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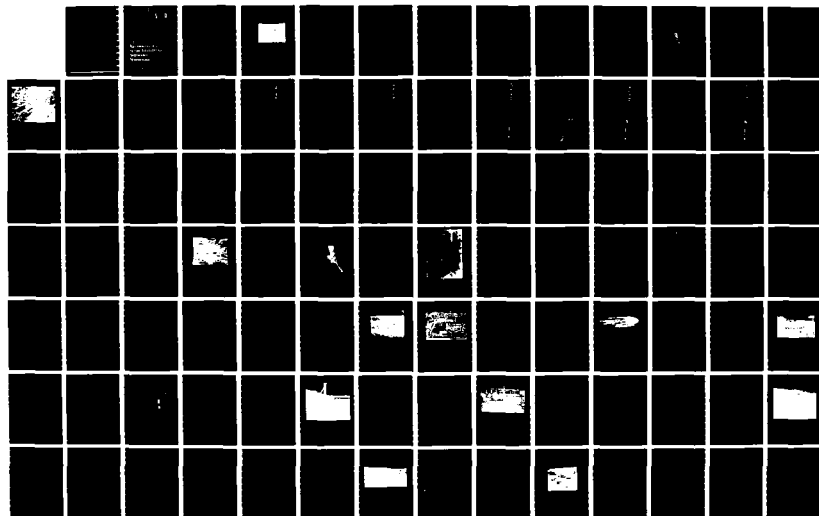
HISTORICAL RECONSTRUCTION OF THE RIVERFRONT: STILLWATER 1/3
WASHINGTON COUNTY. (U) HISTORICAL RESEARCH INC
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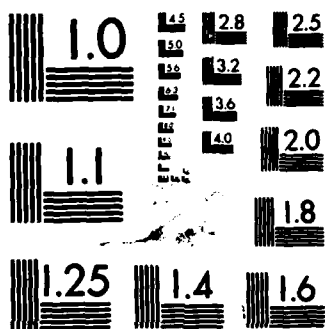
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STILLWATER
Park Association



US Army Corps
of Engineers
St. Paul District

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Historical Reconstruction of the Riverfront: Stillwater, Minnesota

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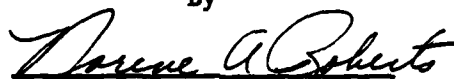
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HISTORICAL RECONSTRUCTION OF THE RIVERFRONT:

STILLWATER, Washington County, MINNESOTA

(Historic archeological, historic, and architectural resources)

By



Norene A. Roberts, Ph.D.

Principal Investigator

HISTORICAL RESEARCH, INC.

and

John A. Fried

ASSOCIATED ARCHITECTS AND ENGINEERS, INC.

FOR THE

U. S. ARMY CORPS OF ENGINEERS

ST. PAUL DISTRICT

1135 U. S. Post Office and Custom House

St. Paul, Minnesota 55101

Contract No. DACW37-84-M-1459

Submitted July 1985

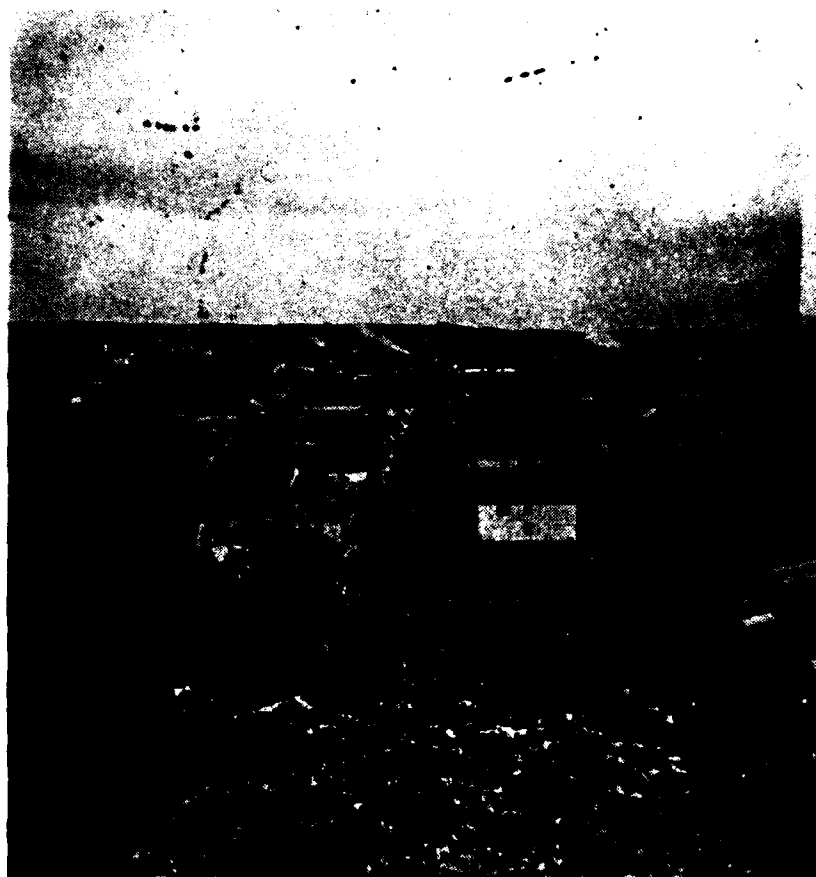


Figure 1: Stillwater looking north up Main Street
in 1874.



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ADMINISTRATIVE SUMMARY

The Historic Reconstruction of the Stillwater Riverfront was undertaken to identify existing and destroyed historic, architectural, and historic archeological sites on a stretch of the waterfront in Stillwater of some 5,400 feet east of Water Street. The purpose of this investigation is primarily for Corps of Engineers use in planning various alternative structures and locations for floodproofing the downtown area of Stillwater. Under consideration at the present time are a combination of folding and permanent floodwalls and earthen levees.

The research turned up 117 sites in the study area. Although some of these sites were identified as being significant to the history of Stillwater, only one, the Interstate Bridge, built in 1930, is recommended as being potentially eligible for nomination to the National Register of Historic Places. It is not impacted by any of the current Corps of Engineers floodproofing alternatives. Sites considered important to the history of Stillwater were razed long ago and have only some foundations remaining below ground. One site was found to be listed on the National Register (July, 1977): The Chicago, Milwaukee, & St. Paul passenger and freight depot, built in 1883, (now known as the Freight House restaurant). This building is the last surviving depot in Stillwater. The alternative under consideration for the riverfront in front of this site is a folding floodwall which would protect the environs of the site as well as the site itself.

The assessment of sites by alternatives, by location (the study area was divided into three "reaches"), by significance, and by direct and indirect construction impacts has led to the conclusion that Alternative B would best protect the sites in the Stillwater riverfront area and have the least over-all impact on the sites in the study area.

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INTRODUCTION

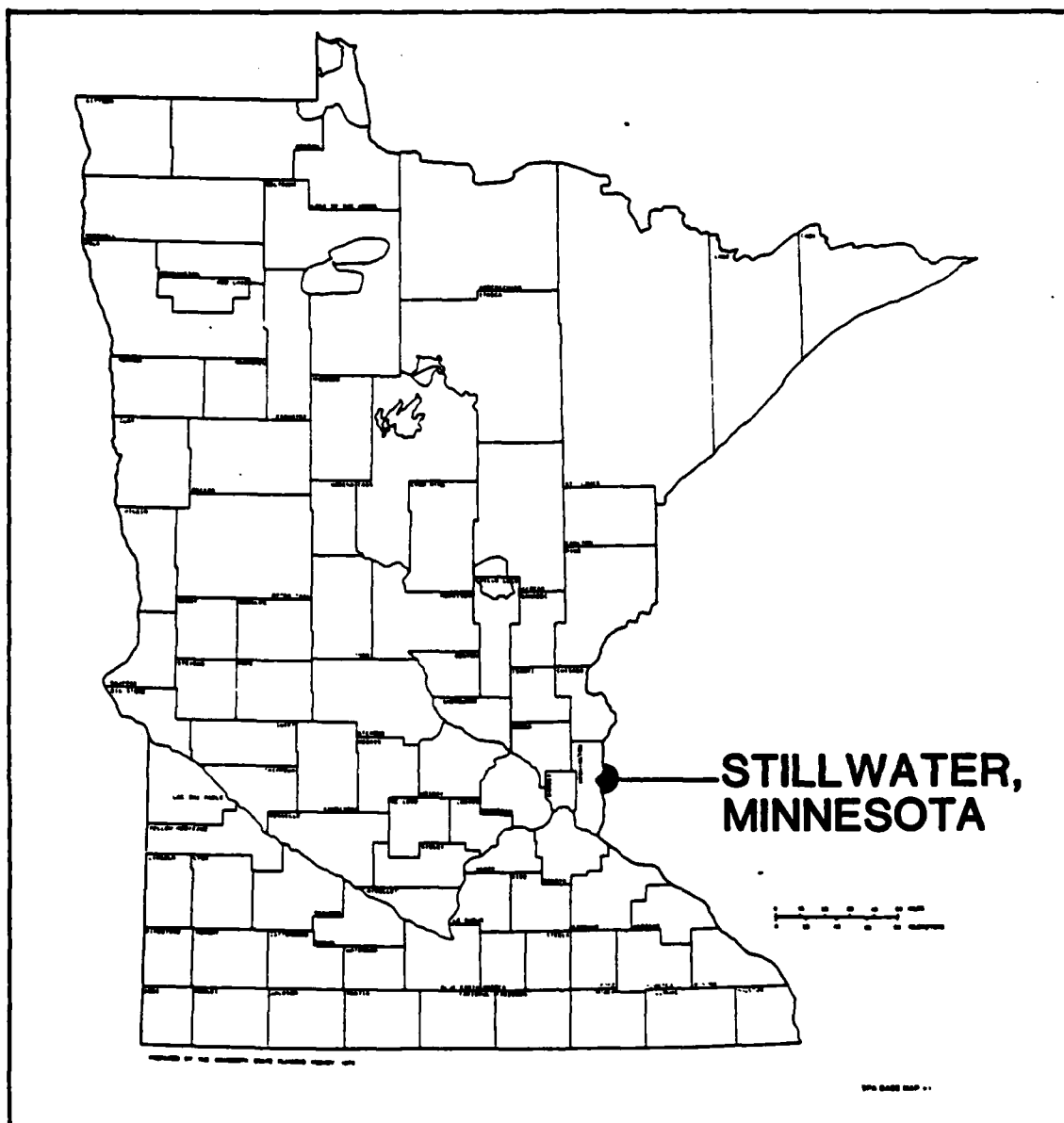
The city of Stillwater, Minnesota has received a good deal of attention by professional historians and gifted amateurs over the years. It has received so much scrutiny, in fact, that it might seem impossible to add useful information to the historical record. This is not so. Each new problem brings its particular point of view and method. This study uncovered a diverse array of industrial activities at the Stillwater riverfront. The study of these activities sheds additional light on the history of Stillwater, and presents new information to use in planning the future of the waterfront.

PURPOSE OF THE STUDY

The St. Paul District U. S. Army Corps of Engineers has been studying the problem of flood control at Stillwater for some time. Flooding at Stillwater is caused by high flows on the St. Croix River and by backwater from high flows on the Mississippi River. These conditions have occurred many times on the River at Stillwater. The last damaging flood on the St. Croix occurred in 1965, but significant floods occurred thirteen other times between 1944 and 1982.

Approximately 81 structures in Stillwater are subject to flooding from high flows on the St. Croix River. Most of them are located along Main and Water streets in downtown Stillwater and constitute the heart of the business district. Floods in 1965 and 1969 would have caused extensive damage to all these buildings if the city had not undertaken an emergency flood fight. When the St. Croix River crested at 694.07 feet (19 feet above normal) on Easter Sunday, 1965, the downtown area of Stillwater was saved by the mile-long "Teen Dike", built by teenagers and inmates of the State Prison.

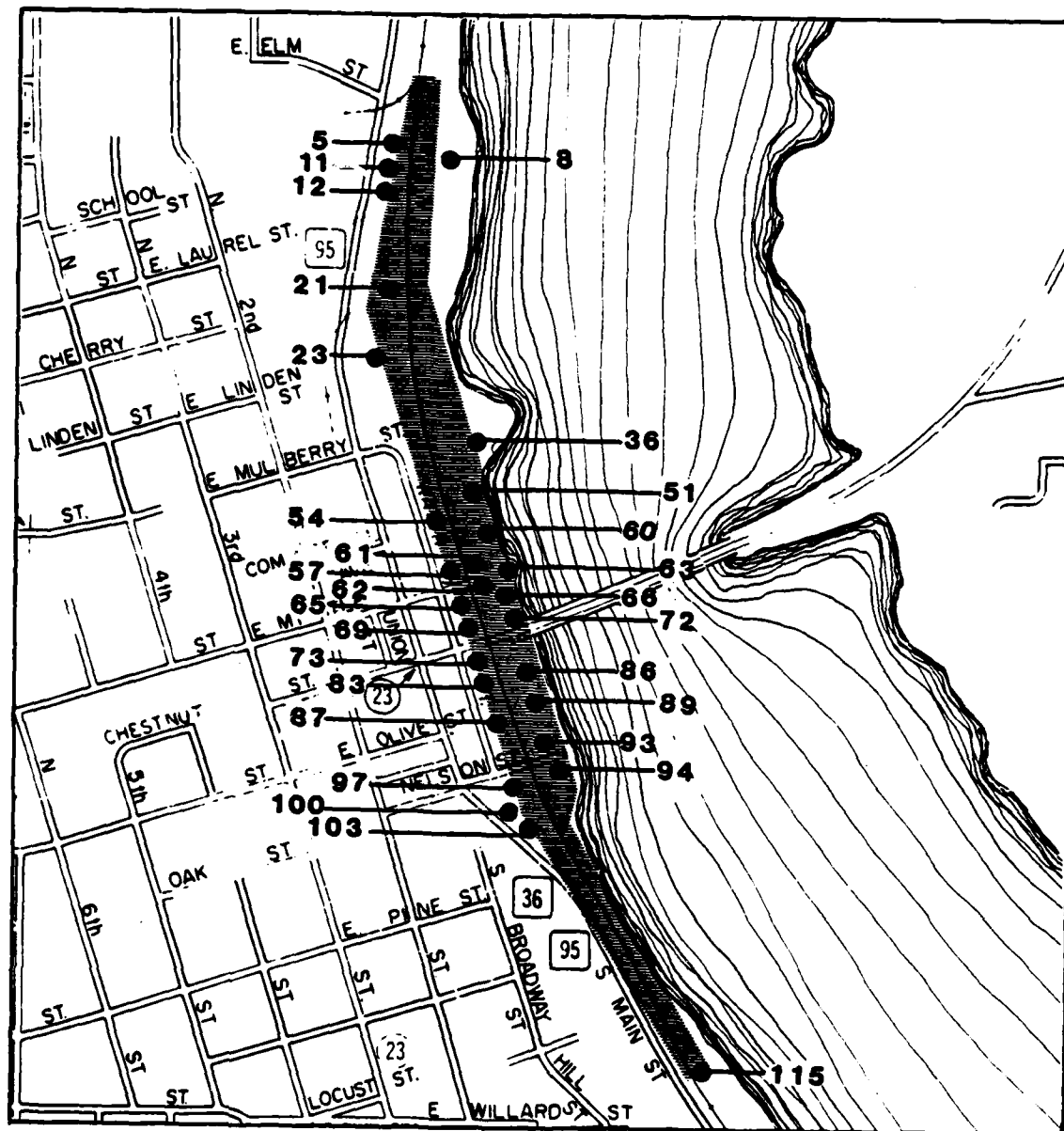
To try to solve the flooding problem in a more permanent way, the Corps of Engineers, St. Paul District, is looking at a system of earthen levees and concrete and folding floodwalls which would run on a north-south axis east of Water Street parallel to and near the railroad



VICINITY MAP



Figure 2



SURVEY AREA MAP



Figure 3: Numbers correspond to sites (see list beginning on page 9)

tracks. These floodproofing structures would extend from near the Aiple Company barge terminal on the south to just above the Muller Boat Works, Inc. buildings on the north, a total of approximately 5,400 feet. In the area of Lowell Park, the permanent levee would be replaced by an unobtrusive folding floodwall which would extend up to the north end of Hooley's market parking lot. This folding wall would be anchored into the ground, and would fold flat when not in use. During floods, the wall would stand erect by means of metal struts on the landward side and hold the water back. The virtue of a folding wall would be that it would not interfere with sight lines or activities around the Lowell Park area.

Like all other federal agencies, the Corps of Engineers is under federal obligation to protect the cultural or man-made environment. This obligation is embodied in the National Historic Preservation Act of 1966 and subsequent related laws. These laws set forth federal leadership in locating, inventorying, and protecting sites on federal lands or in areas of federal construction activity. If warranted, such sites are nominated to the National Register of Historic Places.

Since proposed Corps plans in Stillwater call for constructing flood protecting levees and floodwalls, and since the construction of these structures would damage or destroy any existing below-surface remains of buildings which once stood along the riverfront in Stillwater, this preconstruction historical study has been commissioned by the St. Paul District. It will be used in the planning stages of any Corps construction along the riverfront in downtown Stillwater.

PROJECT DESCRIPTION

Historical Research, Inc. was hired to undertake a historical reconstruction of Stillwater's riverfront from its settlement in 1843 to the present. The object of the research was to determine the presence of possible historic archeological sites or structures below ground and to study any remaining standing structures along the river-

front. As a result, it was necessary to identify every site in an area extending from approximately Water Street on the west to the St. Croix River on the east, and from just south of Walnut Street on the south to approximately East Wilkins Street on the north. This is an area of just over 5,000 feet stretching along the shore of Lake St. Croix (see Figure 3 for a map of the survey area.).

This report was designed to serve several functions. The Corps will use it as a planning tool to help meet its obligations to preserve and protect our cultural heritage. It is also meant to be a scholarly document to serve as a reference work for future studies. It is designed as well to be used by city planners, park commissioners, private developers of the riverfront area, or the Stillwater Heritage Preservation Commission: in short, any agency or group with an interest in the riverfront. The information in this report would, for example, provide a useful reference source if Stillwater citizens were interested in developing an interpretive industrial park by exposing some of the existing ruins of former buildings.

Since the study was a historic reconstruction, buildings which were razed years ago were given the same scrutiny as buildings which are still standing. Information on 117 sites was located. For each site (be it a building, a bridge, or a site as large as Lowell Park), this study uncovered as much information as could be located on physical description, function, structural features, date of construction and destruction, location, and shifts to different uses. The study began in July 1984 and research was completed in January 1985.

This report summarizes these findings, and it states which sites are important to the history of Stillwater. It identifies the one building in the study area already on the National Register, the Freight House, and suggests that the Interstate Bridge, with its unusual lift section, is potentially eligible for National Register listing. The background research material consists of four looseleaf notebooks with specific site information on each site. Any mention of the sites located during the research is included in the notebooks: references in articles, books, city directories, newspapers, general

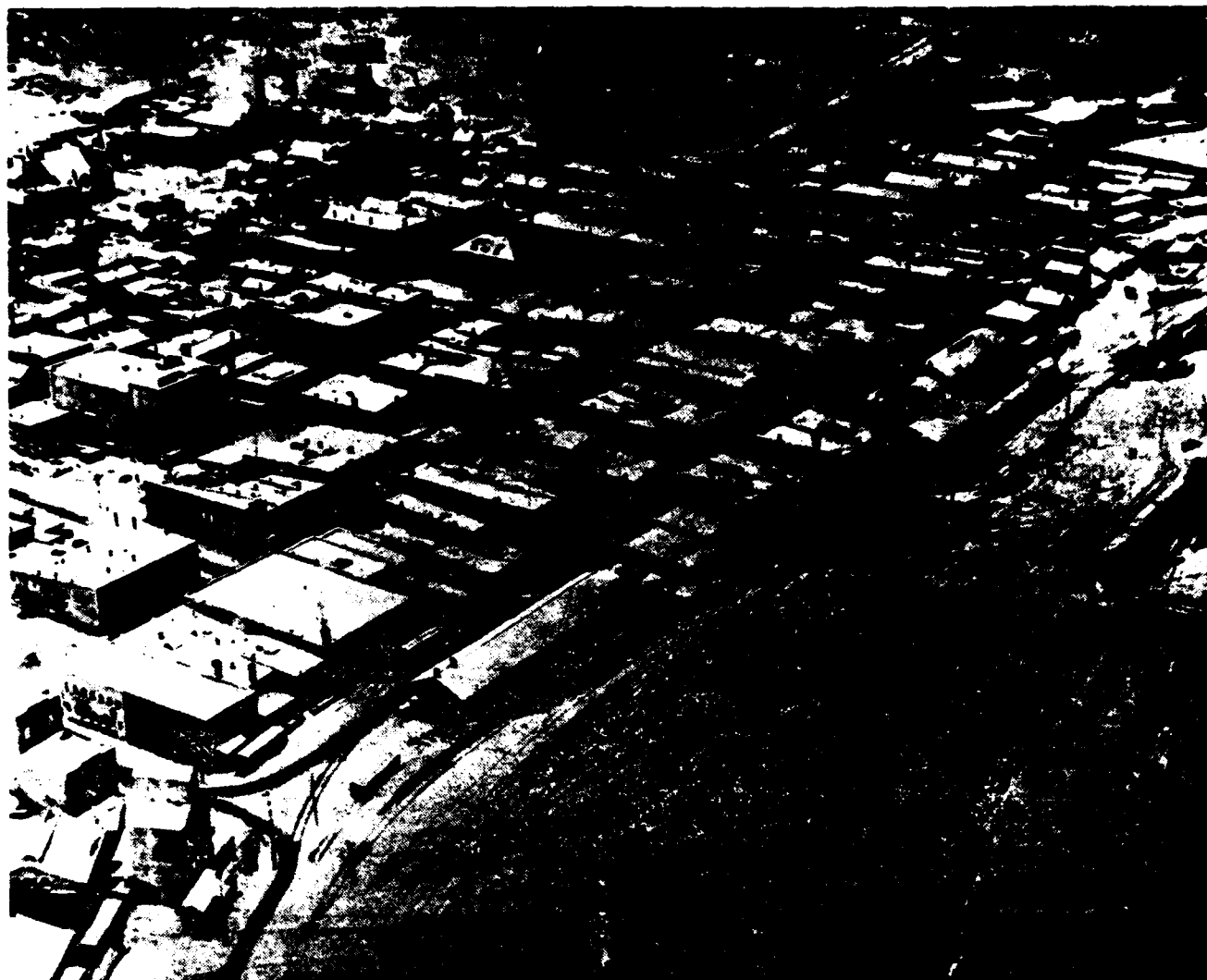
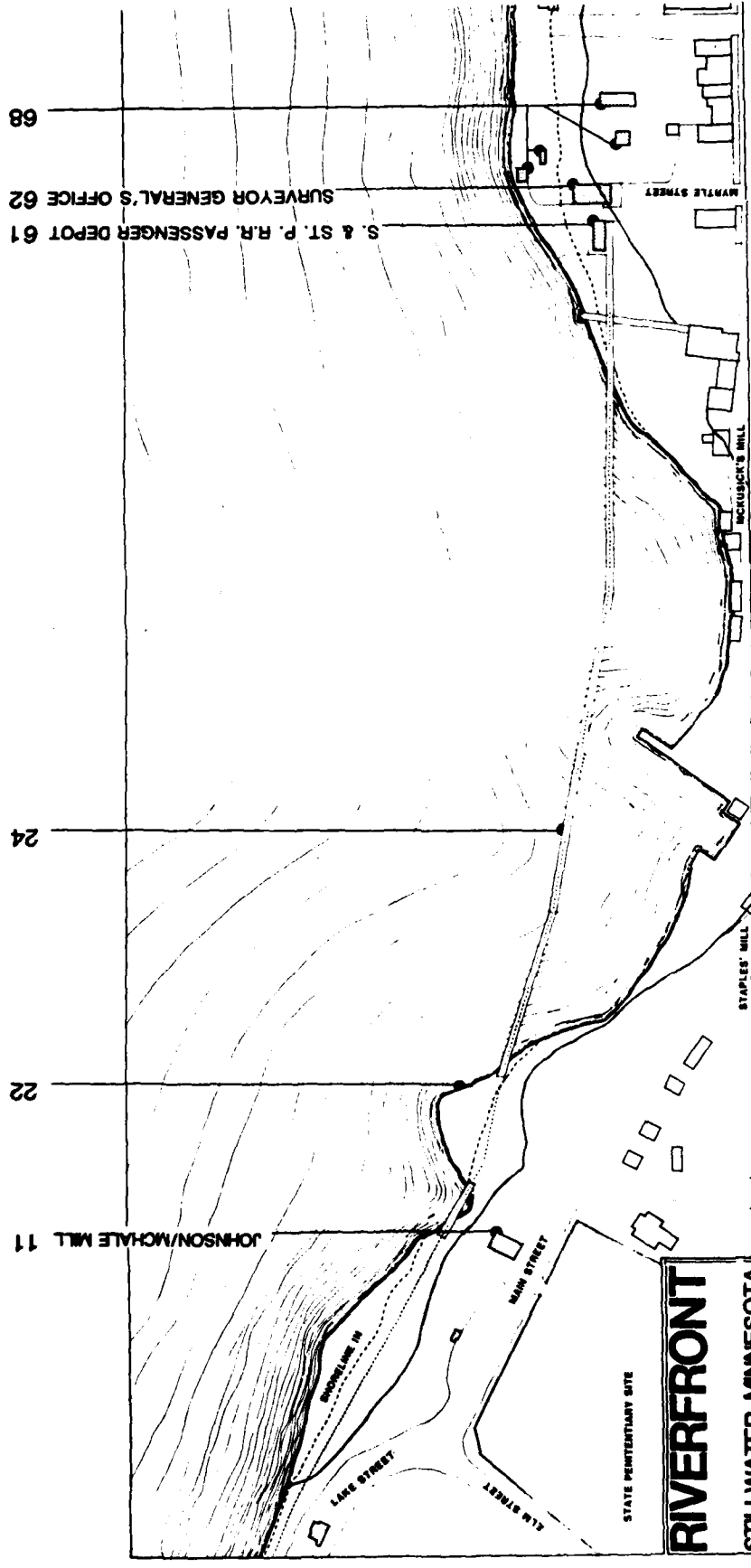


Figure 4: Aerial view of downtown Stillwater in 1923 looking northwest. The long rectangular building parallel to the tracks is now the Freight House Restaurant. To the north of it are two large brick buildings on either side of Chestnut Street: the Minnesota Mercantile building and the Lumbermen's Exchange. In the lower left corner are the Woodward Elevator and the two buildings of the Stillwater Gas and Electric Light Company.

histories, and maps and photographs. These notebooks will be curated in the Washington County files of the Minnesota Historical Society's State Historic Preservation Office at the Ft. Snelling History Center. The report also includes five period maps showing the location of buildings in the study area and the shifting used of the riverfront over time from 1843 to the present. The master maps from which the report maps were made are also in the State Historic Preservation Office.

The report is organized in the following way: At the beginning of the report are the five period maps keyed to site numbers, followed by a list and brief description of the 117 sites located during the study. The next section discusses the principal sources used in the research stage. Other sources may be found in the List of Works Consulted at the back of the report. This is followed by a description of the methods used in conducting the study. A general historical overview is then presented laying out the broad patterns of activities in Stillwater along the riverfront for the period under study. The next section of the report is the Inventory of Sites which details site-specific information and states a recommendation on each site. The next section, for Corps management and planning purposes, presents and discusses the sites and analyzes the impacts of various construction alternatives and location options which the Corps is examining along the riverfront. Some general conclusions and recommendations end the report.

