109-113. Frank McNamee Grocer and Dry Goods (1911)

The building at 109 East Water Street is a brick two-story commercial block, and reveals Late Victorian style inspiration. While the side elevations are brick, the renovated five-bay street level façade is clad in thin stone veneer and consists of two slant-sided recessed entries flanked by fixed pane glass display windows. The six bays of the second story are defined by brick piers separating tall square-head window voids with masonry sills. Within these, the windows of 109 are vinyl double hung sash and transoms featuring masonry sills, while those of 113 are double hung sash. The façade's architectural ornamentation is generally restricted to the cornice, which rises from a masonry band serving as window lintels and pier caps, and consists of a simple frieze rising from dentils to incorporate a series of brick corbelled vertical elements. The west elevation opens onto a pedestrian walk whose fenestration is composed of five paired sash window bays occurring above decorative wood panels and an entry door, while the second story is pierced by two sash windows with masonry sills. The street level treatment of both the principal and side elevations appear to date to a ca. 2003 renovation, during which significant interior details were retained such as the original pressed metal ceilings.

The 1911 Sanborn map was published before this building was finished and illustrates its site as vacant. By 1919 a double brick storefront occupies the site, the west half (109) occupied by a grocery and the east half (113) occupied by a clothing, boot and shoe store. The building continues to occupy the site in 1929, but the tenant designation is limited to a function as stores. This building was constructed on the site of New Boyne Hotel that burned in 1910. The builder was Frank McNamee, who opened his grocery and clothing store here, moving from 213 South Lake Street where he had opened his business in 1904 (Baker 1940). Although there is no entry for 109 East Water Street in either the 1934 or 1940 city directories, 113 East Water Street is occupied by Frank McNamee's clothing store. Contributing.

117. E.J. McDonald's Restaurant (ca. 1930s)

The single story brick building at 117 East Water Street is a one-part commercial block now clad in stucco embellished with exuberantly painted motifs for the current Southwestern-theme restaurant that appears to be inspired by Pueblo Revival influences. While the side elevations are entirely obscured by the adjacent buildings, the rear elevation reveals this building is constructed of concrete block. Its four bays are defined by an arched arcade in which are recessed an off-center entry door flanked by fixed pane vinyl windows. The building as constructed was minimally ornamented and has most consistently housed food service businesses. A 1960s vintage post card of Water Street illustrates a simple brick building with piers and an unadorned cornice. A band of windows occurred above a full-width engaged waist-high brick planter. The current façade represents a complete renovation that occurred in the mid-1990s. Sanborn maps indicate the site was occupied by a frame building through 1929, and the current masonry building would have been constructed sometime later. The city directories reveal this building was occupied by the E.J. McDonald Restaurant in 1934, and McDonald's Tavern in 1940. Non-Contributing to the historic district because no historic finishes are visible.

119. Ingersoll's Meat Market, Lewis Tooley Meat Market (ca. 1905-1908)

The building at 119 East Water Street is a two-story brick two-part commercial block of Late Victorian style. Its narrow façade presents a slant-sided recessed corner entry and a large fixed pane glass display window with transom windows that occurs above a paneled bulkhead. The most distinctive feature of this building is its triple window centered in the second story between a masonry belt course and lintel. A corner pier rises from the street to brick corbelling that enframes the second story and culminates in a projecting bracketed metal cornice featuring rosette and medallion motifs. The side elevations also reveal brick construction. The façade received a rehabilitation grant during the 1990s. The Sanborn maps reveal that the location of this building was vacant in

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1905 but was occupied by a brick building housing a meat market in 1911. The building served the meat market for many decades. The 1911 Sanborn on file in city hall displays a hand-drawn update stating "Ingersol (meat)" (sic) at this location. An advertisement for Ingersoll's Meat Market appears in the February 1909 *Boyne Citizen*, revealing the building must have been completed prior to this date. The city directories reveal it was occupied by Lewis Tooley Meats in 1934 and by Tooley Market, which advertized Meats Groceries Vegetables, in 1940. Contributing.

121. Central Drug Store (ca. 1903)

The building at 121 East Water Street is a brick two-story two-part commercial block related to Late Victorian style. Its street level is clad in ca. 1960s random ashlar stone veneer, and its façade is composed of a centered slant-sided entry that is flanked by fixed pane glass display windows surmounted by transoms, while a corner entry leads to the second story. A restrained storefront cornice with brackets marks the transition to the second story, whose four bays are defined by double hung sash windows with simple masonry sills and lintels. Brick corner piers enframe a corbelled panel that culminates in a metal cornice embellished by a series of medallions and cable molding. Its side elevations are totally obscured by the adjacent buildings, but the rear is constructed of brick. The random ashlar stone veneer may have been added at the time interior renovations were completed in 1961, which included removal of the building's original soda fountain.

The 1901 Sanborn map indicates the building site is vacant, while the 1905 edition reveals a drug and jewelry store has been built, although its footprint differs somewhat from the present building. The 1911 Sanborn map illustrates a brick drug store building with a footprint that conforms to what is here now, continuing through 1919 (drugs and jeweler) and 1929. The 1934 city directory identifies the Central Drug Store at this address, while the 1940 edition reveals Gerrie's Drug and Jewelry was in business here. The first drug store at this location opened in 1903 as Hyslop's Drug Store, becoming the Central Drug Store in 1915 after Kennard Gerrie bought out his partners. It remained in the Gerrie family until 1967, but was renamed Gerrie's Drug and Jewelry Store in 1940 after passing from father to sons. In 1910 the "first modern soda fountain in northern Michigan" was installed in the building (removed in 1961), and the building was "remodeled in 1973 with the thought of trying to keep the look of late 1890s-early 1900s" (Smith 1976: 11). Contributing.

123. Frank Kaden General Store (between 1901-1905)

The building at 123 East Water Street is a brick, two-story, two-part brick commercial block of Late Victorian inspiration. The five-bay street elevation is a symmetrical composition, defined by two distinct slant-sided entries positioned between slant-front display windows extending to the building corners and a central bay defined by paired display windows. All windows occur above beaded board bulkheads and feature transoms. The entire street level is slightly recessed, occurring behind a pair of cast metal columns. The columns support a metal storefront cornice with panels and brackets. The five-bay second story is defined by five double-hung sash windows with unadorned masonry lintels and sills. The façade culminates in a relatively restrained metal cornice whose frieze is embellished by wreath motifs. The side and rear elevations of this building are also constructed of brick. Masonry elements and repairs to the corner piers reveal that at least some of the storefront cornice is not original. The building had been renovated to a "modern" façade in 1951, and was rehabilitated to a Victorian Revival appearance ca. 2003.

The Sanborn maps reveal this location was vacant in 1901, but by 1905 was occupied by a brick store, with central iron columns, whose western bays were occupied by a grocery and eastern bays by a drug store, continuing as a grocery in 1911 with a clothing store in the eastern bays, while in 1919 the entire building is identified as a general store. City directories reveal this building was occupied by the Frank Kaden General Store

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in both 1934 and 1940. One source states this structure was built in 1903 and was the first brick building on Water Street (Morgridge 1981: 34). In 1941 Frank Kaden sold the business to his daughter, who converted it to a men's and women's clothing and shoe store. Central heating was added 1906 and it was wired for electricity 1908, while, in 1952, the exterior was "modernized," "not so much for looks but to get the stairway to the upstairs inside" (Gregg 1976: 3; BCRC 1965: 22). It remained in the family until it was sold in 1972. Contributing.

127. Wine Emporium & Market (ca. 1970s)

The building at 127 East Water Street is a frame, single story commercial block clad on all elevations with brick veneer and synthetic stucco. The tall pent roof on both street sides is clad in vinyl shakes. Other than the entrance on the side elevation (Park Street) this building lacks fenestration, and its wall planes consist of synthetic stucco-clad panels framed within wood stickwork. For many years this lot was the location of a service station, and Sanborn maps reveal that the first was housed in a frame building on the site built between 1919 and 1929. The current building appears to have been constructed during the 1970s, and a DDA facade grant is in progress to renovate the building to an appearance more appropriate to the streetscape. Non-Contributing.

201. Dairy Queen (ca. 1970)

201 East Water Street is a single story building constructed of concrete block and brick veneer typical of late 20<sup>th</sup> century fast-food restaurant commercial construction. Perhaps its most distinguishing feature is its vibrantly-colored mansard roof, which projects broadly around the front and sides. Both the principal and side elevations feature symmetrical fenestration composed of vinyl fixed pane windows and entry doors. This site was the location of the Masonic Temple, which was destroyed by fire in 1951. In 1962 a Dairy Queen was constructed here, originally as a simple concrete block and glass paneled "drive-in" structure; it was replaced by the current building ca. 1970. Non-Contributing.

211. J.M. "Mac" Harris Law Office (between 1880-1900)

Two now connected buildings that, facing East Water, now form a single complex. The westerly of the two is composed of a two-story vernacular building currently joined by an ell to the second more recent vintage single story structure (historically addressed as 215 East Water Street, see description below). The two-story unit is of frame construction, is clad in aluminum siding, and is one of the few surviving downtown buildings with a false "boomtown" front, which masks a front-gabled roof. Its three-bay façade is defined by a recessed slant-sided central entry flanked by large glass display windows resting on paneled bulkheads. The three bays of the second story are defined by double hung sash windows with plain wood surrounds. The façade terminates in a simple cornice embellished with a crown molding supported by widely spaced small brackets. A one-story hyphen connects this building to the more recent vintage structure next door to the east. The building was renovated in the 1970s and again in the early 1990s when the two formerly separate buildings were joined together.

The 1901 Sanborn map reveals the location of this false-front gable-front building was occupied by a previously existing two-story frame dwelling, and the house is still present in the 1905 edition. By 1911, the same building footprint is portrayed, but is now designated as a restaurant building, and subsequently is identified as a bakery on the 1919 map. It appears likely that the building with the boomtown front pre-dates 1901 and was converted from a dwelling to commercial use. According to some sources, this building may date as early as 1880, the date of newspapers found during renovations (Smith 1976: 15). This source also states that J.M. "Mac" Harris had a law office in the building prior to 1900, that the building became Ed Thurston's Boarding House ca. 1900, and was later occupied by Findlay's Photography Studio. During the 1920s it was occupied by Olsen's second hand store, Kerry's Radio & Electric, and then Lamkin Dry Cleaners, which was taken over by Gilbert Lindsay in the

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1930s and Bill Casper in the 1940s. City directories offer some confirmation, revealing that the building was occupied by Lamkin Cleaners in 1934, and by Boyne City Dry Cleaners and Gilbert M. Lindsey, Justice, in 1940. In sum, this appears to be one of the oldest buildings in the central business district, and it is conceivable that it may be the oldest surviving building. Contributing.

211. (215 East Water Street historically) (between 1940-1960)

The second of two buildings currently addressed as 211 East Water Street (historically addressed as 215 East Water Street) is a single story enframed window wall type commercial block currently joined by an ell to an older two-story structure (historically addressed as 211 East Water Street, see description above). The building is constructed of concrete block and now clad in vinyl siding, with a symmetrical façade featuring a slant-sided front entry flanked by display windows over narrow paneled bulkheads. The façade terminates in a parapet distinguished by a raised central gable. This building post-dates the 1929 Sanborn map, which shows a frame dwelling set back further from the street than the current structure. It was renovated in the 1970s and again in the early 1990s when it was joined to the building next door. Although now clad in Victorian Revival sheathing, this building has brick piers and deeply set glass block windows on the side elevations, indicating older, original wall planes beneath. The building would appear at a minimum to pre-date 1960.

The 1901 Sanborn map reveals the location of this building was occupied by a frame dwelling, and the lot continued in residential use through the 1929 Sanborn edition. City directories confirm use as a dwelling through 1940. In sum, this building appears to have been constructed between 1940 and 1960. Contributing.

221. Harbor House Publishers (1960s; 1987; 2000)

The building at 221 East Water Street is a two-story two-part commercial block dressed out in generalized Victorian details, while the façade and side and rear elevations are clad in vinyl siding. The street level façade consists of five bays defined by pilasters in which are contained a central entry flanked by large fixed pane windows. A simple storefront cornice occurs beneath the second story, whose piercing pattern consists of three sets of paired double hung sash windows. A paneled cornice embellished by a central half-round blind fanlight motif rises to the false-front wall plane, which masks all but the peak of a front-gabled roof. The original building, constructed in the 1960s, is reported to have been an "A-frame" whose extensive 1987 renovation included the addition of a second story and installation of Victorian Revival details. An addition was also constructed in 2000. Non-Contributing.

229. Riverside Tavern (pre-1911)

229 East Water Street is a two-story two-part brick commercial block displaying Late Victorian design. The façade is composed of rock-faced limestone ashlar in rows of varied height at the street level, while rock-faced concrete block was employed on the side elevations. The four bays of the façade's first story are composed of alternating "oval" tavern windows and entry voids. A plain masonry course marks the storefront cornice beneath the second story, whose two bays are defined by double hung sash windows featuring masonry sills and triple rowlock bond arched hoods. The façade is enframed by brick piers that rise to a parapeted roof line with tile coping. The building's brick wall planes display a high degree of proficiency in the use of recessed panels, a central floating corbelled pier below the parapet, and a course of sawtooth soldier bond that culminates in a corbelled and otherwise restrained cornice.

While one source states that the "original building opened in 1893" and that this was the "oldest continuously run business in the same building at the same location (was closed during Prohibition)" (BCMS 2003), other data do not verify this. Unfortunately, the Sanborn maps do not extend to this address prior to 1911, because the business

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district did not yet extend this far east and this portion of the block was still occupied by non-commercial frame dwellings. In 1911 this address is occupied by a "stone" bar and saloon building, which is occupied by a cobbler in 1919, and was identified by a generic store symbol in 1929. On the 1911 Sanborn map set maintained at city hall, the name "Joe Kozeny" is penciled in at this location; context from other markings observed on this map indicates this markup may date to the 1920s. City directories reveal this building was occupied by the Riverside Tavern in 1934 and by the Joseph J. Turner Restaurant in 1940. The distinctive rock-faced limestone post-dates a yearbook photograph taken in the 200 block of Water Street in 1967, and may date to renovations completed during the 1970s, based on its similarity to the façade of 231 East Water, adjacent to the east. Contributing.

231. Herb's Super Service (1938)

The building at 231 East Water is distinctive in its setting and massing. Set on a corner lot, its irregular footprint features a curving façade set at an approximately 45 degree angle to the streets it fronts. It is a two story, flat-roofed commercial structure. The four bay façade is strictly functional in composition, displaying an off-center entry door and large display windows, and is clad in vinyl siding above a coursed ashlar stone ground floor matching that employed in the adjacent building front at 229 East Water Street. The functionality carries over to the vinyl-clad second story, whose three bays are defined by sliding windows. Gasoline sales were occurring at this location prior to 1929, and the present building owes its unique footprint to the fact it was constructed as a service station in 1938, with side bays added in 1946. It served as a gas station until 1979 when it was renovated to serve as a real estate office.

The 1929 Sanborn map illustrates a small brick filling station attached to a frame pump canopy that is set at a 45-degree angle across the lot where the current building's parking lot is located; the current building post-dates this structure. While the 1934 city directory contains no entry for this address, the 1940 edition indicates it housed Herbert J. Schneider Gasoline Oil and Auto Accessories. Herb Schneider opened Herb's Super Service (with Hi-Speed Gas) ca. 1929, but the original building burned in 1938 and was rebuilt. In 1946, Jack Dickout purchased the business and changed the name to Jack's Super Service. In 1950 Dickout acquired a Chrysler-Plymouth franchise, changed the name to Jack's Auto Sales, and soon thereafter completed additions to the building's side elevations. When the franchise moved, in 1953 Bob Capelin returned the property to service as a gas station and ran it until 1967, when he sold it to Lyle Kowalski, who operated it as Lyle's Shell Service. In 1979, his son Mark Kowalski acquired the building and renovated it to serve as a real estate office (BCRC 1965: 6, 9; Sansom n.d.; BACC 2006: 40). The distinctive rock-faced limestone post-dates a yearbook photograph taken in 1967, and appears to date to the 1979 renovations, which also added the second story (Hewitt 5-21-12; Fulkerson 2012). Non-Contributing due to alteration of form and lack of visible historic finishes.

301. US Post Office, Federal Building (1932)

The building at 301 East Water Street is one of two high style architecture examples in the downtown district (the other, the Odd Fellows Hall at 214 East Water Street). This single story, square plan, limestone-trimmed brick building is constructed employing English bond brick, and rises from a masonry water table to a hipped slate roof that is pierced by internal dormers. Each of the elevations are five-bay symmetrical compositions enframed by raised brick corner quoins. The character of the impressive façade is anchored by the central projecting pedimented entry portico supported by four masonry columns rising to stylized Corinthian capitals. The paired façade doors with transom are set within fluted pilasters rising to a dentiled cornice. The entry bay is flanked on each side by pairs of triple hung sash windows with masonry sills and keystone lintels, each of which is surmounted by a plain inset panel. The façade culminates in a restrained masonry entablature with a cornice supported by a series of closely spaced dentils. All of these design elements carry over to the five bay side elevations.

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This building is an excellent example of Classical Revival architecture so favored in federally-sponsored public architecture during the Great Depression. These works were meant to inspire allusions to the great democracies of Greece and Rome. They employed general references to both Roman and Greek-inspired elements, combining them into a single product designed to express dignity, strength and permanency. The cornerstone of this building reveals it was produced in 1931-1932 under A.W. Mellon, the Secretary of the Treasury, and James A. Wetmore, who was Supervising Architect of the United States Department of the Treasury from 1915 until 1934. During this period Wetmore's name appears on approximately 2000 government building cornerstones – more than any other U.S. citizen. He was not an architect, but supervised a large staff that often used standard design elements and collaborated with local architects to design buildings. This post office was built at a cost of \$65,000, which some residents at the time thought was outrageous, but the building also contained office space for the county agricultural agent, the Bureau of Census, the Extension Service, and the Farm Home Loan Service (Erber 1952: 28). The building does not appear in the 1934 City Directory but is identified as the Federal Building in the 1940 City Directory. Contributing.

311. James Fairchild House (between 1900-1910)

311 East Water Street is a two-story frame dwelling whose irregular silhouette and details reveal Queen Anne style inspiration. It is a compound massed plan, two-story, frame building that rests on a brick foundation, is clad in vinyl siding, and is topped by a cross-gabled and hipped roof sheathed with asphalt shingle. A central ridge chimney and eave wall chimney break the roof line. Its five bay façade is studiously asymmetrical, and is distinguished by a wrap-around square column Colonial porch and a two story projecting bay window. The fenestration is composed of replacement vinyl sash windows and recent vintage French doors. A side-gabled single story unit that may once have served as a garage has been added to the east elevation.

The earliest Sanborn covering the 300 block of Water Street is 1911, and it illustrates the present dwelling. The 1934 city directory indicates the house was vacant, but by 1940 it is owned by James I. Fairchild, dentist. Dr. Fairchild owned it for many years. The words "Fairchild House" are penciled in on the 1911 Sanborn map on file at City Hall, which dates to a series of mark-ups that appear to date to the 1920. Dr. Fairchild was a 1918 BCHS grad, and after graduation from dental school practiced for 8 years in Detroit, but returned to Boyne City in 1938, where he opened offices "in his mother's recently renovated home at 311 Water Street" (*Boyne Citizen* 1938n, 1938g). In 1939 Fairchild was named the first President of Boyne City's newly formed Chamber of Commerce (*Boyne Citizen* 1939a). Dr. Richard Fish occupied the house in 1964 soon after arriving in Boyne City (Michelle Hewitt BCHDC 12-15-11). Contributing.

**EAST WATER STREET, SOUTH SIDE**

102. Building (1997)

The building at 102 East Water Street displays Victorian Revival details. Built of concrete block and rectangular in plan with a chamfered corner entry, it is clad in a brick veneer kneewall beneath vinyl siding that culminates in a fishtail shingle pattern. Vinyl is also used in the bracketed cornice at the roof line. The building's most distinctive feature is its outscaled and offset three-story clock tower, which rises above the corner entry to an open pyramid-roofed belfry containing the clock faces. Fenestration consists of large glass display windows on the street-level elevations that flank the paired corner entry doors. This building occupies part of the site of a long-time Boyne City business, Moore's Hardware. The current building was constructed in 1997. Non-Contributing.

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104. Charles Moore Hardware (1960)

The building at 104 East Water Street is a single story one-part commercial block of recent construction employing Victorian Revival details. It is rectangular in plan and is clad in stucco above a brick veneer kneewall. The building is enframed by large corner pilasters joined by a simple convex cornice. The three-bay facade is symmetrical, and defined by a center entry door flanked by pairs of large display windows with transoms. The side elevations are obscured by adjacent buildings but the rear is of concrete block. This renovated building was constructed in 1960, when Charles W. Moore, who owned the building adjacent to the west at 102 East Water, demolished an existing structure to expand his hardware store. A 1965 photo illustrates a simple uniform rectangular enframed window wall store front across both 102 and 104 East Water Street. The current building is the product of remodeling dating to the 1990s. Non-Contributing because no historic features are now evident.

106. Stanley Insurance (ca. 1965)

The single story brick building at 106 East Water Street is a brick one-part commercial block with a wood shake mansard roof. Its three-bay facade lacks symmetry, and is defined by an off-center entry door flanked on one side by paired casement windows and the other by a pair of fixed pane windows. They feature non-functional louvered shutters and occur above vinyl panels and beneath lintels joined by a denticulated frieze which supports a shallow gable centered over the door. The side elevations are obscured by adjacent buildings but the rear is of concrete block. The design elements reference the Colonial Revival style, executed independently from the mansard roof, which extends across to the adjacent building (108 East Water Street). The current building was constructed to house the Bill Stanley Insurance agency in the 1960s. Non-Contributing, re-evaluate when 50 years old.

108. Building (ca. 1960)

The single story brick building at 108 East Water Street is a one-part commercial block with a wood shake mansard roof. Its facade, occurring between brick corner piers, consists primarily of large glass display windows resting on a stuccoed masonry bulkhead, relieved only by an off-center, recessed entry door. Perhaps the most notable design element of this building is the mansard roof, which extends across to the adjacent building (106 East Water Street). The side elevations are obscured by adjacent buildings but the rear is of concrete block. The current building appears to date to ca. 1960 with renovations occurring during the 1970s. A DDA facade grant is in progress. Non-Contributing because few original features are evident.

110. Guy Conkle Law Firm (ca. 1965)

The single story brick building at 110 East Water Street is a one-part commercial block, consisting of three bays that are defined by a central projecting entry flanked by paired casement windows with masonry sills. Its most prominent feature is its seamed metal mansard roof. The side elevations are obscured by adjacent buildings but the rear is of concrete block. The current building was constructed in the mid-1960s to house the Guy Conkle Law Firm. Non-Contributing, re-evaluate when 50 years old.

112. S. Dosie Clothing, Shoes, Furnishings (1907)

The two-story brick two-part commercial block at 112 East Water Street displays a modified street level facade but represents the Late Victorian commercial style. While the brick corner piers are original, renovations have reconfigured the storefront to its present appearance of four large display windows and a recessed corner entry door. The more intact upper portion of the facade above a rosette-detailed I-bar cap for the storefront contains three double hung transomed replacement windows with simple masonry sills and lintels, above which is a corbelled brick frieze that rises to a pressed metal cornice featuring floral and rosette motifs. The cornice was fabricated by the George L. Mesker Co. of Evansville, Indiana. The side and rear elevations are all constructed

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of brick.

The 1901 Sanborn maps reveal a frame building at this location, and subsequent editions reveal the current building was constructed between 1905 and 1911, when a brick building housing a store selling clothing, boots and shoes occupied the site. A *Boyne Citizen* newspaper article described the opening of the new store building: a 25x94 foot store, of two stories, with hot water heat, electric lights, two immense plate glass windows, and stocking only the best makes of goods, with clothing kept in dust-proof cabinets and hats in specially constructed wall cases (*Boyne Citizen* 1907: 17). To more fully quote the article:

From a small beginning a few years ago the business of S. Dosie has grown to such magnitude that he now occupies the finest storeroom in Greater Boyne, where his stock of clothing, hats, furnishings and shoes is arranged in metropolitan style. Mr. Dosie's new store, in which he began doing business on March 20 of the present year, has a ground area of 25 x 94 feet, two stories high, and is in every sense of the word a model mercantile building. Only the best makes of goods find a place in this store - such as Kuppenheimer & Co.'s hand tailored clothing. Tiger brand soft and stiff hats, Walkover shoes, for which he has the exclusive selling agency in Boyne City, makes a line of merchandise unsurpassed. His stock of furnishings are the most complete of any in town, all the latest and current styles being found therein. The shoe department occupies the entire northern half of the store, and comprises the best and newest styles in footwear for men, women and children. The clothing is arranged in dust proof cabinets, easy to access and in such shape it can not wrinkle. The hats are kept in specially constructed wall cases and the line of furnishings is artistically displayed in a number of massive glass cases. The store will be hot water heated, and is electrically lighted by fifty-two powerful lights on the first floor and twenty-five on the second floor, which will be stocked with goods in the early fall. The interior finish and furnishings show excellent taste, presenting a harmonious and beautiful appearance. Two immense plate glass windows admit of admirable window dressing, while large windows in the rear give ample daylight. Mr. Dosie's phenomenal success is due largely to the high quality and reliability of goods sold. Customers know that they get value received for their money on every article purchased. No cheap or shoddy goods find a place in this stock, and every article is sold strictly on its merits. Mr. Dosie is a representative merchant with pleasing personality and no fear of hard work. His success is well deserved.

City directories reveal that the building was occupied by the Vaughn & Greenman Restaurant in 1934 and by the Azra I. Smith Restaurant and the Fanitorium Tavern in 1940. By the early 1950s the Sunnyside Restaurant was located here, and the building was renovated in the early 1970s when it housed a restaurant named Mr. J's (Smith 1976: 12). Contributing.

114. Great Atlantic & Pacific Tea Co. (ca. 1920s)

The single story brick building at 114 East Water Street is a brick enframed window wall type commercial block, one of the most intact examples in the downtown. Its symmetrical three-bay façade consists of centered slant-sided entry bay flanked by large display windows that are positioned above slanting board bulkheads. The character of the façade is largely due to the expanse of unadorned brick wall plane above the fenestration that rises to a parapeted roof with tile coping. The street level treatment is a renovation that occurred ca. 2004. The side elevations are obscured by adjacent buildings but the rear is of concrete block. Review of Sanborn maps reveals that this address was occupied by a frame barber shop in 1919 and that the current brick building had been constructed by 1929. City directories reveal that by 1934 this building housed the Great Atlantic & Pacific Tea Co. store, simply identified as the A & P Food Store in 1940. A & P opened in Boyne City in 1922 and moved to the 114 East Water Street address in 1928, which is perhaps the construction date of this building

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(*Boyne Citizen* 1938g). The current façade is the product of renovations completed ca. 2005. Contributing.

116. Building (between 1901-1905)

The building at 116 East Water Street is a brick, two-story, two-part brick commercial block that is typical of Late Victorian style-inspired commercial construction. The four-bay street elevation consists of a recessed corner entry door and three large display windows that are positioned above a brick bulkhead. Brick corner piers extending to the roofline are interrupted by masonry capitals anchoring the ends of the store front cornice, which consists of ornamental pressed metal. The three-bay second story is defined by double-hung sash windows with unadorned masonry lintels and sills. These occur beneath a corbelled frieze that supports a paneled and bracketed metal cornice. The side and rear elevations are also constructed of brick. The current storefront is the product of a DDA Façade Grant awarded ca. 2008. Sanborn maps reveal that a frame building selling furniture occupied the site in 1901, and that the current brick building, occupied by a dry goods store, had been constructed by 1905. In 1911 it is identified as a vacant shoe shop, while in 1919 it is occupied by a furniture store. City directories reveal that in 1934 it housed Bearss Brothers, Kalamazoo Stove Co. representatives, and in 1940, the Boyne City Bakery. Contributing.

118-120. Bergy Brothers Dry Goods (1907)

The building at 118-120 East Water Street is a brick, two-story, two-part commercial block influenced by Late Victorian style. The symmetrical seven-bay street elevation presents two three-bay storefronts each composed of a recessed center slant-side entrance flanked by large display windows that rest on low masonry bulkheads and rise to prismatic glass transom windows. Between the storefronts, a projecting central bay contains an entry leading to the second story that is flanked by sidelights and surmounted by a bracketed cornice beneath a large arch filled with a grid of fixed-pane glass. The masonry storefront cornice runs beneath brick piers at the corners of both the building and the projecting central bay, each rising to a simple capital that is surmounted by a modern floral motif panel, and all terminating in a simple modern cornice. The second story wall plane is pierced by four double hung sash windows in each storefront and another in the projecting central bay, all downsized within voids featuring masonry sills and corniced lintels. The uppermost facade is distinguished by a series of corbelled brick dentils and brackets creating a frieze beneath the cornice. The focus of the cornice is a central masonry plaque stating, "TEMPLE/ 1908." (Blurred images on period post cards reveal this plaque extended above the cornice and appears to have read "MASONIC" prior to its truncation during a renovation.) The side and rear elevations are also constructed of brick. The current cornice is of modern vintage, replacing the original that had deteriorated and was removed.

Sanborn maps basically confirm the date in the cornice, with the building's site largely open except for a small frame office in 1905, while the 1911 edition displays a large brick building occupied by a barber & billiards in the west half (118) and a bazaar in the east half (120). The bazaar continues over to the 1919 edition, but a clothing store replaced the barber & billiards. City directories reveal that in 1934 and 1940 the east half (120) was occupied by Samuel B. Neymark Clothing, with the west half (118) housing Young & Chaffee Furniture in 1934 and Talboys' Restaurant & Soda Bar in 1940.

This building was constructed in 1907 to house the Bergy Brothers store, and the Masonic Temple occupied a spacious hall upstairs. M.E. Bergy gained mercantile experience in Chicago, and his brother, S.J., in Grand Rapids, before they opened up a general bazaar offering an assortment of china, toilet articles, stationery, confectionary, an elegant line of bound books, a line of souvenirs, pocket cutlery and kitchen ware, a complete line of notions, and an immense stock of post cards (BC 1907:12). Bergy Bros was successful until about 1925, and during the early 1930s S.B. Neymark opened a dry goods store here that was in business over 30 years

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(Sansom n.d.). Contributing.

