

# DOWNLOAD PDF LIGHT-HOUSE AT GRAND MARAIS, ON LAKE SUPERIOR, MINNESOTA.

## Chapter 1 : Grand Marais Lodging -Stay in America's Coolest Small Town!

*On May 26, , a memorial from the citizens of Minnesota Territory was presented to the U.S. House of Representatives praying for lighthouses at Beaver Bay and Grand Marais on Lake Superior's northern shore.*

The perfect blend of outdoor recreation, unique shopping and culture, East Bay Suites has something for everyone. Studio, 1- ,2- and 3-bedroom condos complete with full kitchens, and fireplaces. For different family needs, Aspen Lodge offers a variety of room-types, many with lake or wooded views, and is especially colorful in the fall. These include king or double-queen rooms, family suites, in-room spas and some handicap accessible rooms. Terrace Point is the perfect destination for couples or anyone wanting quiet, luxury seclusion. Unique to Cobblestone Cove Unit 1 is a stellar view of the lighthouse. The resort is set amidst a grove of birch trees on the paved bike path leading into Grand Marais. Lake trail leads to Lake Superior. Open May into October. Pets are welcome but need to remain off the beds and furniture. Pets may not be left unattended. Extra charges may apply. These rates are per unit; if you stay in more than one unit during your stay you will be charged a pet fee for each unit you stay in. One, two and four bedroom. Canoe, kayak, lots of dock space, boat rental available. Near many hiking and biking trails. Many lakes and trout streams nearby. A guest favorite, our spacious whirlpool-sauna centered in a sunlit room, is off a relaxing deck, surrounded by spruce, aspen and lilac for privacy. We meet a variety of family vacation needs with king, queen, 2-bed, family or connecting rooms, all with in-room refrigerators. The Outpost Motel East Highway 61 8 miles from Grand Marais Grand Marais, MN Knotty pine walls, hardwood floors, and beautiful views of Lake Superior give your motel room or fully-equipped kitchenette suite the warm feel of a cabin on the lake. Picnic and playground area. All units are smoke-free. Lake Superior views, wood fireplaces, campfire pit and free firewood. All units are smoke-free and pet-free. Where guests become friends.

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## Chapter 2 : Attractions | North Shore, Lake Superior | Minnesota

*Grand Marais, MN. Save. Share. Review Highlights This is a great place to watch the waves of the mighty Lake Superior! Grand Marais lighthouse is a.*

The first permanent settlement at Grand Marais was in 1827, when Peter Barbeau built a trading post. Pierhead light at Grand Marais in Photograph courtesy U. Coast Guard As entering the harbor at Grand Marais was difficult due to a bar with just nine feet of water over it, a federal project was adopted on August 5, 1827, to build a safe channel into the harbor, and thus create a harbor of refuge. In its annual report, the Lighthouse Board made the following request for funds to erect a light for the new harbor of refuge. Grand Marais has been for some time under improvement by the United States as a harbor of refuge, and the work has now advanced to a point where it is desirable to light it. Congress provided the requested amount on March 2, 1828, and in November of that year, the Point Iroquois bell tower, which had been replaced by a steam fog signal, was taken down and transported to Grand Marais, where it was bolted to the western pier and capped with a decagonal iron lantern room. The square, pyramidal tower stood forty-three feet tall, was open at its base, and had two enclosed rooms, one above the other, just beneath the lantern room. The upper room served as a service room for the light, while the lower room housed the striking apparatus for the fog bell and opened onto an elevated wooden walkway that led shoreward. A contract for a metal tower was made on September 27, 1828, and the tower was delivered to the depot in Detroit roughly two months later. After the inner end of the west pier had been strengthened, the metal tower was erected upon it the following June, and the rear range light was first exhibited on July 18, 1828. The rear tower has an enclosed, eight-and-a-half-foot-tall watchroom, accessed by an iron ladder in two flights, and features a fifth-order, Henry-Lepaute Fresnel lens that originally produced a fixed white light. Keeper Rogers, who was used to cramped quarters after having spent many years in the U. Navy, had been forced to build a small shack near the pier out of driftwood. Having spent most of his life at sea or at offshore lighthouses, Rogers, a bachelor, never owned any property before moving to Grand Marais in his sixties. A highlight of his Naval career was serving aboard the San Jacinta, which in 1812 captured the brigs Storm King and Boneta off the east coast of Africa and liberated nearly 1, slaves bound for the United States. By the end of September, Keeper George Barkley was able to move his family into the new dwelling, which is similar to one built the same year for the range lights at Munising. In 1829, the characteristic of Grand Marais Range Lights was changed from fixed white to fixed red so mariners could differentiate them from the lights along the shore, and the front tower was moved seaward near the end of the recently extended pier. An elevated metal walkway, feet long, was built to bridge the gap between the existing walkway, and the front tower in its new location. A storm on January 6, 1829, carried away roughly feet of the new walkway, but it was replaced the following May. In November 1829, the ton steamer H. Runnels had sought refuge at Grand Marais from a northwest gale, but on the morning of November 14, the captain decided the storm had abated and steered his ship back out into Lake Superior. After rounding Point Au Sable, eight miles west of Grand Marais, the Runnels encountered sixty-mile-per-hour winds, and the captain wisely decided to return to the harbor of refuge. Keeper George Barkley and son near new dwelling Photograph courtesy Archives of Michigan Due to blinding snow and a cross sea, the Runnels missed the harbor entrance, and while making its way back out into the lake, it suffered a steering gear failure. Unable to maneuver, the steamer was driven aground near the western side of the west pier. A rope was fired out to the Runnels, but the line became so choked with ice, it was impossible to run a breeches buoy along it. Some of the rescuers were washed overboard more than once, but not one was lost. Nine coastguardsmen and four men from Grand Marais were awarded Gold Lifesaving Medals for venturing out to save the crew of the Runnels. One of the gold medals awarded for the rescue effort can be seen in the Grand Marais Lifeboat Station, which serves as a maritime museum and as the ranger station for Pictured Rocks National Lakeshore. In November 1829, the fog signal in the front light was changed from a bell to an electric siren, and the light was changed from fixed red to a red flash