PERIOD MAPS
and
LIST OF SITES



RIVERFRONT

STILLWATER, MINNESOTA

PERIOD 1



KEY

ROADS:



EXISTING AT THE END OF THE PERIOD



VACATED DURING THE PERIOD

RAILROADS:



EXISTING AT THE END OF THE PERIOD



VACATED DURING THE PERIOD

PLATFORMS:



EXISTING AT THE END OF THE PERIOD



REMOVED DURING THE PERIOD

S. & ST. P. R.R. PASSENGER DEPOT 61
SURVEYOR GENERAL'S OFFICE 62

68

24

22

JOHNSON/MOHALE MILL 11

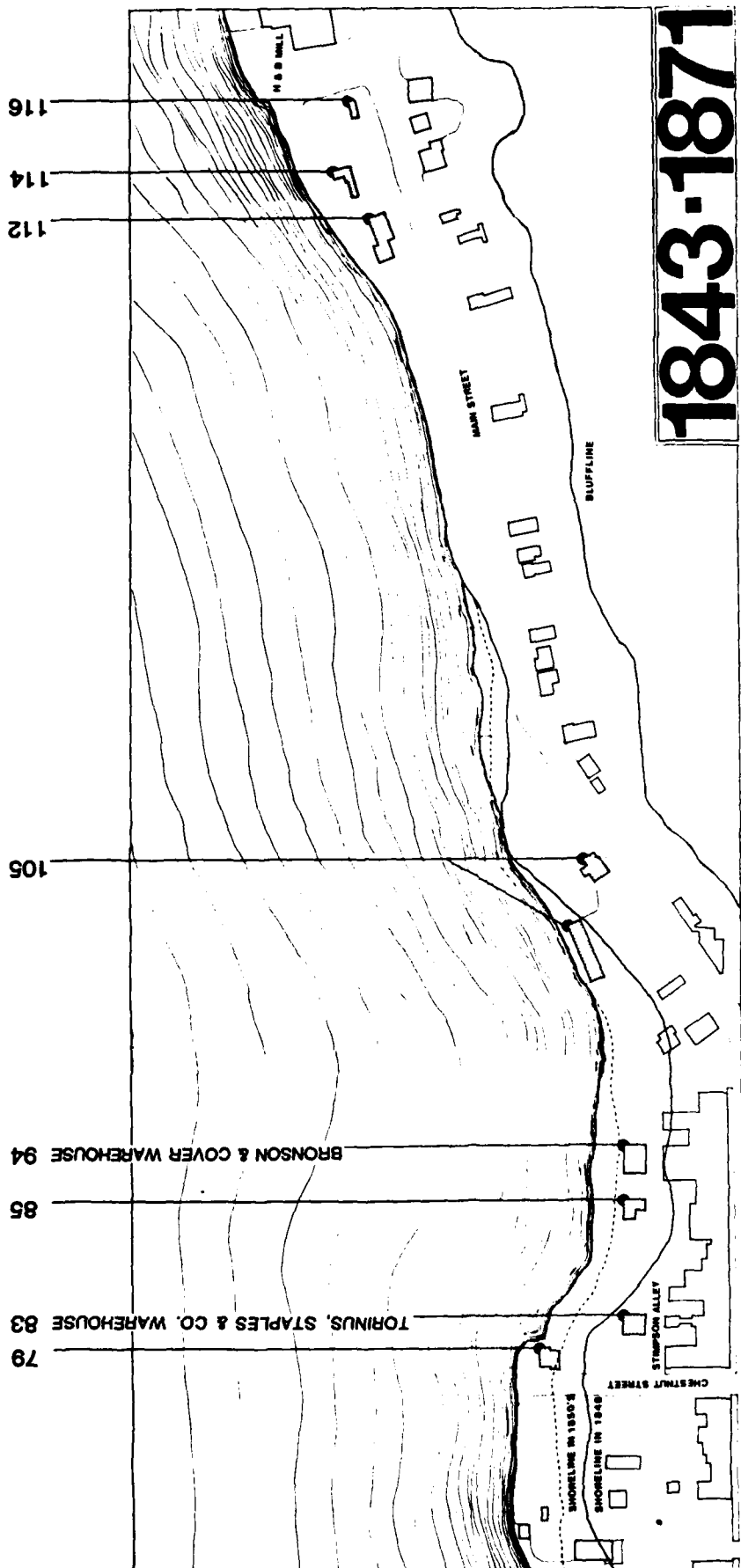
STAPLES' MILL

McKUSICK'S MILL

WENTLEY STREET

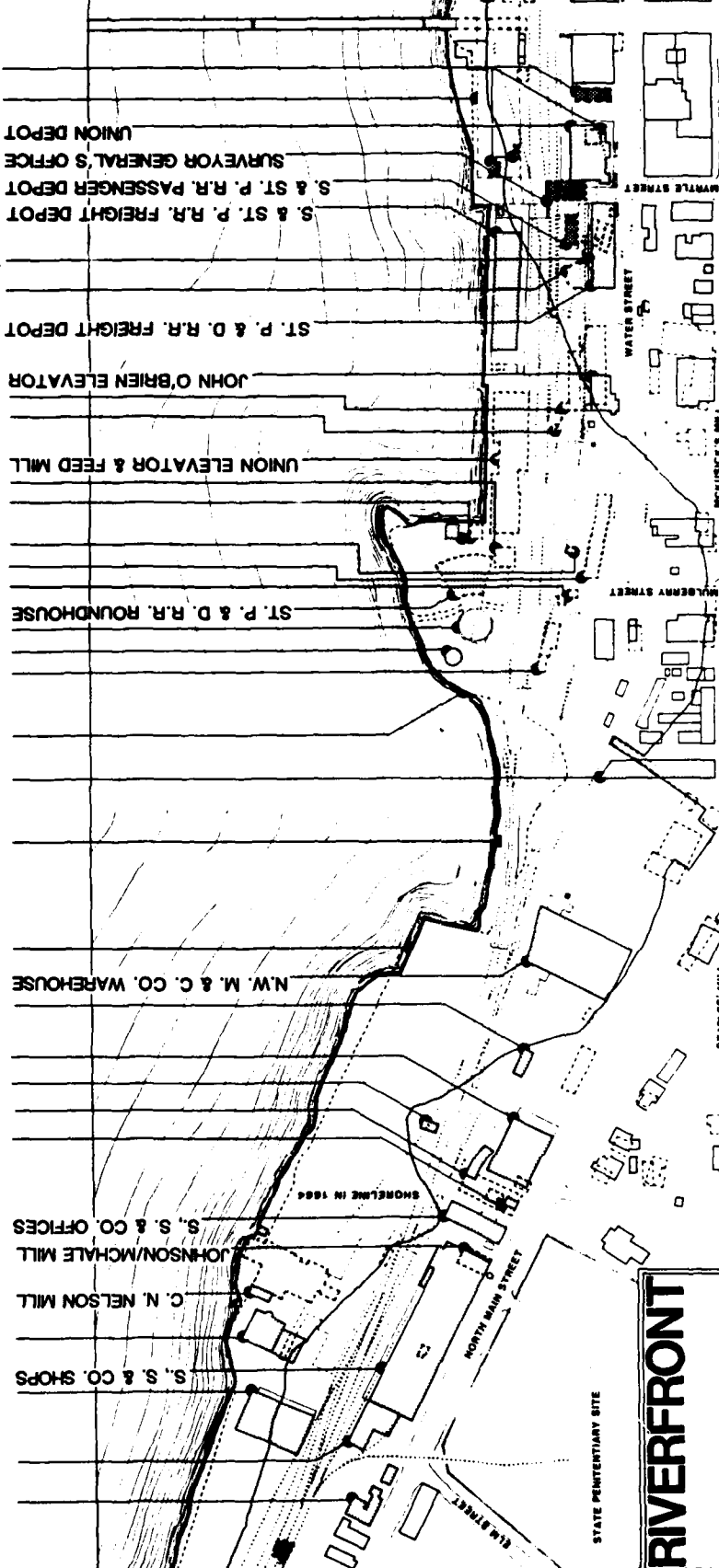
ELM STREET
MAIN STREET
LAKE STREET

STATE PENITENTIARY SITE



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RIVERFRONT

STILLWATER, MINNESOTA

PERIOD 2

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☐ VACATED DURING THE PERIOD

RAILROADS:

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☐ VACATED DURING THE PERIOD

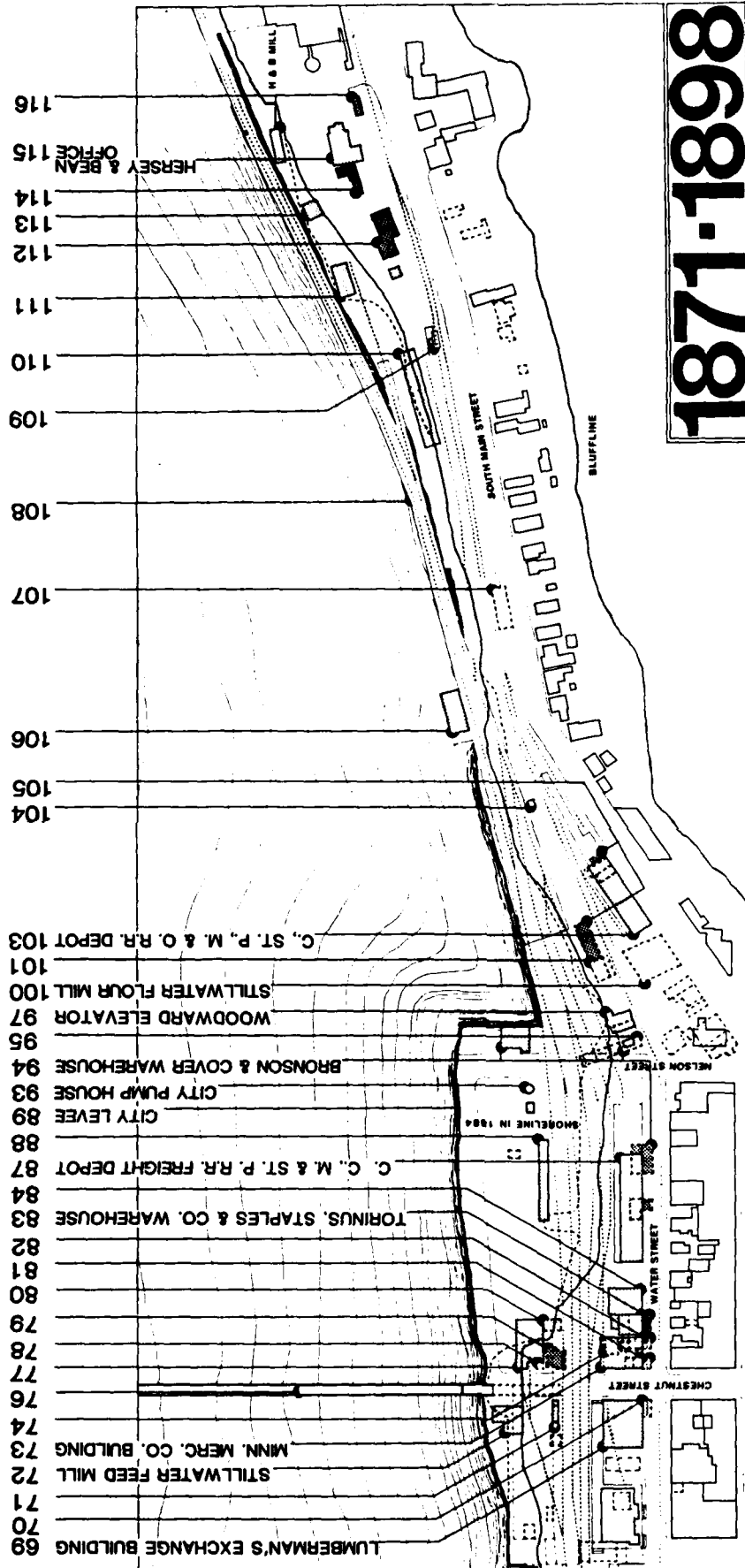
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☐ REMOVED DURING THE PERIOD

KEY

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EXISTING AT THE END OF THE PERIOD (1898)

BUILDINGS:

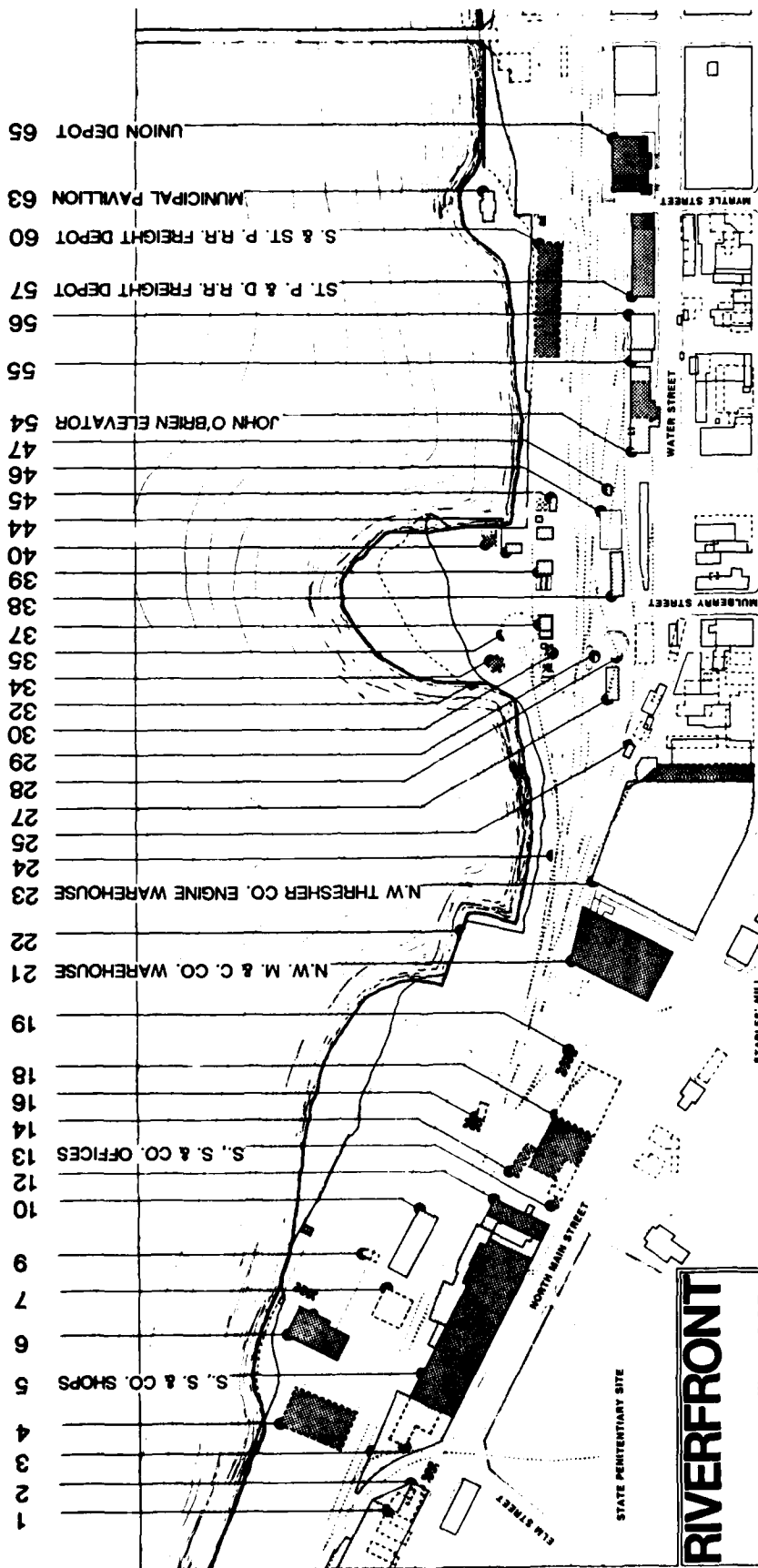
BUILT DURING AND EXISTING AT THE END OF THE PERIOD

BUILT AND RAZED DURING THE PERIOD

EXISTING AT THE BEGINNING AND END OF THE PERIOD

EXISTING AT THE BEGINNING OF THE PERIOD AND IN 1898

EXISTING AT THE BEGINNING AND RAZED DURING PERIOD



RIVERFRONT **STILLWATER, MINNESOTA**

PERIOD 3

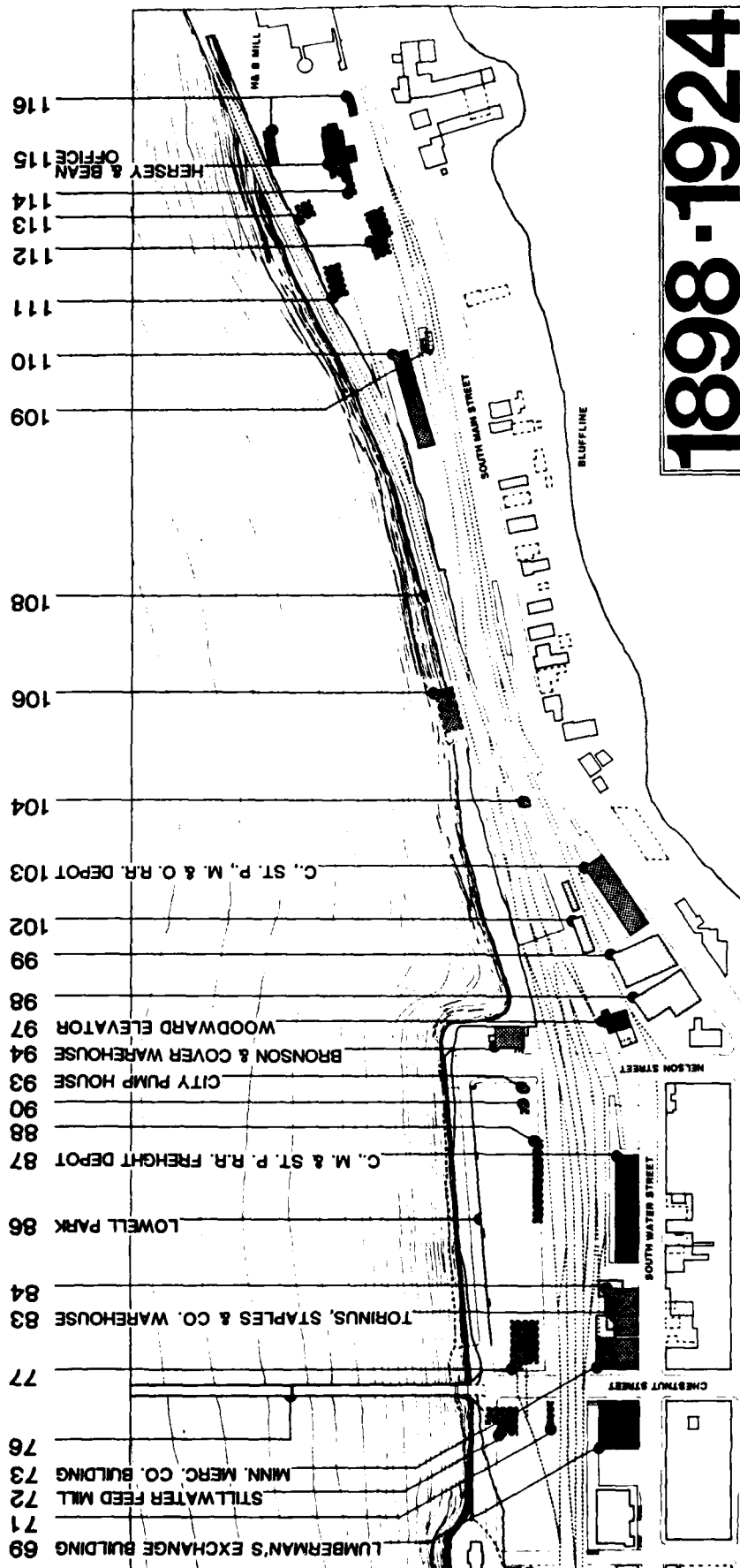


KEY

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 [Symbol: Dashed line] VACATED DURING THE PERIOD

RAILROADS:
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 [Symbol: Dashed line with cross-ticks] VACATED DURING THE PERIOD

PLATFORMS:
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1898-1924

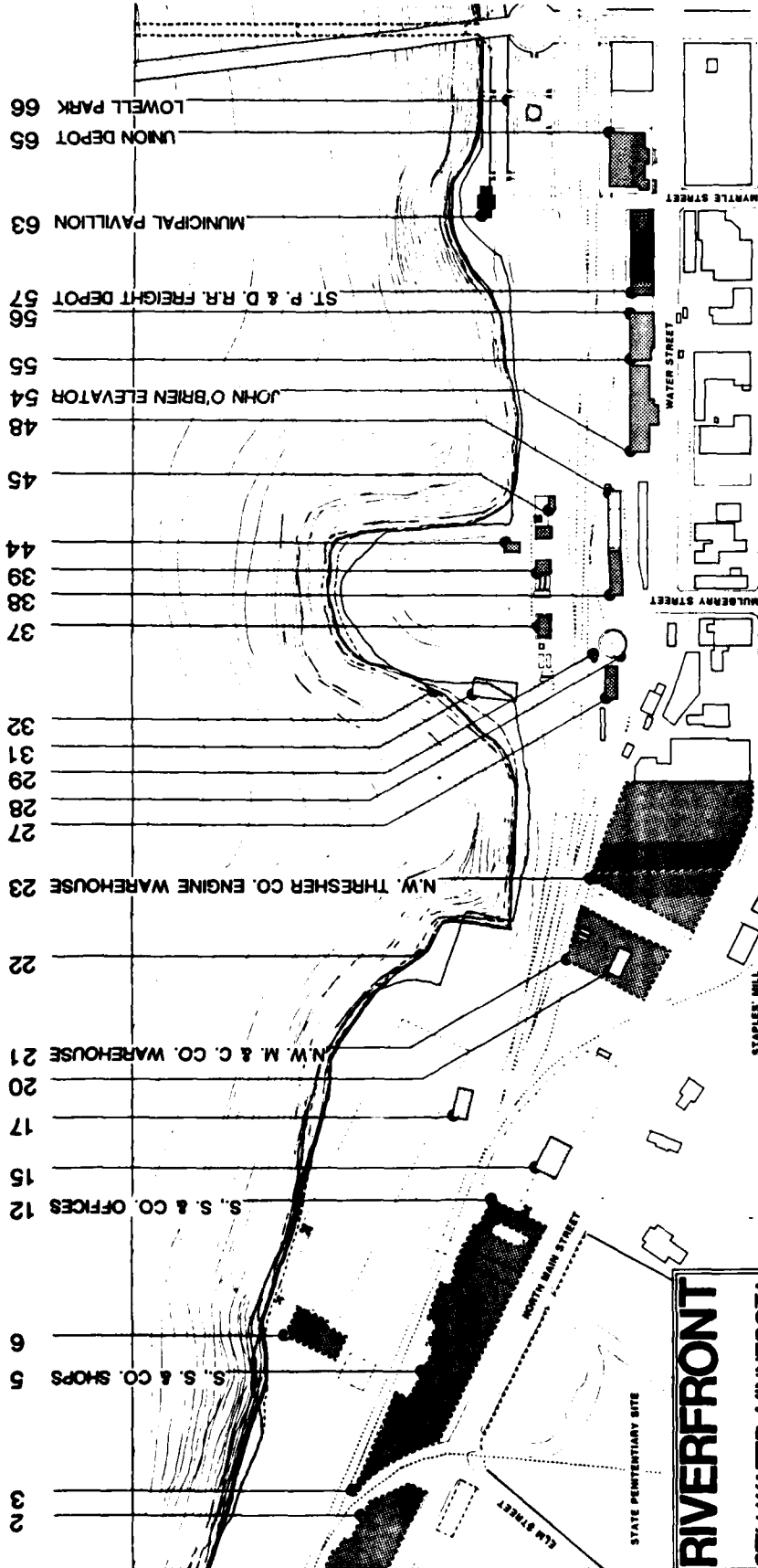
SHORELINES:

EXISTING AT THE END OF THE PERIOD (1898) EXISTING AT THE BEGINNING OF THE PERIOD (1924)

BUILDINGS:

BUILT DURING AND EXISTING AT THE END OF THE PERIOD EXISTING AT THE BEGINNING AND END OF THE PERIOD

BUILT AND RAZED DURING THE PERIOD EXISTING AT THE BEGINNING AND RAZED DURING PERIOD



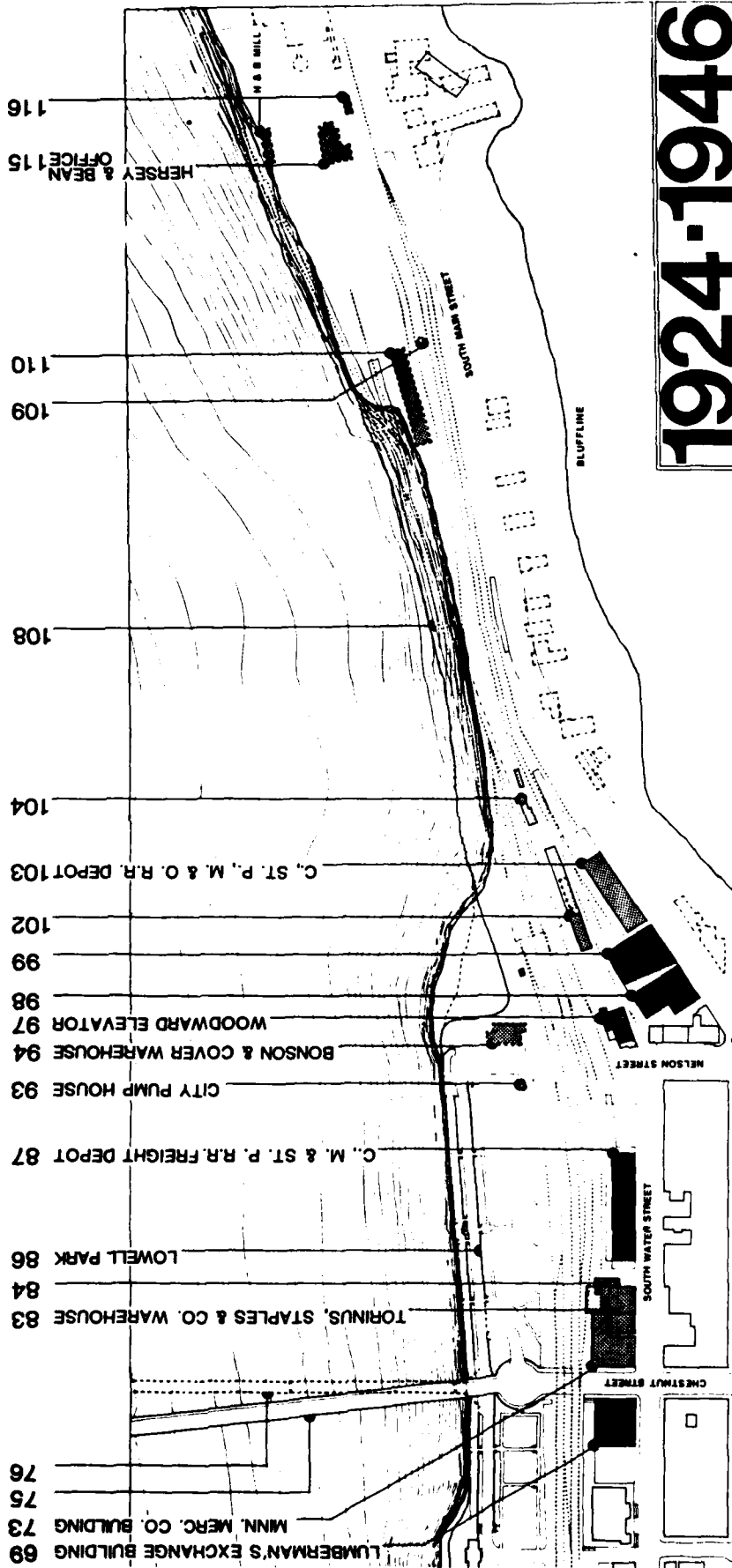
RIVERFRONT









STILLWATER, MINNESOTA

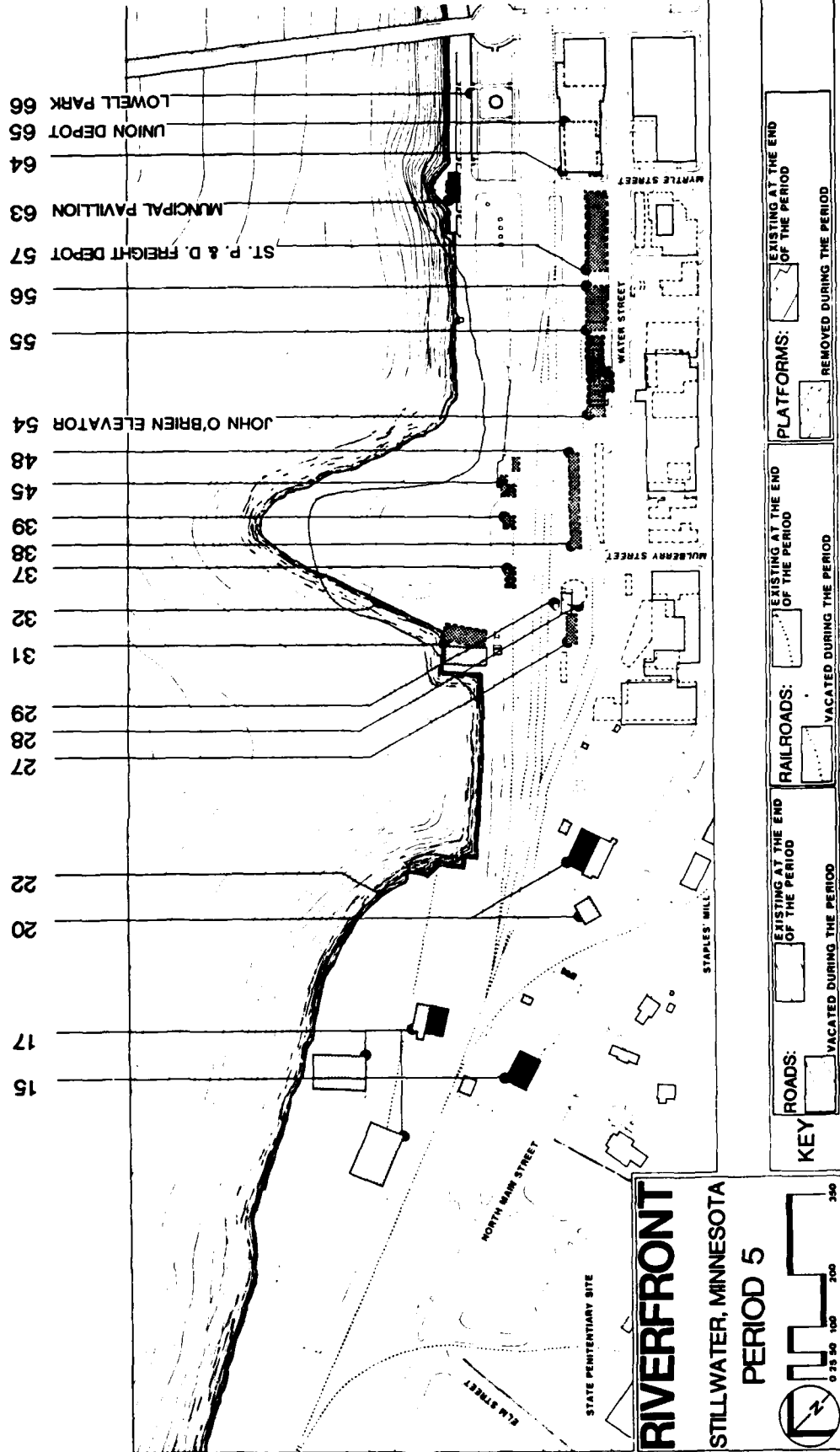
PERIOD 4

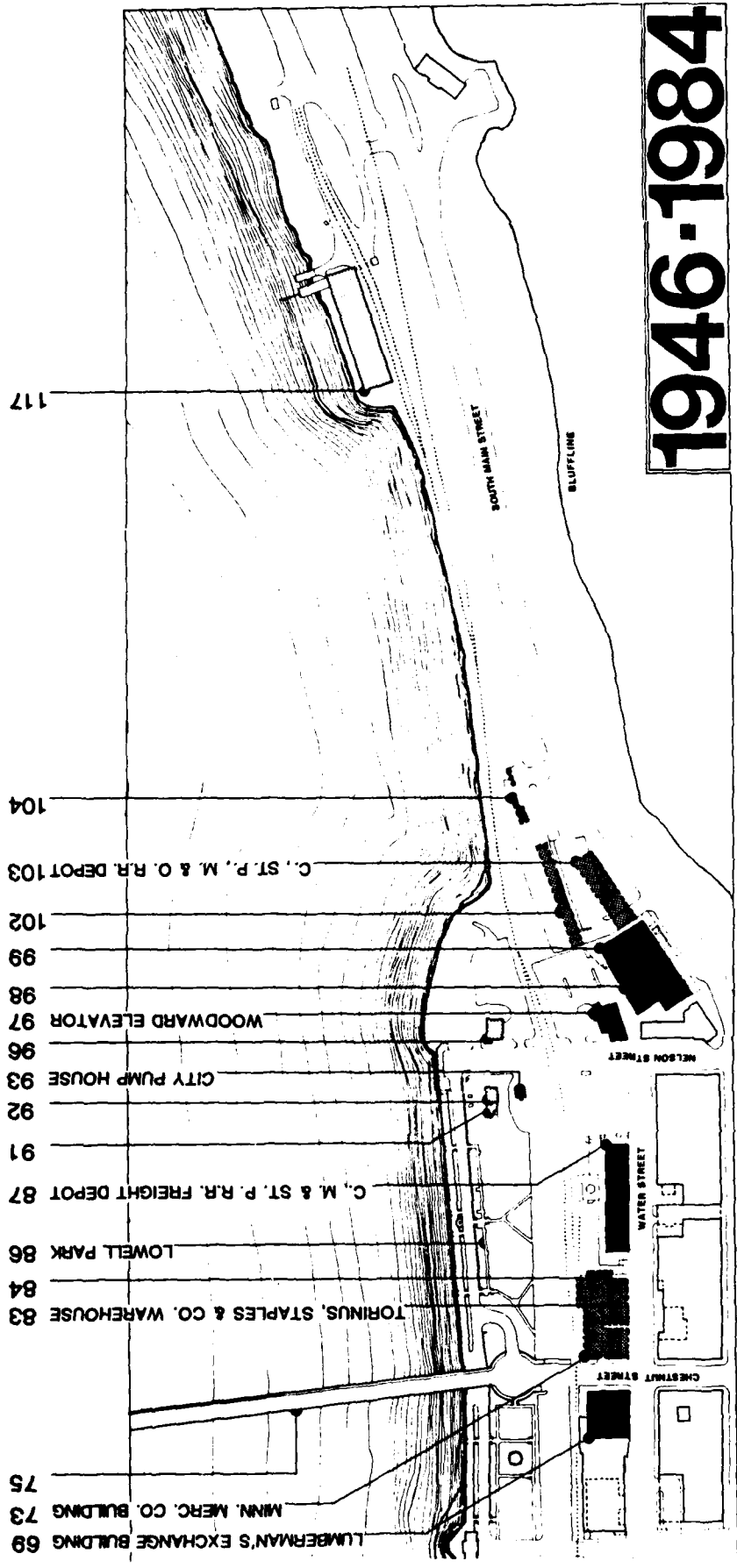


KEY	ROADS:	RAILROADS:	PLATFORMS:
	EXISTING AT THE END OF THE PERIOD	EXISTING AT THE END OF THE PERIOD	EXISTING AT THE END OF THE PERIOD
	VACATED DURING THE PERIOD	VACATED DURING THE PERIOD	REMOVED DURING THE PERIOD