126-128. Ben Franklin (1960)

The single story brick building at 126-128 East Water Street, an enframed window wall type commercial block, is typical of mid-twentieth century commercial construction. It is a broad double storefront structure that lacks strong stylistic embellishment. Its restrained façade consists of a slightly projecting synthetic stuccoed entry bay, with doors in either side of the slant-sided recess, which is situated between two storefronts, each composed of a series of four large display windows. The building is faced with standard bond brick that comprises both the courses beneath the masonry-silled windows and those rising to the simple classical cornice at the parapeted roof. The only other embellishment is a continuous storefront cornice with dentil band. The side elevation is obscured by the adjacent building but the rear is of concrete block. The entry treatment and applied ornament appear to date to a 1990s renovation. This location was long occupied by the First National Bank, which was demolished in 1960. The building currently occupying the site was then constructed to house a Ben Franklin Store, which remained in business here for decades. Contributing.

200. Ace Hardware (1950s, 1980s)

The single story building at 200 East Water Street is a rigidly symmetrical structure that appears to reference vaguely the Romanesque style in its arch and pilasters. The brick veneer façade is composed of five bays defined by paneled wall planes between shallow brick piers and capped by a simple cornice. The fenestration consists of four large display windows and a central recessed entry door. This entrance is the most distinctive feature of the building, set into a round arch outlined in soldier bond brick. Sheet metal flashing shields this elevation's parapet, while the side and rear elevations are of masonry and lack fenestration. The building's owner states half of this building dates to the 1950s and the remainder dates to the early 1980s, when the current facade was constructed to join the two components in a unified storefront to house the enlarged hardware store. This building is evaluated as Non-Contributing to the historic district because no original features are visible.

214. Odd Fellows Hall (1906)

The impressive three story building at 214 East Water Street is constructed of masonry and brick – concrete block in the lower street level façade with brick above and poured concrete in the side and rear elevations. The street level is essentially a masonry arcade of three basket-handle arches presenting a central entry flanked by large display windows, all with closed-in transoms at the level of the imposts. The entry bay occurs between two engaged columns standing on paneled bases. The display window bulkheads are also paneled. The entrance is further distinguished by the placement of a concrete balconet with metal railing above, which rests on massive consoles above the columns. The second and third stories continue the massive feel of the street level, in four broad brick piers that enframe the recessed areas between, which culminate in arches composed of four rows of corbelled brick. Fenestration consists of multi-light casement windows on both the second and third stories, separated by ornamental metal spandrels and set within corbelled brick arches. The Odd Fellows chain motif is set within a panel in the central bay between the second and third stories. The upper section of the building is extensively embellished, commencing with the broad decorative capitals beneath the metal architrave lower portion of a taller cornice whose upper section is no longer present. The facade culminates in a masonry parapet with a central, cross-topped arch that proclaims, "BOYNE RIVER/ IOOF NO. 367." The distinctive arched façade of this building creates one of the most impressive "assets to the street" in the central business district. The IOOF Building is one of two high style architecture products in the downtown (the other is the U.S. Post Office at 301 East Water Street). The symmetry, use of arches, varying wall planes of masonry and brick, balconet balustrade, and classically-inspired ornamentation reveal this building to be strongly influenced by Neoclassicism, which was popular from the late nineteenth century through the 1920s.

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Sanborn maps reveal this building's site was occupied by two frame dwellings in 1905, but by 1911 the current building had been constructed, housing a printing shop in its west storefront and the post office in its eastern half. It is interesting to note that Sanborn classifies this building as built of "stone," perhaps struggling with how to deal with the advent of concrete construction. This building was constructed in 1906 to house the Odd Fellows Hall, and is believed to be the first building in Boyne City to employ poured concrete. J.I. Gee provided the cement, and in a 1907 *Boyne Citizen* advertisement he proclaimed his growing ability to produce cement building blocks, porch posts and window sills under a prominent photo of the newly completed "Odd Fellows Temple" (*Boyne Citizen* 1907: 22). The Odd Fellows' large upstairs hall, which featured a third floor balcony, hosted lodge meetings, boxing, and in the early 1900s acts such as the magician, Harry Houdini. The building's street level was occupied by a series of tenants, including the Boyne City Publishing Co., between 1910 and 1928, a firm that had merged all of Boyne City's struggling newspapers – *The Times*, *The Bee*, and *The Evening Journal* (BCRC 1965: 20). As noted, the U.S. Post Office occupied the east storefront soon after the building opened, while other well-known businesses included Gardner's and Thompkin's Chicken Hatchery, among others (Sansom n.d. plaque). Both the 1934 and 1940 city directories identify this address as the Odd Fellow Building. Contributing.

224. Northern Auto Company (1918)

The single story brick building at 224 East Water Street is a classic example of the enframed window wall commercial type. It displays a five bay façade that consists of an off-center pedestrian entry flanked by large paired display windows, and two lateral bays defined by an overhead door and another large paired display window. The façade's most notable component is its very tall cedar shake pent roof. The side elevations are paneled wall planes lacking fenestration except for a single vehicle entry door, but retain the brick's original yellow color. The rear elevation is also of yellow brick displaying a functional piercing pattern, but also reveals this building's distinctive arched roofline. Vintage photographs pre-dating the mid-1970s reveal the facade as originally constructed also presented a broad shallow-arched silhouette, one that is now obscured in front by the pent roof. Prior to renovation, brick piers between the bays extended to a tile-coped parapet and decorative masonry devices were centered in the wall plane of each of the two bays flanking the central bay, which was pierced by a double window. The current facade appears to date to a renovation that occurred ca. 1972, because it post-dates an image of the building where display windows proclaim, "see new 71s," but was completed before the current owner's family acquired the business in 1973 (CCPNR 2006: 17; Mathers 2011). Contributing.

Sanborn maps reveal that in 1911 the site of this building was occupied by frame dwellings, but by 1919 a large brick building identified as a garage, capacity 26 cars, with a display room and offices facing the street and bays for washing and repair in the rear, had been constructed. The same building is illustrated in the 1929 edition, but capacity was increased to 35 cars. The 1934 and 1940 city directories indicate the Northern Auto Co., automobiles, is located at this address. This building has housed a Ford dealership since its opening over 90 years ago. The Ford dealership in Boyne City opened on September 22, 1917, one of several run under the Northern Auto Co., which also owned dealerships in East Jordan, Charlevoix, Rogers City, Gaylord, Onaway, and Petoskey. The Boyne City franchise was known as Boyne Valley Motors when Dick Cote acquired it in 1970, and he sold it in 1973 to Robert G. Mathers, father of the current owner, Bob Mathers, a year after the elder Mathers had purchased the body shop (Mathers 2011; Smith 1976: 13). Contributing.

230. House (ca. 1900)

The building at 230 East Water Street is a single story residence converted to commercial use. It is a front-gabled, frame structure resting on a coursed ashlar stone foundation and sheathed in composition siding. The

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asphalt shingle roof of the shed roof extension across the principal elevation has been covered with thatch of recent vintage. The front extension contains a large window and an enclosed corner entry porch. Ornamentation is virtually absent, confined to minimalist eave brackets and simple cornices on the window lintels. This building is a purely vernacular product displaying vague references to Queen Anne and Colonial Revival in its restrained brackets and window cornices. Sanborn map coverage does not extend this far east prior to 1911 because this portion of Water Street was occupied only by non-commercial, residential buildings. When coverage was extended to East Street in 1911, this dwelling had already been constructed. Based on the type of construction and details it appears to date to ca. 1900. The house was vacant in 1934, but was occupied by Harold C. Howard in 1940 according to city directories. It appears to have been converted to commercial use during the 1960s. Contributing.

232. Building (between 1900-1910)

The building at 232 East Water Street is a two-story residence converted to commercial use. It is a frame, gabled ell structure resting on a coursed ashlar stone foundation, sheathed in vinyl siding and covered with an asphalt shingle roof. The two bays of the Water Street elevation are defined by a large fixed pane window and enclosed corner entry porch, while the four bays of the East Street elevation are defined by large recent vintage display windows. Vinyl corner boards rise to horizontals that define each story, and a circular louvered vent occurs in the gable. The simple corniced window and door lintels appear to be original. This building is a purely vernacular product displaying at best, vague references to Colonial Revival in its window cornices. Sanborn map coverage does not extend this far east prior to 1911 because this portion of Water Street was occupied only by non-commercial, residential buildings. When coverage was extended to East Street in 2011, this dwelling had already been constructed. Based on the type of construction and details it appears to date between 1900 and 1910. It had been converted to at least partial commercial use by 1934, when it served as an office for Harry Parker of Parker Motor Freight. By 1940 it was occupied by Herbert Schneider, who owned Schneider Gasoline, across the street, at what is now 231 East Water Street. Contributing.

300. Wolverine Hotel, Dilworth Hotel (1912)

The building at 300 East Water Street is a massive, restrained and distinguished building that dominates and forms the east end of the traditional commercial district. It is a rectangular plan, three-story brick structure with a flat parapeted roof. Its Water Street façade is five bays wide on the street level, defined by a central entry within a projecting frame vestibule that is flanked on each side by two large fixed pane windows having transoms with tracery. The three central bays are shielded by this elevation's most distinctive feature, a low-pitch shed-roofed porch supported by four sets of paired pillars, each resting on a pedestal, between which runs an ornamental balustrade. The porch and large window elements carry over to the East Street elevation, although the six other bays there are composed of casement windows with transoms. The seven bays of the upper two stories of the Water Street elevation display a purely symmetrical piercing pattern, composed of both large and small voids with plain masonry sills and double hung sash. The third story windows reveal added embellishment, all being slightly recessed with masonry corner anchors. In addition, a slightly projecting belt course occurs above these windows and beneath a metal cornice (which is deteriorated and partially removed). The East Street elevation is virtually identical in the details of architectural composition, but it contains eight bays, and the piercing pattern is not as rigidly symmetrical.

The Wolverine Hotel is one of the few documented buildings still standing that is constructed from bricks manufactured by the Boyne City Brick Co. The very restrained and straightforward composition of this building reveals it to be an architectural product of the post-Victorian period. While the tracery elements and balustrade reveal some Colonial Revival affinities, the unembellished exterior and period interior images reveal that this

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building's primary inspiration originated in the Arts & Craft movement, which emphasized simple form and function over the previous Victorian emphasis on adornment and embellishment. The building received renovations and updating over the decades, most often associated with changes in ownership, during the 1940s, the 1960s and the 1980s. All of the metal cornice on the Water Street elevation and much of that on the Park Street elevation are missing, having deteriorated and been removed.

Sanborn maps reveal by 1911 the site was occupied by a brick building with a veranda extending across the entire Water Street façade and partially down the side elevations, which is identified as the Boyne City Hotel Co. It was apparently under construction because within the building footprint is the notation, "From Plans." By 1919 the building is described as the Wolverine Hotel, having a spacious L-shaped lobby fronting on Water Street with a central elevator. On the first floor plan, a central hall led from the lobby to the rear bays, separating the large dining room facing onto Park Street from the kitchen. The 1929 Sanborn edition and post cards from the 1920s reveal that separate broad porches on each elevation comprised the veranda (as they appear today). The 1934 city directory identifies this building as the Wolverine Hotel, while the 1940 edition reveals a name change and an advertisement that states, "Dilworth Hotel – the Pride of Boyne City – is famous among the traveling public as having unsurpassed service."

The Wolverine Hotel resulted from the vision of city fathers who desired first-class accommodations for visitors to the city. The Boyne City Hotel Co. was composed of 46 shareholders and its directors read like a who's who of Boyne City's commercial elite: W.H. White was president and majority shareholder, and other directors included his business associates, William Martin and Ervan A. Ruegsegger. The grand hotel was constructed with locally-produced bricks from Boyne City Clay Products Co., and \$40,000 had been expended by the time of the grand opening, attended by 240 patrons, on February 1, 1912 (Morgridge 1981: 37; Wolverine 1980). It is the only surviving large hotel from Boyne City's lumber era. In 1935 it was renamed the Dilworth Hotel after it was purchased by Wesley Dilworth. During the 1930s and 1940s it was the site of the Smeltania Ball and fish dinner that culminated the three-month long fishing event held annually during the heyday of lake and river smelt runs. Dilworth sold the hotel by the mid-1940s, but it retained its reputation for serving the area's best food and remained a favorite dining spot. The Wolverine-Dilworth was the place to stay when visiting the area through the mid-twentieth century, and among other guests, Ernest Hemingway is reputed to have stayed here (Sansom n.d.). In addition, city directories reveal that a number of Boyne City managers, professionals and service providers resided in the hotel's suites. The Wolverine Hotel was individually listed in the National Register of Historic Places in 1986.

**BOYNE AVENUE, NORTH SIDE**

**417. William H. White House (ca. 1900)**

The house at 417 Boyne Avenue is sited on a triangular corner lot at the intersection with Pearl Street and East Water Street (Boyne being essentially an extension of Water Street) offering an unimpeded view of the central business district. It is a variant of a two-story cross-gabled dwelling that includes two cross-gabled units on the rear elevation. The house rests on a coursed ashlar stone foundation, is clad in stucco, and is shielded by an asphalt shingle roof. The façade features two entries, the most prominent in the gable-front unit that is accessed through a round-arch roof supported by square pillars, and a second in the ell that is shielded by a hipped roof porch with turned columns. Fenestration is varied, and is composed of double hung sash, sliding, and fixed pane windows, almost all of which are replacements. Projecting two-story squared or box bay windows are centered on and comprise the fenestration of the gabled bays of the façade, on the Boyne Avenue elevation, and in one of the gabled rear units. Most of the surviving details of architectural interest are confined to the upper section of

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this house. Each of the box bays terminates in a projecting closed gable embellished by decorative diagonal truss struts, a device that is repeated in a small gable above the entrance in the ell's entry porch and in the gabled dormer above. The gable ends above the box bays are all clad in decorative shingles in diamond and key pattern motifs. Finally, a decorative bargeboard without bracing survives largely intact on all gables. All windows have been replaced, although most window voids have not been altered from their original size.

An early 1900s post card reveals that this house was originally clad in clapboard, and was distinguished by a full-width hipped roof porch, which rested on a decorative apron, and continued from the ell and across the front-gabled bays. The roof ridge line was also punctuated with finials. The strongest architectural affinities of this house appear to be to the Queen Anne and Eastlake styles, which were popular during the late nineteenth century. Hallmarks are its asymmetry, multiple gabled roof, squared bay windows, and use of patterned shingles, decorative truss gables and bargeboards.

This house was built by 1903 by William H. White on Lot 1 of "Wm. H. White & Co.'s Subdivision of Lot No. 35 of Beardsley's Second Addition to the Village," which was platted in 1902. Pearl Street, which bisects this plat, is named after White's daughter, and many of the houses in the subdivision were soon occupied by White's business associates and family members. W.H. White, "the Lumber Baron of Boyne City," had the house built during the period when he had achieved prominence and sufficient economic success to construct a suitable and impressive residence. The house was described by a contemporary as a "beautiful family home, known as a center of generous but unostentatious hospitality" (Powers 1912: 1229). White lived in the house from its construction in 1903 until 1931, just three years before his death in 1934. His wife, Mary Louise White, continued to reside in the home at least through 1940, according to city directories. The house was renovated and converted into a 5-unit apartment building during the 1970s.

William H. White arrived in Boyne City in 1882 to sell general store goods. He used the proceeds to buy a broom handle factory in 1883, which he parlayed into purchase of the Sheboygan Chair Company mill, the "big mill" that eventually was designated as White Mill No. 1. With his brothers he formed W.H. White & Co. in 1889. He founded the Boyne City and Southeastern Railroad in 1893 to connect his interests in Boyne City to the Grand Rapids and Indiana main line at Boyne Falls. He eventually expanded this railroad into the Boyne City, Gaylord & Alpena Railroad, Michigan's only independent cross-state road, which reached Alpena in 1918. In 1894 he founded the White Transportation Steamship Line, a lake steamer transport company, to carry lumber from his mills through the Great Lakes. In 1902 White and his brothers organized the Boyne City Lumber Co., with its Mill #1, Mill #2, Mill #3 and Mill #4. He also organized the Badger Wooden Ware Co. He was also president and majority shareholder in the local group that constructed the Wolverine Hotel in 1912, Boyne city's finest, located within the historic district. White also directly influenced city development through other activity. In 1902 he recorded the W.H. White & Co. Subdivision of Part of Lot 35, including 20 lots laid out along Pearl Street (named for his daughter) at the east end of the historic district, where he built this home, and where his daughter, other relatives, and close business associates also built fashionable residences.

White served as a primary catalyst for the growth and development of Boyne City, and it may be argued that without White Boyne City could have remained an economic backwater. Without his impact, the city would not have experienced the boom that witnessed the population of Boyne City rise from just over 912 in 1900 to 5218 (US Census, Bowen 1916: 144) in 1910 – reputedly ranking as the fast growing city in the nation for that decade. Outside of his own businesses, in 1901 White induced W.S. Shaw to come to Boyne City and establish Boyne City Tanning Co., which developed into one of the city's major employers (and was the county's largest employer until it ceased operation in 1969). He negotiated and succeeded in convincing investors to move an

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iron furnace from St. Ignace to Boyne City, establishing the Charcoal Iron Co. of America, and he also induced a group of Grand Rapids financiers to start the Boyne City Electric Co.

At one time or another, among his other positions, White was President and General Manager of W.H. White & Co., President and General Manager of the Boyne City Lumber Co., President and General Manager of the Boyne City & Alpena Railroad, President of the Boyne City State Bank, First Vice President of the Boyne City Chemical Co., Secretary of the Elm Cooperage Co., Treasurer of the Michigan Maple Co., President of the Boyne City Board of Trade, First Vice President of the National Hardwood Association, and President of the Beulah Farm for Boys. His influence on the community extended beyond the economic. From the turn of the twentieth century he would write editorials informing residents of Boyne City how they should vote in upcoming presidential elections, which the *Boyne Citizen* newspaper published on its front page. In 1913, overextended by both railroad construction and acquisition of west coast timber lands, W.H. White & Co. went into receivership. The company was reorganized and White managed to continue operation of some of his mills into the 1920s and the railroad into the 1930s. Contributing.

#### PEARL STREET, NORTH SIDE

##### 401. A. J. Beardsley House (1898)

The house at 401 East Water Street is one of the more distinguished and best preserved houses in the city and demonstrates the eclectic style influences at the turn-of-the-twentieth century. It is a two-story cross-gabled Eastlake/Queen Anne-inspired dwelling that rests on an ashlar stone foundation, is clad in clapboard and is shielded by an asphalt shingle roof. Its massing is asymmetrical and is distinguished by several sharply pointed gables and a pyramid-roofed three story corner tower that is capped by a copper finial. The fenestration is varied and composed primarily of double hung sash windows but also including Craftsman windows on the enclosed entry porch, a cameo or oxeye window, and large fixed pane windows on the two projecting box bays. Decorative elements continue up to the roof line, including decorated gable ornaments in each gable and small brackets at the base of the tower roof that replicate those on each of the box bay windows. The Beardsley House combines Queen Anne style influences in its general overall irregular massing and corner tower, Eastlake in its gable ornaments and brackets, Colonial Revival in its cameo window and Craftsman in the windows of its now enclosed porch.

The A.J. Beardsley House is associated with one of Boyne City's most influential families in terms of both founding and commercial development. A.J. Beardsley arrived in Boyne City in 1875, when about the only building of note was the Pine Lake House, in which he opened up a stock of goods and became the settlement's first storekeeper. The following year, in 1876, he is credited with building the first frame house in town, the first store building, and the first dock. He also managed to find time to marry, and he and his wife, Emeline, had the first white child born in the village (Florence). He also built the first grist mill in 1878: "Boyne has a good grist mill, A.J. Beardsley is proprietor, who at present grinds out as many shingles as anything else" (Page 1884: 207-208). By 1881 he was running the flour mill with John Sudman, as a partner in Sudman & Beardsley (Polk 1881).

In the summer of 1875, convinced of the commercial prospects of the location at the confluence of the Boyne River and Pine Lake (now Lake Charlevoix), and almost certainly under the urging of his brother, George F. Beardsley, he acquired 97 acres at the mouth of the Boyne and, in 1877, laid out the original "Boyne Village Plat." It encompassed most of the historic district, running from Water Street north to River Street and from Lake Street east to East Street. George F. is commonly called "the Father of Boyne City." G.F. Beardsley also

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laid out two other plats as the village grew rapidly, which include portions of the historic district. The 1888 "Beardsley's First Addition to Boyne" platted the area east from Pine Lake between Water and Main Streets to East Street; within the plat and historic district is Ray Street, apparently named for his son. The 1898 "Beardsley's Second Addition to the Village" included the area east of East Street from south of Water Street northward across the river to North Street.

A.J. Beardsley's first store burned and he built a large brick business block to replace it in 1885. As his prospects improved, he moved from his small house next to the store and built a home in the historic district area at 401 Water Street, where he lived until 1903 when he sold the store and moved to Florida. In 1905 George Catton took up residency in the house when he established an insurance office in Boyne. His son, Bruce, the renowned Civil War historian, in 1925 wrote *Waiting for the Morning Train* that included his reminiscences about what it was like living in the Beardsley House during Boyne City's boom period. The city directory reveals that in 1934 the house was occupied by Frank O. Barden. Frank Orin Barden came to Boyne City in 1916 to assist in reorganizing the Boyne City Railroad and the Boyne City Lumber Co., and in 1922 started the F.O. Barden & Son Lumber Co. with his son Russell, which is still in business in a recently constructed building on East Street just south of the historic district. In 1940 the house was occupied by John H. Parker, who is listed as a grocer in the 1919 through 1926 *Michigan Gazetteers*, later owned Parker Real Estate, and whose son, Harry A. Parker, started Parker Motor Freight. In 1945 the house was acquired by Harry Jennings, the former police chief of Toledo, Ohio. During the 1990s the house served as the A.J. Beardsley House Bed & Breakfast. Contributing.

411. Chester Naylor House (1920)

The rectangular plan house at 411 Pearl Street is constructed of glazed tile, rests on a concrete foundation and is shielded by flat and shallow-pitched hip roofs. Its Mediterranean-inspired styling is highly unusual in the area. The house is composed of a two story central section flanked on either side by single story wings and a fourth, slightly recessed end bay extending the east elevation. The entrance is recessed and centered within the two-story section, and is composed of a round-arch door with ornamental iron hinges that occurs behind a pair of fluted columns supporting a plain architrave. The flanking single story bays are pierced by centered triple casement windows, while a fixed pane window is centered in the recessed end bay. The second story is pierced by a single triple casement window identical to those in the bays below, and is positioned directly above the entry door. While the windows all have plain masonry sills, they are distinguished through the use of polychrome tile patterning along their lateral margins, a device repeated at the building's corners. While the flat-roofed side wings occur behind parapets with masonry coping, the two story center section is shielded by a shallow-pitched hip roof, with open rakes, which is clad in asphalt shingle. A tile wall links the west elevation of the house to a tile two-bay garage whose roof treatment replicates that of the house.

This house was built in 1920 by Chester and Eleanor (Shaw) Naylor on the site of W.H. White's tennis court (his house was directly across the street at 417 Pearl Street) – the last house built in this subdivision. Naylor and White were connected through business and their prominent positions in the local economy. Chester Naylor owned Boyne City Hardware and was a partner in the Shaw-Naylor Lumber Co. It seems likely that his association with these firms provided him access to a variety of building materials, from which he chose to construct his distinctive tile residence. Naylor lived in the house at least until 1932, when it is identified as the Naylor house in relation to a fire in the basement (*Boyne Citizen* 1932). The 1934 city directory reveals that John H. Parker, who owned Parker Real Estate, occupied the house. By 1940 the house was owned by Dr. Albert Litzenberger, a 1930 graduate of the Detroit College of Medicine, who opened his practice in town in 1938 after practicing in metropolitan Detroit hospitals, temporarily residing for the summer at a cottage in Charlevoix before he moved to 411 Pearl Street (*Boyne Citizen* 1939p). Initially his office was on the second floor of the

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Gerrie Drug Building (ibid.) at 121 East Water Street in the historic district, but between 1945 and 1967 it appears he ran his medical practice from the house, which remained in the Litzenberger family at least until 2001 (BCHSC 2001). Contributing.

423. House (ca. 1902)

The home of Olympic gold medalist skaters Pierre and Andrea Brunet, this two story house is constructed on an irregular T-plan, composed of a front-gabled bay, a western side-gabled bay, and an eastern jerkinhead gabled bay, all clad in composition siding and shielded by an asphalt shingled roof. The gabled bay is pierced by paired casement windows on the first story and by a double hung window on the second, while the western bay is pierced by a single double hung window in the first story. The eastern ell reveals an entry door shielded by a hipped roof stoop at the junction with the gabled bay, above which occurs a small double hung sash window in the second story. The house has been resided and its fenestration has been altered. An adjacent detached gabled garage was constructed during the 1960s, perhaps when the dwelling was renovated. Architecturally, with the lack of stylistic details, this house can only be classified as vernacular. Although the precise construction date of this house is not known, it most likely would have been built after the subdivision was platted in 1902. Research did not identify who built and initially lived in this house. City directories reveal that John A. Hartnell lived here in 1934, and William Gould in 1940. Neither appears in the *Michigan Gazetteer* for the years 1925 through 1932. Pierre and Andrea Brunet, gold medalists in pair figure skating in the 1928 and 1932 Olympics who had been awarded the Legion of Honor by France, acquired the house during the 1940s and lived here until their deaths in 1988 and 1992 (BCHSC 2001). Contributing.

429. William Martin House (1901)

This one-and-one-half story, rectangular plan house rests on an ashlar stone foundation, and the main body is shielded by a side-gabled, asphalt shingled roof. The house is clad in clapboard, but features shingled gables laid in alternating plain and staggered-butt bands. Its picturesque façade consists of three bays composed of a central entry door flanked on one side by a recessed bay pierced by a large light window, and on the other bay by the dwelling's most dramatic feature, a two-story hexagon corner tower with a tall pointed roof. The tower is balanced by a gabled dormer pierced by paired sash windows occurring beneath a classically-inspired pediment. Classical details are also evident in the front door treatment, which features fluted pilasters and a denticulated cornice. The entry is accessed through an engaged porch that extends from the tower across the façade, incorporates a pediment above the entry bay, and is supported by plain pillars beneath the main roof. The side elevations incorporate a box bay on the west and a porch on the east tucked into an ell formed by the rear bays. This house may best be termed an eclectic architectural product, because while the tower is best defined as Queen Anne in influence, the massing and side-gabled form can be interpreted to relate to Arts & Crafts, but classical references occur in the entry porch and door treatments.

This house was built in 1901 (*Boyne Citizen* 1901b) for William L. Martin, who was a close business associate of W.H. White (who lived nearby at 417 Pearl). He joined White in business in 1888 and by 1904 it was stated that he "has charge of the company's offices, looking closely after the accounting departments . . . when White & Co. incorporate under state laws this fall . . . Mr. Martin will own stock and become Secretary" (*Boyne Citizen* 1904: 4). He eventually served as a corporate officer with White in a number of concerns, including secretary of the Boyne City Lumber Co., secretary of the Boyne City, Gaylord & Alpena Railroad, secretary of the Boyne City Chemical Co., and a vice president and on the Executive Committee of the Boyne City Board of Trade. He also was a director in the group that constructed the Wolverine Hotel in 1912, the finest hostelry in Boyne City. City directories reveal he resided in the house until at least 1934, and the house is listed as vacant by 1940. The dwelling was later owned by Florida (Kaden) Bowman, whose family had long owned a Boyne City retail

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institution, the Frank Kaden General Store, which was located at 123-125 E. Water in the historic district. Contributing.

435. R.E. Watson House (1903)

The rectangular plan house at 435 Pearl Street is frame, two stories, clad in clapboard on the first story and wood shingles on the second, and rests on a rock-faced block foundation. The streetfront bays are shielded by an asphalt shingle-clad gambrel roof, while the rear bays incorporate a shallow pitch hip roof. The two-bay street level façade is defined by an engaged corner entry porch supported with classical columns and a broad bay window. A paired double hung sash window is centered in the second story gambrel, placed within a wall plane that is clad in shingle in alternating bands of plain, fishtail and staggered butt pattern. The façade is further distinguished by a pediment enclosing a decorative bargeboard. The side elevations display functional fenestration and are two stories in height. The house is influenced by the Dutch Colonial Revival style, as expressed in its gambrel roofline and classical details, and the Queen Anne style, evident in the varied shingle treatment and decorative bargeboard.

This house is directly associated with the W.H. White business interests, as it was constructed by W.H. White Co. for R.E. Watson in 1903. Robert E. Watson was a graduate of the University of Michigan, class of 1897, and practiced dentistry in Boyne City (University of Michigan 1911: 156), where he is listed in the *Michigan Gazetteers* from 1903 through 1912, but is absent in 1919. He was also a member of Boyne City's Masonic Lodge in 1901 and 1904 (FAOM 1904: 215). City directories reveal that A. Cameron McNally lived here in 1934, and that the house was owned by Ivy T. Robinson in 1940. Ernest and Ivy Robinson may have owned the house as early as 1913, and their tenure continued as late as 1983. The *Michigan Gazetteers* list Ernest Robinson in Boyne City as the County Surveyor in both the 1925 and 1931-32 editions. Contributing.

441. Joseph Aldendifer House (1907)

The cross-gabled T-plan one-and-one-half story frame house at 441 Pearl Street is clad in vinyl siding, rests on a fieldstone foundation and is shielded by an asphalt shingled roof. The façade is graced by a shed-roofed wrap-around porch with wrought iron ornamental verticals and balustrades that post-date original construction. This porch shields four bays defined by a primary entrance at the corner of the gable-front, a central double hung sash window, a band of three fixed pane windows at the opposite corner, and a secondary entry door in the eastern ell. Fenestration in the second story is limited to paired double hung sash windows centered in the gable wall. Side elevations incorporate single story bays towards the building rear and display purely functional piercing patterns. This vernacular dwelling lacks style ornamentation, although its form may reveal generalized late Queen Anne influences.