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every two seconds. Then, on June 12, , the fog signal was changed to an air diaphone, sounding a one-second blast every fifteen seconds. At some point, the current steel tower replaced the old wooden bell tower used for the front range light. Campbell, keeper of the range lights in the s, had twelve children with his wife Viola, before she passed away in the late s.

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### Chapter 3 : The 10 Best Restaurants Near Grand Marais Lighthouse - TripAdvisor

*The Grand Marais lighthouse was built in on the eastern end of the harbor breakwater. In the year or two prior, construction was completed on the piers that guarded the harbor entry.*

Godfrey, an independent fur trader from Detroit, arrived in Grand Marais that same year. The French name Grand Marais, meaning Great Marsh, was applied to the site due to a marsh at the head of the west bay. Grand Marais Lighthouse with fog bell. After an examination of the sites, the need for the lighthouses was found insufficient to warrant their construction. Not long thereafter, Godfrey left Grand Marais, and it was until that Henry Mayhew and Sam Howenstine, the two individuals considered the founders of the city, arrived. A bill for harbor improvements at Grand Marais was passed by Congress in , and the project was initiated in . In addition, the harbor was dredged to a depth of sixteen feet to create the first harbor of refuge on the north shore. The breakwater was completed in , and during a storm the following year, eleven vessels sought shelter in the harbor. In , a memorial from the legislature of Minnesota seeking an appropriation for a lighthouse at Grand Marais was presented to the U. Senate, which referred it to the Committee of Commerce. This committee denied the petition citing a report from the Lighthouse Board that considered it inexpedient to establish the light until the harbor improvements were finished. Materials were landed at Grand Marais in July by the steam tender Warrington, and the lighthouse, which consisted of a square, pyramidal, wooden tower surmounted by an octagonal lantern, was finished on August . The fog bell hung from a bracket that protruded from the western face of the lighthouse, and it was struck by machinery housed in the tower. The fog bell and striking machinery were formerly used at Passage Island, while the wooden tower was framed at the lighthouse depot in Detroit. Storm-tossed seas breached the base of the exposed tower in November , but the hole was soon repaired. The tower was again damaged during a severe storm in October , and, after repairs were made, a plank protection was put in place on the east side of the tower to prevent similar injuries. After being selected, the lowest bidder declined to sign a contract. New bids were obtained, but again the selected bidder refused to enter into a contract. After a foot-long breakwater on the western side of the harbor entrance was completed in August , a brown iron post, atop which a lens-lantern was hoisted, was placed at its outer end the following year. This arrangement worked well until fall arrived and ice interfered with the hoisting gear. A contract was then made for a square, pyramidal, metal tower, with a focal plane of twenty-four feet, and this structure was delivered to the Detroit lighthouse depot on June 15, . The tower was apparently not delivered to Grand Marais until the next year, when its light was finally shown for the first time on August 27,