SHORELINES:		BUILDINGS:	
	EXISTING AT THE END OF THE PERIOD (1946)		BUILT DURING AND EXISTING AT THE END OF THE PERIOD
	EXISTING AT THE BEGINNING OF THE PERIOD (1924)		BUILT DURING THE PERIOD
	EXISTING DURING THE PERIOD (1930)		EXISTING AT THE BEGINNING AND THE END OF THE PERIOD
	EXISTING DURING THE PERIOD (1940)		EXISTING AT THE BEGINNING AND RAZED DURING PERIOD





1946-1984

SHORELINES:	EXISTING AT THE BEGINNING OF THE PERIOD (1946)	EXISTING AT THE BEGINNING AND END OF THE PERIOD	BUILT DURING AND EXISTING AT THE END OF THE PERIOD	EXISTING AT THE BEGINNING AND END OF THE PERIOD	EXISTING AT THE BEGINNING OF THE PERIOD AND IN 1984
	EXISTING AT THE END OF THE PERIOD (1984)	EXISTING DURING THE PERIOD	BUILT AND RAZED DURING THE PERIOD	EXISTING AT THE BEGINNING AND RAZED DURING PERIOD	
BUILDINGS:					

KEY TO THE PERIOD MAPS

1. BOARDING HOUSE & SHED. Built by Seymour, Sabin & Co. before 1884. Razed ca. 1902.
2. Northwest Thresher Co. FOUNDRY & CASTINGS STORAGE. 1-1/2 story brick. Built in 1902. Rebuilt ca. 1917. Razed 1940-46.
3. Minnesota Thresher Manufacturing Co. FOUNDRY & BLACKSMITH SHOP. 1 story brick, no basement. Built between 1891 & 1898. Rebuilt by the Northwest Thresher Co., Inc. in ca. 1902 as a forge. Razed after 1930.
4. STEAM DRY KILN. 1 story frame, basement & platform. Built by the C.N. Nelson Co. in ca. 1878. Razed 1896.
5. Seymour, Sabin & Co. MACHINE SHOPS. 3 story frame, ironclad, with stone basement. Built ca. 1874. Razed ca. 1946.
6. BOILER HOUSE COMPLEX. 1-1/2 story brick w/60' (later 120') brick chimney. Included well, boat house, power house, & shed. Built by Seymour, Sabin & Co. in ca. 1875 or ca. 1882. From 1902 to ca. 1910, was Twin City Rapid Transit Co. power house. Razed ca. 1920.
7. DRY KILN & HORSE SHED. 1 story frame, no foundations. Built by the Northwest Thresher Co. in ca. 1902. Razed ca. 1907.
8. C. N. Nelson & Co. SAWMILL. 2 story frame w/1-1/2 story brick engine & pump house, 60' chimney & frame platform on piles. Built by Seymour, Sabin & Co. in 1873. Sold to C. N. Nelson & Co. in 1878. Razed ca. 1889.
9. PAINT SHOP. 1 story frame. Built by the St. Paul & Duluth Railroad Co., ca. 1902.
10. M. Rumely Co. WHEEL SHOP & TESTING ROOM. 1 story frame, ironclad. Built in ca. 1902. Razed after 1924.
11. Johnson & McHale. MILL. 2-1/2 story frame. Built 1856. Razed ca. 1875.
12. Seymour, Sabin & Co. MAIN OFFICE & STORAGE. 2 story frame w/basement & brick vault. Built between ca. 1875 & 1882. Razed ca. 1930-40.
13. Stillwater Fire Dept. HOSE HOUSE. 1 story frame. Built ca. 1898. Razed ca. 1924.
14. Seymour, Sabin & Co. CASTINGS STORAGE, OFFICE & COAL SHEDS. 1 story frame. Built ca. 1875. Razed ca. 1896.
15. Minn. Highway Dept. GARAGE. Built ca. 1940. Still standing.

16. PAINT STORAGE SHEDS. 1 story frame. Built by the Minnesota Thresher Manufacturing Co. ca. 1887. Razed ca. 1907.
17. BOAT HOUSES. Built ca. 1945, 1950, and ca. 1965 by Muller Boat Works. Still Standing.
18. Minnesota Thresher Manufacturing Co. WAREHOUSE. 3 story & 2 story frame. Built ca. 1887. Razed ca. 1917.
19. SAND SHED. 1 story frame. Built by the St. Paul & Duluth Railroad Co. Built ca. 1884. Razed ca. 1910.
20. Midland Cooperative, Inc. FILLING STATION. Built in 1959. Still standing.
21. Northwestern Manufacturing & Car Co. WAREHOUSE. 2 story frame w/ brick facade, frame inclined platforms, & basement. Built ca. 1884. Razed ca. 1930.
22. RIVER BANK. Wood piles, lumber yard (C. N. Nelson & Co. Sawmill). Later, barge building & munitions stocking (Twin City Forge & Foundry). Currently, boat storage & building (Muller Boat Works).
23. Northwest Thresher Co. ENGINE WAREHOUSE. 1 story frame, 30'. Built in 1902. Razed 1940-46.
24. Stillwater & St. Paul Railroad Co. RAILROAD TRESTLE TRACKS over inlet. Inlet dates back to pre-railroad period (1852-70), and led toward Staples Mill on North Main Street. Tracks were built on trestles and bridges 20 feet above low water level. Currently used as a marina by Muller Boat Works, Inc. No record of use by earlier boats. Used as log boom (wooden piles).
25. COAL SHED CLUSTER. 1 story frame. Built ca. 1902. Razed ca. 1910.
26. Stillwater Street Railway Co. ELECTRIC POWER HOUSE. 1 story frame, metalclad, w/dynamos & engines. Built ca. 1890. J. N. Bronson Foundry & Machine Shop ca. 1897. Razed ca. 1910.
27. Northern Pacific ENGINE/ROUNDHOUSE. 1 story frame. Built ca. 1909. Razed after 1961.
28. Northern Pacific TURNABLE. Concrete & steel. Built ca. 1900. Torn out after 1946.
29. Northern Pacific SCALES. ca. 1902-10.
30. Northern Pacific OIL HOUSE, REPAIR SHOP & TOOL HOUSE. 1 story frame. Ca. 1902.
31. Muller Boat Works. BOAT HOUSE. 1-1/2 story frame. Built ca. 1938. Still standing.

32. SAND BAR. At foot of Mulberry. This area was the mouth of Brown's Creek CANAL used by John McKusick to run his mill on the east side of Main Street. The canal later became part of the city's sewer system. There may be remains of the old sewers and outlets here and at the foot of other streets.
33. TOOL HOUSE & COAL BIN. 1 story frame. Built by St. Paul & Duluth Railroad Co. before 1884. Razed 1884-88.
34. WATER TOWER. Metal structure. Built by St. Paul & Duluth Railroad Co. ca. 1888. Razed ca. 1900.
35. TURNTABLE. St. Paul & Duluth Railroad Co. Built in 1888. Torn out ca. 1900.
36. ROUNDHOUSE. St. Paul & Duluth Railroad Co. 1 story frame w/platform. Built in 1888. Razed in 1897.
37. Standard Oil Co. SHED & TANKS. 1 story frame, concrete platform under tanks. Built ca. 1921. Razed after 1961.
38. COAL SHED. 1 story frame. Built ca. 1902-24. Razed after 1961.
39. J. J. Kilty & Son Oil Co. SHEDS & TANKS. 1 story frame w/concrete base. Built before 1924. Razed after 1961.
40. Standard Oil Co. SHED & TANKS. 1 story frame. Built ca. 1898-1904. Moved ca. 1910-24. Razed after 1924.
41. SAND FURNACE & SHED. 1 story frame & 1 story brick. Built ca. 1870-1882. Razed ca. 1884-88.
42. BRICK SHEDS. 7 staggered, 1 story frame. Built ca. 1870-82. Razed ca. 1884-88.
43. BOILER HOUSE. 1 story frame. Built ca. 1870-82. Razed ca. 1884-88.
44. STANDARD OIL CO. WAGON SHED. Built ca. 1910-1924. 1 story frame.
45. Bartles Minnesota Oil CO. SHEDS & TANKS. 1 story ironclad frame & 1 story concrete block. Built before 1924. Razed after 1961.
46. STOCK YARDS. Construction unknown. In use 1902-1924.
47. HAND CAR SHED. 1 story frame. Built ca. 1910. Razed ca. 1924.
48. COAL SHED ADDITIONS. 1 story frame. Built ca. 1923. Razed ca. 1961.
49. Union Elevator & Feed Mill OFFICE. 1 story frame w/basement & platform. Built ca. 1877. Moved ca. 1884. Razed ca. 1898.

50. Union Elevator & Feed Mill WAREHOUSE. 1 story frame. Built ca. 1890. Burned, July 1898.
51. Union ELEVATOR & FEED MILL. 3 stories, 110', 4 stories frame. 2 stories brick w/basement & platforms connecting w/platforms of #60. Elevator built by the Union Improvement & Elevator Co. in 1871. Leased to St. Paul & Duluth Railroad Co. in 1877. Sold to Isaac Staples in 1880. Burned, July 1898.
52. Stillwater & St. Paul Railroad Co. MOVABLE TRUCK TRAMWAY. Construction unknown. Built ca. 1870. Razed ca. 1884-88.
53. Stillwater & St. Paul Railroad Co. CAR SHOPS. 1 story frame. Built ca. 1870. Razed ca. 1884-88.
54. John O'Brien ELEVATOR. 70 foot frame elevator clad in corrugated iron. Built in 1898. Became Loftus-Hubbard Elevator, Equity Market Co., and Stillwater Market Elevator. Razed ca. 1942.
55. Minnesota Mercantile Co. WAREHOUSE ANNEX. 1 story ironclad frame. Built ca. 1904-10. Razed ca. 1946-54.
56. Minnesota Mercantile Co. WAREHOUSE. 2 story frame, ironclad, basement, w/wooden platform link to #57. Built ca. 1898-1902. Razed ca. 1961.
57. St. Paul & Duluth Railroad Co. FREIGHT DEPOT. 1 story brick w/platform. Built ca. 1891. Razed after 1961.
58. Stillwater & St. Paul Railroad Co. TURNTABLE. Built ca. 1870. Moved ca. 1888-91. Torn out ca. 1891-98.
59. Stillwater & St. Paul Railroad Co. ROUNDHOUSE. 2 story frame. Built ca. 1870. Razed ca. 1888-91.
60. Stillwater & St. Paul Railroad Co. FREIGHT DEPOT & STEAMBOAT LANDING. 1-1/2 story w/basement & platforms. Inclined platforms & drives connected with wharf. Built in 1871. Razed ca. 1900.
61. Stillwater & St. Paul Railroad Co. PASSENGER DEPOT. 1 story frame w/platform. Built ca. 1870. Moved ca. 1878-82. Razed ca. 1890.
62. Express OFFICES, Surveyor General's offices & FUR WAREHOUSE. 2 story frame w/planked walk, platforms & stairs. Built before 1870. Moved ca. 1874-1882. Razed ca. 1884-88.
63. Municipal PAVILLION. 1 story frame. Built ca. 1918. Remodeled 1937, 1956 & 1984.
64. Hooley's MARKET. Built in 1960. Still standing.

65. Union STATION. 2 to 3-1/2 story stone w/platforms & sheds. Built in 1887 by the Stillwater Depot & Transfer Co. Razed in February 1960.
66. Lowell PARK. See #86. This section of the park was the dump for businesses in the area. A marina included Muller's BOAT LIVERY from ca. 1884 to ca. 1930.
67. WHARF. Planked. Built before 1875. Filled ca. 1886.
68. UNIDENTIFIED BUILDINGS ALONG S. WATER STREET. 1-1/2 story frame at site of Hooley's Market ca. 1870. 1 & 2 story frame at site of Union Depot ca. 1870. 2 1-1/2 story sheds at foot of Myrtle Street.
69. LUMBERMEN'S EXCHANGE BUILDING. 3 story brick w/basement. Built in 1890. Housed Post Office and American Express office. Still standing.
70. August V. Linden SALOON. 1-1/2 story frame. Built ca. 1870s. Razed ca. 1884.
71. HAY & FEED STORE. 1 story corrugated iron clad frame. Built ca. 1891-96. Razed ca. 1907-10.
72. Stillwater Feed Mill Co. FLOUR & FEED MILL.. 3 story ironclad frame w/1 story brick engine house. Built by Drews Brothers & Muller Co. in 1894. Stillwater Feed Mill Co. 1896 to ca. 1899. Razed ca. 1904.
73. MINNESOTA MERCANTILE CO. BUILDING. 4 and 5 story brick and frame w/basement. Built in 1888. Razed ca. 1969.
74. Rhiner ICE HOUSE/BARN. 2 story frame. Built 1871. Razed ca. 1884-87.
75. INTERSTATE BRIDGE. Built in 1930. Still standing.
76. PONTOON BRIDGE. Pilings & wood. Built in 1876. Partially rebuilt in 1904. Torn out in 1930.
77. Lime & cement WAREHOUSE. 1-1/2 story ironclad frame. Built ca. 1896. Razed ca. 1907-10.
78. Captain H. B. Elder OFFICE. 1 story frame. Built ca. 1884-88. Razed ca. 1896.
79. UNIDENTIFIED BUILDINGS AT THE FOOT OF CHESTNUT STREET. In the 1860s and 70s at the foot of Chestnut Street & near the corner of Water Street (then Stimpson Alley) and Chestnut, there were residences and business buildings.. Names associated with the area are: E. Welton, Harness Shop; R. M. Coles, Real Estate Agent; J. T. Hildebrandt, Merchant Taylor, residence & business;

- 79., cont. John Glomer, resident; Fred Baker, resident; Peter J. Decker, resident; and Peter Gilbert, resident.
80. Captain H. B. Elder LIMEHOUSE. 1 story frame. Built in 1884. Razed ca. 1896.
81. DWELLING. 1-1/2 story frame. Built ca. 1870-74. Saloon on first floor ca. 1884. Incorporated into the Home Hotel. Razed ca. 1888.
82. Ellis Rhiner RESIDENCE . 2-1/2 story frame. Built ca. 1870-74. Moved in 1887. Incorporated as Home HOTEL in 1887. Razed ca. 1888.
83. Torinus, Staples & Co WAREHOUSE. 2 story stone (later w/brick facade). Built in 1871. Incorporated into Minnesota Mercantile Co. Bldg. in 1888. Razed ca. 1969.
84. Heavy storage WAREHOUSE. 2 story brick & stone w/basement & covered frame skyway across Water Street. Built ca. 1882. Razed ca/ 1961.
85. UNIDENTIFIED BUILDINGS ALONG S. WATER STREET. Built before 1870. In 1860s along Water Street. In addition to Bronson & Cover (site 94), Rhiner House (site 82) and Torinus & Staples warehouse (site 83), there were 3 sheds and 1 house, all razed before 1882.
86. Lowell PARK. Started ca. 1918. Major improvements in 1927 & 1937. Still existing.
87. Chicago, Milwaukee & St. Paul Railroad Co. PASSENGER & FREIGHT DEPOT. 1 story brick w/basement & platform. Built in 1883. Still standing.
88. City HORSE SHED. 1 story frame. Built ca. 1897. Razed ca. 1907-10.
89. City LEVEE. Stone & concrete. Work began ca. 1875. Levee wall built in 1909. Carriage way & steps replaced by roadway & paved levee in 1913. Incorporated as Lowell Park ca. 1918. In 1860s, Durant & Wheeler Boat Works (and later Muller Boat Works) used this area.
90. City ENGINE HOUSE. Ironclad frame. Built ca. 1891-98. Razed ca. 1924.
91. Park RESTROOMS. 1 story brick. Built in 1984. Still standing.
92. City LIFT STATION. 1 story brick. Built in 1960. Still standing.
93. City PUMP HOUSE. Brick & stone. Built in 1886. Rebuilt in 1916. Razed ca. 1960.

94. Bronson & Cover WAREHOUSE. 2-1/2 story frame w/basement. Built ca. 1866. Moved in 1883 and ca. 1886. A.T. Jacks Warehouse ca. 1888-1900. Sash factory ca. 1900-03. Simonet Rug Co. factory from 1903-33. Razed 1933.
95. Muller Brothers BOAT HOUSE. 1 story frame. Built in 1873. Added to in 1875 & 1880. Razed in 1884.
96. CAR WASH Built ca. 1960. Scheduled to be razed in 1985.
97. Woodward ELEVATOR. 50', ironclad frame. Built by the Woodward Elevator Co. in 1898. Minnesota Flour Mill Co., 1900-08. Big Diamond Milling Co., 1909-11. Commander Elevator Co., 1919-61. Still standing.
98. Stillwater Gas & Electric Light Co. SUBSTATION. 2 story brick. Built in 1907. Still Standing.
99. Stillwater Gas & Electric Light Co. GAS PLANT. 2 story brick. Built in 1904. Still standing.
100. Stillwater FLOUR MILL. 5 story frame w/stone basement & 1 story brick w/basement. 120' brick chimney. Built in 1877-78. Burned, 1897.
101. Stillwater Flour Mill WAREHOUSE. 2 story frame w/platform. Built ca. 1878-82. Razed ca. 1896.
102. Chicago, St. Paul, Minneapolis & Omaha Railroad Co. COAL SHED. 1 story frame. Built ca. 1910. Bluff City Lumber, 1926-73. Razed ca. 1973.
103. Chicago, St. Paul, Minneapolis & Omaha R.R. Co. FREIGHT DEPOT. 1 story brick. Built ca. 1882. Razed in 1973.
104. Chicago, St. Paul, Minneapolis & Omaha Railroad Co. CAR REPAIR SHOP. 1 story frame. Built ca. 1884. Razed ca. 1910-24.
105. UNIDENTIFIED BUILDINGS ALONG SOUTH MAIN STREET. Pre-1870 cluster on South Main St. near East Nelson St.. One 1-1/2 story building appears to have been at the river's edge.
106. St. Paul, Stillwater & Taylor's Falls Railroad Co. FREIGHT DEPOT. 2 story frame, built on posts in 1871-72. Razed ca. 1890.
107. St. Paul, Stillwater & Taylor's Falls Railroad Co. PASSENGER DEPOT. Frame, one story. Built 1871-72. Razed ca. 1883.
108. RAILROAD TRESTLES, BRIDGES, AND PLATFORMS. On posts. Built 1871-72. Torn out 1935.
109. Chicago, Minneapolis, St. Paul, & Omaha Railroad Co. SCALES. Built ca. 1888. Torn out ca. 1900.

110. Hersey & Bean SHINGLE SHED. 1 story frame. Built ca. 1888.
Razed ca. 1904.
111. Hersey & Bean BLACKSMITH & WOOD SHOP. 1 story frame w/forge.
Built ca. 1877. Razed ca. 1884-88.
112. Hersey & Bean BOARDING HOUSE. 3 story frame. Built ca. 1870.
Razed ca. 1912.
113. Hersey & Bean shed. 2 story frame. Built ca. 1884. Razed ca.
1891.
114. Hersey & Bean WAREHOUSE. 1 story frame on posts. Built ca.
1870. Razed ca. 1888-91.
115. Hersey & Bean STORE & OFFICE. 2-1/2 story frame w/basement, 2
story w/basement, and 1-1/2 story w/brick vault. Built in 1877.
Razed ca. 1932.
116. Hersey & Bean HORSE SHEDS. Two 1 story frame buildings. Built
ca. 1870. Razed after 1924.
117. St. Croix TERMINAL BARGE CO. BUILDING. Built in 1958. Now
operated by Aiple Towing. Area used by St Croix Barge since ca.
1927-28. Still standing.

SOURCES

In a study where the exact location of all buildings in a given area is of primary importance, old maps and photographs are essential research tools. To establish the historical significance of each structure requires extensive work in written sources. Because Stillwater is the "Birthplace of Minnesota", written sources are numerous. Its proximity to the Twin Cities accounts in part for the volume of written sources. Its reputation as an early and important lumbering depot, and its ready access to river and (later) rail transportation are also important historical trends which have resulted in much historical writing.

The largest collections of Stillwater material are found in the Minnesota Room of the Stillwater Public Library, the Stillwater Department of Public Works, the Building Inspector's Office in the Stillwater Municipal Building, and the Minnesota Historical Society.

The Minnesota Room of the Stillwater Public Library, under the direction of Sue Collins, contains an excellent run of Stillwater city directories from 1876 to the present, several scrapbooks of newspaper clippings on Stillwater affairs, three cabinets of file folders containing material on Stillwater, and the John Runk historical photograph collection.

The Department of Public Works and the Building Inspector's Office contain City Engineer's maps, railroad maps, and sewer maps dating from the late 1860s to the present. These maps were an invaluable aid in reconstructing the physical history of the Stillwater waterfront. Older city permits are not available, but a new system of city permits has been faithfully kept by the Building Inspector's Office since the 1960s. This office also has original plans and blueprints of Stillwater buildings reaching back over 50 years. The foresight of Stillwater city officials in saving these valuable sources was of great assistance to this study.

The Minnesota Historical Society has a great deal of material on Stillwater. The best sources there are the Sanborn Fire Insurance Maps covering the period 1884-1924 in the Map Room, the John Runk photo

collection and the Stillwater and Washington County files in the Audio-Visual Department, and the Northern Pacific Railway Co. Papers in the Division of Archives and Manuscripts.

Two potential repositories of Stillwater material were especially disappointing. Although Stillwater was part of Wisconsin Territory from its beginnings in 1843-4 until 1848, the archives and library of the State Historical Society of Wisconsin in Madison had almost no material on Stillwater. Another disappointment was the Murphy Library of the University of Wisconsin-LaCrosse, which has a large and impressive special collection of photographs and materials relating to steamboating on the Upper Mississippi River. The Stillwater material housed there, however, is derived from sources that are readily available in the Twin Cities.

Other important sources and contacts pertaining to the study area include Jack Shelton, Stillwater's Director of Public Works, who retired in January, 1985; Charles Quinn, a former records controller at Northern States Power Company, who provided access to the Consumers Power Co. records of the Stillwater gas and electric buildings (now known as the Brick Alley); and John Wickre of the archives staff of the Minnesota Historical Society's Division of Archives and Manuscripts, who helped with access to the papers of the Northern Pacific and St. Paul and Duluth railway companies.

Books

Several general histories of Stillwater and Washington County have been written over the last 100 years. The most valuable are W.H.C. Folsom's Fifty Years in the Northwest (1888) and History of Washington County and the St. Croix Valley (1881). Written in the German tradition of particular scholarship and recording, both books include specific references to Stillwater businesses and businessmen not mentioned elsewhere. Both also contain contemporary accounts of nineteenth century manufacturers. Based on a check against other contemporary and later sources, they are remarkably accurate. Their comments on the people connected with various industries were particularly useful for this study.

Augustus Easton's History of the St. Croix Valley (1909) picks up where the two books referred to above leave off. In combination, the three books add much to the story told by the various maps and photographs from the period 1884-1910.

Monographs on particular aspects of Stillwater history were very useful. On lumbering, Agnes Larson's History of the White Pine Industry (1949) is a seminal study, full of detail. It is, however, written from a statewide perspective. On railroads, Prosser's Rails to the North Star (1966) and Meeks' M.A. Thesis, "The Growth of Minnesota Railroads 1857-1957", were essential reference sources. Ray Merritt's Creativity, Conflict and Controversy: A History of the St. Paul District U.S. Army Corps of Engineers (1979) contains an interesting account of the problems caused in the nineteenth century by the St. Croix's dual use for navigation and lumbering.

Periodicals and Newspapers

One of the most important sources for this study was short articles in scattered periodicals. In the main, the periodicals were available in the library of the Minnesota Historical Society. The MHS Collections contained two valuable articles and papers on lumbering by Durant (1905) and Folsom (1901). Agnes Larson's excellent 1937 article on Stillwater lumbering in Minnesota History, and Lucille Kane's 1952 article on the Hersey, Staples Company in the Business Historical Society Bulletin were also useful.

Kroon and Salmore's 1978 recollections about Twin City Forge and Foundry was transcribed in Historical Whisperings, the newsletter of the Washington County Historical Society. This publication is available in the Stillwater Public Library. William A. Mitchell's 1882 piece on Stillwater industries appeared in Wood and Iron, a trade magazine for lumbermen and heavy equipment manufacturers. The Mississippi Valley Lumberman, a periodical devoted to the lumber industry, yielded several early references to Stillwater mills. First published in 1876, the early issues of this magazine were good sources. The focus of the publication soon shifted to regional and national lumbering news. So by the mid-1880s specific mention of

Stillwater lumbering was rare.

When city directories and historic maps contained inadequate information, newspapers often provided small but important items on Stillwater businesses. The Stillwater Messenger and St. Croix Union covered the period 1850-70. The Stillwater Gazette covered the last 100 years. And the Stillwater Post covered the 1920s.

During the late 1840s and 1850s, the Twin Cities newspapers ran articles on Stillwater. The St. Anthony Express, the St. Paul Minnesota Pioneer, and the Weekly Minnesotan were useful for general descriptions of the city. These newspapers are not, however, indexed, so they must be scanned a page at a time by the researcher.

Newspaper searches are immensely time-consuming, and the time limit on this study precluded the reading of 140 years of newspapers. Newspaper searches were, however, valuable when information could not be gathered from more accessible sources. For the very early period of Stillwater's history, 1843-60, a short cut to locating articles on Stillwater was the Willoughby Babcock Newspaper Transcripts in the Minnesota Historical Society archives. Babcock not only transcribed articles into typescript, but indexed various early newspapers articles by subject matter. The Babcock Collection is a useful research tool for the territorial period of Minnesota history.

Maps and Drawings

Well over half of the sources consulted for this report were maps and drawings found at the Minnesota Historical Society or the Stillwater Department of Public Works.

Fire insurance maps of Stillwater drawn by the Sanborn Map Company of New York were available for the years 1884, 1888, 1891, 1898, 1904, 1910, 1924, and 1924 updated to 1961. They are located in the Minnesota Historical Society Map Room, except for the 1924 updated to 1961 atlas, which is housed in the Stillwater office of the Director of Public Works.

Sanborn atlases show building address and exact location, types of construction materials used, roofing material, number of stories, locations of windows, cornices, locations of outbuildings, building

use, and sometimes even their dates of construction. Changes in building size and use can be determined over time by consulting the Sanborn atlases.

A wide variety of other maps from the period 1848-1946 were also used, especially for the years 1848-84 before the first Sanborn maps were available. The earliest maps were the Wilson Plat of Stillwater (1848) which showed the pre-1852 shoreline; the mid-1850s Carter map showing the post-1852 shoreline and the location of the early steamboat landing; the ca. 1870 Stillwater and St. Paul Railroad Co. map showing the earliest mills, railroad tracks, and depots; and the 1874 Andreas' Atlas of Minnesota map showing railroad related structures, the Union Elevator, and the construction of buildings out over the riverbank. These maps are on file in the Stillwater Department of Public Works or at the Minnesota Historical Society.

The bulk of the other maps used are at the Public Works Department. These include various plat maps from the period 1870-90, city sewer maps, and railroad yard maps. Maps and correspondence on specific areas of the riverfront or particular buildings are located in the Northern Pacific Railway Company Papers at Archives and Manuscripts, Minnesota Historical Society, and in the records of Northern State Power Company in Minneapolis. The NP Papers have some material on the early St. Paul and Duluth Railroad properties in Stillwater. The "Omaha" Railway Company and "Milwaukee Road" papers at the Milwaukee Public Museum may contain additional maps, but the collection was unavailable for study while it is being recatalogued and indexed.

Photographs and Illustrations

Stillwater is particularly fortunate to have received the attention of John Runk, a local photographer who spent his life photographing Stillwater's business and other activities between 1899 and his death in 1964. Runk donated some of his glass plates to the Stillwater Public Library in the 1930s and, eventually, a full set of copies was also housed in the Audio-Visual Department of the Minnesota Historical Society. Since the study area was largely industrial, the Runk photos were often the best available record to reconstruct the

uses of the riverfront.

Two sources of engravings supplemented the early maps for the period 1870-74: Alfred T. Andreas' Atlas of Minnesota (1874) had engravings of the Hersey, Bean mill and the Seymour, Sabin Co. buildings. Since the Andreas' atlas was done on a subscription basis, the engravings are very accurate descriptions of the companies who subscribed. Ruger's 1870 Birds' Eye View engraving of Stillwater shows the entire riverfront from an imaginary position over Houlton, Wisconsin looking west. Ruger published other, similar views of early Minnesota towns. Like the Andreas' atlas, the Ruger views were sold on subscription to local people and businesses interested in seeing their homes and businesses in the engravings. If these early engravings were not accurate they simply did not sell.