Like the owners of other houses in the area, the builder of this house was linked to W.H. White through business, and later, family. This house was built in 1907 by Joseph Aldendifer, who was in charge of the retail business and yards for the W.H. White Lumber Co. in Boyne City. Aldendifer married W. H. White's daughter, Pearl, in 1907 after which they established residence just down the street at 447 Pearl Street. He and his wife are also associated with construction of a third house in the subdivision, at 444 Pearl Street. He was also an organizer and principal stockholder, with L.H. White, of the Boyne City Publishing Co., which was established in 1910 and published the local newspaper, the *Boyne Citizen* (*Marshall Chronicle* 1910). City directories reveal the house was occupied by Grant O. Kime in 1934 and by Charles F. Aimesbury in 1940. Contributing.

445. House (1905)

The two story, rectangular plan, gabled ell house at 445 Pearl is clad in vinyl siding and has an asphalt shingle

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roof. The street level façade consists of a hip-roofed enclosed entry porch while the second story bay contains a centered double window beneath a leaded glass transom. The pedimented gable above is sheathed in alternating bands of plain, diamond and staggered butt pattern shingles, and is pierced by a single leaded glass window. A shallow pitch shed-roofed car port extends from the west elevation beneath a pedimented gable dormer containing a leaded glass window. The second story and pedimented gables of this elevation behind the carport repeat the cladding, piercing pattern and window details of the façade. This house is vernacular and eclectic in style influences, referencing late Queen Anne in its overall form and varied shingle patterns in its gables, and Colonial Revival in its gable pediments. Renovations include the enclosed porch and synthetic siding, as well as the carport, constructed in 1998. Research did not identify who built or first owned this house. City directories indicate that Neil J. Dorgan owned the dwelling in 1934 and 1940. Contributing.

447. Aldendifer House (between 1902-1907)

The house at 447 Pearl is a rectangular plan, single story, cross-gabled dwelling that is clad in vinyl siding and shielded by an asphalt shingle roof. The house is distinguished by its hip-roof wrap-around porch, which extends from a corner bay window across the façade and runs along the entire east elevation. The porch entry door occurs between sidelights, as does the house entry behind it, and the porch is supported by square-plan pillars with simple capitals. The façade's fenestration is composed of cottage windows, runs of narrow, multi-light wood storm windows in the porch, and a triple sash window centered in the gable above, which occurs beneath a round-arch louvered vent. The east elevation, which faces Little Lake, is essentially identical to the façade in composition and details, except that the porch, supported by seven pillars, is entirely open. The dwelling's west elevation is marked by a brick wall chimney and a central bay window, while a hipped roof, two-bay garage extends from the rear corner. The house's wrap-around porch, bay windows and asymmetrical fenestration indicate its closest style affinities are to the Queen Anne style.

More so than the many other dwellings in the subdivision, this house was directly linked to W.H. White by family and business. White reputedly built this house for his daughter Pearl (for whom Pearl Street is named) and her husband, Joseph Aldendifer. Pearl White was born on March 5, 1884 in Boyne City. She graduated from Grand Rapids [Michigan] High School in June 1903. She attended the Dana Hall School for young ladies in Wellesley, Massachusetts, and later, the Gunston Hall Academy in Washington, D.C., and also studied the French language in France and music in Germany. On November 12, 1907, Pearl married J. R. Aldendifer, with whom she had three children (White 1880-1959). Joseph Aldendifer was in charge of the retail business and yards for the W.H. White Lumber Co. in Boyne City, and in 1910 was an organizer of and principal stockholder in the Boyne City Publishing Co., with W.H. White's son, L.H. White (*Marshall Chronicle* 1910). He also is credited as the builder of another home in this subdivision, at 441 Pearl Street, and a third, with Pearl, at 444 Pearl Street. Although the precise construction date of 447 Pearl Street is not known, it most likely would have been built after the subdivision was platted in 1902 and sometime near the time White and Aldendifer married in 1907. They did not live there many years, because Pearl died in 1914 (Seeking Michigan 2011).

City directories reveal the house was subsequently owned by Ervan A. Ruegsegger in 1934 and 1940. He is linked to another resident of Pearl Street, W.L. Martin, from whom he acquired the W.L. Martin & Co. Insurance business in 1902 (*Boyne Citizen* 1902b). Commonly referred to as Judge Ruegsegger, he was Boyne City Clerk in 1901, and City Attorney starting in 1913, a post he retained at least through 1929. In private practice he counted as clients the White-owned firms BC, G&A RR, the Boyne City Lumber Co. and W.H. White Co. He moved to a larger office in the 1<sup>st</sup> National Bank Building after he was elected Charlevoix County prosecutor in 1918. He attained a position as county judge in 1935. His insurance business was licensed as the Ruegsegger Insurance Agency in 1905, which he operated until 1934 when he turned it over to his son. With W.H. White and others,

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Ruegsegger was a director in a group of investors that constructed the Wolverine Hotel in 1912. Contributing.

**PEARL STREET, SOUTH SIDE**

430. William Robinson House (1910)

The house at 430 Pearl Street is a two story, cross-gabled, frame dwelling, clad in vinyl siding, resting on a coursed ashlar stone foundation, and shielded by an asphalt shingle roof. The façade is distinguished by the ell's entry porch, which is composed of a projecting pyramid-roofed stoop, turned columns and balustrade, and spindlework frieze with lace brackets. It rests on a reconstructed brick foundation. The gable-front bay displays chamfered corners, with the first story pierced by double hung sash windows flanking another centered in the wall plane. Its second story is pierced by a single central sash window, and is notable for alternating bands of vinyl fishscale and diamond pattern shingles, placed at the transitions of the second story with the first story and with the base of the gable. The patterned vinyl shingle bands continue around to the side elevations, which feature functional fenestration. A vinyl side wall chimney has been added to the west elevation, and a single bay garage to the southwest corner of the residence. A ca. 1950s photograph reveals that prior to the vinyl siding the house was sheathed in composition shingle, the garage bay had been added, and the entire second story gable front was clad in patterned shingles. The second story of the house was damaged by fire in 1999 and was reconstructed. This house's design appears to be influenced architecturally by the Queen Anne style, witnessed in the general massing and distinctive front porch.

This house was built in 1910 by William Robinson, a foreman at one of the local planing mills. City directories reveal that in 1934 it was occupied by Clark Haire, and in 1940 by Charles T. McCutcheon. The latter was a businessman who is listed in the 1931-32 *Michigan Gazetteer* as owning Charles T. McCutcheon Real Estate ("farms and resort property"). He also appears in the city directories under Charles McCutcheon Insurance in 1934 and Charles T. McCutcheon Real Estate in 1940 (office at 104 S. Park Street in the historic district). McCutcheon arrived in Boyne City in 1909 to take charge of the Badger Woodenware plant, and in 1911 moved on to the Boyne City Electric Co. as local manager, where he served until 1926. He subsequently opened a real estate office with his son specializing in resort property, to which he later added an insurance business, and was elected City Treasurer in 1930 (*Boyne Citizen* 1938g). Contributing.

436. House (1913)

The house at 436 Pearl Street is a compound massed plan, one-and-one-half story frame dwelling, which rests on a concrete block foundation and is shielded by an asphalt shingle roof. The façade is composed of a projecting gable-front unit whose first story displays chamfered corners pierced by sash windows that flank the central bay's centered sash window, and an adjacent ell fronted by the entry porch. The porch's shed roof is supported on plain pillars and architrave, with its most notable featuring consisting of a projecting pediment embellished by a sunburst pattern tympanum, a device repeated in a transom above the gable-front first story window. The gable-front bays are further distinguished by scribed triangular brackets that transition the chamfered corners to the second story, which is pierced by a modern triple window, above which the gable is clad in alternating bands of diamond and staggered butt pattern shingles. A gabled wall dormer defines the second story of the ell above the porch. The side elevations display functional fenestration, their character determined by a wall chimney on the west and a box bay on the east. Other than foundation repairs and a decorative wrought iron balustrade on the porch, the house appears much as built. The massing, varied wall planes and patterns, and ornamentation reveal this house was influenced by the Queen Anne style.

This house was built in 1913, but the builder and initial occupant have not been identified. City directories

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reveal Matthew Cunningham occupied the house in 1934. If this were the M. Cunningham who was Superintendent of the Boyne City Lumber Co. (Anonymous 2012), it would link the house and its occupants to W.H. White, as were most of its neighbors. By 1940 the house remained in the family and is owned by Jane Cunningham. The house was purchased in 1953 by Theron H. Bray, whose family still owns it. Contributing.

440. Martin D. Reeder House (1905)

This house, at 440 Pearl Street, is a compound massed plan one-and-one-half story frame structure that rests on a rock-faced block foundation and is sheathed in composition siding. It is shielded by a hip-on-gable roof created by a central hipped roof section occurring within the junction of gabled ell. The hipped roof entry porch, supported on plain columns, extends across both the front-gabled and ell bays of the façade, shielding a central entry door and flanking double hung sash windows. The fenestration is asymmetrical and functional, including a gabled pediment wall dormer that breaks the eave of the hipped roof and another that occurs on the house's east elevation. The irregular massing and complex roofline of this house may reveal Queen Anne style inspiration, although the pedimented wall dormers display Colonial Revival affinities.

This house was built by Martin D. Reeder, who was W.H. White's brother-in-law. He was the brother of M. Louise Reeder, who had married White in 1899 (*Missaukee Republican* 1912; *Boyne Citizen* 1904: 3-11). City directories reveal that the house was occupied by Harry Milton in 1934 and by Floyd E. Bowers in 1940. Contributing.

444. Pearl White Aldendifer House (1910)

The two-story rectangular plan frame house at 444 Pearls Street is sheathed in vinyl siding, rests on a concrete foundation and is shielded by an asphalt shingle roof. The façade is composed of a full-width, hipped roof, enclosed porch that shields an off-center entry flanked by a large glass window with leaded transom. The second story fenestration consists of a large central bay window surmounted by a small, fixed pane, gable window. The three bays comprising the east elevation feature symmetrical fenestration, distinguished by a projecting second story box bay whose hipped roof breaks the eave line, while the west elevation displays a functional piercing pattern, including a slightly projecting shed roofed corner bay. A single bay garage that extends from the rear elevation was added in the 1940s, about the same time the porch was enclosed.

This house was built in 1910 by Pearl White Aldendifer, the daughter of W.H. White, the man who platted this subdivision in 1902 and named its street for her. Pearl White was born on March 5, 1884 in Boyne City, graduated from Grand Rapids [Michigan] High School in June 1903, attended the Dana Hall School for young ladies in Wellesley, and later, the Gunston Hall Academy in Washington, D.C.. Pearl also studied French in France and music in Germany. On November 12, 1907, she married Joseph R. Aldendifer, who was in charge of the retail business and yards for the W.H. White Lumber Co. in Boyne City, and in 1910 was also an organizer and principal stockholder, with L.H. White, of the Boyne City Publishing Co. (*Marshall Chronicle* 1910). Pearl and J.R. are also associated with two other homes in this subdivision, at 441 and 447 Pearl Street. There is no entry for this address in the 1934 city directory, probably indicating vacancy, but by 1940 the house was owned by Franklin K. Killian. Contributing.

**RAY STREET, NORTH SIDE**

151. Boyne City, Gaylord & Alpena Railroad Freight Depot (ca. 1902)

The building at 151 Ray Street is a single story, end-gable-on-hip, frame structure clad in simple drop siding with shingled gables, which is shielded by an asphalt shingle roof. The five bay south elevation façade displays a

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functional piercing pattern, composed of corner pedestrian entry doors, one of which has a transom, between which are two bay windows and a double hung sash window. Window and door surrounds are unadorned planks. Corner boards are linked by simple plank frieze boards that also carry to verticals occurring at the bay windows. The eaves are supported by simple trusses. The east elevation is pierced by a single double hung sash window, repeats the trim of the principal elevation, and is distinguished by its shingled gable that is pierced by a louvered vent and terminates in a truss with pendant. The west elevation is similar in overall configuration to the east, but its fenestration has been altered through installation of a band of six fixed pane windows. The rear elevation continues the details from the other elevations, and is composed of a projecting center section flanked by double-hung sash windows, while an entry door is located near the building's corner. The building has been renovated through the years. In 1920 it received a concrete foundation, and a bay window was added in the mid-1970s. Most recently it has functioned as a restaurant.

The Boyne City, Gaylord & Alpena Railroad freight depot is one of the few surviving buildings of one of Boyne City's historic, and literal, economic engines. The 1904 *Boyne Citizen* newspaper appeared to be more inspired by the freight depot than passenger accommodations when it proclaimed, "about 4 years ago a \$1,500 station and general offices was erected, two years later a large and commodious freight house was put in at a cost of \$3,300." The railroad operated its own foundry and built most of its own rolling stock; by 1907 the railroad employed 180 men to operate 13 locomotives and over 200 rail cars. The railroad's extensive shops and yards were located west of Lake Street south of Water Street, and for a short time during the 1970s housed the Boyne City Railroad Museum, before they fell into disuse and were demolished in the 1980s. The BCG&A Railroad began as the Boyne City Railroad, a short line constructed by W.H. White in 1893, running 7.2 miles to Boyne Falls to connect with the Grand Rapids & Indiana main line. The passenger depot, built in 1900, was located at the northwest corner of Ray and Park Streets (now a parking lot). Sanborn maps reveal both the depot and freight house present in 1905, and by 1911 they had been linked by a platform. By 1919 these "BCG&ARR Depot Freight and Passenger" buildings were joined by the "BCG&ARR Co.'s Offices" immediately to the north (at what is now 112 S. Park Street). The railroad reached Alpena in 1918 to become Michigan's only independent cross-state line. However, the company was placed into receivership soon thereafter and full service only lasted a couple years. The line was reduced to the original Boyne Falls length by 1930, after which it was again called the Boyne City Railroad. The company declared bankruptcy in 1935. The rail line was resurrected as an excursion railroad in 1976 that operated until 1978, when it ceased operation and all assets were sold off, and the line was formally abandoned in 1982. Contributing.

#### EAST MAIN STREET, SOUTH SIDE

##### 102. Building (ca. 1990)

The building at 102 East Main Street is of recent construction employing Victorian Revival elements. It is a frame single story, one-part commercial block that rests on a raised random rubblestone veneer foundation. The character of the façade is created primarily by a bracketed, recessed corner entrance that is emphasized by a projecting box bay and signage above. The building's façade is composed of a band of three large display windows occurring above a beaded board bulkhead and beneath a simple architrave embellished with a series of small rosettes. Above this is a paneled frieze that rises to a simple cornice with modillions, a treatment that carries over to the corner box bay. A rear section displays a concrete block exterior. Although occupied by a hardware store initially, by 1919 this parcel was occupied by a plumbing concern. It is designated only as a store in 1929, after which it was the location of a service station, identified as the Max M. Harper Sinclair gasoline station in the 1940 city directory. The current building was erected after the service station was demolished. Non-Contributing.

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104-106. Smith & Smith Grocery (between 1905-1911)

The building at 104-106 East Main Street is a brick, two-story, two-part commercial block displaying Late Victorian style influences. The nearly symmetrical seven-bay street elevation is composed of two three-bay storefronts, each consisting of a large display window, a slant-sided entrance toward the center of the building, and a central bay containing a door leading to the second floor. The storefront cornice location currently contains a panel with simple molding. Brick piers occur at the building corners and on each side of the central bay, rising to a corbelled frieze that terminates in a tile-coped parapet. Street level fenestration consists of metal doors and aluminum framed display windows with transoms that rest on brick bulkheads post-dating original construction. The greatest degree of architectural interest is provided by the upper story fenestration. In the central bay a round arch window with brick voussoirs and masonry keystone occurs just above the entry door. Three of the four outer bays in the second story are defined by double hung sash windows with unadorned masonry sills and soldier bond brick lintels capped by a narrow course of rusticated masonry. The fourth bay contains an oriel window with paneled bulkhead. The side and rear elevations are also constructed of brick. Sanborn maps reveal that a vacant frame building occupied this site until sometime between 1905 and 1911, when the current brick building is in place. In 1911 it was occupied by a grocery, while in 1919 it hosts both a grocery and grocery & meats store. Boyne City Bakery and Smith & Smith Dry Goods occupied 104 East Main and Smith & Smith Grocer 106 East Main in 1934, while the 1940 city directory reveals Arne's Men's Shop in 104 (with an advertisement proclaiming it was "An Exclusive Men's Furnishing Store") and Smith & Smith grocers in 106. In 1962 Boyne Auto Supply opened its doors at 104 East Main Street "in the old Kerry Building" (BCRC 1965: 28). Contributing.

110-112. Kemp Millinery Shop (between 1901-1905)

The building at 110-112 East Main Street is a brick, two-story, two-part commercial block that reflects Late Victorian affinities. The façade's storefront is defined by a central recessed slant-sided entry containing entrances to the second story and adjacent store fronts, flanked on each side by three large display windows. These windows have transoms and rest on beaded board bulkheads. A simple paneled storefront cornice occurs above, running between brick piers at the building corners, and resting on two metal columns that flank the central entry bay. The six bays of the second story are defined by double hung sash windows, occurring within downsized window voids having plain masonry sills and lintels. The building's corner piers rise to a stamped metal bracketed cornice featuring floral motifs and panels with rosettes. It is likely that this feature is a product of the George L. Mesker Co. of Evansville, Indiana. The side and rear elevations are also constructed of brick. Although many of the elements of this building appear original, most of the street level details appear to be the result of renovations that were completed ca. 2000.

This building was constructed after publication of the 1901 Sanborn and prior to its 1905 edition, which illustrates it was occupied by a millinery shop in its west storefront (110). It probably dates to 1903-1904, as Miss Kemp announced her intent to rebuild after a fire in 1902 destroyed a building she leased for her millinery store along with several others on Lake Street (*Boyne Citizen* 1903a). The 1905 Sanborn reveals a grocery occupied this building's east storefront (112), perhaps revealing tenancy by another victim of the Lake Street fire, because grocer Arthur Johnson had stated he was undecided if he would rebuild, but if he did, he would build in brick (*Boyne Citizen* 1903a). In 1907 the business in 110 Main was identified as the millinery store of Miss Kemp (*Boyne Citizen* 1907: 16), which apparently continued in this location through 1919, according to city directories. The storefront at 112 was vacant in 1911 but by 1919 was occupied by Friedly Bros. Cigar Factory and Bottling Works. By 1934 110 was vacant, but 112 was home to the Boyne City Bottling Works, a business that continued there in the 1940 city directory, when 110 was occupied by the Guide Training Project.

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114-116. Boyne City Steam Laundry (between 1905-1911)

The building at 114-116 East Main Street is a classic example of a small turn-of-the-century Late Victorian commercial building. It is a brick, single story, one-part commercial block whose two restrained storefront façades are each composed of a corner slant-sided front entry and adjacent large display window. The wood single panel/single light entry doors appear to be original. The storefronts are further distinguished by brick piers that continue upward to the roofline. The display windows rest on a simple paneled bulkhead and rise to transom windows above. Above the storefront cornice is a plain brick panel that rises to a parapet. The side and rear elevations are also constructed of brick. The current appearance is the result of rehabilitation completed since 2005, which included replacing a shingled pent roof with transom windows and installing the current bulkhead. Review of Sanborn maps reveals a frame dwelling on this site at least through 1905, but by 1911 the present brick building is illustrated with the notation "Steam Laundry." In 1934, Lewis McIntire, apiarist, occupied 114, which in 1940 was listed as a Beekeeper Office. In 1934 the storefront at 116 East Main was occupied by Mrs. John Liscum, baker, which had become the Little Home Bakery by 1940. Contributing.

**FRONT STREET, EAST SIDE**

210. Heaton & Hooper (1918-1919)

The broad façade of the single story brick building at 210 South Lake Street is five bays wide and has a low stepped parapet masking this building's arched roof. The façade has a recessed entry with paired pedestrian doors flanked on either side by two large display windows, all situated beneath a pent roof supported by brackets and sheathed in wood shakes. In the stuccoed parapet upper facade recessed panels between brick piers conform to the street level bays, each punctuated by a masonry block occurring below the building's most distinctive feature, a stepped and parapeted roof line capped with masonry coping. A large wood-louvered void also occurs above the pent roof and is centered over the entry. The façade parapet fronts on an arched roof, clearly evident on the rear elevation, which is pierced by a large vehicular entry door between two window voids and a pedestrian entry. Tile coping caps both the rear and side walls. The side elevation is brick and displays a functional piercing pattern of fixed pane windows, while the brick rear elevation consists of four bays defined by a large overhead vehicle door flanked by a pedestrian entry and two sash windows.

Sanborn maps reveal sometime after 1911 and before 1919 a garage was constructed on this site, formerly occupied by the Garland House Hotel. More specifically, the building likely was built in 1918, because a source from January of that year states, "Property has been purchased on Lake Street by Heaton & Hooper, Buick representatives, for a garage site. Work will begin shortly" (*Horseless Age* 1918: 72). Heaton & Hooper were apparently diversifying as the Boyne City economy transitioned from logging and mills – in 1922 the Boyne City Lumber Co. awarded them "one of the largest contracts let in northern Michigan in many years" for the cutting and hauling of logs (MMFR 1922: 9). City directories reveal that in 1934 Winnie Domburg Auto Repair was the business located here, and by 1940 it was converted to service as a "school garage." While the upper façade is original, the current street level bays are the product of renovations that occurred during the 1980s. Contributing.

**SOUTH LAKE STREET, WEST SIDE**

2. Sunset Park (ca. 1920s)

This property at 2 South Lake Street is a large parcel of city-owned parkland situated at the intersection of Water and Lake Streets, overlooking the confluence of the Boyne River and Lake Charlevoix. Composing the northwest

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corner of the historic district, this 5-acre Sunset Park is undeveloped lawnscape with scattered spruce and deciduous trees to which have been added an asphalt trail, benches, a rustic picnic table pergola, a reproduction vintage water fountain, functional park benches and a boulder mounted with a historical marker dedicated to the founding of the city.

Much of the parcel now known as Sunset Park was included within the southern portion of the huge W.H. White & Co. mill complex, including the lumber docks that extended into Pine Lake at the end of Water Street. A portion of the park's southeast corner extends across the former route of the Boyne City Railroad onto the lot occupied by the city's first post office, which was situated on a lot wedged between Lake Street to the east, Water Street to the south, and the railroad (and is today largely occupied by the Chamber of Commerce building at 28 South Lake Street). Public use of the park area was evident prior to 1905 when Sanborn maps illustrate a "band stand" erected on Water Street at the Lake Street intersection just south of the post office; a boardwalk led from the end of Water Street out onto the city dock. By 1919 the mill parcel was vacant after the mill had burned the year before, although the docks were still in place. The location was identified as "City Dock" on city maps dating to ca. 1920, and by 1929 the city pier is clearly evident, as well as a boat house. Public use of what is now formally the park predates the city's efforts during the 1920s to attract tourists by improving the appearance of the waterfront. The park was formally established during the 1970s. The Boyne River confluence with the lake was reconfigured in 1954 (BACC 2006: 20). While the original course entered the lake between River Street and Spruce (now State) Street, north of the historic district, the current confluence occurs a half block further south, between Water and River Streets, which is the northern boundary of the Historic District. Essentially this involved shifting a northwest bearing bend southward to form a more direct westerly course. Evidence of the former piers survives, however, with base members of the structure still visible in the lakebed from the park at the end of Water Street. The park property is evaluated as Contributing, but the individual features, of recent vintage, are not considered historic.

**28. Chamber of Commerce (1930s)**

The small building at 28 South Lake Street situated in the southeast corner of Sunset Park (see 2 South Lake Street), at the northwest corner of the intersection of Water and Lake Streets, is unique in the historic district. It is a single story, side-gabled, saddle-notched log structure that rests on a poured concrete foundation and is shielded by an asphalt shingle roof partially supported by projecting log rafters. The façade is five bays, comprised of a center entry shielded by a front-gabled canopy supported by rustic log members, which is flanked on each side by two bays defined by a vinyl double hung sash window and a wider sliding window. The side elevations are each pierced by two sliding windows and a louvered gable vent. The rear elevation is pierced by two sash windows flanking one of the building's most distinguishing features, a massive rubble fieldstone wall chimney.

This building occupies the location of the city's first post office, which was situated on a lot wedged between Lake Street to the east, Water Street to the south, and the Boyne City Railroad to the rear (west). By 1919 this parcel was occupied by an auto service station. This log cabin was constructed in the 1930s at the junction of the city's primary thoroughfares, apparently to house the chamber of commerce in distinctive roadside architecture as it intensified efforts to promote tourism. The chamber of commerce had been organized as early as 1907, but was active intermittently and was dissolved during World War II (Erber 1952: 32). During World War II the building was renovated into a restaurant operated by Sylvester (Shorty) and Alice Jacobs (daughter Nancy Fulkerson to DDA 12-15-11). It has been occupied again by the chamber of commerce since the 1960s. Contributing.

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102. Bill & Bea's Gasoline Service Station and Restaurant (1938)

The building at 102-104 South Lake Street is a two-story structure with modern exterior finishes suggestive of traditional wooden store buildings. It is clad in synthetic stucco and vinyl siding, rests on a concrete foundation, and displays a parapeted roof. The otherwise rectangular plan displays a chamfered corner. The Lake Street elevation contains an off-center door and five fixed pane windows, including one set in the chamfered corner, which carries to an identical window in the side elevation. The rear elevation is pierced by a single fixed pane window and a pedestrian door near the building's corner. On all elevations vertical members divide the wall planes between the bays and carry up to horizontals reinforcing the division between the stucco-clad first story and the vinyl-sided second. The building's primary architectural feature is its double cornice. The current appearance is the result of Victorian Revival details applied during a renovation that occurred ca. 2000.

The building's siting and distinctive chamfered corner appears to reference an earlier function, and the footprint would not be inconsistent with one commonly employed in gasoline service stations. This structure dates to the 1930s when Bill & Bea's Gasoline and Restaurant operated here, replacing earlier storefronts evident in the 1929 Sanborn map and 1934 city directory, becoming Bill & Bea's in the 1940 edition. The structure appears to date to 1938 when Davis Oil Co. held a grand opening on August 5 for the city's first all-night service station business run by Mr. Davis and the "Sandwich Shoppe" run by Mrs. Davis (*Boyne Citizen* 1938m). A photograph of the building soon after opening illustrates it was built of concrete block with a rounded corner of two story height extending from the corner south to a point where the building recedes to a single story occupied by a pair of vehicle service bays (*Boyne Citizen* 1938g), which equates to the footprint of the current building. Mather's Sinclair was opened in this building in 1962; it was sold in 1975 and renovated to house the William Lindsay insurance office (Mathers 2011). It was renovated later to serve as a bank. Non-Contributing due to alteration of form and no historic finishes are visible.

104-106. Atwood Sheaffer & Co. (between 1901-1905)

The building at 106 South Lake Street is a brick, two-story two-part commercial block expressing Victorian Revival elements. It is faced in synthetic stucco with vinyl architectural details, although the brick side elevations are still visible above the adjoining buildings. The street elevation is four bays, defined by a recessed slant-sided entry flanked by large display windows resting on paneled bulkheads, and a corner entry door that leads to the second story. Above the windows are embossed panels that extend upward to a vinyl storefront cornice. The piercing pattern of the second story is symmetrical, consisting of four fixed pane windows set within voids featuring plain masonry sills and vinyl cornices. The building façade is enframed by stuccoed corner piers displaying embossed panels and a large vinyl cornice. The rear elevation is clad in synthetic stucco and its piercing pattern is functional, consisting of replacement windows and doors. The building's current appearance is a product of renovations during the 1990s that applied its Victorian Revival details. This building dates between 1901 and 1905 when the Sanborn sequence reveals it was constructed to house a grocery on a previously vacant lot. By 1919 the store is identified as a harness and blanket and shoe shop, which apparently is the firm Atwood Sheaffer & Co. that occupied this address during the 1930s and 1940s. City directories reveal this was a retailer that sold auto tires and accessories, harnesses, traveling bags and radios and offered shoe repairing and radio service, expanding to include sporting goods and bicycles by 1940. Contributing.

108-110. Boyne Citizen (1964)

Although consisting of two distinct storefronts today, 108 and 110 South Lake Street were constructed as a single building during the mid-1960s. The single story brick-faced section at 108 South Lake Street is an example of the enframed window wall type commercial block that lacks strong stylistic references. Its façade consists of a recessed corner entry adjacent to a band of three large display windows occurring beneath vertical drop siding,

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all set within a broad arch composed of brick soldier bond voussoirs beneath a rowlock course. Architectural interest at the building's roofline is created by brick bonding provided by a course of headers above which are two soldier bond courses. The side elevations are obscured by adjacent buildings, but the rear elevation is concrete block, and is pierced by a central entry door. The single story section at 110 South Lake Street is a functional structure that has no strong stylistic association. The four-bay façade is composed of a slant-sided corner entry door and a band of three fixed-pane windows. It is clad in a brick-look panel kneewall above which vinyl siding has been applied and rises to a plain parapet. The rear elevation is concrete block, and is pierced by a central entry door flanked by casement windows.

A ca. 1965 photograph reveals a vertical metal panel-clad building that combined the current two storefronts at 108 and 110 South Lake Street in a façade composed of a corner entry with two sets of aluminum frame windows occurring above a brick kneewall and below an awning (Rotary 1965: 20). This building dates to 1964 when it was constructed to replace Cass & Don's Bar, which had been destroyed by fire in 1961. It has housed a series of retail shops in recent years. The façade of 108 dates to a renovation that occurred during the 1990s, and that of 110 appears to date to a renovation that occurred during the 1980s. Non-Contributing.