A storm warning station was established at Grand Marais in by the weather bureau. Flag signals were displayed from atop a steel tower, feet above lake level, during the day, and oil lamp signals were shown at night. In early November another disastrous southwest storm struck Grand Marais, tearing a hole in the south and north walls of the lighthouse. After the War Department issued a permit in October , plans were made to return the lighthouse to the end of the eastern breakwater, where it stands today. In , the fog signal was altered to produce a five-second blast every thirty-five seconds. The recent improvement of light and fog-signal equipment at Grand Marais, Minn. The installation at Grand Marais, Minn. Electric motor-driven air compressors, air-storage tanks, and timing apparatus are also located in the pierhead tower enclosure. At the shore end a stand-by automatic gasoline-engine generator plant is suitably housed in a small 8- by foot control building, where time switch and flashers operating the main light are also located. In case of failure of commercial power, relay arrangement causes the gasoline engine generator stand-by unit to function automatically as an emergency power supply until commercial power is restored, when the load is automatically restored to the commercial lines. These circuits provide visual and audible indication when the stand-by emergency unit is operating, and also means for starting either of the duplicate compressors in the pierhead tower for fog-signal operation. A D-9 cylinder replaced the west breakwater skeletal light in the s.

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### Chapter 4 : Visit Grand Marais Lighthouse on your trip to Grand Marais

*To get to the Grand Marais lighthouse one can walk on the breakwater. On shore near the lighthouse is the keeper's house. It's a historical museum managed by the Cook County Historical Society.*

By BC the Laurel people had established settlements in the area and had begun to trade metal with other native peoples. The Laurel people were animists and probably created many of the pictographs present on rock faces along the North Shore and other Canadian rock faces in order to communicate with spirits. In the 12th century, on the easternmost portion of the North Shore, the ancestors of the Ojibwa migrated into the area. These people left behind small pits dug in the ground which archaeologists now call Pukaskwa Pits. On the Minnesota portion of the North Shore there are only three archaeological sites, and it is not known who dug them. The Minnesota portion of the North Shore was settled mostly by the Cree and the Dakota lived to the south. When they returned, they brought a flotilla of Native Americans with fur pelts, beginning interest in the fur trade in the Lake Superior region. Conflicts between native tribes began to escalate toward war during this period when an alliance of Anishinaabe tribes was formed and defeated the Dakota in a battle west of Sault Sainte Marie in . This warfare between the tribes along Lake Superior prevented European trade in the area for several years. In the late s, Daniel Greysolon , Sieur du Lhut, helped negotiate a more permanent peace between these tribes, thus providing safe trade across Lake Superior for the French. With this, the foundations for European settlement on the North Shore were laid. Fort Kaministiquia , around modern Thunder Bay, was established in . A war between Britain and France, followed by a sharp drop in fur prices, slowed exploration for several decades. Pierre on Rainy Lake near the head of the Rainy River in order to gain access to the west. With new headquarters on the North Shore, the North West Company began to build 40 new forts and ports all along the North Shore and northern Minnesota. With the eventual depletion of fur-bearing animals, the fur trade and associated settlement diminished. Early American settlement[ edit ] When American settlers moved westward, the governments of the United States and Britain began to dispute the border between the territory that would become Minnesota and the territory which would become Ontario. Many geologic surveys were taken because of these disputes, which revealed the rich mineral resources in this area. Because of this white settlers moved into the region in order to mine the natural resources, thus beginning American settlements on the Minnesotan portion of the North Shore. Ninety-nine fishermen had settled in northern Minnesota by , when an economic panic caused most of the claims to be abandoned. American settlement began in earnest in . In Duluth grew from 14 families in January to a population of 3, in July. Construction on the Duluth Harbor was started to allow steamboat shipping between Duluth and Buffalo , Detroit and Chicago. Another panic in put an end to this growth, and Duluth shrank to a population of 1, In the s, growth began again in Minnesota, and significant growth began for the first time in Canada. The Canadian Pacific Railway was opened in and brought a wave of settlers from the west. In Minnesota, Two Harbors was founded and became a major iron ore port and a source of labor for the inland iron mines on the North Shore. Besides mining, fishing became the other major industry of North Shore communities. In , commercial fishermen lived in Duluth. Duluth fish catches increased to a peak of 10, tons of fish caught in . It has since declined. Current annual fish catches have fallen to under 1, tons per year. A tourist views one of the massive locomotives that hauled iron ore to Two Harbors. This section does not cite any sources. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. December Learn how and when to remove this template message In Philadelphia financier Charlemagne Tower , who owned extensive interests in the Northern Pacific Railroad , began to investigate the possibility of iron mining inland from the North Shore. Vast quantities of banded-iron formations had been deposited about 2, million years ago in the Animikie Group. Speculators bought up land at Agate Bay; the rail line was not completed until , so all travel to Agate Bay was originally by steamboat. Between and two large wooden loading docks were built in the harbor for shipping iron. In , when the railroad was completed, the Minnesota Iron Company owned Porter, a Chicago