METHODOLOGY

The research techniques used for this study were determined by the Scope of Work. The task was to research all structures built from approximately Water Street to the shore from first settlement to the present. To do this, a beginning date of 1843 was chosen for first settlement.

There were three major concerns: 1) identifying and studying both standing structures and previous ones which had been razed many years ago; 2) determining exact locations for all structures; 3) and accurately mapping them in their present or most probable former locations.

To identify the universe of possible structures, all the maps available for Stillwater were located. Most of these were found in the Stillwater city offices, in the Minnesota Historical Society library and archives, and in the Washington County Court House. The earliest map found was the plat of Stillwater drawn in 1848 (Wilson: 1848). The latest useful map dated from 1946. The best maps for determining owner, use, address, construction materials, and possibility of subsurface remains were the Sanborn fire insurance maps. Atlases of colored sheets drawn by the Sanborn Company were originally used by fire insurers to spread insurance risks, but they have left a valuable building record for historians. Eight Sanborn maps were available for Stillwater for various years from 1884 to 1961.

Initially, 30 major sites were identified along the riverfront for the time period 1848-1984. Major sites were all large industrial buildings, railroad-related structures, Lowell Park, and any structures connected with wharfs, levees, or railroad trestles and bridges. An initial study map was drawn for the major sites, and research was continued on the minor structures. Any industrial area has many small wood frame structures such as railroad scales, small coal sheds, and other small buildings impossible to identify with any accuracy. This was the case in Stillwater and was not an initial concern. In-depth historical research was begun on the major sites, which began to turn up

information on the smaller buildings, as well.

A second study map was prepared to include every building appearing on the Sanborns. From this, all buildings were placed on a preliminary base map to represent building activity and areas of high concentrations of buildings. The base map, in turn, helped define the bracket dates for the five separate period maps which would best show buildings and building activity with the minimum overlap of sites and information. The preliminary base map, then, assisted in determining the final period maps (after p. 8) which appear in this report. The five period maps were drawn on mylar to the same scale as the aerial photographic maps provided by the Corps.

The process of determining the bracket dates for the five period maps in this report was one of successive approximations and refinement. One hundred seventeen (117) sites were discovered in the study area. As the research progressed, their dates of construction and demolition were pieced together. This information was charted on a time line stretching from 1843 to the present. The sites began to group themselves into concentrated periods of building construction, demolition, or stability. The years from 1884 to 1924 were particularly complete because these were the dates during which Sanborn Insurance Maps were available showing all buildings in the study area. As dates for the specific sites were determined, so were dates of important benchmarks in the history of Stillwater. For example, the steamboating era in Stillwater began to close in 1870-1872 with the opening of the railroad era. Correspondingly, a burst of activity and construction accompanied the coming of the rails. The date 1871, then, seemed a fitting terminal date for Period I (which could be thought of as the steamboat or pre-railroad era). Similarly, for Period II, the years 1870 to 1898 roughly represented the flowering of the lumbering activity along the riverfront in Stillwater. The year 1898 was also the death date of Isaac Staples, Stillwater's great lumber baron.

Periodizing the maps for the twentieth century was more of a convenience. In general, the bracket dates chosen for periods III, IV, and V were determined largely by the construction and demolition activities along the riverfront. The dates 1924 and 1946 did not

represent actual important historical watersheds in the history of Stillwater. In fact, the lumbering activity did not peter out until around 1912. And the closing of the Twin City Forge in 1930 ended the last major manufacturing interest along the riverfront. Thus, in looking at important eras in Stillwater history, a case could be made to have used the dates 1912 and 1930 for the periodization, but the physical fate of building stock along the riverfront did not justify doing so. In truth, few new buildings were constructed along the riverfront after 1900. Of the new buildings constructed several were associated with oil and gasoline reflecting the coming of the automobile and the beginning of the demise of the railroads. The buildings constructed after 1900 replaced earlier buildings on previous sites. The years during the 1930s, '40s, '50s, and early '60s were years of relative quiet on the riverfront. There were small spurts of activity on the riverfront but no major activity. Thus, the year 1946 was used so that the century could be divided into pre-and post-WWII eras.

The historic research methods used for each site differed in no respect from those used in conducting intensive National Register surveys on standing structures. The only difference in this study was that buildings no longer standing were treated to the same scrutiny as standing structures. For each site, records were combed for historic photographs, maps, and city directory entries to reconstruct the building dates, alterations to the site, ownership, and names associated with the buildings. Architectural drawings were found for five sites: #27, 57, 93, 98, and 99.

The mapping and research went hand in hand. The ideal situation would have been to find a map for each year from 1843 to the present showing every building in the study area. The research task was to find historic photographs and written or manuscript sources for every building in the study area. The ideal situation rarely occurs and did not in the Stillwater study. Maps found produced gaps: the period before 1882, the period between 1924-1961 being the two worst ones. Information for the gaps in the available maps was pieced together from city permits, from city directory searches for any references to

activities or names and addresses in the study area, from censuses, from early photographs and engravings, and from newspapers. In the case of the John Runk photographs, the originals in the Stillwater Public Library were checked against the copies at the Audio Visual department of the Minnesota Historical Society and the maps to cross-check the accuracy of the dates on the photos.

Take the example of the period before 1882. There were three early maps for 1856, 1876 and 1882 showing a few of the actual buildings in the study area. The next best earlier document was the 1870 Bird's Eye View of Stillwater (Ruger: 1870). This engraving (Figure 10) showed buildings in the study area not on any existing maps as well as early buildings which appeared on later maps. Thus, it was fairly easy to determine the approximate locations of buildings shown on the 1870 lithograph which were razed by 1876 and 1882. To find out what the early pre-1880 buildings were in the study area, we went to several written sources. One source was the 1876-77 Stillwater city directory the earliest one available for the city (Barrett: 1876-77). Some of the buildings in the 1870 lithograph were listed in the 1876 directory as being situated on Stimpson's Alley (later changed to Water Street), but had no address in 1876. These became likely candidates for separate site listings in our inventory. Another source was the territorial census of 1857, which was used to determine the historical information on the Johnson and McHale mill. The only other mention of the mill was a passing reference in an early newspaper. Thus the city directories and newspapers were used primarily to flesh out information not available on the maps. Similarly, to document dates and owners of buildings in the study area from 1924 to the present, current owners were interviewed, the later Polk Company city directories were consulted, or the permits in the building inspector's office were checked.

The use of certain terms in the Inventory of Sites and Assessment sections of this report under "archeological potential" is crucial to an understanding of the assessment of sites. This report makes a distinction between a "site" and a "structure". A "site" is the location of an event or historic occupation or activity, such as the



Figure 10: Ruger's 1870 Bird's Eye View of Stillwater shows many of the early buildings along the shore with remarkable accuracy. On the left of the engraving up against the bluffs is the area known as "Slab Alley". Here the workers employed by the Hersey, Bean mills lived. The state prison can be seen at the right enclosed by stone walls.

Battle Hollow site of the Dakota-Ojibway skirmish or the location of the former Nelson sawmill. "Site" in this report does not contain a structure, whether standing, ruined or vanished. "Structure", on the other hand, is used in this report to signify a work made up of interdependent and interrelated parts in a definite pattern of organization. Thus, "structure" is used to signify the remains (below or above ground) of a railroad trestle, the intact foundation of a building which has been razed, or a building still standing, such as Hooley's Market.

The Inventory of Sites section describes the archeological potential of the 117 sites and structures found during the course of this study. For each site or structure, the author lists the presence of real or presumed structures belowground, in cases where the structures have been razed. Thus, where "None" or "Small" is the assessment of archeological potential, the author wishes to convey the notion that no or few physical remnants of a structure exist or survived. This is not, strictly speaking, the conventional use of the term "archeological potential" in archeology circles. The term usually signifies the information that can be gained from excavation of the remains, and not from other sources (written or graphic). In the case of the Stillwater riverfront, the body of written and graphic information is enormous, as this study indicates. So nothing would be gained from archeological excavations which would add significantly to what is already known about the area. This report has strived to fully use the written and graphic records of the uses of the riverfront. Archeological excavations might yield cultural material from any and all parts of the study area because the riverfront has been subjected to many and intense human activities over the past 140 years. In this sense, the entire area has potential to yield cultural materials, but it is unlikely that the information so gathered would justify the expense or add significantly to the historical record. To simplify this dilemma, the assessment of archeological potential, as used in this report, is confined to the question of whether structures may remain below ground.

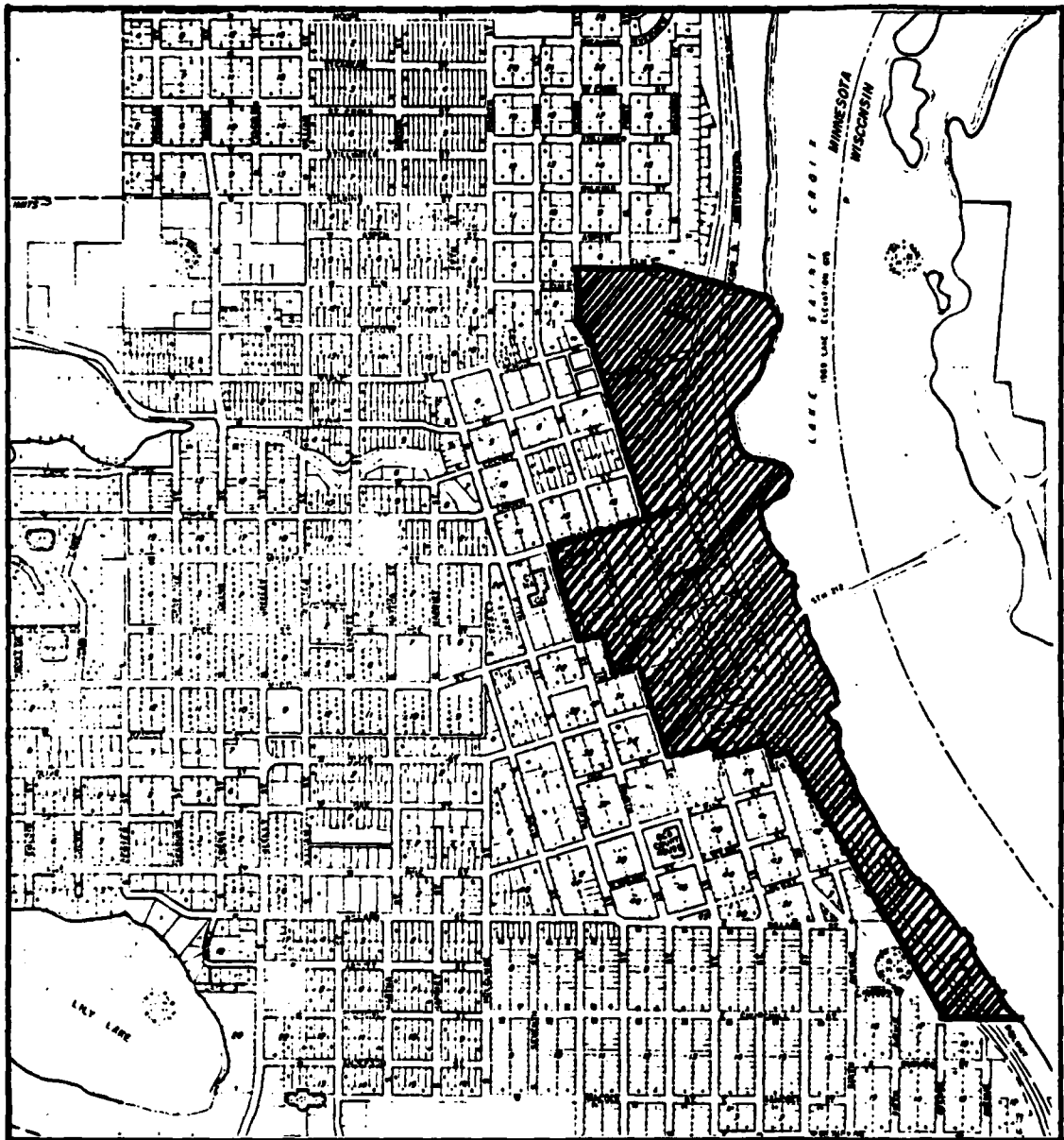


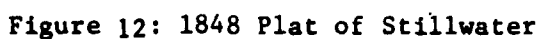
Figure 11: The shaded area indicates the limits of the Rivertown Restoration, Inc. photographic survey of Stillwater buildings.

HISTORICAL OVERVIEW

Stillwater, the county seat of Washington County, was founded in 1843, but the area was long used by the Dakota and Ojibway Indians for hundreds of years before that. By the 1830s, the St. Croix Valley was "a sort of neutral territory" between the Dakota and Ojibway. Neither nation lingered in the area long for fear of being taken by surprise by the other, but both used the River and its tributaries. According to an early account, there were painted rocks with glyphs a short distance above Stillwater until the building of the St. Croix Boom company over 100 years ago blasted the rocks and obliterated the site. The Indian rock painters and the age of the glyphs are unknown. Another Indian story set at Stillwater involved Dakota and Ojibway chiefs fighting in one-to-one combat on Zion's Hill near the center of present-day Stillwater to settle a long war between the tribes (Warner and Foote 1881: 496-7).

Close to the shore of Stillwater today was the site of a 19th-century battle between the two tribes. On July 3, 1839, in the ravine where the old State Prison stood (across from Site #5), thirty Ojibway and their families camped for the night on a return trip from Ft. Snelling. They were surprised at dawn by eighty Dakota warriors. Twenty-one Ojibway were killed while their women and children tried to escape in canoes across the river. The site of the Indian battle became known as Battle Hollow (Wolfe 1867: 377).

The Indians were removed from the Stillwater area by the two Treaties of 1837, which were ratified by the United States in 1838. By these treaties, the Dakota and Ojibway ceded the large delta between the St. Croix and the Mississippi rivers northward to parts of present-day Crow Wing, Aitken, and Pine counties (Folwell 4: 160). Immediately, Joseph R. Brown platted a town with a temporary existence he named Dakota. It was located in what is now Schulenburg's Addition to Stillwater (see Figure 13, p. 35) east and north of the country club (Folsom 1888: 33). In 1840, Brown was elected territorial representative from Crawford County, Wisconsin, and went to the



Wisconsin territorial assembly with the intent of asking that a new county, St. Croix, be created west of the St. Croix River. The new county seat of St. Croix County was Brown's town of Dakota where he erected the first log courthouse, jail, and county offices near his log hotel (Folsom 1901: 300).

As soon as settlement began in the St. Croix Valley, the lumbermen rushed in. Settlers from Marine, Illinois, built the first private sawmill in Marine, Wisconsin Territory, in 1839. Present-day Stillwater began in 1843 when Jacob Fisher staked a claim where Stillwater now stands. Fisher's claim was bought by John McKusick and three business associates who erected the first sawmill in the city in 1844. It was run by direct water power from McKusick Lake on the bluffs. The water reached the mill via a canal and turned a water wheel. This mill stood on the lake shore east of Main Street on Block 18, lot 8 (Folsom 1888: 38).

The first permanent families arrived in Stillwater in 1844 and settlement began in earnest. Stillwater is the largest Minnesota city to have begun under the governance of Wisconsin Territory and to have ended up as part of the state of Minnesota. Wisconsin became a state in 1848 with its western boundary set at the St. Croix River. This left the people who lived in Wisconsin Territory in the delta between the Mississippi and St. Croix rivers with no government. The territorial convention met in Stillwater in 1848 and elected Henry Hastings Sibley to petition Congress for a new territory. Sibley was successful and Minnesota Territory was organized in 1849. This convention earned Stillwater the name "Birthplace of Minnesota."

Stillwater was platted in 1848, a town of about 600 people "of whom nearly all of the men were lumbermen." John McKusick's mill, with its thirty-foot overshot wheel was the beginning of Stillwater's fame as a great lumbering center (Bailey 1867: 377).

The story of Stillwater has three main ingredients: transportation, lumbering, and manufacturing. Transportation was the pre-requisite for the growth of the latter two. The St. Croix River's main tributaries in Minnesota and Wisconsin were the Kettle, Snake, Namekagon, Apple, and Yellow rivers. At settlement, the watershed area

of these tributaries contained vast stands of white pine, and the rivers themselves provided the highway by which logs were brought to Stillwater, cut at small sawmills, made into rafts, and floated downriver to market. The first period of lumbering (1839-1872) at Stillwater depended solely on the St. Croix River. Logging was seasonal work lasting from November to late Spring, occasionally until June. This period corresponded to the high water levels essential to get logs out of the woods to Stillwater mills, and then rafted for the trip down the river. The second period (1871-1914) began with the advent of railroads to get logs from Stillwater to far-flung markets. Two innovations occurred, one in each period. The first was the building of the St. Croix Boom above Stillwater in 1851. By effectively blocking all commercial traffic upriver, it had an adverse effect on all St. Croix villages but Stillwater. The second was the construction of Nevers Dam which controlled water levels in the River and freed lumbermen from the vicissitudes of nature. The dam was built in 1889-90 about eleven miles above Taylor's Falls (Merritt 1979: 277).

In 1851, the first log boom was built on the St. Croix to catch logs and hold them for sorting, measuring, and rafting. This first boom company was composed of eight St. Croix Valley lumbermen. The boom was built across the St. Croix River two miles upstream from Osceola and six miles below Taylor's Falls. The owners of the two largest lumber mills in Stillwater were the power behind a second boom, built in 1856 below the first boom, to catch the logs floating into the St. Croix River from the Apple River. Blasting from this second boom near Painted Rock destroyed the Indian rock paintings. This second boom was constructed by Isaac Staples of Hersey, Staples & Co. and Frederick Schulenburg, the owner of the Schulenburg and Boeckeler Co., the largest log cutter in Stillwater. The Staples operation was first located on N. Main (see Figure 13, p. 35). The second mill was located along the shore on S. Main and became the Hersey, Bean Company's Northwestern mills (Sites #110-116). The Schulenburg operation was located on N. Main along the shore north of the state prison.

Originally from St. Louis, Frederick Schulenburg normally sent his cut lumber by raft to his lumberyard in St. Louis (Dunn 1965: 101-05). In 1865, the volume of rafted logs tallied at the

St. Croix Boom was 105 million feet. By 1870, this figure had jumped to 191 million feet (Warner and Foote 1881: 197).

Until the mid-1860s Stillwater retained its distinction as the lumbering capital of Minnesota. When lumbering moved into northern pineries around 1865, the mills of Stillwater were replaced by those of Minneapolis in total output (Holmquist and Brookins 1972: 48).

During the 1850s and 1860s when Stillwater was the largest lumber town in Minnesota, all lumber traffic used the river and several of the early St. Croix mills even used direct water power to run the mills. In Stillwater proper, only the McKusick mill was operated by water wheel, but in the St. Croix Valley as a whole, six mills were operated by water power, the last of these constructed in 1849 at Hudson. The year 1850 marks the advent of steam-powered mills and an enormous leap in efficiency and output. McKusick's water powered mill operated at the mouth of Brown's Creek at Stillwater until it was torn down in 1871. The newer mills built after 1850 were steam powered. Both Hersey, Staples Co. and Schulengurg and Boeckler Co. built large steam mills in 1854 and 1856. When completed, the Hersey, Staples mill on S. Main was the largest in Minnesota (Sites #110-116). It had an annual cut of 12 million feet (Warner and Foote 1881: 197).

The lumbering activity at Stillwater made the city the supply depot for the entire St. Croix Valley. Before the first railroad reached Stillwater in 1871, supplies were brought overland by road from St. Paul or up river by steamboat. The machinery for all the mills reached Stillwater by boat, as was the case with nearly everything else. Regular steamboat service was available from Prescott and St. Paul on the Mississippi to Taylor's Falls, the head of navigation on the St. Croix (Bailey 1867: 378). A new road was opened between St. Paul and Stillwater in June, 1846 (Folsom 1888: 41), and four horse stages began making regular trips between the two cities in 1849 (St. Paul Minnesota Pioneer, Oct. 4, 1849, p. 4). Stillwater was a supply depot for outfitting the men in the lumber camps during the winter, and required more supplies than what was needed to feed and clothe its small population. The road from St. Paul was little more than a trail. Stillwater needed railroads badly.

Under one of the original railroad land grants, to the Minnesota and Pacific Railroad, Stillwater in 1857 was slated to be the eastern terminus of a railroad line via St. Paul to the western border of Minnesota. The Panic of 1857, followed by the Civil War and the Sioux Indian uprising of 1862, seriously delayed railroad building in the state. So Stillwater waited for the coming of the rails along with every other Minnesota town. It was another fourteen years before Stillwater's first train pulled into the Stillwater & St. Paul passenger depot (Site #61).

Railroad building exploded in Stillwater between 1869-1872. By 1867 Stillwater citizens headed by John McKusick successfully appealed to the state legislature for a new franchise and land grant to complete the long-desired line from Stillwater to St. Paul. The new company, headed by St. Croix Valley men, was called the Stillwater, White Bear, & St. Paul Railroad. The road was completed from Stillwater to White Bear in December, 1869. At White Bear, it connected with the St. Paul & Duluth line, giving Stillwater connections with both Minneapolis and St. Paul as well as Duluth (Folsom 1888: 670-71). The Stillwater, White Bear, & St. Paul (shortened to Stillwater & St. Paul) built its facilities just north of the foot of Myrtle Street in 1869-71.

The next rail line to arrive in Stillwater was the St. Paul, Stillwater, & Taylor's Falls Railroad, which was incorporated in 1869 to construct a line from St. Paul to Taylor's Falls via Stillwater with a branch line to Hudson, Wisconsin. This line also operated a steamboat line and transfer point at Stillwater. The company's tracks came into Stillwater from the south, along the river and ended at the shore on S. Main. The first train reached Stillwater on February 9, 1872. The facilities of this line were spread out between what is now the Brick Alley parking lot on the north and the barge terminal on the south.

The freight and passenger depots of both these early railroads were built on wooden piles out over the shore of Lake St. Croix. The Stillwater & St. Paul tracks entered Stillwater from the north and terminated at the foot of Myrtle Street. Clustered here were their freight and passenger depots and the Union Elevator, all built out over

the water. This railroad served the Schulenburg mill on N. Main, the C. N. Nelson sawmill, the state prison, and the manufacturing operations of Seymour, Sabin, and Co., the Northwestern Manufacturing & Car. Co., and, later, the Rumely and Northwest Thresher companies. At the south end of town, the St. Paul, Stillwater & Taylor's Falls line serviced the huge Hersey, Bean & Co. mill. The early depots of Stillwater's first railroads are shown in an interesting engraved map of the city of Stillwater in 1874 (Figure 13, p. 35). Both of these lines used their freight depots as points of transfer between the rail lines and the steamers which docked along side the tracks.

The entry of railroads into Stillwater in 1871 and 1872 vastly expanded the available markets for Stillwater lumber and manufactured goods, and made Stillwater a major wholesale distribution point for northeastern Minnesota and northwestern Wisconsin. Steamboating for freight began to go into decline with the coming of the railroads (Andreas 1874: 230). The railroads opened up new markets for Stillwater lumber, primarily to the west. In January, 1872, Stillwater sent its first shipment of lumber to Iowa by rail. Eleven months later, Stillwater had shipped 7 million feet of lumber into the interior of Minnesota and Iowa.

The rails shifted the activity in Stillwater from rafting logs for downriver mills to manufacturing finished lumber, lath and shingles. Only when the mills at Stillwater could not saw all the logs from the boom, were rafts of logs sent south by river. In June, 1875, the largest weekly shipment of lumber to that date left Stillwater on 141 cars to points in Minnesota, Iowa, Missouri, Nebraska, and Dakota Territory. Manufacturers, too, made heavy use of the rails. In 1875, Seymour, Sabin & Co. sent its finished doors, sashes, and plows by rail to its Cedar Rapids and Sioux City, Iowa yards (Larson 1937: 175).

By the turn of the century, Stillwater had four railroads operating in the city. The Chicago, St. Paul, Minneapolis & Omaha line incorporated in 1880, a combination of the St. Paul, Stillwater & Taylor's Falls, the West Wisconsin, and the North Wisconsin. The North Wisconsin had a bridge across the St. Croix four miles above Stillwater. Roscoe Hersey and his sons owned large shares in this line

and the "Omaha" was considered Stillwater's own. The Chicago, Milwaukee, & St. Paul Railway Co. built from Hastings up the east shore to Stillwater in 1882. At the turn of the century, the St. Paul & Duluth acquired the Stillwater & St. Paul, and having expanded their Stillwater facilities, sold out to the Northern Pacific in 1900. Spur lines and tracks from each railroad ran along the shore of Lake St. Croix at Stillwater connecting each lumber and manufacturing building to markets in the four cardinal points.

The railroads were no small part of the success of lumbering operations at Stillwater, whose golden years were the decades of the seventies, eighties, and nineties. The last log passed through the St. Croix Boom on August 12, 1914, signalling the end of the lumbering era in the St. Croix Valley (Larson 1937: 179). Billions of board feet of lumber were sent down the St. Croix in the seventy years of lumbering. According to the Surveyor General's records, the peak year was 1899, with over 391 million board feet cut that year (Easton 1901: 258).

One geographer recently summarized the chief reasons for the decline in Stillwater lumbering. After 1890, markets for the lumber were more distant from the sources of white pine as settlement moved farther west. Freight charges to these more distant markets increased the cost of production. The stands of pine were farther away from processing centers in the St. Croix Valley as the close-in stands gave out. These distances further increased the cost of bringing the logs out of the woods to the St. Croix Boom. The use of lumber railroads into the pineries did not adequately offset these additional costs. Railroads were costly in themselves and tracks had to be laid and taken up and laid again in a new stand. Smaller lumber companies had to consolidate or go out of business. In addition, with the largest pines taken long before, the size of the logs steadily and dramatically decreased from the 1880s on. Stumpage costs also increased dramatically after 1890. Finally, the seemingly inexhaustible stands of pine began to give out. Because lumbermen viewed the vast pineries for fifty years as an embarrassment of riches, no one had thought to replant the cut over (Pitzl 1984: 8-10).

Newcomers to lumbering like Frederick Weyerhaeuser appeared on the

scene in the 1880s. Weyerhaeuser moved to the Pacific Northwest in 1887 and established the Weyerhaeuser Timber Co. Douglas fir was priced lower than white pine and flooded the markets with cheaper lumber after 1890 (Larson 1949: 235).

Some Stillwater lumber companies held on tenaciously despite increased production and lower profits. George H. Atwood leased the "A" mill from Hersey, Bean and Co. in 1891 on S. Main and bought the old "B" mill on N. Main from Schulenburg, Boeckeler and Co. and updated it for greater efficiency. Atwood's combined output in 1904 was in excess of 100 million board feet. But the S. Main "A" mill ceased operations in 1904 and the largest of Stillwater's lumbering operations ended in 1907 when the "B" mill on N. Main was completely destroyed by fire (Arndt 1980a: 2).

The C. N. Nelson Lumber Company sawmill (site 8), which was built around 1873 by Seymour, Sabin & Co., ceased operations in Stillwater in 1888. Nelson moved to Cloquet with the help of Stillwater capitalists. In 1896, Frederick Weyerhaeuser and his associates bought the C. N. Nelson Lumber Co., and the Nelson operation ceased its separate existence (Larson 1949: 352-53). Jacob Bean began lumber operations with Isaac Staples, and became general manager of its successor, Hersey, Bean & Co. in 1875. Like Nelson, Bean looked outside Stillwater for new fields. He put some of his money in mining in Montana and in the mid-1890s formed a new lumbering venture in Mille Lacs County headquartered at Milaca. It was known as the Foley-Bean Lumber Company (Easton and Masterman 1898: 37).

The lumber industry in Stillwater has received the lion's share of attention from historians, but from the 1850s to the 1930s Stillwater was also a renowned manufacturing town. Local capitalists in Stillwater, many of whom made initial fortunes in lumbering, diversified into manufacturing, wholesaling, and flour milling. These non-lumbering activities not only gave some spice to the makeup of Stillwater, but kept it from becoming little more than a small village when lumbering declined. As these other economic activities flourished on the water front in Stillwater, the New England character of the town, set in the beginning by a preponderance of eastern lumbermen,

began to change.

The lumber companies hired mostly Scandinavians, Germans, Canadians, New Englanders, and even Indians and mixed-bloods on a seasonal basis to log, sort, and raft the timber in the camps and on the booms. The mill workers in Stillwater who operated the saws, stacked and loaded the lumber were mostly Germans who lived in "Dutch town" on N. Main near the Schulenburg mill. On S. Main, a row of small houses across from the Hersey, Bean mills was known as "Slab Alley" where the sawyers and other mill workers lived (Arndt 1980b: 3). Around 1876, many Italians began arriving in Stillwater. Although they started out in St. Croix lumber camps, they quickly found work in Stillwater as steam fitters, assembly workers, blacksmiths, and machinists in the state prison or in one of the several agricultural implement manufacturing plants. The Italian community lived at the west end of town near the intersection of Laurel and Owens streets (Kroon and Salmore 1978: 3). The blue collar workers in Stillwater were a more stable, less transient group than the lumberjacks who swelled the federal census rolls by calling Stillwater home.

The agricultural manufacturing concerns not only had an impact on the ethnic makeup of Stillwater, but kept the city from turning into a ghost town after lumbering gave out. The population statistics from Stillwater reflect the role lumbering played in the town. When lumbering was at its peak in the 1890s, Stillwater hit a population high of 12,318, which by 1940 had dropped by nearly half, to a low of 7,013 (Federal Censuses: 1890, 1940). The town actually had a somewhat smaller population than the census figures indicated because the count for Stillwater routinely included lumberjacks working in camps in the St. Croix region who were employed by Stillwater-based lumber companies (Disabled American Veterans 1978: 11).

There was a long tradition of manufacturing in Stillwater going back to the Seymour, Sabin Co. in the 1870s, and including the Norhtwestern Manufacturing and Car Co., Minnesota Thresher, Northwestern Thresher, M. Rumely and Co., and Twin City Forge and Foundry. Had it not been for this long tradition in manufacturing, the population after 1910 would have dropped even further. Between 1920

and 1930 the population of Stillwater dropped from 7,735 to 7,173. During this decade the Twin City Forge and Foundry Company alone employed upwards of 650 men, somewhere above 15% or more of the male work force in the city (Kroon and Salmore 1978: 3).