112. Fanitorien Cigar Store (between 1905-1911)

The building at 112 South Lake Street is a single-story, one-part commercial block displaying Victorian Revival style details. Its three-bay façade consists of a centered recessed slant-sided entry flanked by large display windows. Although the building is brick, the facade's cladding is synthetic, including the beaded board bulkheads beneath the windows (dating post-2008), the vinyl siding above them, and the corner piers and cornice that enframe the storefront. Polychrome rosette corner blocks are placed on the piers at their junction with the cornice. The rear elevation is clad in vinyl and is pierced by an off center entry and a large glass window flanked by sash windows. Colonial Revival elements have been applied, including door sidelights and dentil bands in the cornice and above the windows and door. The brick building occupying this site dates prior to 1918 but its current appearance results largely from a DDA façade grant completed ca. 2005 that ensheathed a simple brick storefront but left the slant-sided center-entry footprint intact. The Sanborn maps reveal this building was constructed sometime between 1905 and 1911, and that it was occupied by a ladies' clothing store in 1911, and by a barber shop selling tobacco with a pool room in the rear by 1919. The latter appears to have been the Fanitorien Cigar Store. The building was later home to George Turcott's Billiards by 1934 through at least through 1940, according to city directories. Casper's Boyne Cleaners was located here in 1965. Contributing.

116. Princess Theater (between 1905-1911)

The building at 116 South Lake Street is a brick two-story two-part commercial block with Late Victorian style details. Its renovated street level façade consists of three bays defined by a recessed corner entrance and two pairs of fixed pane windows beneath transoms. These occur in a veneer of T-111 siding beneath a colorful advertizing awning. The second story's three bays are defined by small double hung windows set upon projecting brick sills. The second story brickwork provides evidence that the window voids have been reduced in height and possibly the entire second story's brickwork between the outer brick piers has been rebuilt. The outer piers rise to a projecting frieze above corbelled brickwork. The side elevations offer brick wall planes, but the rear is clad in vinyl beneath a short pent roof, and includes a second story deck and shed roofed projecting street level bays. Fenestration consists of centered and corner pedestrian entries in the first story and two sliding patio doors leading to the deck above.

This building, which is numbered 114 on Sanborn maps, was constructed sometime between 1905 and 1911, when it is recorded as housing a clothing store. However, by 1919 the building was occupied by a movie theater,

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the Princess Theater, which continued in business up to the 1929 Sanborn, although listed then as vacant. The theater had been acquired by a Mr. Heaton in 1925, but it was closed and sold in 1926 when he acquired the Bellamy Opera House and renamed it the Boyne Theater (*Boyne Citizen* 1938q). The building was apparently still vacant in 1934 because there is no entry in the city directory, but in 1938 a new owner was improving the building and weekly dance classes were being held there (*Boyne Citizen* 1938r). In the 1940 city directory the building is identified as the Princess Ball Room. In 1961 Cass & Don's Bar moved to the "former Princess Theatre building" that they had most recently operated as a bowling alley (BCRC 1965: 24), opening after extensive renovations. The building continues to serve as a bar today. Contributing.

118. Building (post-1949)

The one-story building at 118 South Lake Street is one of the more extensively renovated structures in the historic district. It is composed of a modern central two-story false-façade block wall (without a room behind) flanked on each side by a single story unit, all clad in a synthetic stucco veneer, and the entire building is shielded by a shallow-pitch shed roof. The building's street level fenestration consists of corner entry doors and five intervening window bays that are inset within an arcade treatment, which is created employing stuccoed pilasters linked by round arches with soldier brick voussoirs. The three central bays rising to the second story height are defined by fixed pane windows. The visible side elevation reveals a wall chimney and is pierced by an entry door and large sliding windows. It is clad in synthetic stucco to mid-elevation and then is sheathed in cedar shake siding. This treatment carries around to the seven-bay rear elevation whose fenestration consists of paired entry doors and six sets of sliding windows. The rear elevation opens onto a large raised deck that rests on a concrete block foundation. This current façade detail results from a renovation that appears to date to the 1970s.

Although some sources state this building dates to ca. 1898 (BCM Main Street 2003), Sanborn maps reveal that a two-story frame building occupied this site through 1929, which had housed Cutter's Saloon in 1905, a millinery in 1911, a restaurant in 1919, and an auto repair shop in 1929. While no entry appears in the 1934 city directory, by 1940 the property is occupied by Reliable Auto Parts. However, a 1949 newspaper photo showing the 200 block of Lake Street indicates the lot occupied by this building was largely vacant, occupied by a small white frame building (*Boyne Citizen* 1940). Non-Contributing.

202. Turcott Furniture Co. (ca. 1910; 1989)

The building at 202 South Lake Street is a two story rectangular plan brick commercial structure that lacks historic style affinities. The façade's three sections are formed by a central entry, which occurs between a bay incorporating paired vertical fixed pane windows at one building corner and an inward-slanting bay composed predominantly of large display windows extending to the opposite building corner. Perhaps this building's most distinguishing feature is its vinyl-clad entry bay, incorporating a recessed entry door below a round-arch window, and culminating in a low open belfry capped by a pyramid roof sheathed in seamed metal. Tall seamed metal mansard roofs also extend across the upper façade and carry on to the side elevation. The side elevation is also brick and features functional fenestration consisting primarily of casement windows, although one large round arch window extends into the pent roof, which is also punctuated by a series of four gabled louvered vents. The roof is complex: behind the mansard of the side elevation it is composed of a slightly-pitched shed roof that supports a round-arch metal section correlating with an interior atrium. The rear elevation is concrete block and features functional fenestration on the first story consisting of a pedestrian entry and an overhead door as well as a loading dock with a second overhead door, while the second story is pierced by two triple windows.

On the Sanborn map editions prior to 1929 the northern half of the lot currently occupied by 202 South Lake Street is occupied by a frame, metal-clad tin shop set well back from the street, and the south half (addressed as

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206) by a brick building occupied by a barber in 1911, a tobacco shop in 1919, and a store in 1929. City directories reveal this location was occupied by George Turcott Furniture (206) in 1934 and the Behling Produce Co. (200-204) in 1940 and Drenth & Sons in 1949. In later decades it was occupied by a series of furniture stores, including Gil Coon Furniture during the 1960s and Barrett's of Boyne City. Interior details indicate portions of this building predate the exterior's modern appearance (Michele Hewitt BCHDC 4/9/12). It is remotely possible that at least some components of this building are a century old, although renovations obscure any conclusion. The current configuration and appearance are the products of an extensive renovation completed 1989. Non-Contributing due to renovations that negate any historic architectural integrity.

(210. See 210 Front Street.)

216. Boyne City/Bellamy Opera House (1903, 1915-16, 1938)

This distinctive two story building is a complex product of multiple and extensive construction episodes and renovations. It is a gable and flat-roofed, compound massed plan building with a complex roof line. The history and evolution of the building is revealed in its structural components. The original opera house is represented by a two-story tall rectangular brick gable-roofed rear section, which includes the taller gabled backstage area that incorporates a frame upper structure. The brick lobby area extending from the front of the former opera house section to the street was originally a single-story addition constructed in 1938. During the 1990s a second story with a flat roof was added to this portion of the building to accommodate additional dining space for the restaurant next door.

The current street level façade is brick and three bays wide, formed by a wide recessed entry containing two sets of doors, flanked by a round-corner bay with fixed pane glass occupied by the ticket booth and an opposite bay containing fixed-pane glass display panels. These occur beneath a Moderne projecting theater marquis, complete with enameled metal and lighted sign panels beneath neon lighting proclaiming, "BOYNE." Above the marquis, a brick wall plane with parapet has been incorporated as the base of a vinyl-sided steel-frame structural unit that extends the upper level of the façade to a full second story. Although the original structural glass tile has been removed, the basic form of the brick portion of the façade – the fenestration and rounded corners of the entry components and the round-edged raised center section of the parapet – survives and dates to the 1938 renovation. The current marquee is similar in composition to the 1938 marquee it replaced, presenting a V-shaped, though broader, footprint, and is larger, spanning nearly the whole front. It was apparently installed in the 1950s.

The second story addition behind the marquis spans the entire 1938 lobby addition, extending back to the street end of the original opera house building, is a steel-frame structure and displays a band of large fixed pane windows that extends west from the street along the north side to the east end of the opera house or auditorium. This current second story of the front section extending back above the 1938 lobby to the street end of the opera house area was an early 1990s renovation that expanded a restaurant and dance club located next door to the south.

The auditorium or former opera house section is a two-story brick building with a gabled roof. A frame, clapboard-clad, gable-roofed unit rises above the rear of the original opera house part of the building. This unit contains the stage house, rising above the stage area of the former opera house.

The theater is accessed from the sidewalk out front through two pairs of street level access doors that open into a narrow, brick-walled corridor leading to the concession lobby. The lobby broadens to incorporate the full width of the building – all part of the 1938 addition – and leads into the auditorium in the one-time opera house.

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Surviving historic finishes in the auditorium appear to date primarily from the 1930s. The proscenium is draped with velvet curtains. The walls and ceiling are sheathed in acoustic tile and the floor is finished in vinyl tile. The sloping floor is occupied by what appear to be 1930s vintage seats, which extend to a stage with apron. A balcony and wing balcony occur at the rear and sides of the auditorium above the main floor, suspended from the ceiling by metal rods and turnbuckles. The balcony floor plan shown in the 1929 Sanborn corresponds to the present footprint. Its curvilinear Moderne breastwork is faced in composite panels capped by metal piping, which both appear to date to the extensive 1938 remodeling (discussed in detail below). It is believed that the tie-rod-supported balcony structure beneath its current finishes dates to the original opera house construction. At the rear of the auditorium balcony is a small "Cry Room" or "Crying Room" that, accessed through a paneled door and positioned behind a large glass panel opening to the theater, contains its own sound system and theater seating for eight. This room, apparently installed during the building's last years as a motion picture theater, accommodated patrons with small children, allowing them to retire and view the entertainment without worrying about disturbing others. The projection booth is situated at the rear and above the balcony and contains projection equipment dating to ca. 1980s.

Although the proportions of the theater's original stage, proscenium and screen and westernmost first rows are intact, the southeast portion of the ca. 40-foot-wide auditorium was divided by a temporary light frame partition wall during renovations in the 1990s to create a second, smaller (15-foot wide) theater. Still, while standing in the balcony today, the expansive character of the original auditorium is readily apparent – the place still "feels" like a classic movie showcase. The changes that cut up the 1930s theater interior are makeshifts that, to all appearances, could be readily undone.

This key structure in the historic district has undergone multiple renovations since it opened well over a century ago. Components of all major renovations are still evident in the Boyne Theater today. The 1901 Sanborn map reveals this building's site was occupied by a frame building with a dwelling attached to the rear, which is labeled, "to be store, opera house 2<sup>nd</sup>". It is unclear what was in the works then, but in April 1903 C. L. Bellamy of Luther bought a 60-foot-by-200-foot lot on Lake Street from W. S. Shaw on which to build an opera house that would have a capacity of 1,000 (*Boyne Citizen* 1903b). The 1905 Sanborn edition reveals the opera house had been constructed. The original building was a rectangular plan, brick veneered, frame structure with a setback between the building on either side that placed its entrance approximating the rear walls of nearby buildings. However, between 1911 and 1919 a long, narrow (12-foot-wide), brick entrance corridor was extended out to Lake Street from the original façade. This configuration was maintained through the 1929 Sanborn edition.

This building, constructed in 1903 by C. I. Bellamy as the Bellamy Opera House, but was identified in the 1903 *Michigan Gazetteer* simply as the Boyne City Opera House, with William J. Garland as proprietor. In 1904 *The Boyne Citizen* proudly headlined, "An Up-to-Date Theater/ The Bellamy Opera House Finest for Size in State/ Boyne City's Modern Amusement Hall Seats Nearly a Thousand People" (this estimate of capacity seems exaggerated). The article stated that it was a "splendid little theater building which adorns its main business street," and had been "pronounced by experts as the handsomest for its size in the state" (*Boyne Citizen* 1904: 28). It further described the stage as 25-feet-deep by 40-feet-wide, with a beautiful proscenium of 22 feet width rising to a height of 16 feet, also containing 7 good-sized conveniently arranged dressing rooms, and the entire building illuminated by electricity and heated by a furnace for winter. A few years later, the Nicklo Amusement Co. of Chicago leased the building and installed a Nicklo 5-Cent Theater to show "strictly first-class motion pictures" (*Boyne Citizen* 1908).

The opera house building apparently was renovated the first time in 1915-1916, when *The Moving Picture World*

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trade journal reported under "Picture Theaters Projected" that "Extensive alterations have been made to the Bellamy Opera House" (*Moving Picture World* 1916). A trade journal reported under "Boyne City's New Theater" that "Boyne City will soon have one of the best theaters in northern Michigan. The Bellamy Opera House has been closed and extensive repairs are being made on the building. The structure is being entirely remodeled on the interior, a new front is being built, a cement lobby is to be erected opening into the building from the street and leading from the lobby to the opera house proper will be a covered way of brick. The front and lobby will be fully and artistically lighted and the place will present, withal, a true metropolitan appearance" (MMFR 1915).

The theater was acquired by a Mr. Heaton in 1926, when he renamed it the Boyne Theater (*Boyne Citizen* 1938q). The building was identified as the Boyne Theater in both the 1934 and 1940 city directories. During this period, a quarter century after the 1915 reconstruction noted above, another major renovation was completed at the Boyne. The *Boyne Citizen* reported, "Boyne Theatre to Have New Front" describing how the "old front section near the street will be demolished and new one built that is wider than the old – forty feet – extending all the way to Boyne City Hardware Building" and that "the Lobby will have concessions on one side and an office area the other" (*Boyne Citizen* 1938d). Another article stated, "This showplace, when completed, will be one of the finest in this region" (*Boyne Citizen* 1938l). Renovations installed "very attractive" panels of a "new composition material" in the lobby and also included a new electric sign (*Boyne Citizen* 1938e, 1938f). By September 1938, the theater remodeling was completed and a newspaper article accompanied by a photograph of the building with a façade clad in structural glass stated "the entire original set-up of the inside has been rearranged," and "outstanding in attraction to the public is the ultra-modern entrance," while it described the theater's new heating and ventilating and sound systems, "new, much larger lobby," "rearranged" and "redecorated" interior in which exits and an additional balcony staircase had been added and the seating capacity enlarged to accommodate 578 patrons (*Boyne Citizen* 1938g).

The theater continued to show movies through the ensuing decades of the twentieth century. As theater revenues declined during the last quarter of the twentieth century, it was again renovated to incorporate a dance club above the lobby in order to prolong its commercial life. The second story, constructed on a steel frame lifted into place by cranes, was added after 1994 to house a club room, and the auditorium was split into two theaters, in one of which the original screen remained intact (Conklin 2011). During the 1990s the smaller of its two theater spaces was converted into an adult theater. The building is closed, but over the past few years planning for the theater's revitalization has become a priority for the city and its Main Street program. Contributing.

#### 220. Boyne City Hardware (between 1905-1911)

The two-story brick two-part commercial block at 220 South Lake Street displays Late Victorian styling. While the brick corner piers are original, renovations have reconfigured the storefront to its present appearance of a recessed off-center entry flanked by three large fixed-pane windows above paneled bulkheads, all with transom windows. The five bays of the second story are defined by window voids featuring masonry sills and cornice lintels, in which are installed replacement windows. The storefront cornice is a masonry band running between the building's brick corner piers, which rise to a corbelled brick cornice at the roof line. Brick piers that also run to the cornice occur between the window bays, but are interrupted by a masonry belt course above the window lintels. Corbelled and dentiled brick coursing is positioned between these masonry bands and the cornice. The side elevation is brick and is pierced by five double windows occurring beneath small pent roof caps. The current street-level façade is a product of renovations completed since 2010.

Although Sanborn maps reveal no building is present on this parcel in 1901 or 1905, by 1911 the brick store of

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the Boyne City Hardware Co. is illustrated. The store continues to occupy the site through 1929, and is listed at this address in the 1934 city directory, as well as 1940, along with Shaw-Naylor Coal and Ice. This building may have been constructed by William Capelin, who reputedly specialized in commercial construction and built many of the Boyne City Tannery buildings and other store buildings in the downtown during the early 1900s, including "what is generally known as the Capelin Building" at 220 South Lake Street (BCRC 1965: 9 interview with Bob Capelin grandson). Capelin does not appear in city directories until 1919, when he is identified as the general manager of the Boyne City Hardware Co. Contributing.

302. American Legion (ca. 1950)

The single story building at 302 South Lake Street lacks any style affiliation. It is rectangular in plan and of brick construction, but is now clad in vinyl siding. The principal elevation's fenestration is composed of a slightly off-center aluminum and glass entry door and a large glass block window to its left. Both the door and window now display vinyl louvered shutters. The façade terminates in a tile coping that carries around to the side elevations, which reveal a stepped profile associated with a shed roof. The vinyl-clad side elevations display three evenly spaced sash windows with a brick wall chimney also on the south, while the concrete foundation is pierced by four small awning windows. The rear elevation is pierced by two single pane casement windows and a projecting gabled entrance bay containing paired metal doors. The lot this building occupies was vacant in 1929, and there is no entry for the address in the 1934 city directory, but the 1940 edition reveals that the American Legion building was present. The American Legion acquired an existing building on the property prior to June 1938, which was renovated largely by its members, who also moved a cannon onto the lawn (*Boyne Citizen* 1938j). The current building has no space for lawn and cannon, and may therefore have replaced that original building. It's design suggests a ca. 1950 construction date. Contributing.

306. Leavenworth's Studio (1904)

The building at 306 South Lake Street is an older building that has been renovated with Victorian Revival details. It is a frame, single story, one-part commercial block presenting a distinctive stepped parapeted roofline. The façade consists of paired central entry doors flanked by a large glass display window and a drop-sided wall plane, all recessed within and enframed by paneled corner pillars and a simple storefront cornice. The clapboard-clad upper portion of the façade is divided by vertical members that correspond to the building's three bays and extend up to the large roofline cornice. The side elevation is clad in clapboard with a functional piercing pattern composed of paired double hung sash windows, a door and a shed-roofed box bay window. This building was constructed for R.C. Leavenworth, as revealed by the 1904 *Boyne Citizen*, which proclaimed, "High Art Photography - R.C. Leavenworth Erecting a Building to Suit His Needs," identifying him as a "hustling young businessman" who "is having erected a substantial one-story building, with corrugated iron siding. The dimensions of the building will be 22x65 feet . . ." (*Boyne Citizen* 1904: 23).

R.C. Leavenworth was a prolific photographer, spending nearly 20 years in northern Michigan and Boyne City before a group of Lansing businessmen who summered on Lake Charlevoix, believing the capital city needed a commercial photographer, enticed him to move south in 1919 (*Detroit News* 2012). The State Archives of Michigan maintains a huge collection of his work. The Archives website states,

R. C. Leavenworth started out photographing lumbering and mining camps in northern Michigan, using a horse-drawn darkroom. He relocated to Lansing, Michigan in 1919 to document Lansing's transformation into a major industrial city and automotive capital. For over a century, Leavenworth Photography has shot hundreds of thousands of images that tell the story of industry, business and social life in Michigan's capital city. With subjects as diverse as street

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scenes, car parts, workers' strikes, vaudeville troupes and football games, Leavenworth lived up to the slogan plastered on the door of his company car: "Anything photographed, anywhere, anytime" (Archives of Michigan 2012).

The period Sanborn maps confirm the building was frame and clad in metal siding. During renovation of the building ca. 2000 that incorporated the Victorian Revival details now evident on the facade, some original glass photographic plates were discovered. The city directories reveal that this address was occupied by the Reverend Otho E. Walter in 1934. Contributing.

**SOUTH LAKE STREET, EAST SIDE**

27. Powder Puff Salon (ca. 1960)

The building at 27 South Lake Street presents commercial architecture common in the late twentieth century. It is a rectangular plan, flat-roofed, single story concrete block commercial building that is unusual because of the presence of a side-gabled brick ell. The commercial block is now clad in vinyl siding with a cedar shake mansard roof on three sides, a treatment repeated at the street level above the centered pedestrian entry door and above the bay windows flanking it. Vinyl siding in a fishtail pattern occurs between vertical members in recessed panels above the door and windows. The piercing pattern of the side elevation is functional, consisting of double hung windows, a fixed pane window, and an awning window. The brick ell that extends from the side elevation at the building's rear corner is two bays wide and a single bay deep on the gable end. The fenestration of the streetfront elevation is defined by a corner entry and a picture window. Ashlar stone trim enframes the door and window and is continuous below the picture window. The end gable repeats the use of stone in an outsized ashlar stone wall chimney.

The parcel at 27 South Lake Street was the location of the brick storefront of Boyne City's pioneer merchant, A.J. Beardsley, which was replaced by the present building ca. 1960. Although the present building's current appearance results from renovations occurring during the 1990s, the brick bays toward the rear, together with deeply set windows beneath the vinyl veneer of the primary building's side elevation, confirm the original structure is much older. For many years up until ca. 2004, this was the location of the Powder Puff Salon, a beauty parlor. The exterior and interior of the rear residential bays are architecturally intact. This building post-dates Sanborn maps and city directories, but the architecture of the rear residential bays appears to indicate a ca. 1960 construction date, which may also extend to the streetside commercial bays. Contributing.

101-103. Building (1997)

The building at 101-103 South Lake Street is a Victorian Revival style composition. No. 101 is a single story business block, rectangular in plan with a flat built-up roof that is clad in stucco above a brick veneer kneewall. The façade is a two-part composition divided by projecting piers that separate a section comprised of a triple display window from a recessed entry section that is comprised of an entry door flanked by display windows. The upper storefront continues past a band of horizontal trim to terminate in a corniced parapet. The rear of the building is constructed of concrete block. No. 103 is a single story business block, rectangular in plan with a chamfered corner entry. It is clad in stucco with a brick veneer kneewall beneath the large display windows. The building's most distinctive feature is its offset corner entrance bay, anchored by stucco-clad piers rising to a pyramid roof that breaks above the adjacent wall planes. Fenestration consists of large glass display windows on the elevations that flank the single corner entry door. The visible east side wall is of concrete block. Non-Contributing.

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111. Silversteins (post-1940)

The building at 111 South Lake Street is an enframed window wall commercial block that lacks strong style affiliations. It is a single story flat-roofed structure with brick veneer on the façade and concrete block comprising the side and rear elevations. A recessed open square-plan corner entry occurs behind a brick pillar, while the rest of the façade is a continuous expanse of windows between a pier at each end. The ten bays of the concrete block side elevation are created by a series of sliding glass windows and a single entry door. The parcel this building occupies is vacant on Sanborn maps through 1929, although a hand-drawn revision on the copy in city hall penciled in a building footprint notes, "Silverstein Building (DG and B and S)," indicating a merchant of dry goods, boots and shoes. There are no entries for this address in either the 1934 or 1940 city directories. Construction details visible on the rear elevation appear to indicate the building was probably constructed during the 1950s. The building was renovated during the 1990s to its current appearance. Contributing.

201. Howard's Friendly Service (ca. 1990)

The complex at 201 South Lake Street is a modern gasoline station and convenience store. Situated at the corner of Ray Street, it consists of a single story, trapezoidal plan, flat-roofed brick veneer building, which is positioned behind a large flat-roofed steel and metal paneled canopy structure that shelters gasoline pumps. The commercial building fenestration consists of an off-center entry flanked by multi-light display windows that continue to the side elevations. Colonial Revival detailing has been applied in the form of a pilastered and modillioned door surround and a dentilled building cornice. The 1929 Sanborn map reveals this parcel was vacant, but it has been the location of a gasoline service station since before 1940, when the Wm. E. Hinds Gas Station or "Si's Friendly Station" appeared in the city directory. Construction of the gas station began May 1, 1938 and the business opened August 6 of that year as Kenny's Mobil Station, also known as Kenny's Friendly Service, Kenny Lane proprietor (*Boyne Citizen* 1938c, 1938g). The business was renamed "Howard's Friendly Service" after Harold Howard acquired the business in 1953, and continued under Roscoe Howard after 1962. The current cashier and convenience store building and pump canopy is of more recent vintage. Non-Contributing.

209. Dunagain's Antiques (between 1995-2000)

The building at 209 South Lake Street is another Victorian Revival business block in the historic district. It is a two-story two-part commercial block that is constructed of concrete block with a Victorian-look vinyl veneer façade. It displays a recessed slant-side central entry flanked on each side by a bank of three large display windows resting on beaded board bulkheads. The façade corners are anchored by paneled piers rising to a simple bracketed cornice at the roofline. The four second story bays are defined by double hung sash windows that occur above a simple bracketed storefront cornice. The side elevations are unadorned planes of concrete block pierced by functionally positioned sliding windows. This building blends with the streetscape, but is a modern structure clad in Victorian Revival details that was constructed between 1995 and 2000. Non-Contributing.

211. Barber Shop (between 1911-1919)

This diminutive building at 211 South Lake Street is distinguished by being the smallest commercial frontage in the business district. While it is only approximately 15 feet wide, this one-part commercial block produces a high degree of architectural interest. Its façade is composed of a slant-sided central entry with a large display window on either inward-slanting side. The street and rear elevations of this brick structure are now clad in vinyl, from the beaded board bulkheads, up through the simple storefront cornice, and continuing through the clapboard sheathing to the dentilled cornice at the tall gabled parapet. The current appearance was created during a renovation ca. 2000 that applied Victorian Revival details. Photographs and post cards of Lake Street from the early 1900s reveal that the vinyl veneer was applied over a corbelled brick frieze that was positioned above a recessed brick panel, and that the distinctive unadorned parapet is original, although it has now been resided.

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Sanborn maps reveal that this building was constructed between 1911 and 1919 and occupied as of 1919 as a barber shop. The building continued to provide this service up into the mid-twentieth century, as indicated through its occupancy by Raymond Fineout, barber, in the 1934 and 1940 city directories. Contributing.

213. Joseph McNamee Grocery (between 1901-1905)

The building at 213 South Lake Street has been renovated but its character is still evident. It is a frame two-story two part commercial block that displays a three-bay storefront consisting of a slant-sided recessed entry flanked by fixed pane windows. The building is clad in vinyl siding, relieved by verticals that define the bays, as well as horizontal strips that create the storefront cornice and frieze beneath the dentilled roofline cornice. The two bays of the second story are defined by double hung sash windows enframed by plain vinyl trim. The visible side elevation is also clad in vinyl and is pierced by two sash windows.

Review of Sanborn maps reveals that an "iron clad" building was constructed after 1901 and before 1905, which was occupied by a grocery. Joseph McNamee had a grocery at this location until 1910 when he built a new grocery and clothing store on the site of the New Boyne Hotel that had burned at 109-113 East Water Street. Sanborn maps indicate that the building was vacant in 1919, while city directories reveal Wm. J. Worthing, news dealer, occupied the storefront in 1934 and 1940. Photographs and images from the early 1900s confirm the building was originally clad in metal, rock-faced siding. The building's current appearance appears to be the result of unsympathetic renovations completed during the 1970s. Contributing.

215. Schaub Meat Market (1904)

The two-story building at 215 South Lake Street has been insensitively renovated and no style attributes are evident except for the surviving Late Victorian pressed metal cornice. It is entirely sheathed in synthetic siding, employing vertical siding at the street level and horizontal above. The two bay façade is defined at the street level by an aluminum/glass door and a broad and low fixed pane window, and in the second story by a pair of sliding windows. The primary historical feature evident is the elaborate pressed metal cornice, which is anchored at the building's corners by large brackets that are embellished by rosette motifs and capped by finials. The second story side elevation is also clad in vinyl and displays functional fenestration. The building's current appearance is believed to date to an insensitive renovation completed during the 1970s.

Review of Sanborn maps reveals that this is a brick structure dating after 1901 and before 1905, when a building had been constructed that housed a meat market, which continues as "Sanitary Market meats" in the 1934 (also containing a notice stating, "Sanitary Market - Quality Meats, Vegetables and Groceries") and 1940 city directories. Clarence C. Schaub established a meat market with his brother J.C. in 1894 at Lake and Main Streets, but left the city, only to return in 1903 and begin construction on this building to house his meat market, which remained in the family until 1961 (Sansom n.d.). Contributing.

217. Gamble's Store (pre-1958)

The building at 217 South Lake Street is an enframed window wall type that is entirely functional in presentation. It is a single story concrete block structure whose façade consists primarily of large display windows set on short masonry bulkheads. There are two sets of off-center entries, one positioned between two of the windows in gradual slant-sided bays, and the second between two display windows in a bay paralleling the curb. Vertically ribbed metal panels sheath the façade above the windows to support signage. The parcel occupied by this building was vacant in 1929, and no businesses appear at this address through the 1940 city directory. The building was apparently constructed during the 1950s, because it was acquired in 1958 to house a Gamble's Store, and a vintage photograph reveals massing and profile matching that of the current structure. Gambles had

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been in business in Boyne City at least as early as the 1930s. Its current appearance is the result of renovations that appear to have been completed within the past decade. Contributing.

219. Building (ca. 1950s)

The single story brick veneer building at 219 South Lake Street is situated at the northeast corner with Main Street. It is an enframed window wall type, featuring broad inward-slanting window bays that run from each of the façade's corners to a pair of central entry doors. One of these doors, which are separated by a brick pier, is now filled with vinyl siding. The façade terminates in a parapet with tile coping. The brick veneer wraps around from the façade to the first bay of the Main Street side elevation that is defined by a large fixed pane window. The rest of this elevation is clad in vinyl siding, pierced by a large double window positioned in a former entry void and a smaller sliding window. The vinyl-clad rear elevation is pierced by a door, a double louvered window and a sliding window. The wall plane terminates above in tile coping. The building lacks architectural ornamentation and the current windows are recent replacements, relating to renovations that appear to have been completed during the 1990s. The building post-dates the 1940 city directory, and based upon the type of construction, appears to date to the 1950s. Contributing.