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railroad owner. Porter coerced Tower into selling the Minnesota Iron Company for 8. In the iron traveling through Two Harbors exceeded 2,, tons. Two Harbors steadily built more docks and replaced the wooden docks with concrete over the course of the next several decades. Iron production continued steadily for many more decades; by the s traditional iron mines had exhausted most of their resources. It had been known for many years that northern Minnesota had an ore called taconite , which could be refined into iron through a process called beneficiation. A taconite processing plant was built further north along the North Shore at Silver Bay , and it quickly became the major taconite shipping port. Minnesota taconite produces over half of the iron mined in Minnesota at the present date. Lumber industry[ edit ] Northern Minnesota is essentially covered with one large forest. Although the potential for a lumber industry was recognized early in the course of European settlement, the distances that it would have to be shipped made it uneconomical. But as eastern forests were logged out, the lumber industry moved into Wisconsin and Minnesota.. Lumber and forest products were shipped by rail from Duluth and Superior, Wisconsin to southern and eastern mills. Because of conservation efforts, many of the forests along the North Shore are now protected from deforestation, but there is still a strong paper industry that relies on pulpwood. They would then canoe or be ferried from Duluth up the North Shore and would stay in hunting and fishing camps. In the s, the North Shore highway was built, which helped make the North Shore accessible by land. At the same time commercial fishermen began to go out of business as catches declined. Many of these fishermen built cabins and resorts, which were inhabited by more rich people on recreational trips. Certain exclusive clubs also bought land for resort and sport purposes. The Naniboujou Club Lodge was built to attract an exclusive clientele, and a group of Duluth businessmen, the Tettegouche Club, bought 9, acres During the early 20th century, the government decided that continued exploitation of the North Shore would destroy it. The government of Minnesota slowly began to acquire the lands which became the modern North Shore state parks. The first park to be formally organized was Jay Cooke State Park in In the s the Civilian Conservation Corps established several camps organized along the North Shore and built rustic structures in what would become several North Shore state parks. Today the North Shore Scenic Drive remains a popular tourist route, starting at the historic Glensheen Mansion, passing several state parks, all the way to Grand Marais. Tectonic forces were not strong enough to continue to separate the two sides of the continental rift; when the rifting stopped, the lava cooled and the heavy crust sank and was filled with sediment. During recent glaciations , a large amount of the basalt and sandstone , which erode much more easily than granite , was removed by the glaciers. This formed the rough, rugged shoreline on the North Shore today. As the glaciers retreated, they left behind eroded igneous material, much of which covers the rocky beaches on the North Shore. The Wisconsin side of the basin and the bottom of the basin filled with the residue from the eroded sandstone and thus are sandy beaches today. The melting water from the retreat of the glaciers ran into the basin and began to fill, forming the Great Lakes. When the levels of Lake Michigan and Lake Huron fell 2, years ago, it created rapids at Sault Sainte Marie, which restricted the release of water from Lake Superior and brought the shoreline to its present level. The modern shoreline is composed of basalt lava flows. In the south, near Duluth, other materials, such as slate , greywacke and sandstone, are found a short distance inland; but in the north, the entire bedrock made of basalt and gabbro is exposed in patches miles from shore. When the bedrock hits the surface of the lake at a shallow enough angle, the beach is covered with washed up rocks. When it hits the lake at a steep angle, it breaks off and makes sharp cliffs ending at the lake.

Chapter 5 : Grand Marais Lighthouse - All You Need to Know BEFORE You Go - Updated (MN) - TripAdvisor

*Lake Superior lighthouses are on our list of Top 10 North Shore Attractions. Split Rock is the highest Lake Superior lighthouse. It is located on Lake Superior's north shore 20 miles north of Two Harbors in Split Rock State Park.*

Chapter 6 : Grand Marais Light - Wikipedia

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*Lake Superior Storm with Lighthouse. The video shows the impacts of the storm in Grand Marais Harbor. The video taken Wednesday shows wave heights at Grand Marais Harbor and Lighthouse, As for wave.*

### Chapter 7 : Grand Marais Lighthouse, Michigan at racedaydvl.com

*Grand Marais Minnesota - Lake Superior has beaten away at the jetty and it is rugged going in some spots but offers a beautiful view of the harbor and Lake Find this Pin and more on Grand Marais MN by Amy Winchell.*

### Chapter 8 : 65 best Grand Marais MN images on Pinterest | Lake superior, North shore and Grand marais

*Parking at the Grand Marais Coast Guard Station and walking towards Lake Superior you have one of two directions to choose. Turning left you will head out onto Artist's Point, turning right you will head out to the Grand Marais Lighthouse- up close and personal.*

### Chapter 9 : Grand Marais Lighthouse - All You Need to Know BEFORE You Go (with Photos) - TripAdvisor

*The lighthouse is a wonderfully romantic space for two that over looks the harbor in Grand Marais. The studio room with kitchenette is magical and fits right into Grand Marais' artsy and outdoorsy community.*