Nearly every venture which flourished on the shores of Lake St. Croix at Stillwater was founded with lumber money. Many of the men who diversified their lumber businesses knew each other as business partners in non-lumber ventures. The lumbermen who purchased St. Croix Valley pine lands from the 1860s on were sawing lumber in the Valley, mostly at Stillwater. It was a small group and everyone knew each other. Names generally associated with this group are Isaac Staples, Louis E. Torinus, W. H. Bronson, David Tozer, Charles N. Nelson, Dwight Sabin, Edward Durant, Charles and Jacob Bean, Roscoe Hersey, Frederick Schulenburg, Orange Walker, Samuel Judd, W. H. Veazie, William O'Brien, Mark C. Scanlon, and Thomas Brennan (Larson 1949: 70). Most of these men were associated with the Stillwater riverfront.

The Hersey Staples Company is a good example of highly integrated business practices which put Isaac Staples and Samuel F. Hersey into logging, milling, wholesale distribution, banking and retailing. All of these lines of business were needed to succeed in the lumber industry. And luckily for Stillwater, the scope of operations of these business men saved Stillwater from obscurity when the timber gave out.

In order to carry on in a new country, according to Agnes Larson, the lumbermen "had to supply food, provide transportation, and finance allied industries. Thus they became active promoters in many fields. (Larson 1949: 173)." Such was the case with Hersey, Staples and Company. The Hersey, Staples mill began operations in 1854. By 1859, they were advertising dry goods, clothing, provisions, hardware, boots, shoes, and other articles on the levee. They were willing to take grain and flour in exchange for fencing and common lumber produced at their mill. Flour was an important and scarce food staple in early Minnesota. Isaac Staples bought the Union Elevator and feed mill in 1888, renaming it after himself, and operated it until his death in 1889 (Site #51). It burned a month after his death. Staples also formed an early partnership with Louis E. Torinus, recently arrived

from Russia. After making money in lumber, the men went into the wholesale hardware business together selling nails and stoves to supply the lumber camps. The firm of Torinus and Staples began operations in 1868 from a warehouse at the shore (site 83). This business simplified getting supplies to Staples' lumberjacks.

Samuel F. Hersey's son, Roscoe, formed the Hersey, Bean Co. when Staples left the partnership. Roscoe Hersey was also involved in merchandising, milling, banking, and the St. Paul & Sioux City Railroad, later known as the "Omaha" line. He became a state senator in 1878.

John and James S. O'Brien were self-made men who by dint of hard work and native wit built a successful logging company headquartered in Stillwater. Some of James O'Brien's early lumber partners were Elam Greeley and John McKusick, pioneer Stillwater lumbermen (Warner and Foote 1881: 591). O'Brien became enormously successful in lumbering. In 1881, he founded and became president of the Minnesota Mercantile Company (Sites #55 and #56), the largest wholesale grocery business in Stillwater. John O'Brien built the John O'Brien Elevator in 1898 and went into the grain and milling business (Site #54).

David Bronson, another Maine lumberman, settled in Stillwater in 1855; began with lumbering, and then built up a variety of interests in the mercantile business, manufacturing, and banking (Upham and Dunlap 1912: 78). In 1859, he started a dry goods and grocery store. He took on partners in 1866 (David Cover, William Bronson, and E. A. Folsom) and formed Bronson, Cover and Company. Their warehouse was on the waterfront in Stillwater (Site #94). After several additional changes in partners the business was bought out by Hersey, Bean & Co. in 1874. Bronson then formed a separate retail business selling from a store on Main Street (Warner and Foote 1881: 552).

The agriculture machinery manufacturing business in Stillwater grew into the largest in the northwest. It began with Dwight M. Sabin in the early 1850s. Other lumbermen associated with its successor, the Northwestern Manufacturing and Car. Co., were Roscoe Hersey and Isaac Staples. Even Thomas Lowry of Minneapolis street car fame and Norman Kittson of Red River Valley fame were directors. The manufacturing of

railroad rolling stock, threshers and other agricultural machinery such as separators and binders was as much a boon to the Stillwater economy as lumbering. Stillwater manufactured needed machinery and cars at a time when most of Minnesota, Iowa, Nebraska, and Dakota Territory was being settled. The need for farm machinery in the Red River Valley alone was enormous. North Dakota became a state in 1879. Bonanza farms and smaller farms demanded farm machines to harvest the vast winter wheat fields in the Red River Valley. Excellent rail connections from Stillwater led directly to the newly homesteaded lands opening up in the Dakotas and the plains states. The name of Stillwater was known throughout the trans-Mississippi west for its excellent machines and engines.

This industry began when Dwight M. Sabin came to Minnesota in 1867 and settled in Stillwater the following year. Sabin started by manufacturing specialty items: doors, sashes, molding, and office furniture. He ended up making machinery, engines and railroad cars. Sabin was elected to the state senate (1871-3), and was a U. S. Senator from Minnesota from 1883-89 (Upham and Dunlap 1912: 664). According to Stillwater photographer John Runk, "Mr. Sabin was one of the cleverest promoters in Stillwater's history." He was a classic entrepreneur, always operating on a grand scale, with a reputation of always getting what he went after. His best talents lay in organizing and promoting and he was backed by eastern capitalists. Sabin was an excellent and persuasive speaker. Runk maintained that the only businessman in Stillwater who would not do business with Sabin was none other than Isaac Staples. Sabin died leaving a remarkably small estate, but he had had many financial set-backs during the boom and bust periods of the nineteenth century (Runk 1872: #196).

Dwight Sabin and George Seymore, general contractors, formed Seymore, Sabin & Co. in the 1860s. It was one of the first companies in Minnesota to use convict labor provided by the Minnesota State Prison on N. Main (Carroll 1970: 11). George Seymore first appears in an 1867 directory as "Seymour, Willim & Co., contractors of Minnesota Penitentiary, Upper Main" (Bailey 1867: 383). George Seymour settled in Stillwater in 1858. He was a carpenter by trade and a chief partner



Figure 14: The old state prison on N. Main looking southeast toward the shore, ca. 1880.

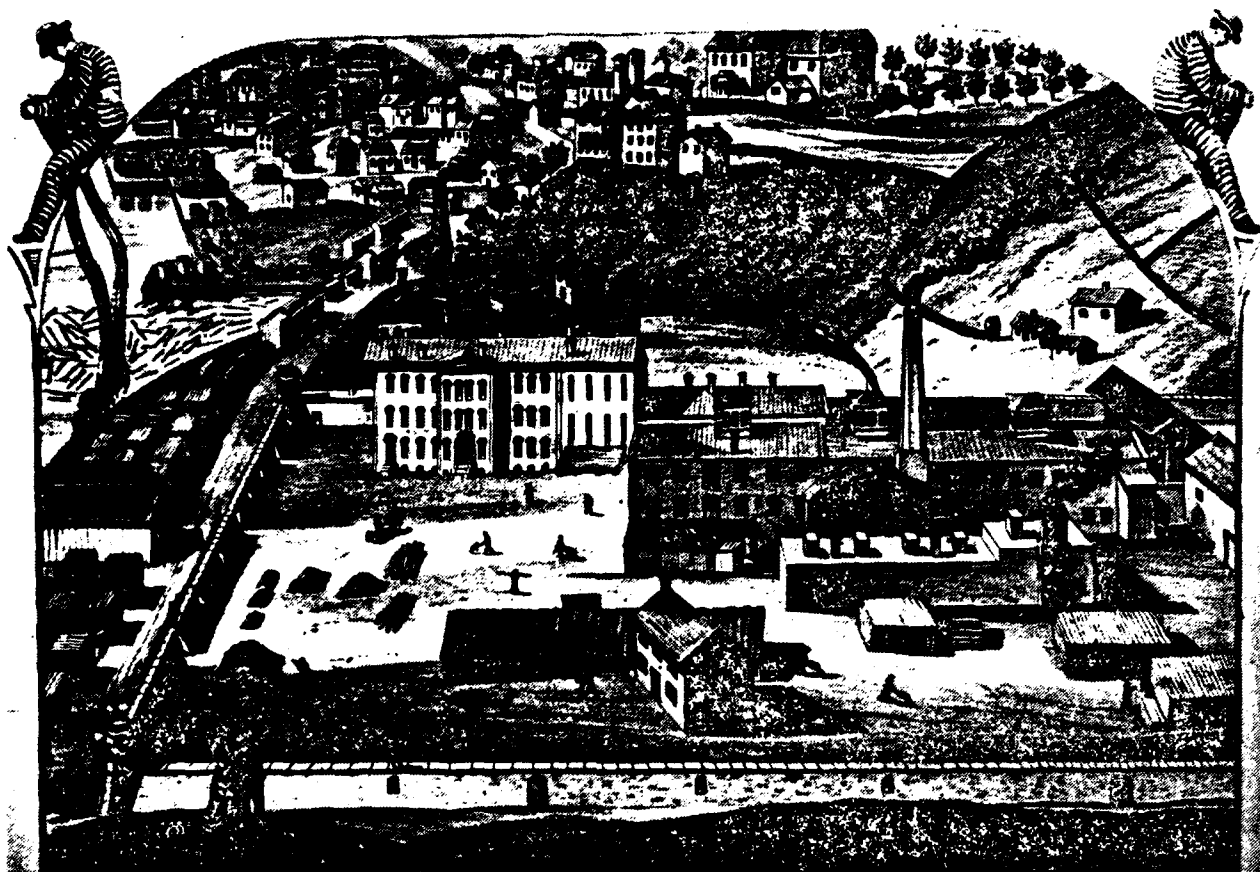


Figure 15: An engraving of the old state prison on N. Main, based on the 1880 photograph (Figure 12). In the engraving, only the three story stone building within the prison walls is a cell block. The remainder of the buildings are the shops and boiler room of the Seymour, Sabin & Co. operations. In the background along Main St. is the chimney stack of the Isaac Staples saw mill. The house on the hill in the background is the mansion of Isaac Staples.

of Seymour, Sabin & Co. when it was formed in the late 1860s. Seymour later became sheriff of Washington County, mayor of Stillwater, and, in 1889, a state representative (Upham and Dunlap 1912: 693; Roney 1970: 41).

Seymour, Sabin & Co. had a lock on cheap convict labor in the state prison on N. Main. They expanded to the east side of N. Main and built a vast complex of buildings across from the prison. In the beginning, they manufactured finished millwork, brackets, molding, scrollwork, doors and sashes for buildings and office desks, counters, and bank furnishings (Andreas 1874: 55). An early engraving shows their plans for the plant in 1872 prior to construction (see Figure 13).

The success of Seymour, Sabin & Co. and its successor, the Northwestern Manufacturing and Car Co., owed much to the state prison on N. Main in Battle Hollow. The company did not invent the use of convict labor. The prison was located in Stillwater in 1849 and completed in 1853. In 1859, one John B. Stevens, a Stillwater manufacturer of shingles and blinds, leased the prison workshop and harnessed the convict labor for manufacturing. George M. Seymour and his partner took over the contract for prison labor when Stevens pulled out. They began making flour barrels at the prison. The convicts were paid a small sum each day for their work. The company sold its products, worth \$135,000 in 1871, by working the convicts eleven hours in summer and nine hours in winter under the watchful eye of prison guards. Charges of profiteering ensued while Seymour, Sabin & Co. continued to expand. The company built additional facilities on the east side of Main. In 1874, the firm started making threshing machines (Dunn 1960: 143).

In 1882, Sabin organized the Northwestern Manufacturing and Car Company with the help of railroad money. Seymour, Sabin & Co. was absorbed into this new conglomerate, the largest corporation in Minnesota. Northwest Manufacturing and Car Co. continued to make doors, sashes, flour barrels, and threshers, adding to its line traction farm engines and freight and passenger cars (Dunn 1960: 144). Northwestern exercised virtually complete control over prison affairs. The 1884 Sanborn insurance map of the prison shows the cell

blocks of the penitentiary lost among the buildings which housed the machine shops, sash, door, and blind warehouses, erecting shops, storerooms, blacksmith shops, finishing and molding rooms, coal sheds, and woodworking shops of the Northwestern Car Co. on the prison grounds.

In addition to the operation within the prison walls, Northwestern had mushroomed with extensive yards and shops on the east side of N. Main (Figure 14). Some 1,200 civilians provided most of the labor, since the convict population was so small. The state prison inspectors in 1884 apologized in their annual report:

It was never expected that when the contract for prison labor was made, the Manufacturing Co. of Seymour, Sabin & Co. would develop into the mammoth N.W. Manufacturing and Car Co..... Had that result been foreseen, the shop room would most certainly have been restricted, and also the number of citizen employees allowed within the prison grounds (Dunn 1960: 144).

The company muscle even extended to choosing guards and officers employed by the state prison. Eventually in 1887, the state legislature took hold of the situation ruling that prison labor contracts would compete with free enterprise.

The contract with Sabin was terminated but the Northwestern Manufacturing and Car. Co. continued to use the state prison for manufacturing operations. The Car Co., deprived of its source of cheap labor, went out of business in 1888, and the facilities east of N. Main passed to the Minnesota Thresher Manufacturing Company.

This was not the end of the story. Largely drawn from creditors and stockholders of the Northwestern Manufacturing and Car Co., the Minneosta Thresher Co. was born. It used the facilities of N.W. from 1887-1902. Then followed a brief life for M. Rumely & Co. which also manufactured threshers. From 1902-1916, the shops on N. Main were operated by the Northwest Thresher Co. When N.W. Thresher went bankrupt in 1916, George H. Atwood, who had formed the last large lumber company in Stillwater by merging Hersey, Bean's mill on S. Main with the Schulenburg mill on N. Main, formed the Twin City Forge and Foundry Co. The "Forge" made munitions for WW I, and after the war, made casings. It ceased operations in 1930. In this progression,

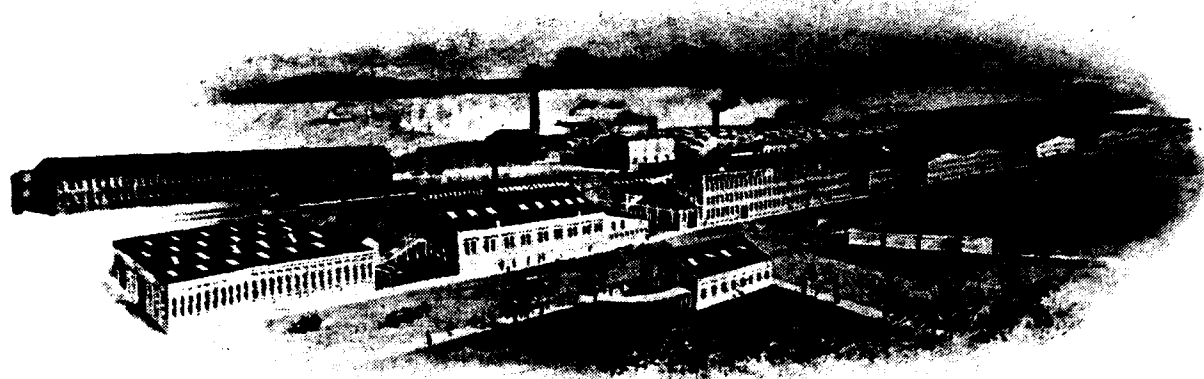


Figure 16: Engraving of the North West Thresher Company plant across from the prison on N. Main looking southeast, ca. 1910. Main Street is in the foreground and the boiler plant of the old C. N. Nelson sawmill (#8) is the chimney stack in the left background.

Stillwater became renowned for its threshers and farm machinery which were sent throughout the United States, Canada, and Mexico, making the name of Stillwater famous.

The industrial glory days of the Stillwater waterfront ended when "The Forge" closed in 1930. The city continued with the improvement program at Lowell Park during the 1920s and 1930s, but there was no new construction along the waterfront. The tracks and trestles of the Chicago, St. Paul, Minneapolis and Omaha Railroad were taken out in 1935 in the area east of S. Main Street, and a few buildings started to come down during the 1930s along the river. More were torn down in 1946 after World War II. The citizens of Stillwater were increasingly using cars to commute to work outside of Stillwater after the war. Stillwater's population continued to decline to a low of around 7,000 during the decade of '40s, then slowly started to rise as the Twin Cities came within commuting distance for most people in town. This trend is continuing even today.

The next wave of demolition along the riverfront started in the early 1960s. This was a time of urban renewal, but there was no concerted effort in Stillwater to clear the riverfront. Nonetheless, the oil tanks of Standard, Kilty, and Bartles were torn down, along with Union Station and buildings like the St. Paul & Duluth Railroad freight house. By far the greatest loss to Stillwater was Union Station. This was easily the most impressive depot from an architectural standpoint in Minnesota. The depot was replaced by Hooley's Market, the one major new addition to the riverfront. In 1969, two more buildings were razed: the Torinus, Staples warehouse and the Minnesota Mercantile Co. Building. These were both major buildings.

Things began to happen again in the 1970s. Rivertown Restorations, Inc. did a photographic survey of part of Stillwater in 1976-78 (see Figure 44). Tom Blank rehabilitated the old freight house and made it into a restaurant. It was placed on the National Register in July, 1977. Architect Mike McGuire redid the old gas plant and substation into the Brick Alley in 1979-81. And the city of Stillwater rehabilitated the Lowell Park Pavillion in 1984.

INVENTORY OF SITES

This section contains an inventory of all sites found in the study area along the Stillwater waterfront. There are 117 sites and they are listed in order from north to south along the riverfront. Since field testing for subsurface structural remains was not part of this study, the archaeological potentials refer to probable foundations and structures below ground which may remain, and not to possible evidences of other human activities in and around the structures. Dates in parentheses for each site are dates the building stood.

1. Seymour, Sabin & Co. boarding house and shed, 4410-11 N. Main (ca. 1884 - ca. 1902)

Historical Overview: This 2-story frame boarding house was built by Seymour, Sabin & Co., makers of fancy mill work and office furniture during the 1870s. It was probably built for the company's employees. It was a common practice in Stillwater for companies along the river to provide room and board for some of their employees.

Archaeological Potential: The chances of locating remains of this building are very small. It did, however, have a basement (Sanborn 1888), probably of stone or brick. In 1902, site #2, the Northwest Thresher Co. foundry, was built over the remains of this site. The foundation was probably destroyed.

Recommendations: No further work is needed.

References: Sanborn Insurance Atlas (1884-1898).

2. Northwest Thresher Co. foundry and castings storage, 4409 N. Main (1902 - ca. 1945)

Historical Overview: The Northwest Thresher Company was organized in 1901 and went out of business in 1916-17. Their plant covered 18-25 acres and employed 600-700 men. It was one of

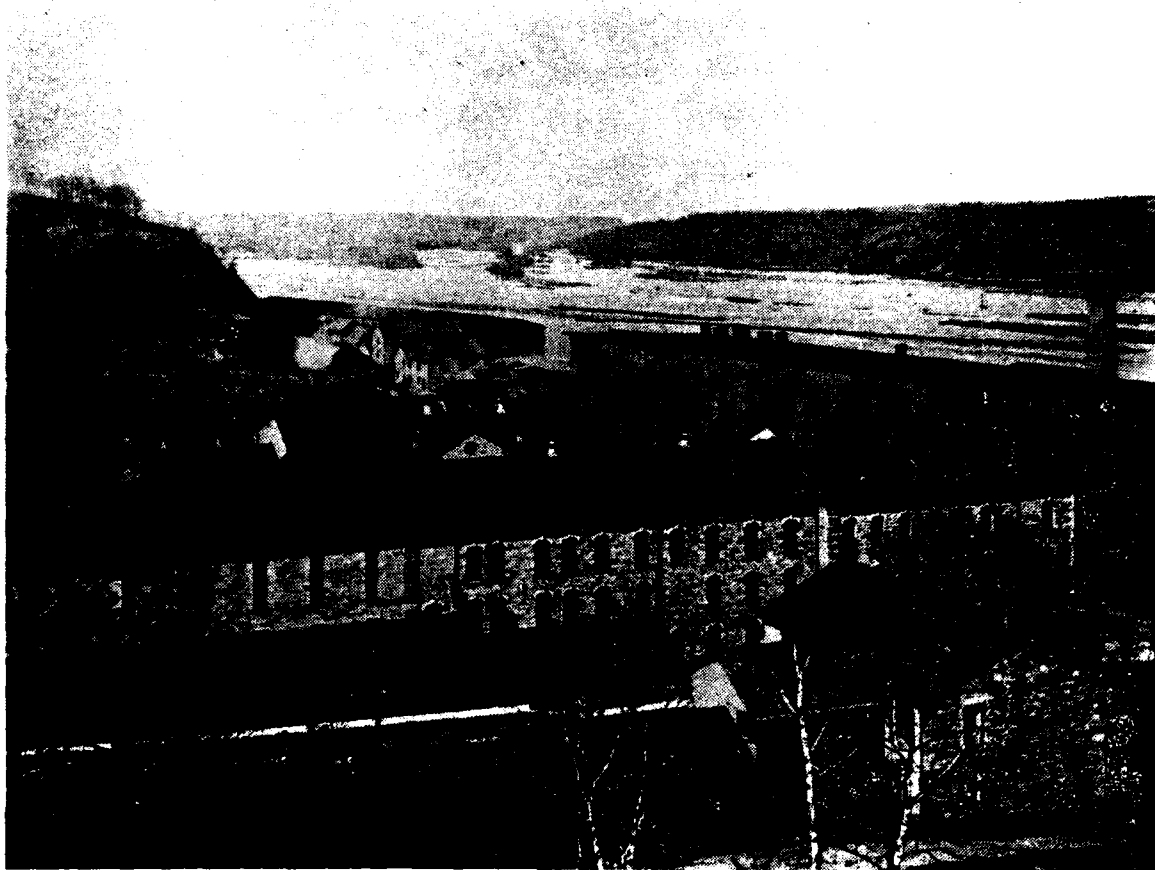


Figure 17: View from the top of Battle Hollow looking northeast, ca. 1888. The stone house in the foreground was the Warden's House (now the Washington County Historical Society Museum). The long stone building north of it is the cell block within the prison walls. On the east side of Main (right) is the machine shops (#5) of the North Western Manufacturing and Car. Co. North of the shops building is a small two story gabled building, the Seymour, Sabin boarding house (#1).

the largest manufacturers of high grade threshing machines and traction engines (Carroll 1970: 12). The company also made wind stackers, feeders, and separators. The company maintained branches in Kansas City, Fargo, N.D., Sioux Falls, S.D., Council Bluffs and Fort Dodge, Iowa, and Oshkosh, Wisconsin, and made shipments throughout the U. S. as well as to Canada and Mexico (Railway Publishing Co. 1903: n.p.).

From 1917-1930, this building was used by Twin City Forge and Foundry, whose general offices were across No. Main Street in the old state prison building (Kroon and Salmore 1978: 1,3). The building was razed ca. 1945.

Archaeological Potential: This building had an earth floor (Sanborn 1924), but was of brick construction 3-1/2 stories tall with a stone base. Remnants of the base may still exist below grade.

Recommendations: Only a small portion of the southeast end of this building was in the Corps study area. Most of the building was outside the study area. No further work is necessary.

References: Carroll (1978: 12); Railway Publishing Co. (1903: n.p.); Kroon and Salmore (1978: 1,3); Sanborn (1904-24).

Note: This site is related to Sites #2, 3, 21 and 23.

3. Minnesota Thresher Co. foundry and blacksmith shop, 4408 N. Main
(attached to the north end of Site #5) (ca. 1891-1898 to post-1930)

Historical Overview: The foundry and blacksmith shop was built on the north end of the machine shops (Site #5) when the buildings were operated by the Minnesota Thresher Manufacturing Company. The foundry and blacksmith shop addition was a one story brick building with no basement. In 1902, the Northwest Thresher Company bought the machine shop (Site #5), and expanded the forge and foundry at that time. For additional information, see the description of Site #5 later in this inventory.

Archaeological Potential: The building had no basement. Footings

may have been brick or stone. It is unlikely that pieces of the footings remain.

Recommendations: The Corps study area boundary runs through the site. See recommendations for Site #5.

References: Sanborn (1898-1896).

4. C.N. Nelson and Co. steam dry kiln, 4409-1/2 N. Main (ca. 1878-1896)

Historical Overview: This steam dry kiln was situated north of the C.N. Nelson Lumber Company saw mill (Site #8). It was used to steam dry the lumber cut at the Nelson saw mill. See Site #8 for history of C.N. Nelson Co. Site #6 (the boiler house) is also associated with the Nelson sawmill. By 1891 the kiln building was used as a warehouse for farm machinery. In 1898 it was vacant (Sanborn 1891 and 1898). The building was razed between 1898 and 1904.

Archaeological Potential: This frame building had one story and a basement. The main building had 2 shed wings on the east and west and a wooden platform on the south side. The stone or brick basement may still be there because in later years the area was used to store piles of lumber. This use would not have disturbed whatever remains of the building were still below ground.

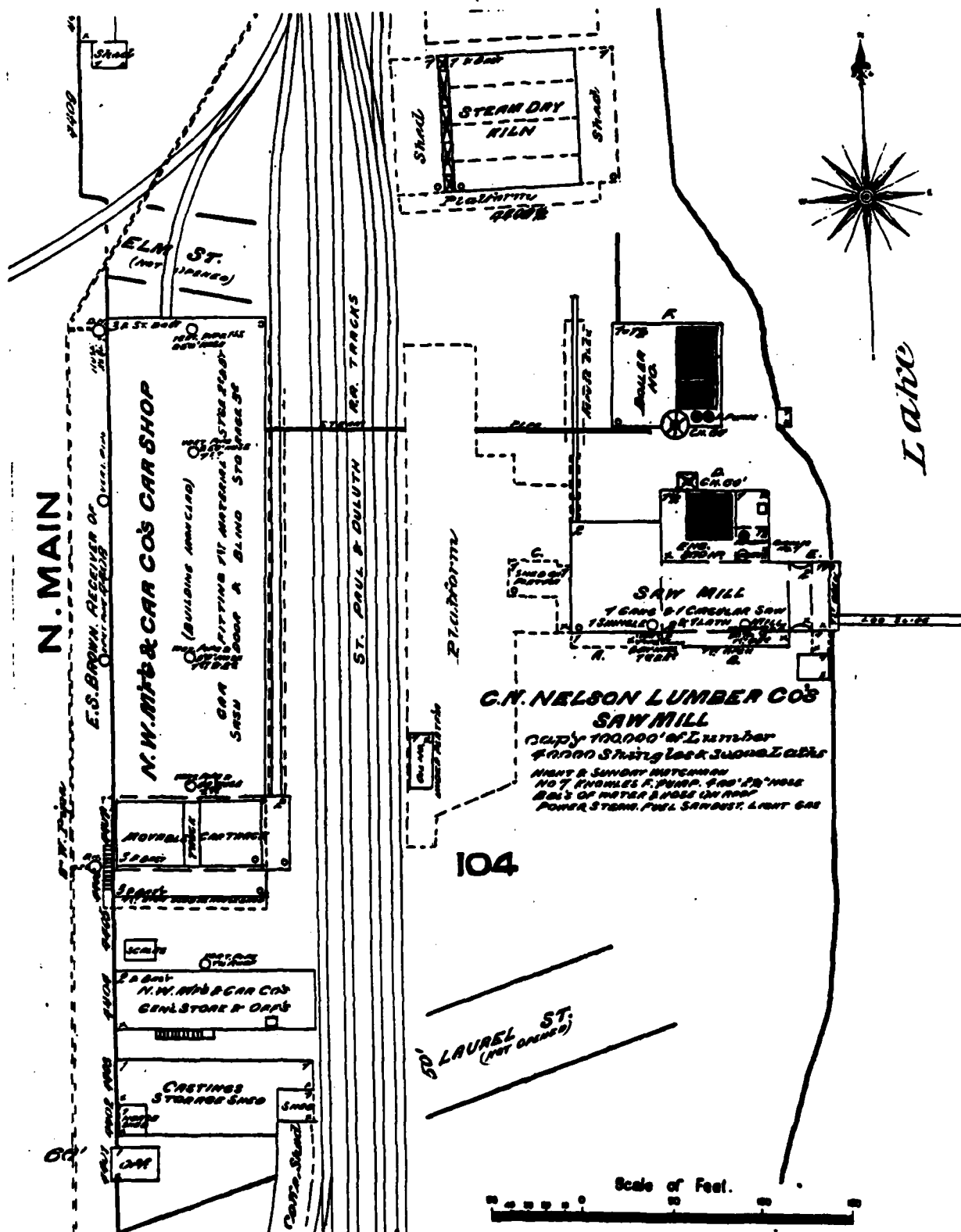
Recommendations: The Corps study area boundary runs through this site. The site is not as important as the main sawmill (Site #8). No further work is necessary.

References: Sanborn (1884-1904).

5. Seymour, Sabin & Co. machine shops, 4408 N. Main (ca. 1874-1904)

Historical Overview: This was an important building in the history of Stillwater. Views of the building taken in 1904, 1907, 1908, 1914, 1917, 1919, and 1926 appear in John Runk's photographs. It was built by Seymour, Sabin & Co. as their main machine manufacturing building (Andreas 1874: 55). It

Figure 18: 1884 Sanborn showing the North Western Manufacturing and Car. Co. car shops (#5) and yards. To the east of the Car shops is the C. N. Nelson sawmill (#8). Nelson's steam dry kiln (#4) is shown north of the sawmill.



went through several architectural plans between 1872 and its actual construction in 1874. It measured 44' X 315' and was of 3-story wood construction (Mitchell 1882: 163). Seymour, Sabin & Co. began operations in the 1860s in the old state prison building on N. Main (Roney 1970: 25). Originally the company was a general contracting business managed by George M. Seymour and D.M. Sabin, and it was one of the first companies in Minnesota to use convict labor (Carroll 1970: 11). The company manufactured fancy mill work and furniture such as brackets, moldings, and scrollwork for buildings. It also made office desks, counters, and bank furnishings (Andreas 1874: 55).

In 1882, Seymour, Sabin & Co. briefly merged with the Northwestern Construction Co., and then became the Northwestern Manufacturing and Car Company. D.M. Sabin was president of the new firm, which took over the physical plant of Seymour, Sabin & Co.

The Northwestern Manufacturing and Car Company defined its business as the

building and sale of steam engines of all kinds, and the manufacture, building and sale of passenger cars, freight cars, flat cars, cattle cars and all other kinds of cars, and the fixtures and attachments thereto belonging, and the manufacture and sale of farm implements and machinery of all kinds, and the manufacture and sale of all articles, improvements and machinery of which wood and iron...form the principal component parts, and the manufacture of the materials therein used (Mitchell 1882: 163).

The machine shops building housed "machinery of every description for boring, planing, turning and working iron in various ways (Ibid.)."