**SOUTH PARK STREET, WEST SIDE**

112. Boyne City, Gaylord & Alpena Railroad Co. General Offices (pre-1900, 1918)

The brick building at 112 South Park Street presents a straightforward, functional and sturdy countenance. It is a one-and-one-half-story, hipped roof structure that rests on a concrete foundation and is shielded by an asphalt shingle roof. The façade's street level is three bays wide, composed of paired centered entry doors above a concrete water table that are accessed from a concrete stoop reached by a flight of concrete steps. The entrance is flanked by triple hung sash windows, while the low second story features a gabled wall dormer pierced by paired double hung sash windows. All fenestration displays plain masonry lintels and sills. The four bays of the main structure's side elevation are composed of a projecting single story hipped-roof entry bay pierced by a transomed door that is flanked by three triple hung sash windows. This elevation terminates in a single story hipped roof corner bay that extends the building's rear elevation, which is pierced by a single pedestrian door. The gabled wall dormer above this side entry is identical to that of the façade and opposite side elevation, as are the fenestration's masonry lintels and sills. Its sturdy and restrained construction reveals little stylistic inspiration, and is best classified as vernacular commercial embellished by simple, Colonial inspired details.

This building began as a frame office building for the White Lumber Company Mill #1 complex, constructed by 1900, and was moved from near the lakefront to the current location and repurposed after the mill burned in 1918 (Morgridge 1981: 62; Baker 1977: 8; DDA Grant application 2003). It was placed on a new concrete foundation and was sided in brick, and a small addition to the rear constructed at that time. The building's new location placed it in proximity to the railroad's passenger depot, adjacent to the south, and the freight depot, just to the southwest. Sanborn maps reveal that the building first appeared at this site after 1911 and prior to 1919, and that the building was classified as frame with brick veneer. After 1918, it served as General Offices of the Boyne City, Gaylord & Alpena Railroad until 1935, the successor Boyne City Railroad until 1976, and then the Boyne Valley excursion railroad until the line went out of business in 1978. The railroad was initially established to ship logs from the hinterlands to supply W.H. White's sawmills, and also provided a transportation connection to the GR&I Railroad, serving as a primary catalyst in the development of virtually every other industry that located in Boyne City (including other lumber mills, tanning, charcoal and chemical companies, among others). The line was eventually extended to Alpena, becoming Michigan's only independent cross-state railroad. The building's interior retains most of its original details, including golden oak panels and wainscoted walls, door and window

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trim, frosted glass panels, and massive integrated safe vaults. Not only is this one of the last remaining buildings associated with the BC,G&ARR and its successor lines that were crucial to the development of the city, it also appears to be one of the few surviving buildings from the city's lumber industry and is the sole surviving structure associated with White Mill #1, the seminal business in Boyne City's economic development. Contributing.

**SOUTH PARK STREET, EAST SIDE**

113. Boyne City Co-operative Co. (ca. 1938)

The building at 113 South Park Street, at the corner of Ray Street, is a minimally embellished functional commercial structure. It is a single story, flat-roofed, rectangular plan concrete block structure of the enframed window wall type. Its façade presents a double glass entry door centered between sets of four bays of display windows, which each extend nearly to the storefront corners and rest on rubble stone veneer bulkheads. A large, two-story concrete block warehouse bay extends the principal elevation southward. The side elevation is concrete block and lacks fenestration, although a variation in treatment and the presence of a parapet parallel with the front at the building's midpoint, reveals the building is the product of multiple construction episodes.

The 1911 Sanborn map reveals a brick building housing a feed store occupies most of the current building's location (its southern 2/3, addressed as 117 South Park Street), which is identified as a feed and baled hay store in 1919 and as a feed and hay warehouse in 1929. A frame building occupied the rest of the parcel (addressed at 111 South Park Street). The Co-op was constructed under an agreement with the Boyne City Council. In April 1938, the Council voted to refund delinquent taxes owed by the Co-op on the "lot across from City Hall and where George Houghton Livery Barn stood" (the current location of the Co-op building) if the "Co-op erects building on said lot" (*Boyne Citizen* 1938h). The 1940 city directory reveals that the Boyne City Co-operative Co. was located at 111 South Park Street, which would include the site of the current building. The Boyne City Co-operative was organized in 1918 by 150 area farmers. The Co-op acquired its current site in 1938, the location of the former Hankey Milling Co., after fire destroyed their offices and warehouse (*Boyne Citizen* 1938g). A photo from the 1950s illustrates the original brick co-op building that apparently was incorporated into the current structure (BCRC 1965: 15). The concrete block warehouse addition forming the current building's southern bays was added in 1958 to store fertilizer (BCRC 1965: 15; Michele Hewitt BCHDC 4/9/12). A fire in the mid-1980s destroyed the original frame warehouse and mill section of the co-op, but the masonry front sections were saved (Ensbury 2012; Hewitt 2012). The current building's façade is a product of a 2008 DDA façade grant project approved by the SHPO. Contributing.

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**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for 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 old or achieving significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions.)

- Architecture
- Community Planning and Development
- Commerce
- Industry
- Transportation
- Entertainment/Recreation

**Period of Significance**

1875-1962

**Significant Dates**

1876, 1893, 1903, 1912

**Significant Person**

(Complete only if Criterion B is marked above.)

White, William H.

**Cultural Affiliation**

N/A

**Architect/Builder**

N/A

**Period of Significance (justification)**

The period includes the time of the original plat of the city (Boyne Village Plat) through the town's rapid growth through the first decades of the 20<sup>th</sup> century, gradual decline as an industrial and commercial center through the mid-20<sup>th</sup> century and an increasing reliance on tourism and recreation.

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**Criteria Considerations (explanation, if necessary)**

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

See Continuation Sheet.

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**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

See Continuation Sheet.

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**Developmental history/additional historic context information** (if appropriate)

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**9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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SIGNIFICANCE

*Summary Paragraph*

Boyne City retains a distinct central business district and residential neighborhood that display genuine historic and architectural appeal. The Boyne City Central Historic District contains the historic central business district and an adjacent block that was home to many of the city's economic elite during the late nineteenth through early twentieth centuries. The district meets **national register criterion A** in several ways. The downtown's commercial buildings, dating from the 1880s to the early 1960s, reflect the history of the area as the city's commercial hub. More particularly, they reflect the evolution of the community as it grew rapidly during economic boom times between 1890 and 1910 and then witnessed an equally dramatic decline between 1910 and 1930. The downtown possesses historical importance as the site that grew up adjacent to and as a direct result of the economic stimulus provided by the mill complexes of W.H. White and others, as well as the Boyne City Railroad shops that were located along the shore of Pine Lake (today known as Lake Charlevoix). Although the mills and industrial buildings are no longer extant, three central city structures survive to represent these key components of the city's economic life. The Boyne City, Gaylord & Alpena Railroad Co. General Offices at 112 South Park Street not only served as the headquarters for the railroad that stimulated the city's industrial growth, but also appears to be the only surviving building from the former W.H. White Mill #1 complex, having been moved after a fire destroyed that mill in 1918. The Boyne City, Gaylord & Alpena Railroad freight depot at 151 Ray Street is the other surviving structure representing the town's railroad history. The W.H. White House at 417 Boyne Avenue was home to the key individual behind Boyne City's boom in the decades around 1900, founder of multiple mill complexes and the BC, G&A railroad and promoter who convinced other industrialists to relocate or establish large complexes in the city. These buildings all materially represent the establishment and definition of the city's economic growth and development and contribute strongly to the district's significance under criterion A. The district is also important under criterion A relating to Community Planning and Development because its physical structure and layout reflects the history of the city. These blocks are unusual in the predominant U-shape, where two primary east-west commercial streets parallel each other (Water and Main) perpendicular to the other primary thoroughfare (Lake), separated by a sparsely developed zone. This relates directly to the early presence of the lakeside mills to the west that spurred the city's commercial expansion, initially adjacent to the mill and lake and then rapidly extending inland. Away from the lake, the pace and placement of construction and development was determined both economically and physically by the BC, G&A Railroad that bisected and ran through the commercial blocks. The associated proliferation in building stock materially reflects the boom and bust cycle associated with Boyne City's early history. The district is also important under criterion A in relation to Social History and Recreation, best represented by the early 1900s Bellamy Opera House that provided live and then motion picture entertainment for nearly a century, and the Princess Theater at 116 South Lake Street, that continued to serve recreational needs as the Princess Ball Room. There is also the Odd Fellows Hall at 214 East Water Street, which housed fraternal organizations for decades and whose large upstairs hall provided the community with vaudeville, boxing, and acts such as Harry Houdini. Finally, there is the Wolverine/Dilworth Hotel, established by a committee of the city's economic elite in 1912 to serve the city and provide up-to-date accommodations that would provide a favorable impression of the city to visitors, and served as the city's leading hotel for over half a century. The district is also significant under **criterion B**, because of its association with significant persons: the Pearl Street residential neighborhood was home to A. J. Beardsley, the city's first and leading merchant from the family that platted the city, and W. H. White, the leading industrialist and promoter of the city and the Wolverine Hotel, which was the material representation of the vision and drive of White and Boyne City's commercial and industrial elite, who formed the Boyne City Hotel Co. shareholders and directors. The district also possesses significance under **criterion C**,

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Architecture, for its concentration of brick commercial buildings from the city's boom period that exemplify typical Midwest and American commercial architecture of the early 1900s; for its residential dwellings that represent the types and styles commonly constructed across Michigan in the early twentieth century; and individual buildings such as the Georgian Revival U.S. Post Office at 300 East Water Street, the Neoclassical I.O.O.F. Hall at 200 East Water Street that is also notable as an early example of poured concrete construction, substantial dwellings such as those at 401 East Water Street, 417 Boyne Avenue and 411 Pearl Street that are primarily Queen Anne-influenced, and even the roadside architecture represented by the ca. 1930s Chamber of Commerce log cabin at 28 South Lake Street.

*General Historical Context*

The vicinity of the confluence of the Boyne River with Pine Lake, now Lake Charlevoix, has been the heart of Boyne City since the arrival of the first permanent settlers, John and Harriet Miller, in 1856. The lakeshore would soon attract settlers and entrepreneurs with vision, and the river's banks were a natural extension of this promise and potential. Although the city would experience boom and bust, the lake and river have always anchored its identity, provided it with a special sense of place, served as a commercial and recreational corridor, and ensured it would have a future.

Although there was enough activity for John Miller to open a post office in his house in 1869, the first attempt at promoting development in 1871, when Esterly & Co. purchased a tract of land at the mouth of Boyne River intending to plat a town, was unsuccessful. Growing slowly, the settlement of Boyne consisted of little more than a scatter of rough frame buildings until 1874, when A. J. Hall constructed a large frame hotel, the Pine Lake House, at North Lake and River Streets, beyond the north edge of today's historic district.

The 1875 the *Michigan State Gazetteer* only briefly mentioned the village in a short paragraph, identifying it as "Boyne," revealing it had a post office, and merely stating it was situated in good farming country (Polk 1875: 38, 150). However, that same year A.J. Beardsley arrived at the small settlement with a small stock of dry goods and went into business in the Pine Lake House. His brother, George Beardsley, was impressed enough with the location that he acquired 97 acres in the vicinity, and in 1876 platted 15 acres (recorded in 1877) as the original "Boyne Village Plat." It extended from the lakeshore eastward across Lake and Park Streets to East Street and from North Street southward across the river to Water Street. These blocks included the northern portion of the historic district. Since that time, George Beardsley has been known as the "Father of Boyne City." A.J. Beardsley set down roots in the new village, building a store, a house and a dock that same year. His daughter, Florence, was the first white child born in Boyne. Beardsley would prosper with the city, replace the original frame store with a fine brick business block at 17 Lake Street in 1885 and in 1898 build a large house at 401 East Water Street – both located within the historic district (although only the home survives today).

The 1877 state gazetteer described the village as "a small place" settled in 1874, but for the first time provided a business directory - with only three entries – A.J. Beardsley general store, A.J. Hall hotel proprietor, and Hugh R. Miller general store (Polk 1877: 174). Obviously, Boyne City had not grown much by this time, but that would soon change. Although Boyne had always been accessible via Pine Lake, the lake was not navigable for large ships. John Miller used a small sailboat named the "Union Jack" to travel to Pine River (now Charlevoix) to pick up supplies, and sometimes transported passengers to Boyne City. However, the prospects for Boyne were radically improved when the federal government in 1877 commenced dredging of a canal that would connect the western end of Pine Lake with Lake Michigan, effectively linking all of the lake, including Boyne, to the Great Lakes and the cities around them. Although the first small steamboats had navigated the natural channel from Lake Michigan into Pine Lake in 1860s, real commerce was not feasible until the canal was completed in 1883.

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The year after dredging began, in 1878, Nichols and Morgan laid out the plat of South Boyne (recorded 1879), which extended from the lake across Front and Lake Streets to Park Street from the north side of Main Street southward to Cedar Street, encompassing the southern and western blocks of the historic district. By 1879 enough settlers had arrived in the area that A.J. Beardsley faced competition from a number of stores, and the Pine Lake House had competition from two other hotels, including the White House, whose site was within the historic district. That same year the first school was held in a log cabin in the village. This was replaced by a frame building in 1879, and by 1883 a two-story brick school had been constructed, "by far the finest in Charlevoix County" (Page 1884: 208).

Boyne City's prospects were inexorably linked to the lumber industry, which was stimulated in Charlevoix County when the area's first sawmill opened in East Jordan in 1879 (Powers 1912: 198). Boyne City's first mill was in operation by 1880, and within a couple years the mills of the Sheboygan Manufacturing Co. and the Boyne City Mill Co. (Beardsley's mill) were "important industries" (Page 1884: 208-210). While white pine fueled the lumber industry until the turn of the century, the "unlimited" supply played out and other woods, particularly hardwoods, were increasingly logged and milled. Pine production peaked about 1890, but had declined significantly a decade later, when other timber types were increasingly exploited.

By the early 1880s, Boyne was connected by a regular stage to Boyne Falls, a large dock had been constructed, and the place was definitely progressing. A visitor noted that in a single year the village had grown from six families to "50 good buildings and a population of about 200" supporting several dry goods stores and a hardware and general store, two hotels with another (the United States Hotel) under construction, a livery, and a newspaper (Polk 1881; Page 1884: 208-209). Furthermore, "Boyne has a good grist mill, A.J. Beardsley is proprietor, who at present grinds out as many shingles as anything else" (Page 1884: 207-208). By 1882 circumstances in the settlement had improved enough to encourage social and business networking – the Boyne River Odd Fellows Lodge No. 367 was organized in Boyne City (Page 1884: 209), which, about a quarter century later, would construct a substantial lodge building on Water Street in the historic district. At this time a local newspaper reported that Boyne Falls and the Grand Rapids & Indiana Railroad (GR&I), the main north-south line on the west side of the Lower Peninsula, and two stage lines connected daily with two steamship lines (Page 1884: 209).

This early growth of the city was linked to logging entrepreneurs, as was common at this time across northern Michigan, exploiting what was thought to be an almost inexhaustible supply of timber. Logging in the Boyne City area began to be conducted on a large scale. Among the early lumbermen was Robert E. Newville, who arrived in Boyne City in 1881. He most likely provided timber to Boyne City's first major sawmill, established by the Sheboygan Manufacturing Co. along the lake southward from the end of Main Street (just west of the historic district). This mill was constructed between 1877 and 1881 (based on entries in the *Michigan State Gazetteers*) and was later known as the Sheboygan Chair Co. mill. Newville became partners with William White, who arrived in Boyne City in 1883 and operated a small sawmill and broom factory. After three years, White bought out Newville and in 1886 was the sole owner of Newville's former businesses, which included a saw and planing mill; this was apparently the former Sheboygan mill property, which became the Wigle & White sawmill after its acquisition by William H. White and Solomon J. Wigle in 1886 (Powers 1912: 1228).

To ensure continued growth and prosperity Boyne City required reliable transportation links. While the steamship connections through Pine Lake served the city's industries well, city fathers looked longingly toward Boyne Falls, just over 7 miles to the east, which had been reached by the Grand Rapids & Indiana Railroad in

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1874. The lack of predictable transportation for logging and lumbering motivated W.H. White to conceive and establish the Boyne City & Southeastern Railroad in 1893, which was initially a logging railroad, but evolved into a general purpose line. This line would extend from the mills along the lake and traverse the historic district generally along Ray Street, reach the GR&I, and become a crucial transportation link for the city's mills and industries. (The only two surviving buildings from this railroad are located within the historic district, as is the home of White, who would become Boyne City's premier industrialist.)

W.H. White, the man who would become Boyne City's foremost industrialist and exert the greatest influence on its growth and development, arrived in Boyne City in 1883 with a stock of general store goods. He used the proceeds from their sale to begin a broom handle factory in 1883 that grew into a full-bore lumber business in 1886 when he acquired the Sheboygan Chair Co. mill. This mill, which became known as White Mill #1, was located along the lake primarily north of the river, but extended southward with storage areas and docks located at the northwest corner of the historic district, at the end of Water Street, including where Sunset Park is situated today. When White acquired this saw and planing mill and logging operations and timber lands in the vicinity of Boyne City, he organized the W.H. White Lumber Co., eventually bringing in his brothers James, Thomas, and George, to incorporate as W.H. White & Co.

White shrewdly advanced his interests, framing them with those of Boyne City. When he proposed to add a hoop and stave factory to his mill in 1892, he requested ten years' freedom from taxation in exchange for a guarantee of adding a minimum of 20 jobs. He had the full backing of the editor of the *Boyne Citizen*, who noted that other towns were offering similar bonuses to attract factories, and declared presciently, "If Boyne City is ever to amount to anything more than a country village, she must make a start before all the timber . . . is felled . . . which will not be long" (*Boyne Citizen* 1892). None of these complexes or buildings survives today.

#### INDUSTRY

##### *W.H. White and Boom Times in Boyne City*

Boyne City was positioned to become an industrial boom town. W.H. White continued to promote and improve prospects for both his and Boyne City's business and development through the Boyne City and Southeastern Railroad (which later became the Boyne City, Gaylord & Alpena Railroad). Founded in 1893 and developing rapidly through the 1890s, this line served as both a logging railroad and to connect the city's growing industrial enterprises with the main line of the Grand Rapids & Indiana Railroad about 7 miles to the east at Boyne Falls. The following year White had organized the White Transportation Steamship Line to transport lumber from his mills through Pine Lake and the Great Lakes to markets beyond (its flagship, the *Three Brothers*, was named for White and his siblings), essentially completing an enterprise that was integrated from stump to market. In 1897 Godfrey Von Platen purchased acreage and built a mill along the lake near the corner of Lake and Vogel Streets, north of White's Mill and about three blocks north of the historic district. Von Platen's mill employed about 100 men (but was the first of the major Boyne City mills to close in 1916). None of these complexes or buildings survive today, with the exception of a former mill office that was moved to Park Street in the historic district and "repurposed" to serve as the general offices of the Boyne City, Gaylord & Alpena Railroad.

The city's boom, however, was fueled primarily through the continued efforts and influence of W.H. White. Continuing the growth of his logging interests, in 1902 White and his brothers organized the Boyne City Lumber Co., bought 15,000 acres of hardwoods in northern Michigan and in 1903 opened a new mill on the site of the old Wigle & White mill with capacity of 20,000,000 feet (along the lake southward from Main Street just west of the historic district). Within two years his mill employed 85 men with a total monthly wage of \$5,000, while 250 men were in four large lumber camps earning \$10,000 monthly; the annual output of the company was

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25,000,000 feet of hardwood and hemlock lumber, 2,500,000 shingles, and 25,000 cedar ties (*Boyne Citizen* 1904: 3-11). By 1905 he was producing 30,000,000 feet of lumber, 25,000,000 shingles and 100,000 railroad ties, and by 1907 he was producing flooring, shingles and interior finish and had a hardwood veneering plant – sawmill capacity 100,000 feet hardwood, 130-150,000 feet hemlock every 10 hours, employing 130 men and 40 horses, also a hardwood flooring plant, a hemlock flooring plant employing 60, a saw and shingle mill, and a veneer plant employing 50 men (*Boyne Citizen* 1907: 10). White was so confident in the city and region's economy that when Mill #1 burned to the ground in 1908, he rebuilt it. Furthermore, in 1905 he replaced the aging former Wigle & White mill he had owned for years with a state-of-the-art mill complex incorporated as the Boyne City Lumber Co.

A biography of W. H. White written during this period read, "The many extensive industrial concerns with which he is identified have played an important part in furthering generic progress and prosperity in this section of the Wolverine state . . . He stands at the head of a half dozen large corporations most prominently concerned with lumbering and concomitant operations . . . : President of Boyne City Lumber Co. capitalized at \$500,000, W. H. White Lumber Co. capitalized at twelve hundred thousand dollars, President of White Veneer Co. and several other industrial enterprises including Tillamook Yellow Fir Co. of Oregon and White Brothers Lumber Co. of Vancouver, as well as successful railroad builder (BC,G&A RR) and organized the First National Bank of Boyne City" (Powers 1912: 1226);

White's operations and those of his business associates influenced central Boyne City by spurring employment and population and economic growth that was materially reflected in the construction of business blocks and homes. This impact was enhanced by the proximity of these huge complexes to the historic district. As discussed earlier, White Mill #1 was located at the mouth of Boyne River and extended south into the historic district. (It burned in 1918 and the property today is owned by the city, primarily as parkland.) White Mill #2, or Shingle Mill #2 was located along the lake west of Front Street, next to the Boyne City Railroad shops, adjacent to the southwest corner of the historic district. (It closed during the 1920s and the site was redeveloped as a mixed use commercial and condominium property during the 1980s.) W. H. White & Co. Mill #3 was built in 1905 along the Boyne River and the railroad north of East Main Street at the east edge of town about five blocks east of the historic district; by 1919 it was in receivership to Michigan Trust Co. as the Boyne City Handle Factory, and when it ceased operations in the 1920s, it was dismantled and shipped to Sault Ste. Marie. The Boyne City Lumber Co. mill complex was situated along the lakeshore west of Front St. opposite the end of Pine St. (on the site of the former Wigle & White sawmill) south of the historic district. (It closed and was destroyed by fire during the 1920s, and the site is today occupied primarily by condominiums and private residences.)

To encourage growth, White was a tireless booster of the city, and backed up his promotion with concrete action. In 1902 he was the primary backer of incorporation of the First National Bank of Boyne City, the successor to a state chartered bank where he had been president. White was also directly or indirectly involved in most of the other major industries that established themselves in Boyne City and formed the foundation of its growth. Among other positions he held were secretary of the Elm Cooperage Co. and first vice president of the Boyne City Chemical Co. The former complex was formed in 1902 to expand the use of White's timber resources and employed 130 by 1907 to manufacture hoops, staves and head liners (*Boyne Citizen* 1907: 8), and was situated between the river and railroad north of Main Street, just east of the historic district. The latter company was located along Lake Street north of Von Platen's Mill and the historic district. The company located in Boyne City in 1902 to use waste products from the White and Von Platen mills, and had a capacity of 2,000,000 bushels of charcoal, 500,000 lbs acetate of lime and 600,000 gallons of wood alcohol (Morgridge 1983: 69), employing 100 men. It claimed to be largest plant of its kind in the U.S. and second largest in the world (BCRC 1965: 34) before

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it declined and ceased operations by the 1930s when its wood supply was exhausted.

A common theme in this rapidly developing industrial environment at Boyne City was the synergy these companies provided. One example is the Boyne City Charcoal Iron Co., which located adjacent to Boyne City Chemical Co. west of Lake Street along the shoreline. Founded in 1904 as a manufacturer of pig iron, it changed its name to Lake Superior Iron & Chemical Co. in 1907, and by 1919 it had become the Charcoal Iron Co. of America. Its site offered the advantages of accessibility to iron ore arriving from Escanaba and abundant charcoal fuel provided by the neighboring chemical company. It employed 85 men within three years of opening, and employed 100 men at peak production before it closed in 1923 (*Boyne Citizen* 1907: 8; BCRC 1965: 34; Morgridge 1981: 72). The site was redeveloped in the 1980s into The Landings.

W.H. White promoted Boyne City to fellow industrialists. He was a primary reason why W.S. Shaw established the Boyne City Tanning Co. here in 1901, situated on the lakeshore north of Division Street and west of Second Street, south of the historic district. Shaw purchased hemlock bark from White & Co., Boyne City Lumber Co, Von Platen, and others, consuming 10,000 cords of bark and employing over 100 men at the plant by 1906; it planned to expand to 175 the following year (*Boyne Citizen* 1907: 5). The company received hides from Australia, Argentina, South Africa, and British Columbia, which it tanned and shipped to shoe manufacturing plants in Boston and other eastern cities (Bowen 1905: 736). The firm later became known as the Michigan Tanning and Extract Co. When it was sold by Shaw to the Howe Leather Co. in 1938 it employed about 300 men, for many years it was Charlevoix County's largest employer, and it was the last tannery operating in Michigan when it ceased operations in 1969 (BCRC 1965: 23, *Boyne Press* 1969; Baker Brothers 1940). The complex sat vacant until demolished and during the 1980s the 35-acre property with one mile of lakefront was developed into 102 lakefront condominiums and a 227 slip marina called the Harborage, while a swimming beach was donated to the city - Peninsula Beach (BACC 2006: 37).

Luring Shaw to Boyne City produced additional dividends in 1902, when he established the Boyne City Brick Company to exploit clay deposits north and east of the village. It boasted a capacity of 30,000 bricks per day and employed 25 men soon after opening, expanding to 70,000 bricks within five years, and was in operation "year round with large work force" (*Boyne Citizen* 1904: 14). It also sold farm implements, machinery, flour, feed, hay, grain, lime, and cement from a store on West Main Street within the historic district area (*Boyne Citizen* 1907: 6). Among the few buildings definitely identified as being constructed with brick produced by this company is the Wolverine Hotel, at 300 East Water Street in the historic district - another enterprise in which White was involved, serving as an officer in the company that erected the hotel in 1912.

Perhaps White's enterprise most directly responsible for putting Boyne City on the industrial map was the Boyne City Railroad. Constructed in 1893, this line allowed the city's economic interests to fully realize their potential for growth and prosperity and helped usher in Boyne City's boom period. The railroad proved to be a cornerstone upon which White and other Boyne City business interests could establish new ventures and expand existing ones. The rail line complemented Boyne City's commercial shipping capability and firmly linked the city to state and national markets.

As noted earlier, Boyne City grew in tandem with the burgeoning industrial sector. US and state census figures indicate that population grew from just over 900 in 1900, fifteen years after the village was incorporated, to 2,493 in 1904, and to well over 5,000 in 1910, one of the fastest growing cities in the country. The quality of life improved for most city residents. The Bellamy Opera House was completed in 1903 on Lake Street in the historic district and quickly converted to showing 5-cent motion pictures, while the Boyne City Electric Co. was

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organized 1903 and began supplying the city in 1904, the same year that Michigan Bell Telephone set up an exchange. Boyne City attained city status in 1907. City parks were well frequented by residents, and included a band stand near the intersection of Water and Lake Streets, as well as the Public Dock, which extended from the end of Water Street into Pine Lake.

It was during this period that the final plat involving the historic district was recorded – another development promoted by White. In 1902, “Wm. H. White & Co.’s Subdivision of Part of Lot No. 35 of Beardsley Second Addition to the Village” was recorded. It is situated between the river and Water Street, bisected by Pearl Street (named after his daughter), and creates 20 lots, including an outscaled Lot 1, where his own home was located. It would quickly fill up with the stylish residences of White’s family members and business associates. Elsewhere in town, the local *Boyne Citizen* newspaper noted with approval virtually every week the placing of “cement walks” by businesses in front of buildings.

The 1903 state gazetteer described Boyne City as a village incorporated in 1885 with a population of 2500 that was located on “one of the most famous trout streams in North America” (Polk 1903: 347). It had a weekly newspaper, a bank, 5 saw mills, a shingle mill, chemical factory, a tannery and other industry, a fine high school and telephone connection. By 1907, the *Michigan State Gazetteer* notes the city is lighted by electricity, has an excellent system of water works, a splendid sewerage system, and was the location of two newspapers, 3 large saw mills, a shingle mill, hoop and stave factory, veneer plant, 2 potash works, chemical works, 2 planing mills, railroad car shops, an iron furnace, a tannery, a foundry and machine shop, a manufacturer of store fronts, 2 cigar factories, a brick yard and numerous smaller industries (Polk 1907: 470). By 1911 the state gazetteer states the city’s population reached 5,218 (US Census 1910), and apparently using information provided by city boosters, mentions the city had “handsome business blocks,” two newspapers and a hospital, some of “the largest lumber mills in the world,” a large veneer plant, planing mills, the “largest shingle plant in the state,” a shipping boxes and baskets plant, a flooring plant, a cooperage plant, machine shops, a charcoal plant, a brick and tile works, a blast furnace, a pickle station, a chemical factory, the “largest sole leather tannery in the entire United States,” rail car shops, a wooden ware works, and numerous other industries (Polk 1911: 364).

Publications from the period proclaimed Boyne City counted among its industrial interests “some of the largest hard wood lumber mills in the world,” including a large veneer plant, planing mills, the largest shingle plant in the state, and manufactories for boxes and baskets, charcoal, brick and tile, chemicals, etc. (Bowen 1916: 144). Although city fathers remained optimistic, and progress was evident in things such as the award, in 1916, of the first contracts for paving Boyne City streets with concrete, few realized that Boyne City had reached a pinnacle from which it would begin a rapid descent. The production of the city’s sawmills and lumber-related concerns was slowing as the region’s vast timber resources became depleted.

*Boyne City’s Decline During the Early Twentieth Century*

Although Von Platen was the first industrialist to leave Boyne City in 1916, the city’s future was perhaps best symbolized by the fiery destruction of White Mill #1 in 1918. It was not rebuilt, although production was shifted to White Mill #3 for a final few years. This mill ceased operations in the 1920s and was dismantled and shipped to Sault Ste. Marie. During the decade of the 1920s almost all the other industrial concerns in Boyne City would close, primarily as a result of the end of the lumber boom. The Boyne City Lumber Co., the Boyne City Chemical Plant, and the Boyne City Charcoal Iron Co. all closed between 1922 and 1923, and White Mill #2 also closed during the 1920s (Morgridge 1981: 62, 69, 72; BCRC 1965: 39). Of the city’s major industrial concerns, only the Michigan Tanning and Extract Co. continued in operation; it became the city’s largest employer.

