

Take a fort-hopping tour in history

To relive Michigan history, take a trip to a restored Army fort or 19th Century village, explore the mysteries of an Upper Peninsula ghost town, buy some penny candy in an Indian ghost town or visit an Indian burial ground, suggests Automobile Club of Michigan.

Fort-hopping will take travelers from Detroit west to Niles and north to Mackinac City, Mackinac Island and Copper Harbor.

At Detroit's Old Fort Wayne, completed in 1851, visitors can see the original stone barracks and powder magazine while touring exhibits depicting the city's military history.

While not a fort, Niles' Fort St. Joseph Museum contains artifacts of a one-time military post built in 1691 and held at various times by French, British and Spanish troops.

A TRIP TO THE Straits of Mackinac brings travelers to Mackinac City's Fort Michilimackinac, where the 1763

capture of the British fort by the Indians is re-enacted every Memorial Day. On Mackinac Island is Fort Mackinac, dating from 1781.

At Michigan's northernmost tip, Fort Wilkins State Park near Copper Harbor holds the last original wood fort east of the Mississippi River. Built in 1844, the stockade's whitewashed buildings are filled with furniture, tools, clothing and other relics of the past.

Horse-drawn carriages and a steam locomotive take visitors back through time at Greenfield Village in Dearborn. Nineteenth Century buildings in this famous collection of Americana include the home where Noah Webster completed his first dictionary and an inn from the old Detroit-Chicago stagecoach route.

More than a dozen buildings from the last century plus a recreation area and lake are seen by visitors who take the steam locomotive ride at Crossroads Village near Flint.

MICHIGAN'S LOGGING era is the subject of one of the displays at Lake City's Guest Country Store Museum, a complex of three old school buildings.

The elegant homes of two 19th Century lumber barons can be toured at Mackinac's Heritage Village.

Another one-time home of lumber barons, Huron City in the Thumb, was destroyed by fire in 1881 and rebuilt. Today its restored Lumber Town boasts a museum, 19th century general store and Coast Guard station.

Charlton Park Village and Museum near Hastings has 10 buildings from the 1800s, including a stagecoach inn, blacksmith shop and bank.

Northville's Mill Race Historical Village features a cottage where visitors can purchase work by the Northville Weavers' Guild.

LUDINGTON'S first home is included in Pioneer Village, which sits atop a Lake Michigan bluff.

Also in West Michigan are three attraction windmills. Fremont's Windmill Gardens has nine restored mills, including a century-old windmill.

A 200-year-old Dutch windmill is the center of Windmill Island at Holland, and both miniature windmills and wooden shoes are among the souvenirs available at nearby Dutch Village.

Two Upper Peninsula ghost towns which tell the history of Michigan's mining era are Victoria, south of Ontonagon, and Payette, in Fayette State Park near Garden.

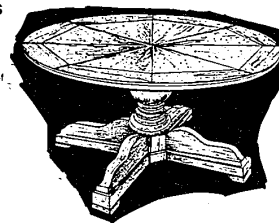
Victoria is a 100-year-old copper mining town with three restored log cabins open for tours. Payette, an 1880s iron smelting center, has five restored buildings, including an opera house and time kiln.

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Standby

Officials eye minimum gas buy

BY TOM LONERGAN

Service station lines have remained short in Michigan during the recent gasoline crunch, and state officials want to keep them that way.

To deter panic buying in the event of a new fuel shortage, a standby gasoline distribution plan would require drivers to pay a minimum \$5 or \$7 each time they pull into a station. The intent is to prevent the topping off of gas tanks, one reason given for the long lines that dotted California and other states in recent months.

Either a minimum purchase plan or an odd/even plan—where you could only buy gas on alternating days of the month that correspond to the last number on your car license plate—will be proposed to Gov. William Milliken this week as a standby fuel allocation formula.

As a result of the latest fuel pinch, five states have some form of minimum purchase plan and 11 have minimum purchases in effect with odd/even buying days.

The state has no plans to begin any kind of mandatory gas distribution program now. Last month, however, the state legislature gave Milliken the authority to implement such a plan in the event of a severe gas shortage.

the gas tank in such a situation, the service station owner gets a bonus. If the amount of gas bought is less than \$5 or \$7, you still have to pay the minimum and the gas station owner keeps the difference.

Excluded from the distribution rules would be police, fire and emergency vehicles, out-of-state vehicles and those owned by companies or used for business. Postal Service vehicles and those used for utility emergencies would also be exempt.

While no one was too enthusiastic about the idea, representatives of the American Automobile Association, Service Station Dealers Association, Michigan Business Travelers, Michigan Lodging Association and Michigan Convention and Travelers Bureau, among others, favored the minimum purchase idea over an odd/even day buying system.

Charles Shipley, of Farmington Hills, executive director of the Service Station Dealers Association, suggested the state implement any emergency plan by district. If a gas shortage doesn't exist in the Upper Peninsula, but does in Detroit, only Detroit should have to abide by the plan, he said.

Shipley was critical of the up to \$500 a day penalty station owners and drivers could face if they violate a mandatory purchase plan.

"I find it difficult to accept the failure to fly a flag as a criminal act," he said, referring to requirements that stations install availability of regular, unleaded or diesel fuel by flying a white, orange or blue flag.

The flags would make stations "look like a circus," he added.

Shipley advised state officials not to exempt all cars that have commercial plates, because some only buy commercial plates "to abuse parking regulations" in cities.

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