By 1888, the machine shops building passed to the Minnesota Thresher Manufacturing Company, which used it as a warehouse for their separators, farm machinery, and wagons (Sanborn 1888-1898). The Minnesota Thresher Manufacturing Company was formed in 1887 largely from creditors and stockholders of the Northwest Manufacturing and Car Co. when

it went into receivership (Barrett 1887: 26). Minnesota Thresher was a successful business at this site from 1887 to 1902. M. Rumely & Co. operated the machine shops briefly in 1902, also manufacturing threshers.

From 1902-17, the machine shops were run by Northwest Thresher Co. and the foundry at the north end of the building (Site #2) was rebuilt. When this company went broke in 1916, Stillwater lumberman George H. Atwood and a group of Twin Cities businessmen formed Twin City Forge and Foundry Co. "The Forge" made munitions (mostly 6" shrapnel shells) during World War I and remained in business until 1930 making steel castings (Kroon and Salmore 1978: 3).

In the 1940s the old machine shop was operated by Minneapolis-Moline Power Implement Company. The building was razed in 1946.

Archaeological Potential: This building was of 3-story wood frame construction with a basement. Foundations were stone or brick and were evident in 1978 (Kroon and Salmore 1978: 3). The building was sheathed in corrugated iron - hence its nickname: "Old Iron Clad."

Recommendations: The Corps study area boundaries run through only a small portion of this site. The site is significant to the history of early lumbering manufacture in Stillwater by virtue of its association with Seymour, Sabin & Co. and its 1874 date of construction. In addition, the site has interpretative value as a leading example of the shift from lumbering to machine manufacture in Stillwater. The latter industry continued in the city into the 1940s.

The Corps should avoid the site during construction if possible. It is in Reach 3 in the direct impact area. The foundation itself is not historically significant.

References: Sanborn (1884-1924); Runk (photos from 1904, 1907, 1908, 1910, 1914, 1917, 1919, 1926); Upham & Dunlop (1912: 664); Barrett (1887: 26); Andreas (1874: 55); Carroll (1970: 11, 12); Mitchell (1882: 163); Roney (1970: 25, 39-41);



Figure 19: Early stages of construction of a steel U. S. Government barge by the Minneapolis Steel and Construction Company along the shore near Twin City Forge and Foundry in 1919.

Northern Pacific Railway Papers (1902-03: File S58-3); Kroon and Salmore (1978).

6. Boiler House Complex, East of 4408 N. Main (Site #5) (ca. 1882-ca. 1920)

Historic Overview: The boiler house was connected by steam pipe to Site #5. It housed 6 boilers which provided steam power to run machinery in the machine shop (Site #5). The 1884 Sanborn map shows the steam pipe running under the wooden railroad platform and tracks of the St. Paul and Duluth Railroad directly into the machine shops. The 6 boilers were probably housed away from the machine shops for safety. The building had a 60' smoke stack on the south side, and in its original configuration was 1-1/2 stories tall. Between 1888 and 1891, a smaller 1-story addition was built on the west side and 2 of the boilers were removed. By 1898, the building was vacant and the boilers idle (Sanborn 1898).

By 1904, the boiler complex was operated as the Twin City Rapid Transit Company's power house. By 1904 a new boiler had been added, making 5 in all (Sanborn 1904). Twin City Rapid Transit, a Minneapolis-based company, extended suburban car line service to the towns surrounding the Twin Cities (including Stillwater) just after the turn of the century (Prosser 1966: 100). For reasons which are unclear, the Rapid Transit Company abandoned the boiler complex within a few years. In 1910, the State Prison was using the west wing for an ice house. The building was probably used to store ice until the new prison was built in 1915.

Archaeological Potential: The boiler complex had no foundation, but the 60' smokestack on the south side of the original structure may have had substantial footings to support its great weight. Those footings may still be below grade.

Recommendations: The building is of interest only for its association with Site #5, and only from 1882 to the mid-90s.

Although the base of the chimney stack may remain, no further work is necessary.

References: Sanborn (1884-1910); Prosser (1966: 100); Runk (1904, 1910, 1917, 1919).

7. Northwest Thresher Co. dry kiln and horse shed, east of & behind 4408 N. Main (Site #5) (ca. 1902-1907)

Historical Overview: Just east of the machine shops (Site #5) were 2 frame 1-story buildings erected by Northwest Thresher Co. They appear on the 1904 Sanborn Insurance Map, and are both small structures. The one to the north was a small steam dry kiln with an open walled lumber shed. It may have been used in manufacturing thresher parts. Just south of the kiln was a small coal bin with a 1 or 2-horse shed on its east side.

Archaeological Potential: None. These buildings sat directly on the ground and only lasted 5 years (1902-1907). They are not historically significant.

Recommendations: No further work is necessary.

References: Sanborn (1904).

8. Charles N. Nelson & Co. sawmill, east of & behind 4408 N. Main (Site #5) (1873-ca. 1890)

Historical Overview: This sawmill was originally built as a medium capacity mill by Seymour, Sabin & Co. (Durant 1905: 655) to saw lumber for their doors, window sashes, plows, and other articles required for life on the frontier (Larson 1937: 175). The sawmill sat just east at the river's edge from Site #5. It contained a rotary saw, edgers and trimmers, and could turn out 50,000 board feet of lumber a day. A shingle and lath machine made this mill one of the best in the St. Croix Valley (Warner and Foote 1881: 516).

In 1878 Seymour, Sabin & Co. leased the mill to D.M. Sabin and C.N. Nelson under the company name of C.N. Nelson &



Figure 20: Architect's drawing showing plans for Seymour, Sabin & Co. buildings on the east side of N. Main. The long building in the background is the proposed machine shops (#5), which, when built in 1874, were more functional looking. The sawmill in the foreground was leased to C. N. Nelson and Co. (#8).

Co. D.M. Sabin was a principal in both companies and may have wanted to separate his milling operations from his manufacturing operations. Improvements were made to the mill, including a 27 gang saw reputed to be the fastest in the state at 260 strokes a minute. An addition was build to house the shingle and lath machines.

The lease expired in 1880. C.N. Nelson Lumber Co. was incorporated in September of that year. This company consolidated the St. Louis River Lumber Company and C.N. Nelson & Co. Nelson and Sabin had interests in both these companies, and essentially consolidated their lumber operations in the new C.N. Nelson Lumber Co.

By 1881, the C.N. Nelson Lumber Company mill measured 36' X 150' and could turn out annually 14 million board feet of lumber, 7 million shingles, and 5 million board feet of lath. Eighty five men were employed in the mill and yards each season. Millwork from this mill was sent to southern and western markets. Company camps were located on the Snake River, St. Louis River, and Sand Creek in Minnesota. There was also a camp on the south fork of the Clam River, two camps on the Apple River, and another on the Upper Namekagon in Wisconsin. On some 60 or 70 acres of land in downtown St. Paul, the Nelson Lumber Co. had a planing mill and 3 lumber yards (Warner and Foote 1881: 516, 517).

The railroad tracks of the St. Paul and Duluth Railroad Company stretched between this site and the machine shops (Site #5). A wooden railroad platform was located at the back (west) of the site. The railroad took finished lumber and millwork south and west to new settlements. The logging camps were also connected by rail.

The Nelson Lumber Co. was short-lived. By 1888 the mill was abandoned (Sanborn 1888). It was torn down around 1890 (Sanborn 1891). A small wooden addition on the north side of the mill remained standing until sometime between 1904 and 1910. This addition appears as a boat house at the water's

edge on a 1902 Northern Pacific map (Northern Pacific Railway Co. 1902-03: File S58-2).

Archaeological Potential: None. The frame 2-story Nelson mill had no foundation. An 1874 engraving (Andreas 1874: 55) shows the building built over the gently sloping river bank and supported, at least on its east (river) end, on wooden posts. If the posts were left when the building was razed, some remnants of these posts may still exist. Since the ground was wet and low, it is more likely that any remains from the posts have rotted away.

Recommendations: It is historically significant because of its association with D.M. Sabin and C.N. Nelson and also as a textbook example of a Minnesota lumbering operation from the 1880s. It was also not by any means the largest lumbering operation in Stillwater at the time. No further work is recommended for this site.

References: Runk (1872 engraving). This engraving may be misdated and taken from Andreas (1874:55); Sanborn (1884-1910); Warner and Foote (1881: 516, 517, 510); Larson (1937: 175); Durant (1905: 655); Mitchell (1882: 164); Northern Pacific Railway Co. (1902-03: File S58-2).

9. St. Paul & Duluth paint shop, east of Site #10, east of Site #5 (1902-10).

Historical Overview: Nothing is known about this building. It only appears on the 1910 Sanborn map, and is shown as a small (approx. 6' X 8') building on a 1902 Northern Pacific Railway map of the riverfront. It may have been built by the St. Paul & Duluth Railroad Co. or by the Stillwater Branch of the Northern Pacific.

Archaeological Potential: None

Recommendations: No further work is necessary. This was a small, insignificant building which apparently did not stand on this site for long.

References: "N.P. Ry., St. Paul Division, Stillwater Branch, Stillwater, Washington Co., Minn., September, 1902." (Northern Pacific Railway Co. Papers 1902-03: File S58-2); Sanborn (1910).

10. M. Rumely & Co. testing room, east of Site #5, (ca. 1902-24)

Historical Overview: This building was of frame construction, 1 story, located behind the machine shops (Site #5) and built in 1902 when the shops were operated by M. Rumely & Co. As built, the structure was sheathed in iron and had a dirt floor (Sanborn 1910). By 1924 when the building was owned by Twin City Forge & Foundry, it had been converted to use as a garage and had a concrete slab floor (Sanborn 1924).

Archaeological Potential: The concrete floor was probably broken up.

Recommendations: No further work is necessary. This site is not historically significant.

References: Runk (1919, #2141); Sanborn (1910); "N.P. Ry., St. Paul Division, Stillwater Branch, Washington Co., Minn., September, 1902. (Northern Pacific Railway Co. Papers 1902-03: File S58-2).

11. Johnson & McHale mill (1856-ca. 1875)

Historical Overview: The Johnson & McHale mill was was one of Stillwater's earliest sawmills. After 1874, the mill was demolished to make way for the Seymour, Sabin & Co. machine shops (Site #5).

References to this mill are fragmentary. It was built opposite the state penitentiary on the east side of N. Main. The 1857 Territorial Census of Minnesota listed 2 mill owners named Michael McHale, age 33, and Roswell B. Johnson, age 45. McHale, an Irishman, came to Stillwater in 1849 and recieved the first masonry contract for the Stillwater State Prison (Warner and Foote 1881: 588).

McHale had formed a partnership with Johnson when the St. Croix Union announced in 1856 a "steam mill at water's edge" owned by Johnson & McHale (Dec. 5, 1856). The mill was long gone when Folsom (1888: 404) noted that McHale and Co. was one of the eleven leading lumber mills in Stillwater in 1888. This may or may not be Michael McHale.

Archaeological Potential: None. Site #5 was built on the Johnson & McHale mill site in 1875. The mill sat at the southwest corner of what became the machine shops.

Recommendations: No further work is necessary.

References: St. Croix Union (Dec. 5, 1856); Folsom (1888: 77, 78, 404); Territorial Census (1857).

12. Seymour, Sabin & Co. main offices, in 1884 4404 N. Main, in 1891 607 N. Main (ca. 1874-ca. 1940).

Historical Overview: This small, rectangular 2-story frame building with basement was the main office of Seymour, Sabin & Co. when it was built. It passed through the same sequence of ownership as the machine shops (Site #5) just to the north. In the early 1880s this site was the general store and offices of the Northwestern Manufacturing & Car Co. In 1888 it became the supply house and offices of the Minnesota Thresher Manufacturing Co. It was the general offices of the Northwest Thresher Co. In 1917, it became the main office of the Twin City Forge & Foundry Co., and was vacant in 1924.

Archaeological Potential: Since the basement of this building was probably local brick or stone, some remnant of the foundation may be buried under the ground.

Recommendations: The site is significant to the history of Stillwater by virtue of its association with the large machinery manufacturing companies operating on the riverfront between 1874 and 1924. It should not be disturbed by construction activities if possible. It is located in the direct impact area in Reach 3. It would be an interesting



Figure 21: The Stillwater landing used by Bronson & Folsom Co. in 1904. The chimney stack (right rear) is the boiler house (#6) built by Seymour, Sabin & Co. The white building in the center with a gabled roof was originally the Seymour, Sabin company offices (#21).

site to interpret if the remnants of the foundation were uncovered in conjunctions with those at Site #5. The foundation itself is not significant.

References: Sanborn (1884-1910); Warner and Foote (1881: 519-521); Roney (1970: 39-41); Runk (1919, #477).

13. Stillwater Fire Department hose house, 603 N. Main (ca. 1898-1924).

Historical Overview: This small (approx. 6' X 6') frame building with no foundation was just large enough to hold 2 hose carts with 150' of cotton hose and 2 stationary reels with 50' hoses (Sanborn 1910).

Archaeological Potential: None.

Recommendations: The site is not historically important. No further work is necessary.

References: Sanborn (1898-1924).

14. Seymour, Sabin & Co. castings storage, office, & coal sheds, in 1884 4402-4403 N. Main, in 1888 603 N. Main (ca. 1875-ca. 1896).

Historical Overview: This 1-story frame rectangular building with basement preceded the hose house (Site #13) on this lot. It was associated with the same early companies as Site #5 (machine shops) and Site #12 (general offices).

In 1884 the casting storage shed was attached to a southeast wing used as a coal and coke shed running alongside the St. Paul & Duluth tracks. A small wood frame office was located at 4305 N. Main a few feet south of this building (Sanborn 1884). Most of the storage building was razed, but the office and coal and coke shed remained in 1888 (Sanborn 1888). In 1891 only the coal and coke shed remained (Sanborn 1891). In 1898 only the office at 603 N. Main remained (Sanborn 1898).

Archaeological Potential: None.

Recommendations: These small buildings are not significant to the

history of Stillwater. No further work is necessary.

References: Sanborn (1884-1891).

15. Minnesota Highway Department garage, 599-601 N. Main (ca. 1940-still standing)

Historical Overview: This building was constructed ca. 1940. A concrete block structure, it is faced in cream brick and has a concrete slab floor. A wood frame shed is situated to the northeast between Sites #15 and #17. The Warden's house for the old State Prison is directly across the street.

Archaeological Potential: None.

Recommendations: No further work is necessary. The Corps boundary runs through the site.

References: Sanborn (1924 updated to 1961).

16. Minnesota Thresher Manufacturing Co. paint storage shed, no address (ca. 1887-ca. 1907)

Historical Overview: This small 1-story frame metal clad building was located on the east side of the St. Paul & Duluth Railroad Co. tracks east of 601 N. Main (Site #18). It was erected by the Minnesota Thresher Manufacturing Co. and is related to Sites #5 (machine shops) and #12 (general offices).

Archaeological Potential: None.

Recommendations: No further work is recommended.

References: Sanborn (1888, 1891, 1901).

17. Muller Boat Works, Inc. boat houses, no address (1945, 1950, 1965-still standing)

Historical Overview: The "north end" of the Muller Boat Works consists of a wood frame shiplap sided building with roof monitor built in 1945. It was originally a boat repair building with a concrete floor (Sanborn 1924 updated to

1961). Two corrugated metal sheds with gabled roofs are located to the north and east. They were built in 1956 and 1965.

Site #17 consists of 3 buildings, all still standing. During the winter these buildings are used to dry dock and repair large launches and pleasure boats and for storage.

The Muller Boat Works business began in 1872 and is operated by direct descendants of George Muller, the company's founder (Tour Committee of Stillwater Bicentennial Commission 1978: 23).

This site is related to Sites #24, 31, 66, and 89.

Archaeological Potential: None. Still standing.

Recommendations: No further work is necessary.

References: Tour Committee of the Stillwater Bicentennial

Commission (1978: 3); Roney (1970: 23); Sanborn (1924 updated to 1961).

18. Minnesota Thresher Manufacturing Co. warehouse, 601 N. Main (ca. 1887-ca. 1917)

Historical Overview: This 3-story frame building was built by the Minnesota Thresher Manufacturing Co. for a sash, door and blind warehouse (Sanborn 1888). In 1891, it was a paint shop and office (Sanborn 1891). In 1904, the Northwest Thresher Co. used the building for mounting and rebuilding engines (Sanborn 1904). A 2-story south addition was built by 1910. The entire structure was razed around 1917, about the time Twin City Forge & Foundry took over the property.

Archaeological Potential: This building had no basement. Its archaeological potential is very small to none.

Recommendations: This site is significant to the history of Stillwater by its association with machinery manufacture in the city, but its archaeological potential is negligible. No further work is recommended.

19. St. Paul & Duluth Railroad Co. sand shed, in 1884 east of and behind 4308 N. Main, in 1891 southeast of 601 N. Main (Site #18) (ca. 1884-ca. 1910)

Historical Overview: This sand shed was a small rectangular frame building with no basement and a wood shingled roof. It sat along the west side of the St. Paul & Duluth tracks southeast of 601 N. Main (Site #18).

Archaeological Potential: None.

Recommendations: No further work recommended.

References: Sanborn (1884-1904).

20. Midland Cooperative, Inc. filling station, 501-505 N. Main (1950-still standing)

Historical Overview: The Midland Cooperative built this 1-story concrete block filling station in 1959. The company also owned the tire storage building and oil tanks at 507-511 N. Main shown on the 1924 updated to 1961 Sanborn map and listed on the map as Farmers Co-op Oil Co. The tanks and a previous building at the site were owned by the Bell Oil Co. in 1946 (Railroad Yard Map: 1946).

Archaeological Potential: Remnants of concrete slabs or foundations for the oil tanks may exist. The sites are not, however, historically significant.

Recommendations: No further work recommended. The Corps boundary runs through the site.

References: Sanborn (1924 updated to 1961); Polk (1958, 1961); Railroad Yard Map (1946).

21. Northwest Manufacturing & Car Co. warehouse, in 1891 425 N. Main (ca. 1884-ca. 1930)

Historical Overview: This large shipping warehouse was a 2-story wood frame brick veneered building with basement. It sat on

wooden posts driven into the ground. At the rear of the building was a 1-story car shed covering the spur line tracks of the St. Paul & Duluth. From this warehouse machinery was shipped directly to market. When Northwest went into receivership in 1887, the building was operated by the Minnesota Thresher Manufacturing Company until Twin City Forge & Foundry took it over in 1917, using it for general warehousing. This building has the same sequence of ownership as Sites #5 and 12.

Archaeological Potential: Small. Subsurface materials may still exist, but the likelihood is not strong because the only known underground materials appear to have been wood.

Recommendations: Historically this large warehouse is associated with Sites #5 and 12. The Northwestern Manufacturing & Car Co. was the largest firm of its kind in the state. The shipping warehouse, connected as it was to the St. Paul & Duluth tracks by spur, facilitated direct shipping of finished goods throughout the region. For this reason it is a significant building in the industrial history of Stillwater. The boundary of the Corps study area runs through the site and the Corps should avoid disturbing the area with construction activities if possible. No further work is recommended.

References: Sanborn (1884-1924); Runk (1910); Barrett (1887: 20-23); Plat of Stillwater (1930).

22. River Bank

Historical Overview: This portion of the river bank was west of the St. Paul & Duluth tracks in 1848 (Wilson 1848). As activity increased along the riverfront, fill was added, pushing the bank farther east. Consequently, the shore line in this area was a little farther east in 1852 than it was in 1848. In the decade 1874-84, the low bank and shoreline were gradually filled in. The 1874 C.N. Nelson & Co. sawmill

(Site #8) was originally built at the shore, with part of the building on posts out into the water. By 1891, the sawmill sat perhaps 25-30 feet west of the shoreline (Andreas 1891). The change in shoreline was caused by fill, probably rubble from city construction, dirt, and sawdust and slabs from lumbering operations. The river bank was also the site of large piles of cut lumber from the Nelson mill.

Various maps of the area from the 1880s and 1890s indicate an attempt to construct a retaining wall at the shore.

In 1902, the NP Depot had a small frame engine house approximately 4' square at the river's edge (NP Railway Co. 1903, File S58-2).

Between 1917 and 1930 Twin City Forge & Foundry used the shore for barge building and munitions stocking (Runk 1919: #2141). A 1919 Runk photograph, #2091, shows a level area, probably a large raised wooden platform, extending from their machine shops (Site #5) out over the water where a barge is being assembled. This platform may have covered the uneven ground around the present Muller Boat Works boat storage (Site #17).

Archaeological Potential: In driving along this stretch of the shore to the Muller Boat Works property (Site #17), there is evidence of stone foundations or walls, loose brick, and rubble. These remains are probably connected with either the railroad or activity associated with Twin City Forge & Foundry and its predecessors. The area has been gradually filled with dirt and other materials for over 100 years. The Corps study area boundary runs through the area.

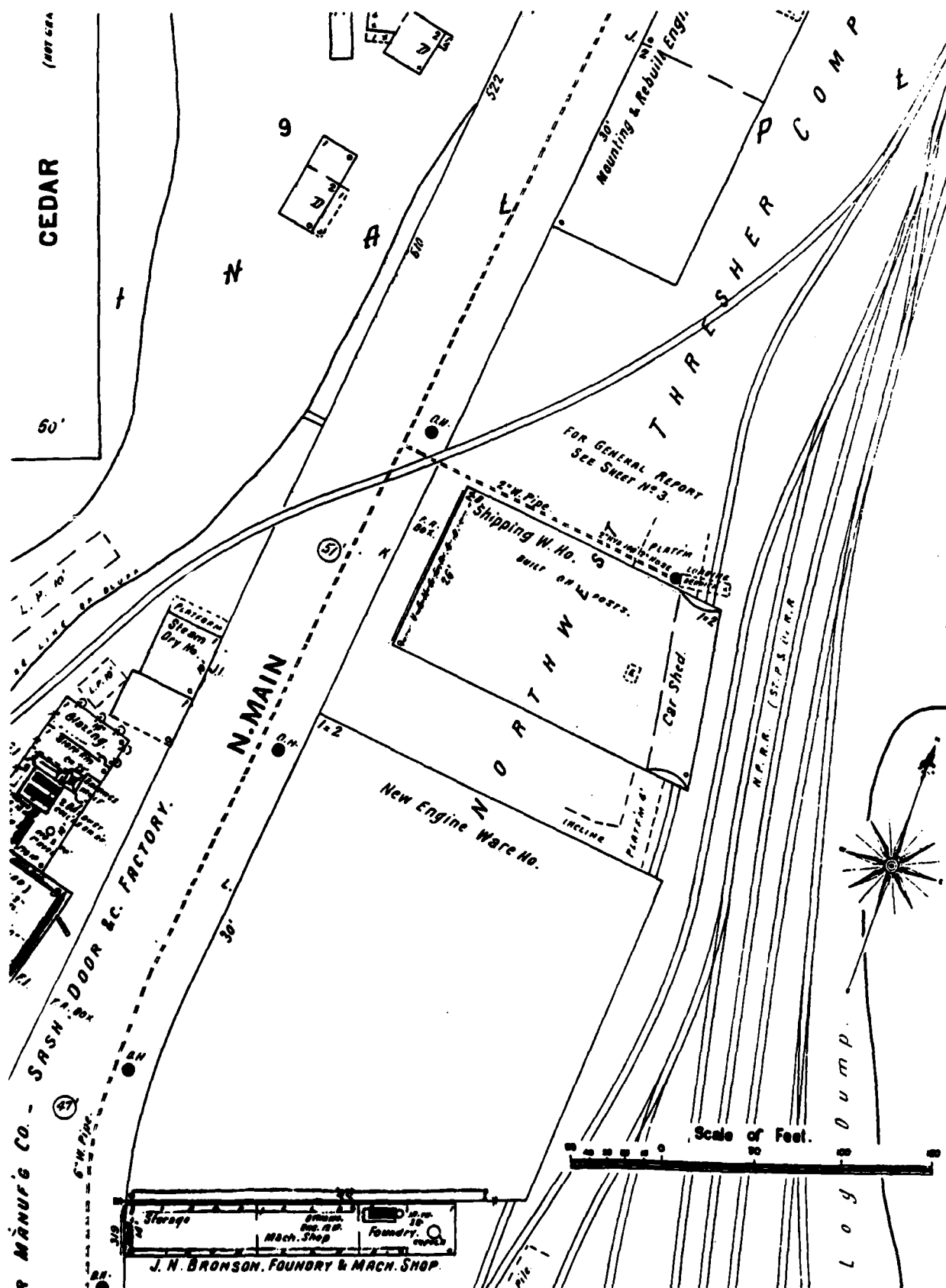
Recommendations: No further work is recommended.

References: Sanborn (1884-1961); Runk (1919: #s 2092, 2141); Wilson (1848); Andreas (1874: 52); NP Railway Co. (1901-03: File S58-2).



Figure 22: Stillwater looking north along the tracks before 1900. This photograph was probably taken from the top of John O'Brien's elevator (#54). In the foreground are the stock yards (#46) and coal sheds' (#38, #48) along the tracks. The two large flat-roofed buildings on the left are the N.W. Mfg. & Car Co. warehouse (#21) and the N.W. Thresher Co. engine house (#23).

Figure 23: 1884 Sanborn showing the huge warehouses of the N.W. Thresher Company (#21, #23). J. N. Bronson's foundry and machine shop (#26) took over the old Stillwater Street Railway Co. building in the late 1900s.



23. Northwest Thresher Co. engine warehouse, in 1924 321 N. Main
(1902-ca. 1940-46)

Historical Overview: The engine warehouse of the Northwest

Thresher Co. was a 1-story frame building with no basement. A spur line of the St. Paul & Duluth ran through the back of the building. This spur was used to ship agricultural machinery directly to markets all over the region.

This engine warehouse was built in 1902, adding yet another building to the 25-acre company holdings across from the penitentiary. The engine warehouse was huge (200' X 200'), and it was completed in 1903. It housed finished machinery: feeders, threshers, separators, and other agricultural implements. In business from 1902 to 1917, the company shipped its machinery "to every state of the Union, Mexico and Canada, carrying the name of Stillwater in evidence on each piece of machinery" (Railway Publishing Co. 1903: n.p.).

Archaeological Potential: Like the warehouse to the north (Site #21), this building was supported on wooden posts driven into the earths. The likelihood of underground survivals at the site is small.

Recommendations: The size of this building attests to the volume of business conducted by Northwest Thresher. The building was significant to the manufacturing history of Stillwater. The area should not be disturbed by construction activities if possible. The site is in Reach 3 in the direct impact area. No further work is recommended.

References: Sanborn (1904-24); Railway Publishing Co. (1903: n.p.); Runk (1907: #439, 1910: #80); NP Railway Co. Papers (1902-03: File S58-2).



Figure 24: Stillwater looking south ca. 1875. The bridges and trestles of the Stillwater & St. Paul Railroad Co. are shown built out over the water. Logs, debris, and sand are gradually filling in the area between the tracks and the shore. Located on the water at the side of the tracks in the background is the tall Union Elevator (#51).

24. Stillwater & St. Paul Railroad Co. railroad trestles and bridges over inlet (built 1870-71-date of destruction unknown)

Historical Overview: The 1848 plat map of Stillwater (Wilson:

1848) shows an inlet dipping inland at this point. The shore line today shows vestiges of this inlet between approximately Cherry and Linden Streets. Originally, this inlet led toward the Staples Mill on N. Main. Staples used the inlet as a log boom in the 1870s (Runk 1875: #203).

When the Stillwater & St. Paul laid track along the shore in 1870-71, they built wooden trestles and bridges 20' above the low water level starting from Myrtle Street on the south and running straight north over the inlet (Andreas 1874: 52).

Once the tracks were in place, the inlet began to fill up with lumbering refuse and debris from other activities (see Figure 22). The tracks of the Stillwater & St. Paul were eventually on solid ground. In the 1890s, the railroad was bought by the NP. In the 1920s, the Chicago, St. Paul, Minneapolis & Omaha had tracks in this area, as did the Chicago, Milwaukee, St. Paul & Pacific.

The remnant of the inlet is used today as a marina by the Muller Boat Works.

Archaeological Potential: Some of the materials from the trestles and bridges may still exist. It is more likely that they rotted away long ago.

Recommendations: While they show an interesting eastward shift of the shore line, these trestles and bridges are not particularly significant. No further work is recommended.

References: Andreas (1874: 52); Wilson (1848); Runk (1860s: #203, 1872, 1875: #177); Warner and Foote (1881: 510).

25. Coal shed cluster, in 1904 301-1/2, 307-1/2, 315-1/4 N. Main (ca. 1902-1910)

Historical Overview: A small cluster of coal sheds was located southeast of the Northwest Thresher Co. engine house (Site #23) on the east side of the St. Paul & Duluth tracks. The cluster consisted of three small wood frame buildings stretched along the tracks east of 301-315 N. Main (The Consolidated Lumber Co. Yards) in 1904 (Sanborn: 1904).

Archaeological Potential: None.

Recommendations: No further work is necessary.

References: Sanborn (1904).

26. Stillwater Street Railway Co. electric power house, 319 N. Main (ca. 1890-ca. 1910)

Historical Overview: This 1-story frame building sat one door south of Site #23, and was metal clad. It had no basement. The front had a small repair shop and car house. The rear held 2 engines, 2 boilers, and a fuel shed (Sanborn 1891).

The Stillwater Street Railway Co. was a financial flop. The venture went into receivership and the tracks were torn up in 1897. The assets of the company were sold for junk (Roney 1970: 19).

J.N. Bronson bought the building for a foundry and machine shop, which operated there until around 1910, when the building was razed.

Archaeological Potential: None. The building had no basement and only stood for a few years.

Recommendations: No further work is necessary.

References: Sanborn (1904); Roney (1970:19).

27. NP Railway Co. engine house/roundhouse, no address (ca. 1909-1961)

Historical Overview: In June 1900 the NP acquired the St. Paul &

Duluth Railroad property in Stillwater (Prosser 1966: 155). As part of the improvements which ensued, the NP erected the frame engine house, plans of which have survived in the NP Papers. The building was clapboard sided with small paned windows and a slightly pitched gabled roof.

Archaeological Potential: None. Plans show this building was erected on the ground with no foundation. An 8" X 12" wooden sill sat on 8" X 12" x 3' blocks. When the building was razed in 1961, the remnants of the sills would have been rotted out or torn out.

Recommendations: No further work is necessary.

References: Sanborn (1910, 1924).