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As production at the mills slowed, Boyne City fathers attempted to diversify the economy with new ventures. W. H. White, W. S. Shaw and W. L. Martin helped organize the Traction Engine Co. in 1918 to produce agricultural equipment in a plant at Front and West Main Streets, just outside the district, but the venture ceased production after only a few years. The Boyne City Silo Co. was organized and began production, but did not succeed. In 1919 hopes were raised when Boyne City was identified as the northwestern port of the Michigan Transit Co. with lake steamer routes, but this venture was also unsuccessful and ended in 1920.

Another Boyne City anchor, the BCG&A, had finally been extended east all the way to Alpena in 1918, but its existence as Michigan's only independent cross-state route was short-lived. As logging tracts petered out and related industry began to decline, the railroad suffered economic distress. In 1913 the line had been placed into receivership but it was able to remain in operation. Still, by 1915 White and family remained in control - the officers of the company included W. H. White, President and General Manager, Thomas White, Vice President and Assistant General Manager, and James A. White, Treasurer, who were also three of the six directors of the company (Moody 1915).

Still, White and the railroad pressed on, and reached Alpena in 1918, the zenith of the company, when it ran 90 miles of track, had 13 locomotives, and rolling stock of 300 log cars, 12 passenger cars and even a gasoline interurban passenger car (Railroad Michigan 2012). However, neither passenger nor freight revenues were sufficient to cover expenses for Michigan's only independent cross-state railroad due to lack of settlement in cut-over lands, increasing competition from the automobile, and the onset of the Great Depression. In 1935, the BCG&A again went bankrupt and, this time, the line was sold for scrap. The W. H. White Company was not able to pay taxes on their cut-over lands, or abandoned them, and thousands of acres reverted to the State of Michigan, much of which formed the basis for state forests in the region. After 1935, a small portion of the railroad survived as the Boyne City Railroad, a short freight service line connecting Boyne City 7.2 miles to the GR&I at Boyne Falls - a figurative and literal return to the company's roots. This line lasted until 1976, when it was acquired from bankruptcy and resurrected as an excursion rail line, the Boyne Valley Railroad, which lasted an additional two years. After this line ceased operation in 1978, the railroad was formally abandoned in 1982.

It is perhaps telling of the city's reversing fortunes that its entry in the 1919 *Michigan State Gazetteer* used a booster-inflated population of 5,500 (neglecting to cite the US Census as in previous editions). The entry stated that Boyne had been incorporated as a city in 1907, and repeats the information from the 1911 edition, except that it notes the addition of a Carnegie Library. The 1924 federal census lists the population of Boyne City as 4,284. The 1925 state gazetteer proclaims a population of 5,000, repeating the 1919 entry except that it notes the presence of two motion picture theaters, and, perhaps significantly, for the first time alludes to a previously unheralded sector of the economy, stating, "The city has many attractions and is very popular as a summer resort" (Polk 1925: 292). By 1931 the city population is listed as 2,650 (US census), and the industrial entries have been reduced to a tannery and railroad car shops, while key commercial entries have been reduced to a single bank, a single motion picture theater, a single hotel, and a single newspaper (Polk 1931: 178).

Population fell in tandem from a booster-generated claim of nearly 6,000 after 1910 (BAAC 2006: 28) to an official level of 2,650 in the 1920 U.S. Census. As the city's population stabilized around 3,000 from the 1930 through 1970 censuses, Boyne City continued its marketing efforts. The 1940 city directory proclaimed that Boyne City had led all cities north of Saginaw and Grand Rapids in manufacturing of timber products due to its advantageous shipping facilities, water and rail, and that "those great shipping advantages still remain," including the Boyne City Railroad connection to the Pennsylvania Railroad (former GR&I) main line, as well as a belt line

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to serve manufacturing along two miles of lakeshore – with over three miles of deepwater dockage (Baker 1940: front piece). Today all of these rail lines have been removed.

Virtually all traces of Boyne City's industrial boom period no longer exist. One structure that served as an office for White Mill #1 was moved in 1918 to Park Street (112 South Park Street) near Ray Street, where it was "repurposed" to serve as general offices for the Boyne City, Gaylord & Alpena Railroad. It, together with this railroad's adjacent freight station at 151 Ray Street, are the best surviving examples of this context, and both are situated in the historic district. In addition, the parcel now known as Sunset Park at 2 South Lake Street lay within the southern portion of the huge W. H. White & Co. mill complex. The mill's lumber docks extended into Pine Lake from near the end of Water Street. After the mill had burned in 1918 the docks were still in place and the location was identified as "City Dock" on city maps dating to ca. 1920, and as the city pier in 1929. Evidence of the former piers survives, with base members of the structure still visible in the lakebed from the park at the end of Water Street.

Still, many buildings that are the product of and that are directly associated with the city's economic heyday between 1910 and 1920 characterize the historic district. The numerous commercial blocks constructed around the turn of the century were possible only because of wages and salaries generated by the factories and mills. The fraternal organizations, perhaps best represented by the wonderful Odd Fellows Hall on East Water Street, were composed of men who earned their livelihoods from that industry and other family members. The finest hotel in the city, the Wolverine, not only was necessary to house visitors to the city largely generated by its businesses, it was the direct result of the efforts of the industrial oligarchy, which composed its board. Finally, the houses comprising the east end of the historic district along Pearl Street are situated on a plat recorded by the city's primary industrial dynamo, W. H. White, and provided homes for White, his relations, and his business associates.

#### TRANSPORTATION

##### *Steamship and Lake Transport*

Although Boyne had always been accessible via Pine Lake, it was not navigable for large ships and only small vessels plied the Pine Lake Waters between Charlevoix and Boyne City. Transport by larger vessels that included steamships was feasible after the federal government dredged a canal that would connect the western end of Pine Lake/Lake Charlevoix with Lake Michigan, effectively linking Boyne to the Great Lakes and beyond. Although the first small steamboats had navigated the natural channel from Lake Michigan into Pine Lake in 1860s, real commerce was not feasible until this canal was completed in 1883.

By early 1880s stage lines to Boyne City connected daily with two steamship lines. Lake transportation did not really advance until 1894 when W. H. White founded the White Transportation Steamship Line, a lake steamer transport company that would carry lumber from his mills through the Great Lakes. White's flagship, the *Three Brothers*, was named for White and his siblings. The company's primary docks were along the lakeshore off the end of Water Street, at the edge of the historic district. For decades they served as a primary link through the Great Lakes to Tonawanda, New York, where White & Co. had business interests, until the company ceased milling operations in Boyne City during the 1920s.

As the mills reduced production, Boyne City hoped lake transport would serve as an economic stimulus. In 1919 hopes were raised when Boyne City was identified as the northwestern port of the Michigan Transit Co. with multiple lake steamer routes, but this venture ended in 1920. While the city piers have been removed from the end of Water Street, private marinas have been developed in recent decades and pleasure craft now traverse the

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waters formerly dominated by commercial shipping.

*Railroads*

Perhaps W.H. White's enterprise most directly responsible for putting Boyne City on the industrial map was the Boyne City Railroad. This line allowed the city's economic interests to fully realize their potential for growth and prosperity and helped usher in Boyne City's boom period. The railroad proved to be a cornerstone upon which White and other Boyne City business interests could establish new ventures and expand existing ones. It enhanced Boyne City's commercial shipping capability and provided passenger service, firmly linking industry and residents to state and national markets.

This railroad traversed the historic district along the axis of Ray Street to the lakeshore where it merged into spurs running north and south to service the industries clustering along the lake. The rail line was a crucial transportation link for all the city's industries from 1893, when the line to Boyne Falls opened, into the 1920s and beyond.

The only two surviving buildings from this railroad - the best surviving examples of this context - are located within the historic district - a freight warehouse at 151 Ray Street and the company's general offices, at 112 South Park Street. The passenger depot, which had been located at the corner of Ray and Park between the freight building and general offices, no longer exists. Neither do the railroad's extensive repair shops, foundry and yards, which were located adjacent to the historic district, west of Lake Street and south of Water Street. Falling into disuse as the railroad fell into bankruptcy, for a short time during the 1970s housed the Boyne City Railroad Museum, before they were demolished in the 1980s to redevelop the property into a mixed use retail, condominium and marina.

*Highways and Automobiles*

Boyne City was connected from the late nineteenth century by early roads to what would become the primary north-south highways at Charlevoix and at Boyne Falls. Stages traveled these routes until the automobile began to make its presence felt in the early 1900s. Roads were unimproved, but construction and improvements were initiated after the State Highway Department was created in 1905 with a State Reward Law providing aid to counties and townships, which was enhanced by the 1913 State Trunkline Act that increased the aid for upgrading roads. Travelers maneuvered along a network of Auto Trails, including the Mackinac Trail that ran through Boyne Falls (roughly today's US-131) and the West Michigan Pike, which ran through Charlevoix (today's US-31) (Michigan Highways 2011a).

To inject some logic into the expanding system as more motorists traveled across the state, in 1918 Michigan ceased authorization of named auto trails and instituted a systematic numbering of state trunk lines. The road leading to Boyne City from the east was initially numbered State Route M-57. The M-57 designation was originally used by 1919 in Charlevoix County from Boyne Falls at M-13 (now US 131) through Boyne City and back to M-13 at Walloon Lake. That highway's number was changed to M-75 in 1926 (MSHD 1919, 1926), and by that time the road was completely hard-surfaced (Michigan Highways 2011b).

Since that time, the highway has served as a loop off US 131, providing access to Boyne City. From Boyne Falls M-75 follows Boyne Avenue northwesterly towards the downtown. It crosses through the historic district by merging into East Water Street at the Pearl Street intersection and proceeding past the post office to turn north on East Street. This route therefore funneled travelers right into the business district.

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As the highways improved, greater numbers of travelers arrived in Boyne City by automobile and businesses developed to service this opportunity. City fathers encouraged these developments by ensuring that all city streets were paved by 1918 (Erber 1952: 25). Significant new buildings in the business district after 1920 are most commonly automobile and tourism service related. The automobile-related structures in the historic district include the building at 224 East Water Street, which has housed a Ford dealership since it was constructed in 1919. The building at 210 South Lake Street was constructed the same year to house a garage and Buick dealership, and continued to serve as a garage for nearly three-quarters of a century.

Changes in the downtown streetscape resulted from the construction of several gasoline service stations along the major transit routes starting in the 1920s. These included 231 East Water Street - strategically located where M-75 turns north at the intersection with East Street - once Herb's Super Service, a service station opened by 1929 and enlarged in 1936 to more efficiently service and sell vehicles, which eventually became a Chrysler automobile dealership. It survives in much altered condition as does 201 South Lake Street, Wm. E. Hinds Gas Station/"Si's Friendly Station," constructed during the 1930s, and later becoming "Howard's Friendly Service". Another renovated survivor was the home of a business whose advertizing appealed directly to the auto tourist, Bill & Bea's Gasoline Service Station and Restaurant at 102 South Lake Street. Other service stations did not survive, including John Olsen's "station by the lake," built 1929 at 101 East Water Street, and 127 East Water Street, for many years the location of a service station, originally built during the 1920s for Rouse & Son Gasoline.

#### COMMUNITY DEVELOPMENT

Boyne City had initially witnessed steady but unremarkable growth in the third quarter of nineteenth century - the 1877 *Michigan State Gazetteer* referred to Boyne City as "a small place" (Polk 1877). The year after dredging of the canal began that would connect Pine Lake to Lake Michigan, in 1878 Nichols and Morgan laid out the plat of South Boyne (recorded 1879), which extended from the lake along the north side of Main Street across Front and Lake Streets to Park Street and southward to Cedar Street, encompassing the southern and western blocks of the historic district. While stinging from the loss of its status as the county seat in the late 1890s, the city fathers, particularly W.H. White, continued to promote and develop the city and its industries. During these years, George Beardsley recorded two additional plats that include portions of the historic district. In 1888, "Beardsley's First Addition to Boyne" platted the area east from the lake from Water Street southward to the south side of Ray Street and eastward to East Street (Ray Street is named for his son). In 1898, "Beardsley's Second Addition to the Village" included the area east of East Street from south of Water Street northward to the river.

Boyne City, as a result of its burgeoning industrial capacity, experienced an exceptional boom in the first decade of the twentieth century. The business district matured along Lake Street and expanded east away from the lake along Water Street and Main Street, with the railroad line between them. Eventually the core business district was established in the three blocks southward from the river through Main Street and the two blocks eastward from the industrial complexes (west of Lake Street) to East Street. While Boyne Avenue extending southeast from Water Street became a primary artery in and out of town, Main Street also developed in relation to the establishment of White Mill #3 in 1905 at the east edge of town several blocks east of the business district.

Such a torrid growth was not sustainable, and momentum began to slow during the 1910s. Perhaps the last hurrah of Boyne City's economic boom was best symbolized materially in the construction of the Wolverine Hotel in 1912, a "first-class" hostelry that was the brainchild of the city's economic elite. Actual decline began in the latter half of this decade when one of the city's large operations, the Von Platen mill, departed in 1916,

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following the receding lumber resources westward and focusing on a new mill in Iron Mountain, Michigan. The momentum of decline then accelerated, dramatically symbolized by the fiery conflagration in 1918 that destroyed another industrial anchor, White Mill #1. Unlike a decade earlier when the mill was rebuilt after an earlier fire, this time the mill was not rebuilt.

The broad effects of this economic roller coaster described above are revealed by Boyne City’s population statistics presented in Table 1 (US Census; Michigan State census; Morgridge 1981: 20).

Table 1. Boyne City Population Data

1879	1881	1900	1904	1910
50	300	912	2453	5218
1920	1930	1940	1950	1960
4284	2650	3000	3028	2797
1970	1980	1990	2000	2010
2969	3348	3478	3503	3735

These data reveal the steady growth during the late nineteenth century followed by an extreme burst between 1900 and 1910. Population doubled within three years during the early part of the decade, had increased by another 50% by mid-decade, and by an additional 50% by the end of the decade. Some accounts placed the maximum population reached by the city at nearly 6,000 (BACC 2006: 28). Boyne City boosters claimed their town to be fastest growing city in the country.

The *Michigan State Gazetteer* charts the growth and decline of the city as the number of entries for business and professional and services climbed from 37 in 1881, to 94 in 1901, 103 in 1903, and more than doubling in four years to 213 in 1907, before peaking at 225 in 1910, declining to 195 in 1911 and 124 in 1919, but rising to 146 in 1925, before declining to 98 entries in the 1931 edition (Polk 1881, 1901, 1903, 1907, 1910, 1911, 1919, 1925, 1931).

This rapid boom was followed by equally rapid retrenchment between 1910-1920, a decade-long period that probably understates the timing and rate of contraction, both industrially and in population. While the nearly 50% reduction in population is dramatic, the collapse is enhanced by the fact it was concentrated in the last five years of the decade as the city’s mills and related industries suffered production decreases. Further decline occurred as every single major extractive employer in the city closed, except the Boyne City Tanning Co., which was not based solely on the logging industry and had always relied on extra-regional contacts as sources and consumers. When the mills and related factories had all closed by the mid-1920s, the tannery became the city’s last and largest major employer, a position it held until it ceased production in the late 1960s.

*Community Development Revealed in Historic District Buildings*

The historic district is a microcosm of the state and regional economic factors that defined northern Michigan’s economy and way of life from the late nineteenth and early twentieth centuries. The physical development of the business district was inextricably linked to the city’s reliance on an extractive industry boom-and-bust economic cycle. The vast northern forests offered opportunity for entrepreneurs and were exploited by capitalists and industrialists. They also provided jobs and income for thousands of workers, fostering an extractive based economy that grew so long as the unending pine and then increasingly, the hardwood, forests held out.

Review of Sanborn maps for the city produced in 1901, 1905, 1911, 1919 and 1929 provide insights into this

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growth. On the most general level, it may be worth noting that the city was changing and growing rapidly enough that it was felt necessary to update the base maps three times between 1901 and 1911, after which a time frame of 8 and 10 years was felt adequate to revise the record. Review of these maps reveals that by 1901 the core of the business district was along Lake Street south from the Boyne River, but was shifting to and expanding along East Water Street. In fact, coverage of eastern lots of what became the central business district did not extend past approximately the middle of the 200 block of East Water Street until after the 1905 edition. The 1911 edition expanded coverage to East Street because much of the new construction was occurring in the 200 and 300 blocks of East Water Street.

The transformation of the historic district is evident in the Sanborn map data. The number of commercial buildings increases rapidly up through 1919, advancing by about 25% between 1901 and 1905, another 10-15% by 1911, and an additional 5-10% by 1919. The expansion of commercial blocks occurred at the expense of residential. The number of dwellings decline steadily through the series of maps, revealing how the commercial blocks spread east and south at the expense of formerly residential neighborhoods. In the historic district frame dwellings were either converted to or replaced by commercial use – they comprised over 40% of buildings on the 1901 Sanborn and decline to under 15% by 1919 and to about 10% in 1929, when the numbers of both dwellings and business structures decline in the post-boom environment. The Sanborn maps reveal that the number of commercial buildings actually decline by almost 25% between 1919 and 1929.

Not only the numbers but also the character of the buildings within the historic district changed as it evolved. The 1901 Sanborn reveals that over 90% of businesses are housed in frame buildings, with only three brick buildings on Lake Street. By 1905 brick business blocks comprise about a fifth of the structures. By 1911 the number of brick buildings increased by 70% and comprised almost all the commercial buildings constructed since the previous edition, rising to over 45% of the total business district building stock. The number of frame business buildings declined by nearly 30%, most likely displaced by brick blocks. By 1919 brick had been used to construct over one-half of commercial buildings. Thus, while the rate of construction of brick business buildings slowed between 1911 and 1919, the numbers still register an increase, while the number of frame structures remained stagnant. The 1929 Sanborn reveals that the contribution of brick buildings to the business district approached 60%, but this was partially attributable to the fact the total number of commercial buildings had declined over 20% in ten years; some of the remaining frame commercial buildings along Lake Street were noted as vacant and “old.”

The building stock in the historic district today reflects the history of the city in the distribution of construction dates as revealed by Sanborn maps, city directories, and other sources. (Totals do not equal buildings within the historic district because some addresses combine formerly separate units built during different periods.) The oldest buildings in the historic district dating to the pre-boom period prior to 1900 number 4, or 5% of the assemblage. Buildings in the historic district dating to the city's boom period ca. 1901-1911, number 42 structures, or over one-half (52%) surviving today. The waning of the boom that began in the years 1912-1919 witnessed the construction of only 4 buildings or 5%, a trend that accelerated as the economy reached a nadir between 1920-1929, when 2 buildings or 2% of the present building stock were built. The trend towards stability is realized in the following decades as aging buildings were replaced and new ones constructed to perform in the diversifying economy. For 1930-1940, 8 buildings forming 10% of the assemblage were constructed, and between 1940 and 1960 an additional 10 buildings were constructed in the historic district, for 12% of the total. Buildings that post-date these decades total some 11 buildings, equating to 14% of the historic district (and do not meet the age criterion for listing in the National Register). Brick commercial buildings constructed during the boom period give downtown Boyne City its character today.

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#### COMMERCE

The buildings along Water and Lake Streets, and to a lesser extent Main Street and adjacent blocks, have always anchored the business district of Boyne City. Discussed below in greater detail, the historic district buildings housed the entire array of commercial and civic enterprises of this growing city in northern Michigan in the early twentieth century. The variety of commerce represented by businesses include retail stores that represent the majority of business blocks composed of general stores, hardware stores, drug stores, and specialty shops, restaurants, banks and hotels, services and professions such as barbers, and eventually, automobile dealerships and service garages as well as service stations. In the second story above many of these storefronts were housed offices and suites for professionals such as physicians, attorneys and dentists. The city's social and recreation and entertainment needs were met by buildings in the historic district, which housed fraternal lodges, numerous saloons and pool halls, in early years an opera house, and later, two movie theaters and a "ballroom."

These businesses represent an important community continuity that established and still maintain a true sense of place for the city. While some buildings and businesses were owned by the same family for generations, other storefronts were occupied by a series of commercial enterprises offering the same or similar products or services, but under different names as the owner or tenant changed.

One of the first buildings in Boyne City and its first stand-alone storefront was A.J. Beardsley's Dry Goods Store, constructed in 1876 and replaced by a brick block in 1885 in the vicinity of 27 South Lake Street. His business while in the Pine Lake House had been sufficient to encourage expansion, and other retailers entered the market within a few years. Through the years storefronts in the business district provided the gamut of products, often combining multiple service areas under one roof. More commonly the store space was occupied by a series of businesses serving different market sectors. The most common establishments were general stores, dry goods stores and grocers. Many remained in business for decades either under a single family or a series of owners. The following list provides a "walk down the street" of the commercial corridors comprising the historic business district.

#### East Water Street:

- 105 is identified as a dry goods store as early as 1901, a dry goods and clothing store in 1911, a clothing, boots and a shoe store in 1919. This building was the location of Nurko's Store during the early decades of the twentieth century, and was occupied by Hannaford Gray's market from 1932 until he closed it upon retirement in 1978.
- 109 by 1919 is occupied by a grocer, Frank McNamee (who had moved from 213 South Lake Street, also within the historic district).
- 112 is occupied in 1907 by S. Dosie's Store, which sold clothing, shoes, and furnishings.
- 113 by 1919 is occupied by a boot and shoe store owned by Frank McNamee, who continued in business at least until 1940 as Frank McNamee's Clothing Store.
- 114 by 1934 housed the Great Atlantic & Pacific Tea Co. store, identified as the A&P Food Store in 1940 - apparently the first chain grocery, and perhaps retail chain store, in town.
- 116 by 1901 was occupied by a furniture store, but was replaced by a new building housing a dry goods

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store in 1905.

- 118-120: by 1907 its west half (118) was occupied by a barber & billiards, while a “bazaar” known as Bergy Brothers store was housed in 120. By 1919 a clothing store, perhaps Bergy Brothers, replaced the barber & billiards. Bergy Brothers, a Boyne City retail institution, flourished into the mid-1920s, and then 120 was occupied by what would become another institution that remained in business for three decades, Samuel B. Neymark Clothing. 118 housed Young & Chaffee Furniture by 1934.
- 119 was built in 1907 and occupied by Ingersoll’s Meat Market by 1909, and was later occupied by Lewis Tooley Meats in 1934 and Tooley’s Market in 1940.
- 123 was built and occupied by the Frank Kaden General Store in 1903, continuing as such until 1941 when his daughter acquired the business. She converted it to a men’s and women’s clothing and shoe store in the late 1940s, before finally selling it in 1972.

**South Lake Street:**

- 106 was constructed between 1901 and 1905 and housed a grocery.
- 112 was constructed between 1905 and 1911, and was occupied by a ladies’ clothing store in 1911.
- 116 was constructed between 1905 and 1911, when it housed a clothing store.
- 206 was occupied by a barber in 1911, a tobacco shop in 1919, and by George Turcott Furniture in 1934.
- 215 dates to ca. 1903, when it was built to house Clarence C. Schaub’s Meat Market, which later operated as the Sanitary Market through mid-century and remained in the family until 1961. Clarence and his brother J.C. originally had set up shop in 1894 at Lake and Main Streets for a few years.
- 213 was constructed between 1901 and 1905 and was occupied by a grocery owned by Joseph McNamee, who later moved to 109-113 East Water Street, also in the historic district.
- 217 housed Gambles department store in 1958, one of the first non-food retail chains to set up shop in Boyne City during the 1930s.

**East Main Street:**

- 104-106 was built between 1905 and 1911 and was occupied by groceries through 1919. By 1934 the Boyne City Bakery and Smith & Smith Dry Goods occupied 104 East Main, and Smith & Smith Grocers; 106 East Main, while in 1940 Smith & Smith grocers were in 104, and Arne’s Men’s Shop in 106.
- 110-112 was constructed between 1901 and 1905. The 1905 Sanborn illustrates it as occupied by a millinery shop in its west storefront (110) and a grocery in its east storefront (112). Miss Kemp continued to occupy 110 through at least 1919.

Several drug stores and hardware stores conducted business in the historic district. The best known are discussed here.

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- 121 East Water Street housed a drug and jewelry store since 1903. It was first Hyslop's Drug Store, became the Central Drug Store in 1915, became Gerrie's Drug & Jewelry Store in 1940, and remained in the Gerry family for over half a century.
- 102 East Water housed the J.L. Handy Drug Store prior to 1901, and in 1915 became Charles Moore's Hardware Store, continuing in business for over six decades at this location.
- 102 East Main was occupied by a hardware store during the early 1900s.
- 220 South Lake was constructed between 1905 and 1911 for the Boyne City Hardware Co., which continued in business into the mid-twentieth century.

Restaurants and food-related businesses such as bakeries were always focal points of business district life. Of course, saloons and taverns also offered food, and some shifted back-and-forth in culinary emphasis as times dictated – such as Prohibition. These establishments increasingly marketed to the tourist trade, especially after the city's industrial collapse. A sampling of these businesses follows.

**On East Water Street:**

- 112 housed the Vaughn & Greenman Restaurant through the end of Prohibition, but by 1940 it had become the Azra I. Smith Restaurant and the Fanitorium Tavern. By the early 1950s it was occupied by the Sunnyside Restaurant, and it continued to host a restaurant well into the 1970s.
- 116 in 1940 was occupied by the Boyne City Bakery.
- 117 was occupied by the E.J. McDonald Restaurant prior to 1934, and after Prohibition ended, by McDonald's Tavern.
- 118-120 was home to Talboys' Restaurant & Soda Bar in 1940.
- 211 functioned as Ed Thurston's Boarding House around 1900, by 1911 as a restaurant, and in 1919 it housed a bakery.
- 229 was occupied by the Joseph J. Turner Restaurant in 1940.
- 300 after 1912 was the location of Boyne City's finest restaurant, associated with the Wolverine Hotel, which remained in business for nearly a century.

**On Lake Street:**

- 28 during World War II was renovated into a restaurant operated by Sylvester (Shorty) and Alice Jacobs.
- 102-104 was occupied by Boyne City Bakery in 1934, and by Bill & Bea's Gasoline Service Station and Restaurant, whose ads appealed directly to the tourist trade after 1935.
- 118 housed a restaurant in 1919.

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The automobile sales and service-related structures comprise another important commercial category represented by historic district buildings:

- 224 East Water Street has housed a Ford dealership since it was constructed in 1919.
- 210 South Lake Street was constructed the same year to house a garage and Buick dealership, and continued to serve as a garage for nearly three-quarters of a century.
- 231 East Water Street was occupied by a gasoline service station, later including auto sales, for well over a half century.
- 201 South Lake Street has been occupied by a gasoline station for nearly three-quarters of a century.

*Downtown Functional Stability and Ownership Durability*

Despite the economic turmoil the city experienced through the decades, many of the downtown buildings and businesses were owned by the same family for generations and other storefronts were occupied by a series of commercial enterprises offering the same or similar products or services, but under different names as the owner or tenant changed. Some notable examples of this commercial stability include:

224 East Water Street has housed a Ford dealership since its opening in 1919 and has been owned by the Mathers family since 1972.

216 South Lake Street opened as the Bellamy Opera House in 1903, was converted to motion pictures shortly thereafter, and continued to show movies as the Boyne Theater into the 1990s, and as a public entertainment location until recent years.

The Wolverine Hotel opened its doors at 300 East Water Street in 1912, changed its name to the Dilworth Hotel in 1935, and served as the city's primary guest accommodations into the late 20<sup>th</sup> century, most recently operating as a bed and breakfast.

The US Post Office at 301 East Water Street was dedicated in 1932 and has continued to serve the community through today.

201 South Lake Street has been the site of a service station for over 75 years and was run by the same family for about half a century.

215 South Lake Street was built to house the Schaub Meat Market in 1904 and remained in the family until 1961.

121 East Water Street has been the location of a drug store since it opened in 1903 as Hyslop's Drug Store, becoming the Central Drug Store in 1915 after Kennard Gerrie bought out his partners. It was renamed Gerrie's Drug and Jewelry Store in 1940 and remained in the Gerrie family until 1967.

123-125 East Water Street opened as Frank Kaden's general store about 1903. It remained in the family, converted into a clothing store during the 1940s, until it was sold in 1972.

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214 East Water Street was constructed in 1906 and housed Boyne River Odd Fellows Chapter No. 367 for over three-quarters of a century.

113 South Park Street was acquired by the Boyne City Co-operative Co. in 1938, continuing in ownership and business nearly 75 years later as the Boyne Co-op True Value Hardware.

Although comprised of fewer than a dozen homes, the Boyne City Central Historic District residential neighborhood reveals its own contribution to community stability. No. 417 Boyne Street was built by W.H. White near the turn of the twentieth century, and he lived there until near his death in 1934. After that, his wife, Mary Louise continued to reside there, at least through 1940. No. 411 Pearl was acquired by Dr. Albert Litzenberger soon after he moved to Boyne City in 1938, and the home remained in the Litzenberger family at least until 2001. No. 423 Pearl was acquired by Pierre and Andrea Brunet during the 1940s and remained in the family for nearly half a century. No. 429 Pearl was built in 1905 for W.L. Martin, who resided in the house for over three decades. No. 435 Pearl was owned by Ernest and Ivy Robinson possibly as early as 1913, and their tenure continued as late as 1983.

#### POLITICS/GOVERNMENT

##### *Boyne City as County Seat*

At least part of Boyne City's growth during the late nineteenth century can be attributed to its relatively brief status as the Charlevoix County seat. Established as a progressive and rapidly growing community that had attained village status in 1885, Boyne City aspired to be the county seat, held by the City of Charlevoix since the establishment of the county in 1869. Boyne City argued that its accessibility by both railroad and ship, its central location, and its population growth and development justified the move. Lobbying had begun as early as 1880, but did not finally succeed until 1886, when a countywide vote approved the move to Boyne City. The process to achieve this result was not pretty. Moving the seat of government first required a positive vote from 11 of the county's 16 township supervisors to place the issue before the voters. In a strategic maneuver in 1884 Boyne City managed to convince precisely that number of supervisors to back a county seat move to East Jordan, which was approved by voters in the spring of 1885. Then, in October of that same year, Boyne City secured the 2/3 vote of the Board of Supervisors necessary to back transferring the county seat to Boyne City, which was confirmed in the spring of 1886 by a vote of county residents, albeit in spite of claims of fraud from other towns, especially Charlevoix (Bowen 1905: 490-493).