28. St. Paul & Duluth Railroad Co. turntable, no address (ca. 1900-post-1946)

Historical Overview: The turntable was located in the middle of the St. Paul & Duluth tracks just east of the coal sheds (Site #25) and slightly north of E. Mulberry St. It was probably built by the St. Paul & Duluth because it is mentioned in a letter from the Chief Engineer of the NP to Mr. J.W. Kendrick May 26, 1900 listing the assets of the St. Paul & Duluth prior to its purchase by the NP. This letter lists the turntable as "plate girder, 56 ft." (NP Railway Co. Papers: May 1900, File #1645).

The plans for the turntable were first developed in 1896. The St. Paul & Duluth planned to move the turntable in their East Minneapolis yards to Stillwater and build a new steel turntable in Minneapolis. (Letter from Asst. General Manager to B.T. Iver, June 1, 1896, NP Railway Co. Papers 1896-1900: File 368(1)).

Archaeological Potential: The standard plans for a 56' turntable indicated that it usually had footings about 4.5 to 5' below grade supporting a 6" X 6" X 3'6" oak floor on which the turntable moved. It is likely that these footings still

remain, so the potential is high for finding remnants. The turning mechanism would probably have been salvaged for scrap or for reuse.

Recommendations: The Corps' construction activities would directly impact the footings with the permanent flood wall in Reach 3. Although intact turntables from this period are not numerous in Minnesota, some still exist. And the plans for this one are preserved. No further work is necessary.

References: Sanborn (1904, 1910); NP Railway Co. Papers (1896-1900: Letter from Chief Engineer to J.W. Hendrick, May 26, 1900 and letter from Asst. General Manager to B.T. Iver, June 1, 1896 in File 368 (1)).

29. NP Railway Co. scales, no address (ca. 1902-1910)

Historical Overview: Located east of Site #28, these scales were built by the NP after it acquired the St. Paul & Duluth in 1900. The scales were used to weigh freight cars. They appear only on a 1902 NP map of the Stillwater Yards (NP Railway Co. 1902-03: File S58-2). The Sanborn maps from the period do not show this site.

Archaeological Potential: None.

Recommendations: No further work is necessary. The scales would have been removed long ago when the tracks were ripped up.

References: NP Railway Co. Papers (1902-03: File S58-2).

30. NP oil house, repair shop, & tool house, no address (ca. 1902-date of destruction unknown)

Historical Overview: These structures were small wood frame buildings erected after the NP acquired the St. Paul & Duluth in 1900. They had no foundations, and had a transitory existence.

Archaeological Potential: None.

Recommendations: No further work is necessary.

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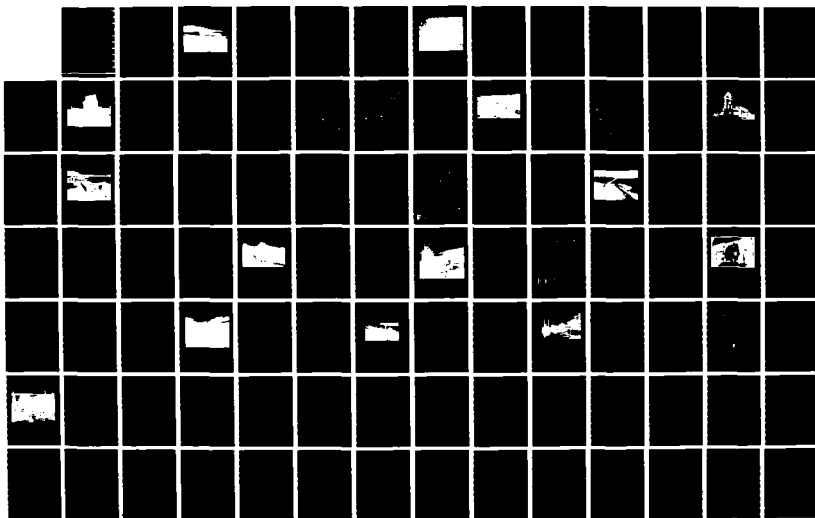
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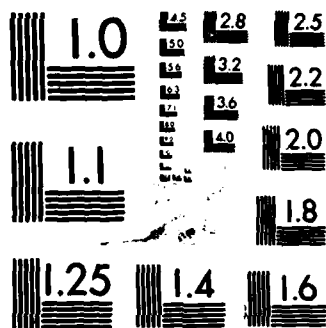
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References: NP Railway Co. Papers (1902-03: File S58-2).

31. Muller Boat Works, Inc. boat house, no address (ca. 1938-still standing)

Historical Overview: The south end of the Muller Boat Works property has this frame boat house, which was built ca. 1938. It sits at the shore at the south end of the marina. Large 14" timbers salvaged from the razing of Site #5 were reused in constructing this building.

Archaeological Potential: None. Still standing.

Recommendations: None. The Corps study area boundary runs through this site.

References: Muller 1985.

32. Sand bar, foot of E. Mulberry St.

Historical Overview: This area was the mouth of Brown's Creek (originally Pine Creek). In 1842, John McKusick decided to turn Brown's Creek into Lake McKusick at the top of the bluff and construct a 60' canal at the lower end of the lake which ran over the bluffs and down the ravine to power the city's first sawmill. McKusick built his sawmill on the east side of Main Street. When more water power was needed than the canal could provide, the canal was closed, and the lake became the city reservoir (Warner and Foote 1881: 499-500). The Stillwater Water Co. dammed up the canal and the water was turned into the main which supplied water to the city (Warner and Foote 1881: 513). The canal later became part of the city sewer system.

In 1852 a rainy spring saturated the soil on the bluffs at Lake McKusick. The stream which led to McKusick's mill washed out its high banks and a landslide of mud, gravel and debris swept the ravine onto the waterfront, damaging or burying many buildings on the shore. The landslide covered



Figure 25: View of bateau dry-docked on the sand bar (#32) at the foot of Mulberry Street, 1914. In the background are the old Seymour, Sabin boiler house (#6) and the three story machine shops (#5).

about 6 acres to an average depth of 10' and substantially altered the shore line between Mulberry and Linden Streets.

The landslide actually improved the waterfront in the long run. What had been lowlands on both sides of Main became solid ground. At the lake shore, the banks were higher and the landing was improved (Warner and Foote 1881: 508).

The sand bar - actually a small projection into the lake - seems to date from the 1852 landslide. During the rest of the nineteenth century it continued to grow slowly in size. It became a matter of controversy in 1897, when conflicting interests pitted the St. Paul & Duluth Railroad against one G.D. De'Staffany. De'Staffany made a living sawing up and selling driftwood, which he gathered by boat from the lake. He would tie his boat to the sand bar and unload his driftwood there. To get to the sand bar by wagon to pick up his wood, De'Staffany had to cross 7 sets of railroad tracks and pass by the Isaac Staples mill (Site #51). De'Staffany and his friends petitioned the city of Stillwater to open Mulberry Street to Lake St. Croix.

Unwilling to hire a switchman for each track crossing, the railroad disparaged the petition. "There are but three names of any weight, and they have no possible interest there," their response stated. "All the others are saloon keepers and contract laboring men who have no possible need for a street." De'Staffany responded by building a bridge across a sewer near the old turntable (Site #35) to gain access to the sand bar while the matter was in dispute. The railroad called his lawyer "a shyster" for encouraging him to do this (Letter to L.S. Miller, Sept. 13, 1897 in St. Paul & Duluth Railroad Co. Correspondence 1897-1900). How it happened is not known, but eventually Mulberry Street was extended to the lake.

Archaeological Potential: There may be remains of the old sewer lines and outlets here and at the foot of other streets. The

earliest lines would be wood and iron. Later ones would be brick lined. They generally run at right angles to the shore line.

Recommendations: Sewer lines would transect the study area running east-west. The oldest of these would be nothing more than brown stains in the soil. Such stains and sewer remnants turn up occasionally east of Main Street. The Corps should be aware of these stains, and of the later brick-lined sewers.

References: Warner and Foote (1881); St. Paul & Duluth Railroad Co. Co. Correspondence (1897-1900: File 1181).

33. St. Paul & Duluth tool house & coal bin, no address (pre-1884-ca. 1888)

Historical Overview: These 2 small wood frame buildings with no foundations sat between the St. Paul & Duluth tracks north of Mulberry Street for a short period of time in the 1880s. They were typical railroad structures.

Archaeological Potential: None.

Recommendations: No further work is necessary.

References: Sanborn (1884).

34. St. Paul & Duluth water tower, no address (ca. 1888-ca. 1900).

Historical Overview: This metal water tower is associated with Sites #35 and 36 (turntable & roundhouse). It was constructed at the same time as part of major improvements to the Stillwater Yard of the St. Paul & Duluth. It was razed about the time the NP bought out the St. Paul & Duluth in 1900.

Archaeological Potential: None.

Recommendations: No further work is necessary.

References: Sanborn (1891).

35. St. Paul & Duluth turntable, no address (1888-ca. 1900)

36. St. Paul & Duluth roundhouse, no address (1888-1897)

Historical Overview: The roundhouse and turntable were connected by a wooden platform when constructed in 1888. They functioned as one piece of equipment to take engines off the line on a spur track closest to the lake shore, turn them around and put them into the covered roundhouse. The wedge-shaped roundhouse was built on wooden piles on low land at the foot of Mulberry Street, and razed in 1897.

Archaeological Potential: Very small. Any timbers which were not rotted were probably salvaged when the buildings were razed.

Recommendations: No further work is necessary.

References: Sanborn (1888, 1891); Gleason (1889); St. Paul & Duluth correspondence (1897-1900, File 1181).

37. Standard Oil Co. shed and tanks, 411 E. Mulberry St. (Ca. 1921-ca. 1961)

Historical Overview: Between 1920 and 1960 the area east of Water St. and both north and south of Mulberry St. was used by a succession of oil companies. The Standard Oil Co. had a 1-story frame building with platform and tanks used as an oil warehouse.

Archaeological Potential: The five oil tanks sat on concrete bases. The oil house itself may have had equipment such as pumps which sat on concrete slabs. The slabs were probably torn out when the tanks were taken out.

Recommendations: The site is not significant. The area was probably used for oil storage because of bulk transport of oil by river barge.

References: Sanborn (1924, 1924 updated to 1961); Runk (1921: #498); Northern States Power Co. (1959).



Figure 26: View of Stillwater looking south from the north end of town on July 1, 1936. In the left foreground are the machine shops' roof (#5). At the right is part of the old prison. N. Main Street runs between the two.

38. Coal shed, 403 Mulberry (ca, 1902-ca. 1961)

Historical Overview: This coal shed was located between the NP tracks on the south side of E. Mulberry St. It was 1-story frame with a metal roof and metal sheathing. It probably had little or no foundation, and was probably by the NP.

Archaeological Potential: None.

Recommendations: No further work is necessary.

References: Sanborn (1910-1924 updated to 1961); NP Railway Co. (1902-03: File S58-2).

39. J.J. Kilty & Sons Oil Co. sheds & tanks, 411 E. Mulberry St. (ca. 1923-ca. 1961)

Historical Overview: J.J. Kilty sold kerosene and gasoline from a business at 411 E. Mulberry in the early part of this century. The Kilty site consisted of three storage tanks on a concrete base and a 1-story shed without basement (Sanborn 1924 updated to 1961).

The Kilty name is a long-lived one in Stillwater. The Kilty Oil Co. is probably related to the Kilty Brothers, Timothy and Patrick, who settled in Stillwater as children in 1858 (Warner and Foote 1881: 582). A John Kilty was clerk of the District #5 school board in 1881 (Warner and Foote: 491). In 1970, there was an Ogren-Kilty service station on Main St. (Roney 1970: 99).

Archaeological Potential: Remnants of the concrete slabs which supported the Kilty oil tanks may still exist.

Recommendations: This site is not historically significant to the history of Stillwater. No further work is necessary.

References: Sanborn (1924, 1924 updated to 1961); Warner and Foote (1881: 491, 551-2, 582); Roney (1970: 99); Northern States Power (1959).

40. Standard Oil Co. sheds & tanks, no address (ca. 1898-ca. 1924)

Historical Overview: This 1-story frame shed was moved between 1910 and 1924. It sat at the shore and had 2 tanks on concrete bases. It is associated with Sites #37 and 44.

Archaeological Potential: The building probably sat directly on the ground. The concrete bases were probably torn out when the tanks were razed.

Recommendations: No further work is required.

References: Sanborn (1904-24); Runk (1921: #498), 1923: #301).

41. Sand furnace & shed, in 1884 2309 Mulberry (ca. 1870-ca. 1888)

42. Brick sheds, no address (ca. 1870-ca. 1888)

43. Boiler house, no address (ca. 1870-ca. 1888)

Historical Overview: Sites #41, 42, and 43 are associated with early brick manufacturing in Stillwater. These 3 buildings are shown on the earliest (1884) Sanborn map. The brick sheds and boiler were not in use in 1884. The 7 staggered brick sheds were no more than roofs on poles to protect stacked bricks from the weather. The sand furnace at 2309 Mulberry was located in the middle of what became Mulberry St. after it was extended to the shore.

The owner of this brick facility is unknown. The History of Washington County and the St. Croix Valley mentions a brickyard operated by Frederick Steinacker which began in 1859 manufacturing 200,000 bricks a year until 1875, when he expanded his operations (Warner and Foote 1881: 522).

This site may or may not have been associated with Steinacker's brickyard. The 1884 Sanborn map noted that the boiler house was not in use and the brick sheds were "to be removed."

Archaeological Potential: None.

Recommendations: The sand furnace (Site #41) and the boiler house (Site #43) were razed 100 years ago. The brick sheds (Site #42) were flimsy structures. None of these buildings are likely to have left subsurface remains, and all were razed long ago. No further work is necessary.

References: Sanborn (1884); Warner and Foote (1881: 522).

44. Standard Oil Co. wagon shed, no address (ca. 1910-1924)

Historical Overview: This 1-story frame building was associated with Sites #37 and 40. It had no basement and stood only briefly.

Archaeological Potential: None.

Recommendations: No further work is necessary.

References: Sanborn: 1924.

45. Bartles Minnesota Oil Co. sheds & tanks, no address (ca. 1924-ca. 1961)

Historical Overview: The Bartles Minnesota Oil complex consisted of a concrete block oil warehouse, a small concrete block pump house, and a tank wagon shed attached to 4 gasoline tanks located south of J.J. Kilty & Son at 411 E. Mulberry (Site #39). The tanks were carried on concrete bases and held 12,000 gallons each (Sanborn 1924). Between 1924 and 1961 the facilities were operated by the Hart Brothers and Stenseng and Fierke Oil Co. (Sanborn 1924 updated to 1961).

Archaeological Potential: Concrete from the tanks installations was probably torn out when the tanks were razed. The other structures had no basements or foundations, and it is unlikely that there are survivals from them.

Recommendations: This site was of recent construction and not significant to the history of Stillwater. No further work is necessary.

References: Sanborn 1924, 1924 updated to 1961)

46. Stock yards, south of 403 E. Mulberry St. (Site #38) (Ca. 1902-1924)

Historical Overview: This stock yards was a holding pen for cattle. It was apparently little more than a fenced area.

Archaeological Potential: None.

Recommendations: Not significant. A transient structure.

References: Sanborn (1910, 1924); NP Railway Co. Papers (1902-03, File S58-2).

47. Hand car shed, no address (ca. 1910-ca. 1924)

Historical Overview: This very small 1-story frame structure was built just west of the NP tracks. The shed was used to shelter small 2-man rail cars. The building was probably built by the NP.

Archaeological Potential: None.

Recommendations: No further work is necessary.

References: Sanborn (1910, 1924).

48. Coal shed additions, no address (ca. 1923-ca. 1961)

Historical Overview: The coal shed built ca. 1902 (Site #31) was expanded ca. 1923 by the NP to include a second shed immediately to the south. These sheds, built when Sites #46 and 47 were razed, were located in an area of railroad building first owned by the St. Paul & Duluth and acquired by the NP in 1900.

Archaeological Potential: None.

Recommendations: No further work is necessary. The site is a small one, with no importance to the history of Stillwater.

References: Sanborn (1924 updated to 1961); Railroad Yard Map (1940, 1946).

49. Union Elevator & Feed Mill Offices, no address (ca. 1877-ca. 1898)

50. Union Elevator & Feed Mill Warehouse, no address (ca. 1890-1898)

51. Union Elevator & Feed Mill, no address, located south of Sites #35 & 36 (1871-1898)

Historical Overview: In late 1870 and early 1871, the Union

Improvement & Elevator Company built the first flour elevator (Site #51) in Stillwater. It was located between the Stillwater & St. Paul railroad tracks on the west and the lake on the east. The elevator was built in Stillwater because the navigation was Lake St. Croix was better than the Mississippi River at St. Paul for transferring wheat from rail cars to barges (Warner and Foote 1881: 528). The tracks were built on trestles and bridges over the water. An 1874 map shows the elevator on piles at the edge of the tracks over the water (Andreas 1874: 52). Since this first elevator was big news, the Stillwater Messenger recorded the progress of construction. The Union Elevator Company architect, T.J. Moulton, was in charge of construction (Dec. 16, 1870). A local mason, Thomas Sinclair, was hired to lay the foundation and build the chimney stack (Dec. 23, 1870; Feb. 3, 1871). Wooden piles were driven for the elevator and feed mill in January 1871, and the building was nearing completion by March of that year (Jan. 27, 1871; Mar. 24, 1871).

For years the Union Elevator Company had the only elevator in town. By 1882, however, there were three mills, including Union's feed mill at the north end of the elevator. The feed mill was a 2-story wood building clad in sheet iron. The elevator with roof monitor was 3 and 4 stories tall. The mill had 4 run of stone, 2 for grinding feed, 1 for grain, and 1 for bolting. The elevator was built to hold 50,000 bushels (Easton and Masterman 1898: 4).

The Union Elevator and Improvement Company operated the elevator and mill until 1877. From 1877 to 1880 they leased it to the St. Paul & Duluth Railroad. It was then sold to

D.M. Sabin, who immediately sold it to the Union Elevator Company. Union Elevator was incorporated in October 1880 with Louis Hospes as president and J.H. Townshend, a miller, as vice president. Between 1880 and 1884, the elevator's capacity was increased to 300,000 bushels, some six times its original capacity (Warner and Foote 1881: 528). The square 1-story office (Site #49) was moved onto the dock at the north end of the elevator and mill ca. 1884. It had a basement and wooden platform (Sanborn 1884).

Isaac Staples, who had diverse interests in real estate, manufacturing and lumbering, purchased the elevator and mill in 1888. Staples renamed it the Isaac Staples Flour Mill and Elevator and ran it until his death in June 1898 (Upham and Dunlap 1912: 734). A flour warehouse (Site #50) was built north of the mill around 1890. It was a 1-story frame building with no foundation.

A month after Staples' death, the entire complex burned to the ground. The November 1898 Sanborn map showed only the brick foundation and chimney of the flour mill (the north portion of Site #51). The office (Site #49), warehouse (Site #50) and elevator (the south portion of Site #51) were entirely destroyed.

Archaeological Potential: Some remnants of the wooden pilings used to construct the elevator in 1871 may have survived the fire of 1898. It is more likely that they rotted away long ago. The brick foundation and brick footings of the mill chimney stack may have been buried when the ground was levelled after the fire. Some of the foundation of the mill (Site #51) may be intact. The office (Site #49) and warehouse (Site #50) were completely destroyed and had no subsurface foundations.

Recommendations: The mill elevator (Site #51) was significant to the history of Stillwater. The mill site is in the total impact area of Reach 3, Alternative A and the total impact area of Alternative B. If located during construction, any subsurface remains of the mill should not be disturbed if

possible. Their only value today would, however, be for interpretative purposes.

References: Sanborn (1884-98); Stillwater Messenger (Dec. 16, Dec. 23, 1870; Feb. 3, Feb. 17, March 24, 1871); Easton and Masterman (1898: 4); Warner and Foote (1881: 528); Upham and Dunlap (1912: 734); Runk (1871: #2180); Folsom (1888: 403); Andreas (1874: 52); Shephard (1878); Mitchell (1882: 165); St. Paul & Duluth Correspondence (1897-1900: File 1480).

52. Stillwater & St. Paul Railroad Co. movable truck tramway, no address (ca. 1870-ca. 1888)

53. Stillwater & St. Paul shops, no address (ca. 1870-ca. 1888)

Historical Overview: A land grant in 1857 was provided to build a railroad from Stillwater to St. Paul. Stillwater waited patiently for about 10 years. Finally in 1867, a group of Stillwater citizens, headed by John McKusick, appealed to the legislature to compel the railroad company to complete the line. The legislature gave a new franchise to St. Croix Valley to build a road from Stillwater to White Bear Lake to connect with the St. Paul & Duluth at that point. The new company was called the Stillwater, White Bear, and St. Paul Railroad. This company completed the line to Stillwater Dec. 20, 1869 (Folsom 1888: 670, 671). Sites #52, 53, 58, 59, and 61 were all constructed just north of the foot of Myrtle Street along the waterfront in 1870-71. The railroad was known as the Stillwater & St. Paul Railroad or the Stillwater & White Bear. According to Prosser (1966: 159), the St. Paul & Duluth formally acquired the Stillwater & St. Paul in 1899, but the St. Paul & Duluth was actually operating the Stillwater & St. Paul buildings of the Stillwater waterfront as early as the late 1870s.

The movable truck tramway (#52) was located immediately north of the car shops (#53) on a spur track. The



Figure 27: The Stillwater Market Company grain elevator on Water Street, looking southeast, August 22, 1938. John O'Brien built the elevator in 1898 (#54).

construction of the tramway is unknown. It was probably frame without a foundation. The car shops (#53) was a 1-story frame building with no basement. The Northwestern Manufacturing and Car Company took over the shops in the mid-1880s, using the building to store their reapers (Sanborn 1884).

Archaeological Potential: None.

Recommendations: These sites are not significant to the history of Stillwater. No further work is necessary.

References: Folsom (1888: 670, 671); Sanborn (1884); Andreas (1874: 52); Prosser (1966: 159).

54. John O'Brien elevator, 200 block of N. Water St. (1898-ca. 1942)

Historical Overview: John O'Brien and his brother James were lumbermen in the 1860s, 70s, and 80s. In 1892, the lumber firm of Anderson and O'Brien was dissolved. While the brothers continued with their interests in lumbering, John began the John O'Brien Elevator Company in 1898 (Easton and Masterman 1898: 26). The elevator was constructed on a modest scale. It was a frame building 50' tall, sheathed in iron, with no basement. A flour shed was on the south side of the elevator, and a scale house on the west projected onto N. Water St. A St. Paul & Duluth spur line ran along the east side of the building.

By 1904, the elevator had been sold to the Loftus, Hubbard Elevator Co., which was operated by Spear and Co. (Sanborn 1904). In 1908, the Equity Market Co. operated the elevator and feed mill. A frame metal clad south wing was added for a feed mill. A gasoline engine was housed in a small building at the north end, and a shaft connected the engine to the elevator. The Stillwater Market Co. operated the elevator and mill from around 1917 until ca. 1942 (Polk 1917: 201, 1942: n.p.); Runk (1917: #460, 1918: #485, 1926: #534). This firm added an addition on the north to house baled hay

(Sanborn 1924).

Archaeological Potential: None. The elevator, mill, and engine house had no basement.

Recommendations: No further work is necessary.

References: Sanborn (1989-1924); Runk (1917: #460, 1918: #485, 1926: #534); Easton and Masterman (1898: 26).

55. Minnesota Mercantile Co. warehouse annex, 125-129 N. Water St. (ca. 1889-ca. 1924)

56. Minnesota Mercantile Co. warehouse, 201 N. Main St. (ca. 1889-ca. 1924)

Historical Overview: Founded in 1888, the Minnesota Mercantile Co. was one of the two largest wholesale grocery businesses in Stillwater in the 1890s (Carroll 1970: 47, Easton and Masterman 1898: 6). James O'Brien, whose brother John built Site #54, was president of the company and one of its largest stockholders (*Ibid.*: 26). This wholesale grocery business was the sort of venture that was founded with lumbering money.

Located on N. Water St. at the foot of Commercial Avenue, the warehouse and annex stood side by side. Both were frame constructions sheathed in metal. The warehouse (#56) was 2 stories high with a basement. The annex (#55) was a smaller 1-story building one door to the north. These warehouses were conveniently located next door to the St. Paul & Duluth freight depot (Site #57). They were also associated with the main Minnesota Mercantile building (#73) and two other warehouses (Sites #83 and 84) on S. Water Street a block away.

Archaeological Potential: Foundations from the warehouse (#56) probably still remain.

Recommendations: The buildings sat in what is now the Hooley's Market parking lot. No further work is necessary.

References: Sanborn (1919-1924 updated 1961); Runk (1911: #2245,

1923: #301); Carroll (1970: 47); Easton and Masterman (1898: 6).

57. St. Paul & Duluth freight depot, 101-117 N. Water St. (ca. 1891-ca. 1961)

Historical Overview: The St. Paul & Duluth was incorporated in 1877, bought the Stillwater & St. Paul in 1899, and was acquired by the NP in 1900 (Prosser 1966: 159).

The freight depot was built around 1891 just north of the railroad's Union Station (Site #65). It was of warehouse construction with large 12" framing timbers and metal trusses in the roof. An elevated wood floor and platform on the Water St. side were supported by concrete bases and wooden blocks (NP Papers 1902-19). This site sat at the northeast corner of Myrtle and N. Water St.

Archaeological Potential: Very small. The concrete bases were partially above ground, so they were probably removed when the depot was razed. This is now the site of the Hooley's Market parking lot (Site #64).

Recommendations: No further work is necessary.

References: Sanborn 1891-1924 updated to 1961); Prosser (1966: 159).

58. Stillwater & St. Paul turntable, at foot of Myrtle St., north side (ca. 1870-ca. 1898)

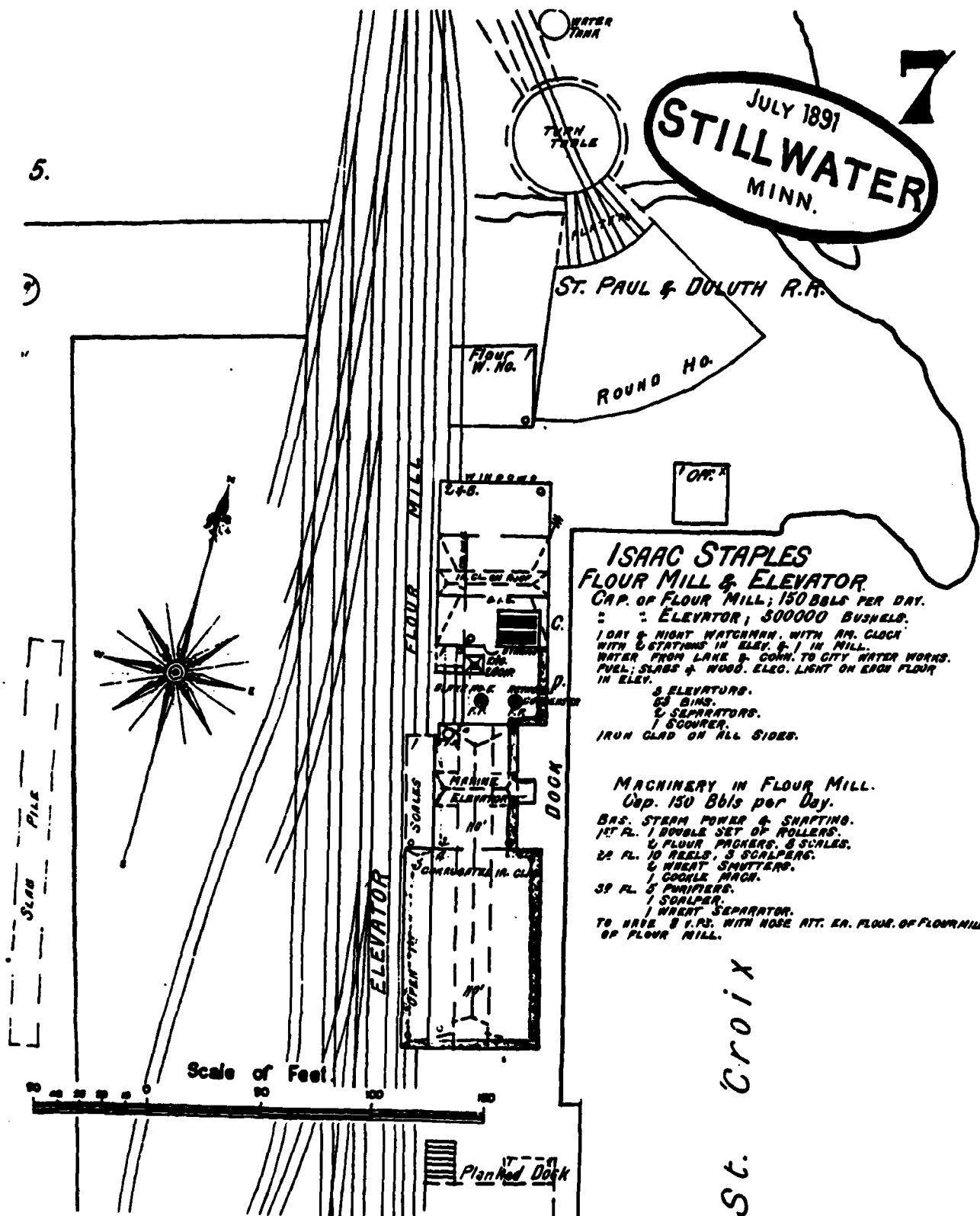
59. Stillwater & St. Paul roundhouse, at foot of Myrtle St., north side (ca. 1870-ca. 1891)

60. Stillwater & St. Paul freight depot and steamboat landing, at foot of Myrtle st., north side (1871-ca. 1900)

7



Figure 29: Compare this 1891 Sanborn with that of 1888, three years earlier (Figure 26). The St. Paul & Duluth roundhouse and turntable have been completed. The Union Elevator (#51) is now operated by Isaac Staples, and a flour warehouse has been built (#50) just west of the roundhouse.



61. Stillwater & St. Paul passenger depot, at foot of Myrtle St., north side (ca. 1870-ca. 1890)

Historical Overview: This complex of buildings was constructed very soon after the rails of the Stillwater, White Bear & St. Paul, better known as the Stillwater & St. Paul, reached Stillwater. Together with Sites #52 and 53, the area was the first rail yards and concentration of railroad activity in Stillwater. The area was attractive to the Union Elevator Company officials who built the first elevator (Site #49). Most of this land was lake in 1871. Both the passenger depot (#61) and the freight depot (#60) were built out over the water (see Figure 11) (Andreas 1874: 52).

The small passenger depot (#61) was the first depot in Stillwater. It was eclipsed by the larger freight depot (#60) within a year of its construction. According to one historian, passengers in Stillwater often bought their tickets at the freight depots rather than in the passenger depots, which were little more than waiting rooms (Carroll 1970: 24).