Although a majority of the county Board of Supervisors confirmed the election and voted to move the county seat, the results were challenged in court. After the courts rejected the challenge, however, only the County Clerk and County Sheriff moved their offices to Boyne City, while the Register of Deeds and Treasurer, who backed East Jordan, refused to move to Boyne, and instead met at Bay Springs, only a mile from Boyne City. Attempts to secret the records out of Charlevoix were not successful. There was a stalemate even when the state required that the county equalize its tax rolls for 1886 --- the split in the county board resulted in some officials meeting in East Jordan and others in Boyne City. After threats from the state, later that year supervisors agreed by one vote to move the seat to Boyne City.

A new county courthouse was built at the northeast corner of Lake and North Streets (north of the historic district). It burned in 1887, after which a new courthouse was built at the corner of Park and Main Streets, just south of the historic district. Boyne City served as the county seat only a little more than a decade. During this time there was constant maneuvering by Charlevoix and allied townships to regain the seat. In 1897 Bear Lake, Spring Vale and Resort townships, which wished to be more closely associated with the nearby prosperous and

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growing city of Petoskey, requested to be set off to Emmet County. This was approved by the state legislature in association with the dissolution of Manitou County that resulted in the attachment of Beaver Island to Charlevoix County. This, in turn, resulted in the political realignment of the county's population and supervisors, culminating in the vote to restore the county seat to Charlevoix later that same year (Powers 1912: 278-279).

After the county seat was removed, the former county courthouse was used by Boyne City schools until 1916 when it was sold to the city. The frame building was then moved to the corner of Ray and Park Streets, in the historic district, and an associated clock tower served as a landmark to city residents for decades. The building was demolished in 1957. (Its site, at 113 South Park Street, is now partially occupied by the Boyne City Co-op.) Unfortunately, no structures associated with this brief political heyday survive within the historic district.

#### *Federal Government*

The presence of the U.S. government in Boyne City has always been associated with the post office. Postmasters were designated as early as the first permanent settler, John Miller, in 1869, who maintained the post office in his home. In later years, the post office was always located downtown in the historic district. During the late nineteenth century the post office was located in a building at the northwest corner of Water Street and Lake Street. It moved to the newly constructed Odd Fellows Building at 214 East Water in 1906.

The U.S. Government had allocated \$10,000 and spent \$8,000 in August of 1911 to acquire a post office site in Boyne City, but there was "no provision for building" and no further action was completed for nearly two decades (U.S. Post Office 1913: 84, 244). Finally, during the Great Depression, federal monies flowed into Boyne City and constructed the building still used as the post office today, at the northeast corner of East Water Street and East Street. It was built in 1932 at a cost of \$65,000 – which some locals felt was extravagant. Known as the Federal Building during this period, it contained not only the post office, but also served as the local base for other federal agencies such as Field Office for the Bureau of Census, the Farm Home Loan Service, and also housed the Extension Service (Erber 1952: 28). It survives as an anchor of the east end of the business district, and the historic district, today.

#### SOCIAL HISTORY/ENTERTAINMENT/RECREATION

##### *Hotels*

From its earliest days Boyne City has offered accommodations for travelers, whose purpose for visiting in the earliest days would mostly relate to commerce, but which through the decades increasingly had a non-business focus. Among the first commercial enterprises in the settlement was the Pine Lake House, dating to 1874, at the north edge of the historic district. Other hotels followed within the next several years, including the United States Hotel built in 1878 at the corner of Water and Park Streets, the Union Hotel and the Lewis House on Water Street, and the Eagle House on Lake Street at Ray, enticing passengers arriving on the Boyne City Railroad after it began service in 1893. Other hotels such as the Boyne, which was replaced by the New Boyne Hotel in 1910 after it burned, sprung up on Water Street.

The culmination of this hotel market, and the only such building still standing in the historic district, is the Wolverine Hotel, constructed in 1912 at the east end of the business district at 301 East Water Street. Its construction was the direct result of the vision of city fathers who had determined that Boyne City must be able to offer first-class accommodations for visitors to the city. The city's commercial elite formed the Boyne City Hotel Co. whose 46 shareholders and directors read like a who's who of Boyne City's prominent citizens, headed by W.H. White as president and majority shareholder.

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These hotels were anchors in Boyne City's downtown district, hosting salesmen, business people and other travelers arriving by coach, steamer and railroad, and later by automobile. They served as a base for these enterprising visitors beyond offering decent lodgings. The hotel restaurants became social hubs in the community where travelers and local residents could intermingle. As the economy evolved through time away from industry, the market served was increasingly recreational. This was particularly true of the Wolverine, which hosted numerous social events and meetings, most singularly the annual Smeltania Ball held during the winter during the 1930s and 1940s.

*Fraternal and Lodge Halls*

Other buildings in the historic district served as nodes where social, service and business networks were formed and strengthened. The most dramatic example in the city is the IOOF Hall at 214 East Water Street. Easily the most imposing building in the historic district, when constructed in 1906 it immediately became the venue for community events. In addition to lodge meetings, it hosted contests such as boxing, and entertainment such as the magician, Harry Houdini. The Boyne River Odd Fellows Lodge No. 367 was organized in Boyne City by 1882 and had established itself sufficiently to build its imposing edifice nearly a quarter century later. The other surviving example of a lodge hall that would have served in a like manner, but on a smaller scale, is the Masonic Temple, which occupied the second story of 118-120 East Water Street after 1907. Boyne City Lodge No 391, F. & A. M. was granted a dispensation on September 20, 1881, and held its first meetings in the hall above A.J. Beardsley's store at (27 S. Lake Street), moving to its hall on Water Street. It later held its meetings in a building at 201 East Water Street, which burned in 1951.

*Opera House and Theaters*

No. 216 South Lake was constructed in 1903 as the Bellamy Opera House. It was converted to show Nickelodeon features a few years later. It was extensively renovated in 1915 to offer its patrons an improved environment to view motion pictures. In 1926 its name was changed to the Boyne Theater by new owners. In 1938 it was again extensively renovated to improve the movie-going experience. It was the city's primary entertainment venue for decades as it showed first-run movie features, and continued as the city's only movie theater until the late twentieth century.

This theater was not without some competition, however. The Princess Theater was showing motion pictures at 114 South Lake Street by 1919, but was shuttered in 1926 when its owner acquired and concentrated his efforts on the Boyne Theater. However, by 1940 114 South Lake's contribution to the city's social life was resurrected when it was in business as the Princess Ball Room. Both buildings still stand in the historic district.

*Soda Fountains*

Other innocent pursuits were offered by businesses in the historic district. Along East Water Street: 121, the Central Drug Store was established at 121 East Water Street as early as 1903, and installed what was locally heralded as the "first modern soda fountain in northern Michigan" in 1910. Nearby, 118 East Water Street provided competition through Talboys' Restaurant & Soda Bar, which opened prior to 1940.

*Saloons and Pool Halls*

As might be considered obvious for a turn-of-the-century northern Michigan boomtown, the historic district had more than its share of venues where one could engage in "manly pursuits" – saloons, taverns, and pool halls. Some were combined with barber shops. When Charlevoix Co. passed the local option in 1910 prior to Prohibition in 1919, there were 13 saloons in Boyne City (Erber 1952: 25). Perusal of directories reveals that while Boyne City's "watering holes" were identified as saloons prior to Prohibition, they were usually termed

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taverns after, some being converted after serving as restaurants during the dry years.

A sampling of such identified establishments in the historic district includes, along East Water Street: 229, occupied as early as 1893 by a saloon; 118, by 1911 occupied by a barber & billiards; 114, occupied by a barber shop in 1919; 117, occupied by the E.J. McDonald Restaurant in 1934, and by McDonald's Tavern in 1940; and 112, which was the Fanitorium Tavern in 1940.

Along South Lake Street establishments included: 118, occupied by Cutter's Saloon in 1905; 112, housing a barber shop selling tobacco with a pool room in the rear by 1919, which appears to have been the Fanitorien Cigar Store, later home to George Turcott's Billiards by 1934; 211, hosting a barber shop by 1911 and continuing to provide this service up into the mid twentieth century; and 206, occupied by a barber in 1911 and a tobacco shop in 1919. Perhaps the most intriguing entry for this category is that for 116, where E. Irish ran a tobacco store with a billiard and pool room. The local newspaper stated at the time that Mr. Irish was "a lover of all clean and wholesome sports, his place has become headquarters for base ball fans, who congregate nightly to discuss the great American game" (*Boyne Citizen* 1907:16).

*Recreation and Tourism, and the "Post-Industrial" Economy*

While Boyne City continued to market itself with some success to small manufacturing concerns, it has also achieved success in increasingly focusing its economy toward recreation and tourism, taking advantage of the assets that had attracted visitors to the area since the earliest settlement.

The Boyne River was long known as a trout stream and Pine Lake always had admirers. As early as 1879 a man named Cobb acquired acreage just south of Boyne City to establish a summer resort (Powers 1912: 288). The Boyne River had long been a favorite fishing resort. It was navigable for several miles by small boats, and anglers came from all over the country to use local guides to catch "immense quantities" of trout in the Boyne vicinity. The same source also states, that it had become "fashionable" for northern Michigan towns to have a resort and "no well-regulated place can do without one. Boyne City is not behind in this particular."

In the early 1900s round-trip rail fares to Boyne City fell to \$4.00 from Detroit, \$5.00 for Grand Rapids and \$6.00 for Chicago (BACC 2006: 11). As the BC,G&ARR extended eastward from Boyne City in the early 1900s, reaching Alpena in 1918, it became a favored means of transport to Boyne City during the heyday of resort life in northern Michigan. However, passenger numbers declined in tandem with the rise in popularity of the automobile. Increasingly, visitors and tourists traveled by auto to Boyne City to vacation, and businesses such as gasoline service stations, repair shops and dealerships began to change the face of the business district.

In 1926 Pine Lake was renamed Lake Charlevoix. The change was initiated by the U.S. Postal Service to reduce confusion with similarly named locations, but was accepted by the community as potentially more "scenic" and a draw to visitors. Residents and entrepreneurs realized one of their best hopes for economic stabilization and growth lay in appealing to outsiders. During this period, real estate marketing and development focusing on vacation properties became common. The 1919 and 1925 *Michigan State Gazetteers* acknowledged this trend by noting the city's "excellent hotels" for the "resort trade" (Polk 1919: 289, 1925: 291). It seems significant that the city's entry in the 1925 state gazetteer for the first time alludes to this previously unheralded sector of the economy, stating, "The city has many attractions and is very popular as a summer resort" (Polk 1925: 292). Several real estate firms offered their services to market both bare lake frontage and cottages during this period, including Charles McCutcheon, who resided at 430 Pearl Street in the historic district.

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By the 1930s tourism was a significant focus of the city's economy. Boosters stated that "Boyne City has everything. It has great resort possibilities that are beginning to be noticed more and more each year. A beautiful lake, splendid beaches, good roads, a wonderful climate, neat parks, a wealth of trout streams . . ." (*Boyne Citizen* 1938s). In 1938 under the headline, "Boyne Ready for Big Summer Trade," the local newspaper trumpeted how the city had been "all cleaned up," new street signs installed, old buildings razed, and Veteran's Memorial Park, just north of the historic district along the lakeshore, had been wired for trailers, rest rooms added, wells dug, and landscaping completed (*Boyne Citizen* 1938i). It was during this time that the Chamber of Commerce occupied the distinctive log cabin at the corner of Lake and Water Streets, roadside architecture guaranteed to attract the attention of tourists and visitors.

Well-known to fishermen during the early 1900s for its smelt runs, during the 1930s a smelt festival was established as part of the effort to refocus the city's post-industrial economy. "Smeltania" became an annual ice shanty "city" that at time approached 300 houses built on laid-out streets just off-shore during the winter months, complete with major restaurant and taxi service. Some of the houses were rented to outside fishermen and proved a stimulus to the local economy. During its heyday the three-month-long event was featured in national publications, culminating in the spring smelt run that was featured in theaters across the country as a segment of "Fox Movietone News" and broadcast over radio stations out of Detroit (*Boyne Citizen* 1938o). Boyne City "received an almost constant flow of nation-wide publicity in innumerable newspapers all over the United States . . . No longer is Boyne City unknown . . . People everywhere have heard of this city" (*Boyne Citizen* 1938s). The Dilworth Hotel, in the historic district, was the site of the Smeltania Ball into the 1940s during the height of smelt runs. The event culminated each year with a smelt dip in the Boyne River that yielded tons of the fish, but the catches faded during the 1950s and so did this distinctive winter event (BACC 2006: 39; Yesteryears 2006: 26).

The 1940 *Boyne City Directory* noted that the business district "has been remodeled during recent years. New fronts have been built to most of the stores; wires removed and streets widened." Further, as "the improvement of the lakefront is progressing rapidly, and the beach converted into parks and tourist camp, Boyne City takes on new life as a haven for summer residents. The city is in the center of the resort region of the north and lake fishing country and offers every inducement to the tourists as a location" (Baker Brothers 1940: front piece). The *Boyne Citizen* further reported, "through the efforts of progressive citizens with an eye towards the future possibility of the city as a resort center," old buildings have been torn down and new ones built, new businesses have appeared and new storefronts constructed, old docks and remains of mills had been removed, smaller landings for boats and yachts had replaced huge wharves, quiet parks and beaches replaced roaring machinery, and summer homes and cottages (some converted homes and some newly built) lined the lakeshore north and south from town – "In the past year Boyne City has enjoyed a building boom in which more has been done to improve the city than at any time since the lumber days" (*Boyne Citizen* 1938g).

The recreation market was broadened and improved by establishment of winter recreation in the Boyne vicinity, beginning with a ski resort at Boyne Mountain. Boyne Mountain was purchased in 1947 for a nominal sum from retired State Senator William Pierson assisted by the Boyne City Chamber of Commerce. The objective was to further develop the area's recreational economy by intensifying tourist use during the winter months. Located about a half dozen miles south of the city, the Boyne Mountain ski resort was formally dedicated on January 8, 1949 and claimed to have the Midwest's first chairlift – previously only rope tows were used in Michigan. In 1952 it added the first outdoor heated swimming pool at a Midwest ski location, and in 1957 installed the first snow-making equipment (BCRC 1965: 33). A second downhill ski hill, Barn Mountain, was actually opened within the city limits in the early 1950s; it operated until 1977 when it was closed and converted into a 320-acre nature preserve, Avalanche Preserve, allowing panoramic views, hiking, biking, cross-country skiing and

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snowboarding – appealing to another segment of the tourism market (BASC 1956-2006 2006: 16).

Efforts at increasing tourism even extended to revitalizing the old Boyne City, Gaylord and Alpena Railroad. After passenger train service ended in 1962, the railroad had continued freight operations, but went out of business in 1976. It was sold to Boyne Valley, which ran the ski resort, and the line was revived as a passenger excursion railroad, complete with a railroad museum housed in the old railroad shops located near the lakeshore south of Water Street, just west of the historic district. Ridership never generated a profit and the venture ended in 1978, all the railroad assets were sold off, with the line formally abandoned in 1982.

Significant new buildings in the business district after 1920 are most commonly automobile and tourism service related. Changes in the streetscape resulted from the construction of several gasoline service stations along the major transit routes starting in the 1920s. These included John Olsen's "station by the lake," built 1929 at 101 East Water, and others surviving today in much altered form at 231 East Water Street (Herb's Super Service, a service station opened by 1929 and enlarged in 1936 to more efficiently service and sell vehicles, eventually becoming a Chrysler Automobile dealership), 102-104 South Lake (Bill & Bea's Gasoline Service Station and Restaurant, built in 1938, whose advertizing appealed directly to tourists), and 201 South Lake Street (Kenny's Friendly Service, also built in 1938, later becoming "Howard's Friendly Service").

#### ARCHITECTURE

##### *Boyne City Central District Architecture Style and Detail*

Both individually and collectively the architecture of the Boyne City business district is important as representing forms and styles prevalent across northern Michigan at the turn of the twentieth century. The streetscape distills the essence of this influence because many were constructed within a ten-year boom period. Although many have been renovated to extend their commercial viability, most retain essential defining characteristics.

Most of the downtown buildings display minimal architectural ornamentation. Most were constructed with restraint in mind, probably reflecting economic considerations as much as stylistic norms. Many have been renovated and in some cases the surviving ornamentation is confined to the second story, or reduced to the cornice. Generally, these components do not consciously display affinity to any particular style, although there are vague references to the Classical and Colonial Revival.

During the late nineteenth and early twentieth centuries construction in Boyne City's business district was dominated by one-part and two-part commercial blocks. Examples express the transition from Late Victorian to the simplified functional architecture that came to dominate the twentieth century commercial structures. Frame examples often predate those constructed of brick. Architectural embellishment varies, but most from the period defining Boyne City were restrained with primary elaboration confined to the cornice area. This restrained expression is realized through less elaborate and classically-inspired cornices and simplified square-head rather than arched and hooded windows. Representatives of these types are by far the most common encountered in the historic district.

A surviving example of an early frame one-part commercial block illustrating this evolution is Leavenworth's Studio, built in 1904 at 306 South Lake Street, originally constructed with pressed metal siding. The earliest example of the frame two-part commercial block, dating prior to 1900 and possibly as early as 1880, survives at 211 East Water Street, and another early and altered example is the Nurko Building at 105 East Water Street. The earliest identified examples of the brick one-part commercial block occur at 114 and 116 East Main Street, dating to ca. 1905-1911, while the earliest surviving examples of the two-part commercial block that retain some

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degree of architectural integrity include 108-110 East Main (as early as 1902), 213 South Lake (as early as 1901), 215 South Lake (as early as 1903) 121 East Water Street (as early as 1903), and 116 South Lake (pre-1907).

The brick business blocks at 109, 112, 113, 116, 118-120, 119, 121, 123-125, 229 East Water Street, 220 South Lake Street, and 104, 110, 114 and 116 East Main Street are fine examples of the transitional Late Victorian commercial architecture that was evolving into functional and simplified trends prevalent through the early decades of the twentieth century. In basic elements such as window voids, segmental arch or round arch windows are nearly absent, replaced almost entirely by simple square-head window opening. While modified to varying degrees, the diagnostic elements survive in the generally unadorned window lintels and sills and straight-forward functionalism of the street level storefronts. Most commonly, ornamentation is expressed primarily through corbelled brick patterns beneath the cornice, often complemented by brick piers enhancing the façade. A number of these examples include relatively simple metal cornices, often with bracket treatments. As such they are transitional between the Victorian of preceding decades and the Commercial Brick commercial blocks of the next decades. In Commercial Brick, ornamentation is largely confined to the execution of brickwork, especially in the use of corbelling.

The final major business district building type is the enframed window wall. These buildings post-date the one- and two-part commercial blocks, and in Boyne city were constructed during the post-World War I period up through the 1960s. Good examples of this type are the automobile-related buildings whose facades were determined by requirements of large display windows and access voids. While 224 East Water Street has been altered, the façade of this automobile sales and service building still displays the basic concept and its distinctive bowed roof is visible from the rear. The façade of a second garage and dealership, at 210 South Lake Street, has also been altered, but the original intent is still discernible. Both of these buildings were constructed 1918-1919.

Perhaps the most direct expression and culmination of the trend away from Victorian ornamentation is realized in the Wolverine Hotel, at 300 East Water, which lacks the “busy” embellishment typical of the preceding Victorian era. Dating to the 1910s, it is markedly divergent from the preceding architecture. Its understated character is a product of its overall symmetry and primary elements such as its plain porch columns with muted classical references, and especially its simplified cornice without brackets. The cornice is the architectural element that expresses much of the building’s character and aesthetically should be a crucial component of any effort to restore and rehabilitate the building. In sum, this building appears to combine a primarily Colonial Revival expression with muted Arts & Crafts style influences. Dating to the 1930s, the U.S. Post Office carries this trend progressively further away from the Victorian. It displays colonial/classicism references similar to the Wolverine Hotel. It explicitly employs restrained and simplified classical elements, combining them to a greater degree and much more authentically than is typical of post offices from this period.

The building at 214 East Water Street, the IOOF Temple, is a fine example of Neoclassical inspired design, indicated primarily through the symmetry, use of broad arches and wall treatment. The arches are emphasized by corbelling and the use of masonry columns or piers, while the ornamental ironwork at the second story balconet further distinguishes this building. This building is one of the most monumental in the district, and although Neoclassical architecturally, was very progressive as an early and large-scale example of poured concrete construction. Unusual for a community the size of Boyne City, it was a material expression of how far the city had developed to support this level of construction, and also symbolized optimism that the edifice would be fully used in the future.

The Boyne Theater at 216 South Lake Street has been a Boyne City landmark for over a century. The building

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retains original features including the opera house shell of brick walls and gabled roof and frame fly loft, and interior features such as the expansive balcony suspended from the ceiling by tie rods. The theater also represents another era as a movie house, with many details illustrating Moderne influences of the interwar period. The structural glass that once graced the façade has been removed, but the curvilinear wall surface behind remains in place. The marquee, dating to the 1950s, in form and composition is a later expression of Modernism. On the interior, the Moderne is clearly demonstrated in the balcony breastwork. While elements of the original opera house are present, the series of renovations through the 1930s provide the building its present character and should serve as a basis for authentic restoration and rehabilitation. Another example of Modernism, which dates to the mid-twentieth century, occurs at 121 East Water, where renovations, perhaps as late as ca. 1961, employed random ashlar thin stone veneer.

The residential buildings eastward from the 300 block of East Water exemplify late nineteenth and early twentieth century styles in domestic architecture. Most are most accurately classified as vernacular and eclectic in that they reveal elements inspired by a number of architectural styles, most predominantly the Queen Anne. The outstanding examples include 401 E. Water, which combines the asymmetry and steeply pitched roof and corner tower common to the 1880s with more restrained Eastlake decorative elements, 417 Boyne with the common gabled ell form that is a Victorian base upon which a stuccoed wall treatment, broad, rounded front porch and stickwork gable elements reveal an Art-and-Crafts inspired overlay, and finally, 411 Pearl, which in its glazed tile construction and blocky form appears to allude to Modernism, but in individual elements references Classical and Colonial Revival.

Considering architectural elements, within the district there are a number of fine examples of stamped metal cornices in varying degrees of elaboration. Most are concentrated along the 100 block of East Water Street. At 112 East Water the bracketed cornice contains rosette and floral motifs. Perhaps the best examples in the historic district occur at 119 and 121 East Water, displaying an exuberant composition of scrolled brackets, floral rosettes and medallions. The building at 123-125 East Water is notable for the classically-inspired wreath devices set within its cornice panels. The best surviving example on South Lake Street occurs at 215 South Lake. While the rest of the building has been insensitively renovated and much of the cornice is plain, it is distinguished by its dramatic end brackets, embellished with rosettes and culminating in wonderful finials. A fine example of stamped metal cornices is also found at the southern limits of the historic district, at 110 East Main Street, where brackets displaying floral motifs are separated by panels punctuated by wreath devices.

It is likely that at least one of these metal cornices (Dosie's Clothing Store at 112 East Water Street) may be attributable to George L. Mesker & Co., a leading producer of sheet metal storefronts between 1885 and the 1920s. It is also probable that Mesker & Co. fabricated the cornice of 110-112 East Main Street. Customers could order individual or "à la carte" elements (cornices, window hoods, lintels as well as cast iron columns) or in combination as entire storefront packages. The product could be ordered through catalogs, produced to fit the specifications of the customer, and shipped directly to the building owner or contractor. Detailed step-by-step instructions were also provided for storefronts that could be applied at an approximate cost of less than one-quarter of similar masonry facades. However, local manufacturers of such products also proliferated. The 1907 *Michigan State Gazetteer* first reported the presence of one possible firm in Boyne City, the "N.W. Burdick shop for the manufacture of store fronts," although the entry for Noble W. Burdick reveals he was a contractor and builder of "brick and frame buildings" who also manufactured frames, porch columns and turned work - apparently not metal components (Polk 1907: 477). Whoever manufactured these distinctive architectural metal components, across the state most of have been lost through renovation or deterioration, and Boyne City is fortunate to have some fine surviving examples.

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*Summary*

Some 55 buildings of the 75 buildings and Sunset Park site within the historic district, nearly three-quarters, are evaluated as contributing properties. Buildings that meet the 50-year threshold and have been renovated to incorporate Victorian Revival details are assessed as Contributing to the historic district if they are associated with occupations displaying great time depth and illustrate the district's historic contexts, so long as their present character does not detract from the overall streetscape.

The contributing structures within the Boyne City Central Historic District overwhelming date to the boomtown period between 1900 and 1910. Well over one-half were constructed in this single decade (with about 5% of the buildings representing the slow growth of the pre-boom years), while a mere 7% illustrate two decades of post-boom stagnation leading into the Great Depression. About one-fifth of the historic district's buildings were constructed during the remaining decades up through 1960. The current assemblage of buildings in essence represents well the appearance and feeling of the heart of Boyne City during its economic heyday, a brief decade-long window at the turn of the twentieth century.

A total of 20 buildings are evaluated as Non-Contributing properties, forming over one-quarter of the historic district. These structures are equally divided between those constructed after 1962 and thus failing to meet the National Register 50-year age criterion, and others that are the product of renovations that are severely insensitive to the building's historic fabric as well as the city's historic streetscapes.

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**Previous documentation on file (NPS):**

**Primary location of additional data:**

- 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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** About 21 acres  
(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>16</u>	<u>655760</u>	<u>5008470</u>	3	<u>16</u>	<u>656460</u>	<u>5008320</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>16</u>	<u>656200</u>	<u>5008480</u>	4	<u>16</u>	<u>655860</u>	<u>5008100</u>
	Zone	Easting	Northing		Zone	Easting	Northing

**Verbal Boundary Description** (Describe the boundaries of the property.)

The district boundaries: commencing at the northwest corner at the intersection of the north line of Water Street with southwest corner of Sunset Park, then northeast and then east along Lake Charlevoix, continuing east along the south bank of the Boyne River across Lake St. and Park St. to the west line of East Street, then east across East Street along the north lot line of 301 E. Water to the west lot line of 311 E. Water, then north to the south bank of the Boyne River, then southeasterly and south to the south lot line of 447 Pearl Street, then west along this line across Pearl St. to the south line of 444 Pearl St., then southwestly along this line to the south line of Boyne Ave., then northwest along Boyne Ave. across the Pearl Street intersection with Water St., then southerly to the south line of Water St. at the northeast corner of 300 E. Water, then south along the east line of 300 E. Water to the south line of 300 E. Water, then west along this south line to the east line of East St., then north to a point opposite the southeast corner of 232 E. Water, then west to that corner and continuing west to the northeast corner of 113 Park St., then south to the north line of Ray St. then west across Park St. to a point opposite the northeast corner of 201 S. Lake St., then south to the south line of Main St. at 112 E. Main St. then east to the east line of 116 E. Main St., then south to the south line of 116 E. Main St., then west to the west line of S. Lake St., the north to the south line of 306 S. Lake St., then north to the north line of Main St., then west to the west lot line of 220 S. Lake St. (including its parking lot at the northwest corner of Lake and Main Sts.), then north to the south lot line of 216 Lake St., the west to the west lot line, then north/north westerly along the east line of Front St. to the north lot line of 102 Lake St., then east to the west line of Lake St., the north to the north line of Water St., then west to the southwest corner of Sunset Park, the point of beginning.

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- 1901b "Local and Personal" (W.L. Martin's new residence is about ready for occupancy). *Boyne Citizen* November 15, 1901.
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- 1938b "Foundations Laid for New Station" (Perry Oil Co. gas station at Lake and Ray). *Boyne Citizen*, June 9, 1938.
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- 1938d "Boyne Theatre to Have New Front." *Boyne Citizen*, April 14, 1938.
- 1938e "Boyne Carries On" (The inside of the entrance has been paneled in a new composition material and is very attractive). *Boyne Citizen*, July 7, 1938.
- 1938f "Boyne Carries On" (The new sign at the Boyne Theater is rapidly being constructed and it won't be long before the front is finished). *Boyne Citizen*, July 7, 1938.
- 1938g "Apace With Progress." Anniversary Issue, 1<sup>st</sup> Anniversary of Baker Brothers Ownership and 52<sup>nd</sup> Anniversary of The Boyne Citizen (Boyne Theater improvements; Gray's Grocery; Davis Oil Co. photo; Fairchild House photo; Kenny's Friendly Service photo); "Boyne City Business Men" (Charles McCutcheon; A & P Store); "Saga of Boyne the Boom Town". *Boyne Citizen*, September 1, 1938.
- 1938h "Common Council" (city to forgive delinquent taxes on parcel if Co-op erects building on site). *Boyne Citizen*, May 5, 1938.
- 1938i "Boyne Ready for Big Summer Trade." *Boyne Citizen*, May 12, 1938.
- 1938j "Old Citizen Home a Thing of the Past" (original Boyne Citizen building demolished). *Boyne Citizen*, May 19, 1938.
- 1938k "Legion Home" (American Legion moves into new home at Lake and Main Streets). *Boyne Citizen*, October 13, 1938; "Boyne Carries On" (new sign on Legion Home at Lake and Main Streets). *Boyne Citizen*, June 2, 1938.
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- 1938r "New Dance Opens Tomorrow Night" (Princess Theater). *Boyne Citizen*, October 6, 1938.
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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Boyne City Central Historic District
Name of Property
Charlevoix, Michigan
County and State
Name of multiple listing (if applicable)

Section number 9 Page 6

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

**National Register of Historic Places**  
**Continuation Sheet**

Boyne City Central Historic District
Name of Property
Charlevoix, Michigan
County and State
Name of multiple listing (if applicable).

Section number 9 Page 7

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

**National Register of Historic Places**  
**Continuation Sheet**

Boyne City Central Historic District
Name of Property
Charlevoix, Michigan
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Section number 9 Page 8

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Statewide Results for Subdivision Plats (Accessed on line 11/29/2011, 1/24/2012, 2/11/12)

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[http://www.dleg.state.mi.us/platmaps/dt\\_image.asp?BCC\\_SUBINDEX=15859](http://www.dleg.state.mi.us/platmaps/dt_image.asp?BCC_SUBINDEX=15859)

1879 South Boyne 15863, Charlevoix Co. Sec. 35, T33N R06W  
[http://www.dleg.state.mi.us/platmaps/dt\\_image.asp?BCC\\_SUBINDEX=15863](http://www.dleg.state.mi.us/platmaps/dt_image.asp?BCC_SUBINDEX=15863)

1888 Beardsley's First Add 15887, Charlevoix Co., Sec. 35, T33N R06W  
[http://www.dleg.state.mi.us/platmaps/dt\\_image.asp?BCC\\_SUBINDEX=15887](http://www.dleg.state.mi.us/platmaps/dt_image.asp?BCC_SUBINDEX=15887)

1898 Beardsley, Village of 15902, Charlevoix Co., Sec. 35 T33N R06W (aka Beardsley's Second Addition)  
[http://www.dleg.state.mi.us/platmaps/dt\\_image.asp?BCC\\_SUBINDEX=15902](http://www.dleg.state.mi.us/platmaps/dt_image.asp?BCC_SUBINDEX=15902)

1902 Beardsley – Vill of Boyne, Second Add, Resub Pt Lot 35 15910, Charlevoix County, Sec. 36 T00N R00N (aka White & Co.'s Subdivision)

United States Department of the Interior  
National Park Service

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Continuation Sheet

Boyne City Central Historic District
Name of Property
Charlevoix, Michigan
County and State
Name of multiple listing (if applicable)

Section number 9 Page 9

[http://www.dleg.state.mi.us/platmaps/dt\\_image.asp?BCC\\_SUBINDEX=15910](http://www.dleg.state.mi.us/platmaps/dt_image.asp?BCC_SUBINDEX=15910)

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Boyne City Central Historic District  
Name of Property

Charlevoix, MI  
County and State

**Boundary Justification** (Explain why the boundaries were selected.)

The boundaries of the Boyne City Central Historic District conform to the concentration of historic commercial buildings comprising the village's central business district and adjacent residential blocks associated with the city's most prominent business families. It extends from Lake Charlevoix on the east, through the downtown, anchored by the primary commercial artery, Water Street, that culminates in the intersection of Boyne Avenue and Pearl Street, the gateway to the historic residential neighborhood.

The district's boundaries reinforce its character and cohesiveness. North of the district's northern boundary that is the Boyne River, is low density commercial construction of generally recent vintage and a city park. To the west of Front Street are recent commercial and condominium re-development of former industrial sites. South of Main and Ray Streets are low density commercial and small scale residential blocks, while to the east of Pearl Street residences and along Boyne Avenue are small-scale undistinguished and insensitively renovated residential, commercial and converted former residential buildings.

---

**11. Form Prepared By**

---

name/title William Rutter  
organization \_\_\_\_\_ date 7/15/12  
street & number 21830 S. Birch Lodge Drive, P.O. Box 135 telephone 906-399-9907  
city or town Trout Lake state MI zip code 49793  
e-mail werutter@gmail.com

---

**Additional Documentation**

---

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

---

**Photographs:**

---

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: See Continuation Sheet.

City or Vicinity:

County:

State:

Photographer:

Date Photographed:

Description of Photograph(s) and number:

Boyne City Central Historic District  
Name of Property

Charlevoix, MI  
County and State

1 of \_\_\_\_\_

**Property Owner:**

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

name Multiple  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**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.460 et seq.).  
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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

**National Register of Historic Places**  
**Continuation Sheet**

Boyne City Central Historic District
Name of Property
Charlevoix, Michigan
County and State
Name of multiple listing (if applicable)

Section number     Photographs     Page     1    

Photographer: William E. Rutter

Dates Taken: November 22, 2011 and April 10, 2012

Photographic Processing Specifications: The photographs were printed using Kodak No. 10 Pigmented Inks on Kodak Ultra Photo Premium Photo Paper (gloss).

Location of Original Digital Files: 702 W. Kalamazoo St. Lansing, MI 48909

Image List:

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0001

E. Water Streetscape, 100 block, View north side of street, facing NW

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0002

E. Water Streetscape 100 block, View south side of street, facing SW

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0003

E. Water Streetscape, 200 block, View north side of street, facing NE

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0004

E. Water Streetscape, 200 block, View south side of street, facing SE

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0005

E. Water Streetscape, 200 block, View south side of street, facing SW

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0006

E. Water at intersection with Boyne and Pearl Streetscape, View north side of street, facing E

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0007

Pearl Streetscape, 400 block, View north side of street, facing NW

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0008

E. Main Streetscape, 100 block, View south side of street, facing SW

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0009

S. Lake Streetscape, 100-200 blocks, View west side of street, facing NW

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0010

S. Lake Streetscape, 200 block, View east side of street, facing NE

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0011

No. 28 S. Lake and 2 S. Lake, northwest quadrant E. Water and S. Lake St intersection, facing NW

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0012

No. 216 S. Lake, Boyne Theater, façade (east) and north elevations, facing SW

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

**National Register of Historic Places**  
**Continuation Sheet**

Boyne City Central Historic District
Name of Property
Charlevoix, Michigan
County and State
Name of multiple listing (if applicable)

Section number     Photographs     Page     2    

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0013

No. 216 S. Lake, Boyne Theater interior, view of balcony

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0014

No. 214 E. Water, Odd Fellows Hall, façade (north) and east elevations, facing SW

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0015

No. 301 E. Water, U.S. Post Office, façade (south) and west elevations, facing NE

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0016

No. 112 S. Park, Boyne City, Gaylord & Alpena Railroad Office, façade (east) and south elevations, facing NW

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0017

No. 151 Ray, Boyne City, Gaylord & Alpena Freight Depot, façade (south) and east elevations, facing NW

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0018

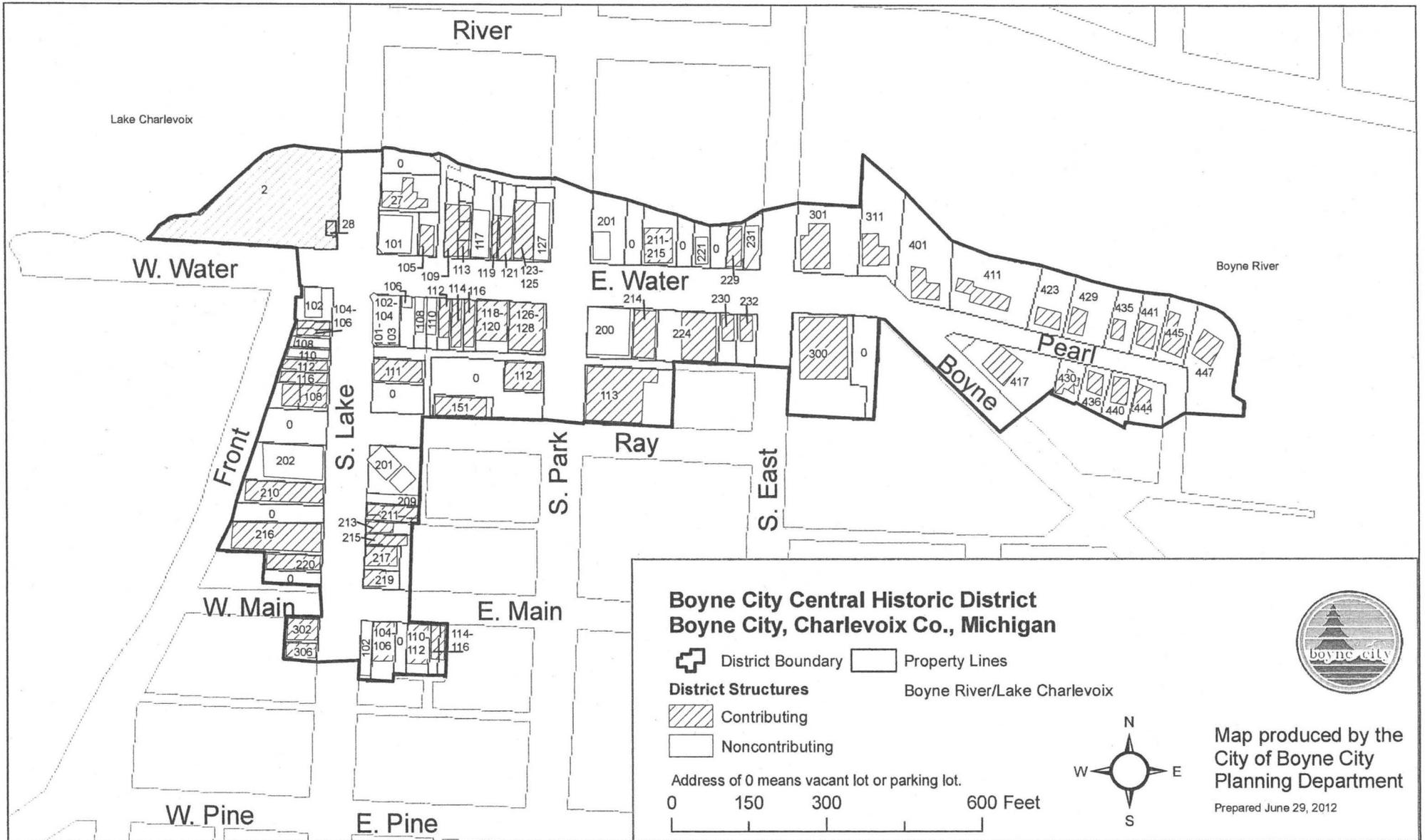
No. 401 E. Water, A.J. Beardsley House, façade (south) and east elevations, facing NW

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0019

No. 417 Boyne, W.H. White House, façade (west) and north elevations, facing SE

MI\_Charlevoix County\_Boyne City Central Historic District\_ 0020

No. 411 Pearl, Chester Naylor House, façade (south) and east elevations, facing NW



Lake Charlevoix

River

Boyne River

W. Water

E. Water

Boyne Pearl

Front

S. Lake

S. Park

Ray

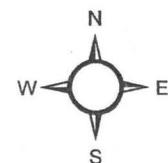
S. East

W. Main

E. Main

W. Pine

E. Pine

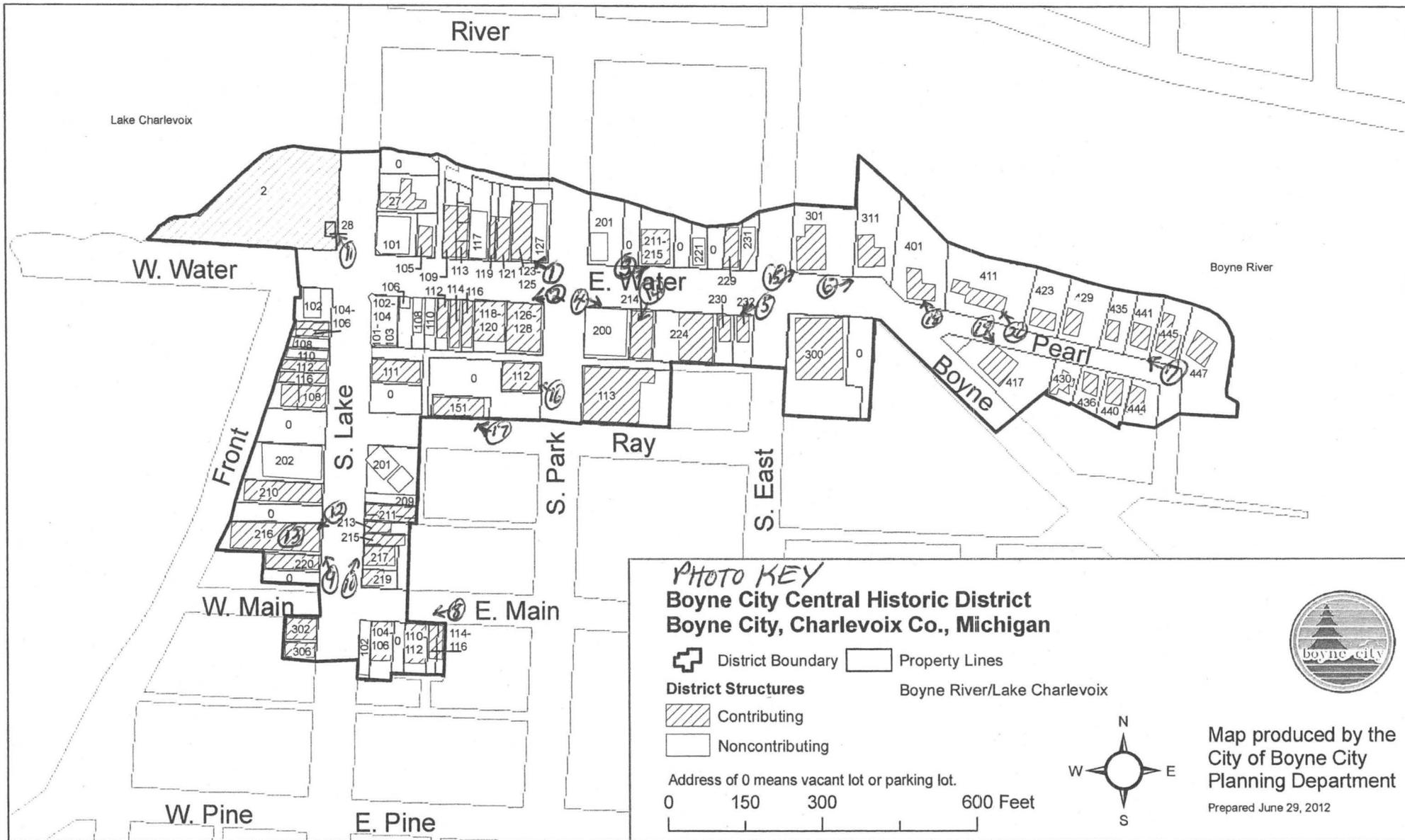


**Boyne City Central Historic District**  
**Boyne City, Charlevoix Co., Michigan**

- District Boundary
- Property Lines
- District Structures**
- Contributing
- Noncontributing
- Boyne River/Lake Charlevoix**

Address of 0 means vacant lot or parking lot.  
 0 150 300 600 Feet

Map produced by the City of Boyne City Planning Department  
 Prepared June 29, 2012



Lake Charlevoix

River

W. Water

E. Water

Boyne River

Front

S. Lake

S. Park

Ray

S. East

Boyne

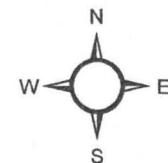
Pearl

W. Main

E. Main

W. Pine

E. Pine



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Boyne City Central Historic District

MULTIPLE  
NAME:

STATE & COUNTY: MICHIGAN, Charlevoix

DATE RECEIVED: 11/02/12      DATE OF PENDING LIST: 12/04/12  
DATE OF 16TH DAY: 12/19/12      DATE OF 45TH DAY: 12/19/12  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12001071

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    12/19/2012 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A, B, & C

REVIEWER Patrick Andrews      DISCIPLINE Historian

TELEPHONE \_\_\_\_\_      DATE 12/19/2012

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.



BOYNE CITY CENTRAL HISTORIC DISTRICT  
CHARLEVOIX CO., MI  
PHOTO 1 of 20



BOYNE CITY CENTRAL HISTORIC DISTRICT  
CHARLEVOIX CO., MI  
PHOTO 2 of 20





ONLY ONLY



Michigan  
State University  
Community  
of the Year

Michigan  
State University  
Community  
of the Year

1890

MISSISSIPPI

WINDY CITY  
HARDWARE

Ford

2017-2018 FORD











BOYNE CITY CENTRAL HISTORIC DISTRICT  
CHARLEVOIX CO., MI  
PHOTO 6 of 20



BOYNE CITY CENTRAL HISTORIC DISTRICT

CHARLEVOIX CO., MI

PHOTO 7 of 20













VETERAN  
CITY MARKET  
CITY HALL  
RESTROOM











Boyer City Central Historic District

Charlevoix Co., MI

Photo 15 of 20



Boyne City Central Historic District

Charlevoix Co., MI

Photo 16 of 20



EM

Boyer City Central Historic District

Charlevoix Co., MI

Photo 13 of 20



BOYNE RIVER  
LOOF NO. 367



Bayne City Central Historic District

Charlevoix Co., MI

Photo 14 of 20



Boyer City CENTRAL HISTORIC DISTRICT

Charlevoix Co; MI

Photo 17 of 20



Boyer City Central Historic District

Charlevoix Co., MI

Photo 18 of 20



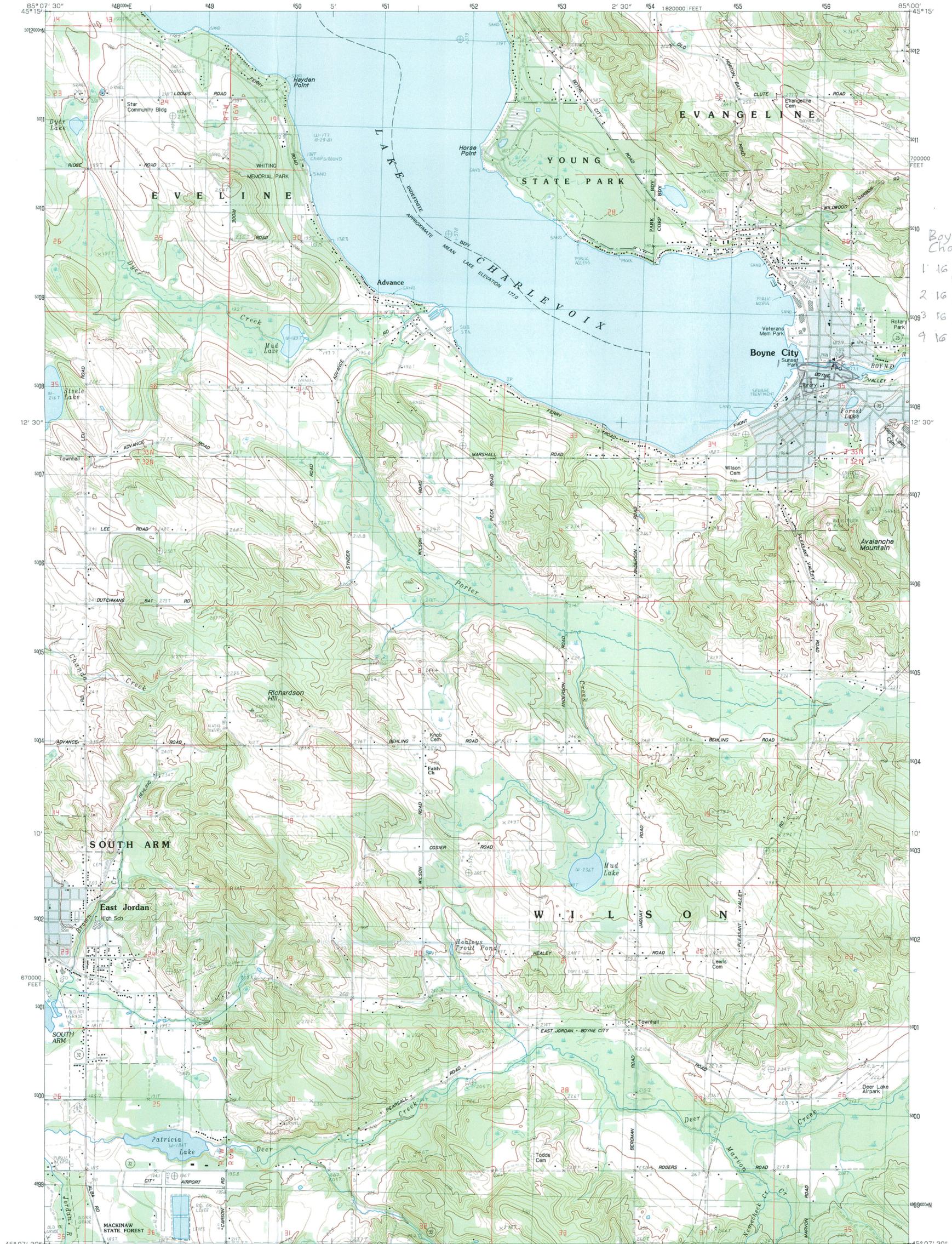
Boyer City Central Historic District  
Charlevoix Co., MI  
Photo 19 of 20



Boyer City Central Historic District

Charlevoix Co., MI

Photo 20 of 20



Boyme City Central HD  
Charlevoix Co, MI

1	16	655760
		5008470
2	16	656200
		5008780
3	16	656460
		5008320
4	16	655860
		5008100

PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY CONTROL BY... 1978 AND 1980/NOAA COMPILED FROM AERIAL PHOTOGRAPHS TAKEN... 1978 FIELD CHECKED... 1981. MAP EDITED... 1983 PROJECTION... UNIVERSAL TRANSVERSE MERCATOR GRID: 1000-METER UNIVERSAL TRANSVERSE MERCATOR... 1800-FOOT STATE GRID TICS... MICHIGAN CENTRAL ZONE UTM GRID DECLINATION... 122° EAST 1983 MAGNETIC NORTH DECLINATION... 4° 30' WEST VERTICAL DATUM... NATIONAL GEODETIC VERTICAL DATUM OF 1989 HORIZONTAL DATUM... 1927 NORTH AMERICAN DATUM To place on the predicted North American Datum of 1983, move the projection lines as shown by dashed corner ticks (3 meters north and 1 meter east). There may be private holdings within the boundaries of any Federal and State Reservations shown on this map. Gray tint indicates areas in which selected buildings are shown.

**PROVISIONAL MAP**  
Produced from original manuscript drawings. Information shown as of date of field check.



SCALE 1:25 000

CONTOUR INTERVAL 5 METERS  
SUPPLEMENTAL CONTOUR INTERVAL 1.5 METERS ALONG SHORELINE  
CONTROL AND FIELD ESTABLISHED ELEVATIONS SHOWN TO THE NEAREST 0.1 METER  
OTHER ELEVATIONS SHOWN TO THE NEAREST METER  
To convert meters to feet multiply by 3.2808  
To convert feet to meters multiply by 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092 AND GEOLOGICAL SURVEY DIVISION MICHIGAN DEPARTMENT OF NATURAL RESOURCES, LANSING, MICHIGAN 48909

ROAD LEGEND

Improved Road . . . . .  
Unimproved Road . . . . .  
Trail . . . . .

Interstate Route □ U.S. Route ○ State Route

QUADRANGLE LOCATION

1	2	3	1 Ironston
			2 Bay Shore
			3 Petoskey
4	5	6	4 Ellsworth
			5 Boyne Falls
			6 Scotts Lake
			7 Chassanonia
6	7	8	8 Deadman Hill

ADJOINING 7.5' QUADRANGLE NAMES  
CONTOURS AND ELEVATIONS  
IN METERS

BOYNE CITY, MICHIGAN  
PROVISIONAL EDITION 1983

45085-BI-TM-025  
BOYNE CITY NE, MICH.

RETURN TO:  
USGS AND HISTORICAL MAP ARCHIVES

RECEIVED

SEP 13 2012



**City of Boyne City**  
Founded 1856

319 N. Lake Street

Boyne City, Michigan 49712  
www.boynecity.com

Phone 231-582-6597  
Fax 231-582-6506

Robert Christensen  
National Register Coordinator  
Michigan State Housing Development Authority  
735 E. Michigan Ave.  
Lansing, MI 48912

September 6, 2012

Mr. Christensen,

Please find enclosed a resolution of support for the nomination of the Boyne City Central Historic District to the National Register of Historic Places unanimously approved by the City Commission of Boyne City at its August 28, 2012 meeting.

If you need additional information please feel free to contact me at 231.582.6597.

Sincerely,

Karen Seeley  
Assistant City Clerk  
City of Boyne City

RECEIVED

SEP 13 2012

Boyne City Main Street  
mainstreet@boynecity.com  
112 S Park St, Suite F  
Boyne City, MI 49712  
(231) 582-9009  
boynecitymainstreet.com



Robert Christensen  
National Register Coordinator  
Michigan State Housing Development Authority  
735 East Michigan Ave.  
Lansing, MI 48912

September 7, 2012

Dear Mr. Christensen,

On behalf of the board of the Boyne City Main Street Program / Downtown Development Authority I am writing to enthusiastically support the Boyne City Central Historic District nomination application to the National Register of Historic Places.

If approved, the nomination will be a proud moment for our community and it will be another very important step in helping to preserve and strengthen the historic qualities of our downtown. For many years Boyne City understood the value of historic preservation, but in the past 9-plus years it has really come into focus through our involvement with the Main Street program. Working with local, county and state partners we have been successful in preserving our historic downtown buildings and this designation will provide additional tools that will allow us to continue to protect and enhance our historic character for the future.

While our support for the nomination is unequivocal, we would like the Michigan Historic Review Board to consider the addition of Old City Park to the Boyne City Central Historic District. We feel Old City Park, established in 1877 on 1 ½ acres donated by George Beardsley as an arboretum in the heart of the downtown district, is a important historic resource for the community. We realize the 34 species of trees planted in the original park have changed and that the Boyne River provides a natural boundary for the north side of the district, but the park still serves the same purpose today as it has since it was designated in the Original Plat of Boyne City. Old City Park is an important part of our downtown and our community and very deserving, we believe, in being included in the Boyne City Central Historic District.

We thank you for your consideration and we look forward to our listing on the National Register of Historic Places.

Sincerely,

A handwritten signature in black ink that reads "Larry Lenhart". The signature is written in a cursive style.

Larry Lenhart  
Boyne City Main Street Board Chair

WHERE LIFE MEETS LAKE.®



# City of Boyne City

Founded 1856

319 N Lake Street

Boyne City, Michigan 49712

Phone 231-582-6597

[www.boynecity.com](http://www.boynecity.com)

Fax 231-582-6506

## A RESOLUTION OF THE CITY COMMISSION OF BOYNE CITY SUPPORTING THE APPLICATION OF PLACING DOWNTOWN BOYNE CITY AND THE PEARL STREET NEIGHBORHOOD ON THE NATIONAL REGISTER OF HISTORIC PLACES AS THE BOYNE CITY CENTRAL HISTORIC DISTRICT

*Whereas*, Boyne City has acted on a commitment to preserve its historic character by establishing the Pearl Street Historic District, and performing historically appropriate preservation and restoration at the National Register listed historic Water Works building; and

*Whereas*, Boyne City's central business district and Pearl Street neighborhood display genuine historic and architectural appeal; and

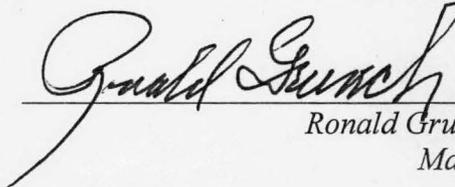
*Whereas*, the downtown's commercial buildings dating from the 1880s to the early 1960s reflect the history of Boyne City as the city's commercial hub; and

*Whereas*, Boyne City has recognized the value of historic preservation as an effective tool for economic revitalization as a Main Street community through the National Historic Trust's Main Street Center; and

*Whereas*, historic designation will help protect the historic integrity and qualities of many downtown commercial buildings; and

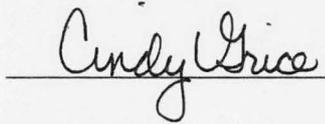
*Whereas*, historic designation will promote rehabilitation and restoration of downtown Boyne City buildings through financial incentives and funding opportunities available to designated historic resources.

*Now*, therefore be it resolved, that the City Commission of the City of Boyne City hereby supports the application to place downtown Boyne City and the Pearl Street Neighborhood on the National Register of Historic Places.

  
Ronald Grunch  
Mayor

I certify that the resolution 2012-08-119 was duly and regularly adopted at a regular meeting of the City Commission of Boyne City on the 28<sup>th</sup> day of August, 2012 by the following vote:

YES	<u>5</u>
NO	<u>0</u>
ABSENT	<u>0</u>

  
Cindi Grice  
City Clerk



STATE OF MICHIGAN

RICK SNYDER  
GOVERNOR

MICHIGAN STATE HOUSING DEVELOPMENT AUTHORITY  
State Historic Preservation Officer

GARY HEIDEL  
EXECUTIVE DIRECTOR

October 1, 2012

Mr. Dallan C. Wordekemper, CCIM  
Federal Preservation Officer/Real Estate Specialist  
United States Postal Service  
475 l'Enfant Plaza, SW, Suite 6670  
Washington DC 20260-1862

Dear Mr. Wordekemper:

We have prepared a National Register of Historic Places nomination form for a Boyne City Central Historic District, which includes the Postal Service-owned Post Office Building located on Water Street. I enclose copies of the pages of the nomination form referring to the post office building along with a copy of the nomination photograph of the building. We can provide a copy of the full nomination if you wish.

We would like to forward this nomination to the national register in the near future. I invite any comments you may wish to make on this nomination. We request that you make any comments by early November. Please contact the national register coordinator, Robert Christensen, by phone at 517/335-2719 or by email at [christensenr@michigan.gov](mailto:christensenr@michigan.gov), with any comments or questions.

Sincerely yours,

Martha MacFarlane Faes  
Deputy State Historic Preservation Officer



RICK SNYDER  
GOVERNOR

STATE OF MICHIGAN  
MICHIGAN STATE HOUSING DEVELOPMENT AUTHORITY  
STATE HISTORIC PRESERVATION OFFICE

GARY HEIDEL  
EXECUTIVE DIRECTOR



October 23, 2012

Ms. Carol Shull, Interim Keeper  
National Register of Historic Places  
National Park Service  
1201 Eye Street, NW, 8<sup>th</sup> Floor  
Washington, DC 20005

Dear Ms. Shull:

Enclosed is a national register nomination form for the Boyne City Central Historic District in Charlevoix County, Michigan. This property is being submitted for listing in the national register. All written comments concerning this nomination submitted to us prior to the submission of this nomination to you are enclosed.

Questions concerning this nomination should be addressed to Robert O. Christensen, national register coordinator, by phone at 517/335-2719 or by email at [christensenr@michigan.gov](mailto:christensenr@michigan.gov).

Sincerely yours,

Brian D. Conway  
State Historic Preservation Officer

BDC:roc