All these buildings were wood structures on piles. Raised wooden platforms surrounded the passenger depot and freight depot along the tracks. The turntable (#58) and roundhouse (#59) were originally located at the shore on low ground.

Archaeological Potential: The chances of finding underground survivals is remote. The turntable and roundhouse sat on the ground. The rest of the buildings sat on piles which have probably rotted away long ago. None of the structures had foundations or basements.

This cluster of early railroad structures, along with Sites #52 and 53, was significant to the history of Stillwater. The placement of the buildings gave importance to the area at the foot of Myrtle Street. No further work is necessary.



Figure 30: Stillwater looking south from the bluffs above Battle Hollow, ca. 1875. The Union Elevator (#51) is the tall building on the left out over the water. South of it on the east side of the tracks is a low brick building, the Stillwater & St. Paul freight depot and steamboat landing (#60). The two story frame building to the south west of that is the Surveyor General's office (#62).

References: Andreas (1874: 52; Sanborn (1884-1898); Carroll (1970: 24).

62. Express offices, Surveyor General's offices, and fur warehouse, 101-1/2 N. Main St. (pre-1970-ca. 1888)

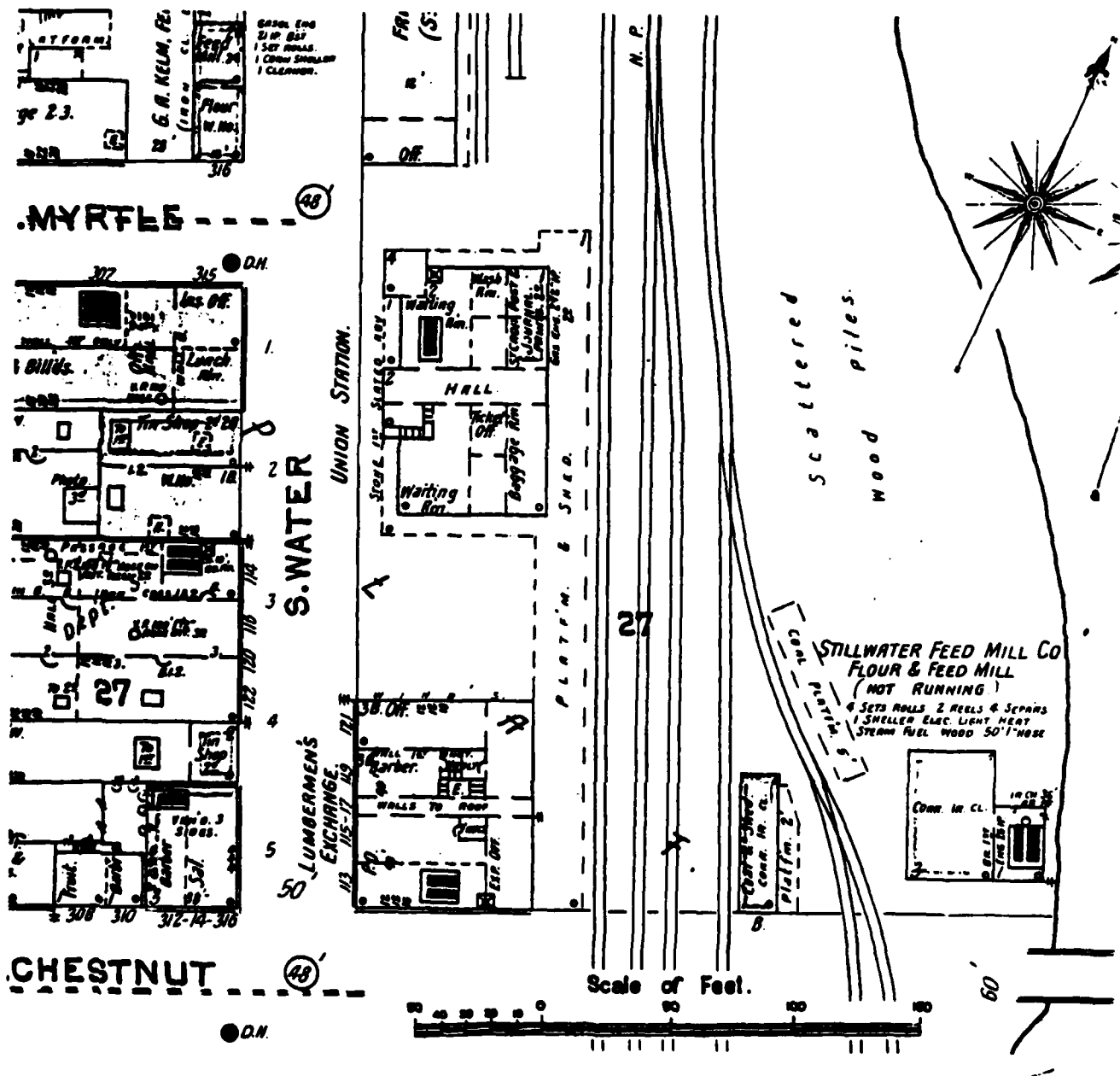
Historical Overview: This building was an older building that was moved to the shore between 1874 and 1882. It was a half block east of N. Main in the middle of E. Myrtle St. and east of Water St. After the building was razed, Myrtle St. was extended toward the shore, so that today the building site is under Myrtle St. The ground around the building was low and wet. It had a wooden platform on the west (front) and a plank walk around its north side leading to the passenger station (#61) and freight depot (#60) (Sanborn 1884).

The second floor office of the Surveyor General was the most important function in the building. Stillwater was one of the first three Surveyor General's offices in the state. The first floor was only used as a warehouse for hides (Sanborn 1884). The Surveyor General was a state appointee whose job was to scale or measure all the logs coming down the St. Croix before they went through the mills. A small staff of scalers measured the logs each day at the boom and returned to the office with tally sheets to be added up by the office staff (Carroll 1970: 7). Millions of feet of logs were involved, and this survey work went on from spring to late fall (Roney 1970: 100).

After this building was razed and the Lumbermen's Exchange (Site #69) built in 1890, the Surveyor General's office and the express office moved to the Lumberman's Exchange (Roney 1970: 100).

Archaeological Potential: None. The site was destroyed in extending E. Myrtle St. As with other streets which transect the study area, remnants of old sewers can probably still be found.

Figure 31: The Lumbermen's Exchange (#69) and the Union Station (#65) were located between E. Myrtle and E. Chestnut streets. The 1904 Sanborn shows the two buildings conveniently connected by a raised depot platform and wooden roof. The Stillwater Feed Mill (#72) is at the shore just above the bridge to Houlton, Wisconsin.



Recommendations: This site was of vital importance to the history of Stillwater because of its use by the Surveyor General.

But since the extension of Myrtle St. destroyed the site, no further work is necessary.

References: Sanborn (1884); Clarke (1882); Carroll (1970: 7,8); Roney (1970: 100).

63. Municipal Pavillion, in Lowell Park (Ca. 1916-still standing)

Historical Overview: The Stillwater waterfront was a fair mess in the early days. As part of Elmore Lowell's one-man battle to beautify it, he persuaded the city fathers to hire the famous Minneapolis landscape architects, Morrell and Nichols, to design a park. The pavillion was part of this design. It appears in Morrell and Nichols' "Grading Plan for Sunken Garden - June 1916" and "1918 General Plan of the City of Stillwater" with a floating dock at the end of the pavillion (Morrell and Nichols 1916, 1918).

The pavillion has a concrete foundation, trellised open walls, north and south wings with Craftsman-style open eaves, and a central portion with hipped roof. It was refurbished and remodelled in 1937, in 1956 (by Consolidated Lumber Co.), and 1984. It is in excellent condition and affords a beautiful view of Lake St. Croix.

Archaeological Potential: None.

Recommendations: See pp. 151, 175.

References: Sanborn (1924-1961); Morrell and Nichols (1914, 1916, 1918); Permit File (Nov. 1955, #460); Runk (1923: #301); Plat of Stillwater (1930).

64. Hooley's Market, 127 S. Water St. (1961-still standing)

Historical Overview: Hooley's Market is a concrete block fireproof building constructed in 1961. The building faces north and its front facade is brick. According to blueprints in the



Figure 32: The Union Depot (#65) looking southeast from Water Street, ca. 1887. A locomotive of the St. Paul & Duluth Railroad can be seen on the left.

Building Inspector's Office, it was designed by Ames, Crommett and Associates, St. Paul architects.

Archaeological Potential: None.

Recommendations: No further work is necessary since the site is still standing.

References: Sanborn (1924 updated to 1961).

65. Union Station, S. Water St., (1887-1960)

Historical Overview: The Union Station was built by the Union Depot Street

Railway and Transfer Co. in 1887. When built, it was the finest depot in Minnesota. It was 106' X 68' with a platform extending around the entire building. The main entrance was on Water St. The first story was faced in red sandstone, and the roof was steeply pitched slate. It had a 75' shingled tower at the northwest corner. The company rented the depot to all three Stillwater railroads: the St. Paul & Duluth, the Omaha, and the Milwaukee Roads (Barrett 1877: 55, 56) (see Figure 30).

L.W. Eldred, an Ohio native, was the contractor who built the building. Eldred studied architecture as a young man and also built Stillwater's opera house (Warner and Foote 1881: 570). The depot cost \$50,000, an enormous sum in 1887. It is said that all the building material was shipped from the east and Eldred put the marked pieces together like a giant jig-saw puzzle (Carroll 1970: 25).

The depot was closed in 1954 and the building sold to Capacitor, Inc., makers of capacitors for radios and televisions (Stillwater Gazette: Dec. 28, 1954). The building was razed in 1960. Its destruction was a great loss to Stillwater and to the history of railroading in this part of the U.S.

Archaeological Potential: Hookey's Market (#64), substantially covers the site of Union Depot. Despite its massive

foundation, chances are slim that survivals of the depot remain at the site. Hooley's and its parking lot have undoubtedly obliterated much of this site.

Recommendations: The Corps boundary runs through the site. This site is important to the history of Stillwater. No further work is recommended, however, because the site is probably substantially destroyed and Hooley's Market occupies the site today.

References: Sanborn (1888-1961); Stillwater Gazette (Dec. 28, 1954, Feb. 23, 1960); Plat of Grounds East of Water Street (1907); Runk (1960: #612-A); Warner and Foote (1881: 570); Carroll (1970: 24-29); Buck (1977: 6, 7); Easton and Masterman (1898: 28); Roney (1970: 16-19); Barrett (1887: 25).

66. Lowell Park, north of Chestnut Street

Historical Overview: The shore north of Chestnut St. was used as a dumping area for businesses and residences in the area. A 1910 photograph (Runk 1910: #31954g) shows high banks of rubbish along the shore, old wooden piles, and at least one small building tilting toward the water.

George Muller, proprietor of the St. Croix Boat Shops had his main office at 320 W. Myrtle, but used the levee at the foot of Chestnut St. on the levee. Muller manufactured row boats, sail boats, and river launches (Barrett 1887: 25). Muller built a new boat house on the shore at the foot of Chestnut St. in 1884 and operated a boat livery, which he added to over the years. His business at the river was renting out rowboats to parties for pleasure trips on the river (Bunn and Philippi 1884: ad between pages 64 and 65). Muller operated the livery at the levee until ca. 1930 (Runk 1912: #661A, 1906: #438, 1927: #549).

Elmore Lowell offered \$2,000 in bonds after World War I for a park if the Stillwater Board of Park Commissioners



Figure 33: Muller's Boat Works, ca. 1906 (#66). In the left background is the sand bar (#32) where drift wood was piled up and sold in town.

would hire landscape architects Morrell and Nichols of Minneapolis to prepare a plan for the west shore. In doing so he called attention to the sand bars and rubbish on both sides of the Chestnut St. bridge approach. Through Lowell's efforts this area was cleaned up and landscaped to become Lowell Park (Stillwater Post July 17, 1929). The area of Lowell Park south of Chestnut is discussed under Site #86.

Archaeological Potential: Good. This area was cleaned up and landscaped 50 years ago, but dumps probably lie deeply buried.

Recommendations: See pp. 151, 175.

References: Stillwater Post (July 17, 1929); Runk (1906: #438, 1910: #31954g, 1912: #661A, 1927: #549); Sanborn (1924).

67. Wharf, between Myrtle and Chestnut Streets (in continuous use since the early 1870s)

Historical Overview: The area between Myrtle and Chestnut was used on and off as a wharf, steamboat landing and dock. With their shallow drafts, early steamboats could pull close enough to the unimproved shore to embark and debark passengers and freight on planks extended to the shore.

In 1884, an inclined wooden wharf was located at the foot of Myrtle Street (Sanborn 1884). In 1886, the area between Myrtle and Chestnut was filled, shored up, and planked over for a dock. From 1888 to 1930, maps show the city levee along the shore between Chestnut and Nelson Streets (Clarke 1888, Plat of Stillwater 1930).

Archaeological Potential: None. The wharf was wooden. The early levees were not stable structures, and washed out from time to time. Today's levee is recent and associated with Lowell Park.

Recommendations: No further work is necessary.

References: Sanborn (1884-1961); Clarke (1888); Plat of Stillwater (1930).

68. Unidentified Buildings, along Water Street between Myrtle and Chestnut (ca. 1870-ca. 1884)

Historical Overview: These 1-story and 1-1/2-story buildings stood where Union Station (#65) and Hooley's Market (#64) were later built, and at the foot of Myrtle Street. These buildings were located on Stimpson's Alley, a narrow street parallels and a half block east of Main St., which became Water St. ca. 1881-84,

The city directory for 1881/82 (Davison 1881/82) indicates that small businesses and laborers' homes stretched along Stimpson's Alley and clustered at the foot of Chestnut near the pontoon bridge. The exact nature and location of these buildings is unknown. All were razed by 1884 (Sanborn 1884).

Archaeological Potential: Very small. Stillwater had two quarries at the north and south ends of town and brick making by the mid 1850s. These early frame structures were built along what was then the shore in low, swampy land. They may have had brick or stone foundations, probably had no basements, and may have been built up on wooden posts. So much fill has been put into this area that evidence of these structures is either deeply buried, rotted away, or obliterated with later construction.

Recommendations: The Corps boundary runs through these sites. It is doubtful that anything could be found, and not much could be learned by subsurface tests. No further work is needed.

References: Sanborn (1884); Ruger (1870); Davison (1881/82: 128).

69. Lumbermen's Exchange Building, 113-121 S. Water St. (1890-still standing)

Historical Overview: The Lumbermen's Exchange was built on the northeast corner of Water St. and E. Chestnut in 1890. It was the first modern business block in the city, and has

continued to be an important building in the city for almost a hundred years. In 1890, it was equipped with modern heating, plumbing, and electricity. It even had an elevator.

Its early tenants included the largest and most successful logging and lumbering firms. It was built by the Union Depot and Transfer Company, which also built Union Station (#65) in 1887. The two buildings were connected by a raised wooden platform and shed on the east side. The post office was located in the building in the 1890s. The Surveyor General's office moved into the second floor from its previous offices (#62).

When lumbering declined around 1900-1910, the building became home for lawyers, real estate and insurance firms, latter-day lumber firms, Consolidated Lumber Co. and Inter-State Lumber Co. (Roney 1970: 27-9). The American Railway Express Co. used part of the east floor for years (Sanborn 1924).

The integrity of this building has been destroyed along with its grace. Early photographs (Easton and Masterman 1898: 30) show a 3-story brick building with raised stone basement. It had 3 bays on the north and south, 4 on the east and west, a tall brick parapet, and long one over one windows with jack-arched brick headers. The owners of Hooley's Market remodelled the third floor windows in 1966 (Permits Office Oct. 7, 1966: #1330), and today all the window openings have been partially bricked up and new inappropriate windows installed.

Archaeological Potential: None. Still standing.

Recommendations: On historical grounds, the Lumbermen's Exchange is one of the most important business blocks in Stillwater. It is significant for its association with lumbering, transportation, and government in Stillwater. The unfortunate alterations preclude nomination to the National Register of Historic Places. No further work is necessary. The west boundary of the Corps study area runs through the

building. See pp. 151, 175.

References: Sanborn (1898-1961); Runk (1923: #301, 1926: #535); Permit File (Oct. 7, 1966: #1330), Nov. 1979: #4989); NP Papers (1902-19); Tour Committee of the Stillwater Bicentennial Commission (1978); Easton and Masterman (1898: 30); Roney (1970: 27-29).

70. August V. Linden Saloon, northeast corner of Water St. and E. Chestnut (ca. 1870-ca. 1884)

Historical Overview: This small 1-1/2 story frame saloon was built when Stimpson Alley was narrower and before it became Water St. in the early 1880s. It sat on the east half of Water St. just out from the street curb at the southwest corner of what is now the Lumbermen's Exchange Building (#69). By 1884, the saloon had been moved or razed, probably when Stimpson Alley became Water Street (Sanborn 1884). In 1884, Linden moved his saloon to a 2-story frame building at 111 E. Chestnut and lived upstairs (Stillwater City Directory 1884: 125, 257). Most of the saloons in 1884 were a block west along Main Street, but Chestnut Street gained in importance after the pontoon bridge was built at the foot of Chestnut.

Archaeological Potential: None. This small saloon sat in the middle of what is now Water St. at the intersection with Chestnut.

Recommendations: The widening of Stimpson Alley into Myrtle Street destroyed the site ca. 1884.

References: Clarke (1882); Sanborn (1884); Davison (1881/82: 110); Bunn and Philippi (1884: 125, 257).

71. Hay and Feed Store, north side of Chestnut east of Water St. (ca. 1891-ca. 1910)

Historical Overview: This small wood frame iron clad building sat east of the Lumbermen's Exchange building (#69). It was originally used for hay and feed. It may have been connected

with the Stillwater Feed Mill Co. mill (#72). In 1907, the building was a coal house (Plat of Grounds East of Water Street 1907). It was torn down between 1907 and 1910.

Archaeological Potential: None.

Recommendations: This was a small, insignificant building. It stood for about 10 years. No further work is needed.

References: Sanborn (1898, 1904); Plat of Grounds East of Water Street (1907).

72. Drews Brothers and Miller Co. flour and feed mill, north side of Chestnut St. east of Water St. (1894-ca. 1904)

Historical Overview: The Drews Brothers and Miller Co. built a flour and feed mill along the shore north of the Chestnut St. bridge in 1894. Within 2 years it was operated under the name Stillwater Feed Mill Co. It continued operation under that name from 1896 to ca. 1899. This was a 3-story frame iron clad building with an engine house on the east side. The mill was not running in 1904, and was razed by 1907.

Archaeological Potential: None. Any subsurface elements of the building which survived its destruction were probably destroyed when Lowell Park was put in in the late 'teens early 20s.

Recommendations: The Corps boundary runs through the site. No further work is necessary.

References: Sanborn (1898, 1904); Plat of Grounds East of Water St. (1907); Polk (1892/93: 111; 1894/95: 92).

73. Minnesota Mercantile Co. Building, 401-411 E. Chestnut (1888-ca. 1969)

Historical Overview: This was the main building of the Minnesota Mercantile Co., which had several warehouses (Sites #55, 56, 83). This building was erected when the company started business in 1888. Ten years later, the company had 25

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employees, and 4 travelling salesmen selling all over the northwest (Easton and Masterman 1898: 23). The building, 60' X 80', was 5 stories tall, of brick construction, with rough cut stone foundation and trim. "Minnesota Merc" operated here until ca. 1969, when the building was razed.

Archaeological Potential: The southeast corner of Chestnut and Water Streets is now a parking lot north of the Freight House restaurant (Site #87). The parking lot is paved, but remnants of the stone foundation may be buried under it.

Recommendations: The building was significant to the history of Stillwater. The company operations here were built on lumber money from James O'Brien's earlier successes in logging. The foundations of this property are not significant. No further work is necessary.

References: Sanborn (1891-1961); Rumk (1905: #308669, 1921: #495, 1923: #301, 1925: #509, 510, 1926: #520); Easton and Masterman (1898: 23).

74. Rhiner ice house/barn, 201-1/7 S. Water St. (1871-ca. 1887)

Historical Overview: Esaisas Rhiner established an ice business in Stillwater in 1863. He gradually expanded, and by 1881 he could store 300,000 tons of ice (Warner and Foote 1881: 554). Rhiner was one of only two ice dealers in the city in the early 1880s. The other was Ownen Mower (Ibid.: 549). Rhiner had his ice barn behind his home (Site #81) and dealt in ice from the 1870s until the mid-1880s (Pryor & Co. 1876: 76).

Archaeological Potential: None. In 1888 his house and ice house became the site of the Minnesota Mercantile Building (Site #73).

Recommendations: The Corps study area boundary runs through this site. It was destroyed to build Site #73 in 1888. No further work is required.

References: Clarke (1882); Sanborn (1884, 1888); Warner and Foote (1881: 549, 554).

75. Interstate bridge, foot of Chestnut St. (1930-still standing)

76. Pontoon bridge, foot of Chestnut St. (1876-1930)

Historical Overview: Citizens of Stillwater and Wisconsin used toll ferries to cross the St. Croix as early as 1849 (Carroll 1970: 45). Everyone recognized the need for a bridge across the lake. In the early days the state legislature gave out charters to private companies when public improvements such as bridges were needed. This was the case with the first bridge across Lake St. Croix. With legislative approval in hand, the people of Stillwater addressed the question of where to build the bridge. The City Council wanted it at the foot of Myrtle Street, but both the bridge builder (Daniel Lambor of Prairie du Chien) and Col. Farquar of the Corps of Engineers favored Chestnut as the western terminus. Farquar and Lambor prevailed, and the pontoon bridge was built at the foot of Chestnut.

Farquar further insisted that soundings in the river be taken and submitted to the War Department for approval (Buck 1977: 1, 3). A July 1875 map noting soundings across the lake at Nelson, Chestnut, Myrtle, and above Mulberry Streets has survived in the Stillwater Department of Public Works (Corps of Engineers 1875).

Daniel Lambor completed the pontoon bridge in May 1876. Its cost was \$24,400.00. It was 1,500' long with a 300' pontoon draw operated by a small engine. The draw was necessary to allow logs to pass. The bridge had ten 30' spans at each end which could be raised or lowered as the water level dictated (Folsom 1888: 403, 404, Buck 1977: 3,6).

The eastern terminus of the bridge caught fire in September 1904. Forty people fell in the river, and two were



Figure 35: The old interstate bridge at Stillwater, May 12, 1930, looking west toward the Stillwater water front from the Wisconsin side.

killed. The toll was abandoned in 1912. The bridge was proclaimed the only free interstate bridge between Taylor's Falls and Hastings (Carroll 1970: 62, Buck 1977: 6).

Planning for a new interstate bridge (Site #75) began in the late 1920s and involved both the Minnesota and Wisconsin highway commission bridge departments. In 1929, construction was delayed while the angle of the bridge was altered to have the east end of the bridge enter Houlton, Wisconsin, farther south than originally planned. The Minnesota Department of Highways originally designed the bridge with five 140' spans. The bridge as built has seven camelback spans. The second span from the west end lifts for navigation.

When the new bridge was opened on July 1, 1931, 15,000 people, including the governors of Minnesota and Wisconsin, celebrated the event (Tour Committee of the Stillwater Bicentennial Commission 1978: 3).

Archaeological Potential: None.

Recommendations: The new bridge (#75) is still standing. It is potentially eligible to the National Register. The old pontoon bridge (#76) was on the edge of the Corps study area because its west end was farther west than the present bridge's. The remains of the pontoon bridge were torn out or rotted out long ago. The Lowell Park improvements probably destroyed any survivals of the old bridge. The new bridge (#75) should probably be nominated to the National Register. For further comments, see p. 152.

References: Sanborn (1884-1961); Buck (1977: 1, 3, 6); Carroll (1970: 45, 62); Folsom (1888: 403, 404); Runk (1908: #787, 1923: #301, 1934: #854); Corps of Engineers (1875); Warner and Foote (1881: 536).

77. Lime and cement warehouse, south side of E. Chestnut east of Water St. (ca. 1896-ca. 1910)

78. Captain H.B. Elder office, 201-1/2 E. Chestnut (c.a 1884-ca. 1896)

Historical Overview: Captain H.B. Elder began in the early 1880s

with a small wood and coal business on the levee at the foot of Chestnut St. In 1887 he was listed as a dealer in wood, coal, and brick (Stillwater City Directory 1884: 73, 1887: 237).

Elder had three buildings on the south side of Chestnut near the bridge. His office (#78) was a tiny wood frame building no bigger than 6' X 6' at 201-1/2 E. Chestnut. Behind it was a lime house with a coal bin at 211-1/2 E. Chestnut (Site #80). When the office and lime house were torn down ca. 1896, a larger frame metal clad lime and cement warehouse (#77) was built on the site. This warehouse was razed between 1907 and 1910. Elder had a railroad spur to his warehouse. The warehouse also had a set of scales along its east side (Sanborn 1888, 1904).

Archaeological Potential: None. This area is now paved parking lot on the east side of the railroad tracks and the landscaped part of Lowell Park just east of Chestnut St. near the interstate bridge.

Recommendations: Sites #77 and 78 did not stand very long. They had no basements. The sites have been paved over and extensively landscaped. No further work is recommended.

References: Sanborn (1884-1910); Bunk and Philippi (1884: 73); Barrett (1887: 237).

79. Unidentified buildings at the foot of E. Chestnut Street near Stimpson's Alley, no addresses (1860s and 1870s-ca. 1884)

Historical Overview: In the 1860s and 1870s until ca. 1884, there were many small wood frame residences and business buildings here. This was the area along S. Water St. (Stimpson's Alley until around 1884) and east to the lake. Most of the buildings were clustered "at the foot of Chestnut." Names associated with the area: "W. Balch, teamster; Gustav Smith; John A. Ross, sawyer; Charles Neuendorf, baker and feed store; William Lotz, barber; Antoine La Fleur, mason; John

Hildebrand, tailor; Mrs. Beeson; Fred Berger, teamster; R.M. Coles, real estate; Peter Gilbert, shoe maker; and Fred Weber, mason (Davison 1881/82). This area was a good cross-section of Stillwater's small businesses and working class residences.

Archaeological Potential: Very small. The structures in this area would have been small 1 and 1-1/2 story buildings for the most part. In the 1860s and 70s the land here was low and frequently wet. Since Stillwater had early stone quarries and brickyards, the structures could have had brick or stone foundations. Without testing, there is no way of knowing what remnants of the buildings might have survived. If underground remains could be found, it would take extensive excavation to find artifacts connected historically with the area.

This was area of extensive human activity and many natural events. For example, Samuel Burkleo, a merchant, had a stone building which stood at the foot of Chestnut near the railroad tracks. In the flood of 1859, this stone building floated off its foundation (Warner and Foote 1881: 503). Given this history of activity, there is small probability that intact sites remain underground.

Recommendations: The written record on these buildings is rich, and it would take extensive subsurface testing of sites that have probably been much disturbed to build up an archaeological record. On balance, no further work is necessary.

References: Pryor and Co. (1876: 43, 54); Davison (1881/82: 46, 60, 82, 92, 106, 111, 128, 143, 152; 165); Warner and Foote (1881: 503, 549, 566).

80. Captain H.B. Elder lime house, 211-1/2 E. Chestnut St. (ca. 1884-ca. 1896)

Historical Overview: Captain Elder operated this lime house with

coal bin while his office (Site #78) was at 201-1/2 E. Chestnut. See #77 and 78.

Archaeological Potential: None. The building had no foundations. It was a small frame structure razed ca. 1896 and replaced with a lime and cement warehouse (#77).

Recommendations: No further work is needed.

References: Sanborn (1888, 1891).

81. Dwelling, in 1884 201-1/3 S. Water St. (1870s-1888)

82. Ellis Rhiner residence, in 1884 101-1/4 S. Water St. (ca. 1870-1888)

Historical Overview: These buildings were 1870s-vintage small 1-1/2 to 2-1/2 story frame buildings built on Stimpson Alley before it became S. Water St. Both were originally private homes. Ellis Rhiner lived at 201-1/4 S. Water in 1876 (Pryor and Co. 1876: 76). He operated his ice dealership from the barn (#74) behind this house.

The house at 201-1/3 S. Water (#81) had a saloon on the first floor in 1884 (Sanborn 1884). Shortly thereafter, the two houses were joined together. In 1888, 201-207 S. Water was called the Home Hotel (Sanborn 1888). 201 S. Water was a saloon run by Duchrich Weiss (Barrett 1887: 233). It was probably Weiss who joined the two buildings and made them part of the Home Hotel.

In 1888, both buildings were razed to make way for the Minnesota Mercantile Co. building (Site #73).

Archaeological Potential: None.

Recommendations: The Corps study area boundary runs through this site. No further work is necessary because the construction of the Minnesota Mercantile Co. Building (#73) destroyed these earlier buildings.

References: Clarke (1882); Sanborn (1884, 1888); Barrett (1887: 233); Pryor and Co. (1876: 76).

83. Torinus, Staples and Co. warehouse, in 1888 209-211 S. Water St
(pre-1882-1969)

84. Heavy Storage warehouse, in 1888 217-219 S. Water St. (ca. 1882-ca.
1961)

Historical Overview: Louis E. Torinus, a native of Russia, settled in Stillwater in 1855 (Upham and Dunlap 1912: 790). He began a general store on Main St. between Chestnut and Nelson in 1859. In 1867 its name changed to Torinus and Staples. The next year William Brown became a partner, and the name changed to Torinus, Staples & Co. The company sold all manner of hardware from stoves to nails (Warner and Foote 1881: 553).

The warehouse may have been built as early as 1867, when the Torinus and Staples Co. was started. In 1882 the two buildings were shown as one, and described as a combination warehouse and tin shop (Clarke 1882). In 1884 the warehouse was shown as two separate buildings with a common wall. The north part (#83) was further west (into Water St.) and the south part (#84) had heavy hardware storage in the first floor and basement and a tin and plumbing shop on the second floor. Site #84 was connected at the second floor by walkway with the rear of 211 S. Main, the Torinus and and Staples store (Sanborn 1884).

After 1888, when the Minnesota Mercantile Building (Site #73) was erected next door to the north, the warehouse (#83) was used for their cold storage. The heavy storage warehouse (#84) housed other wholesale goods. Site #83 survived until 1969, when Minnesota Mercantile closed its doors. It was one of the oldest buildings in Stillwater when it was destroyed. The heavy storage warehouse (#84) was razed ca. 1961.

Archaeological Potential: These buildings were 100' south of E.

Chestnut along S. Water St. The area is now a paved parking lot north of the Freight House restaurant. Site #83 had no

basement. Site #84 had a basement. Remnants of it may be under the parking lot.

Recommendations: See Site #73. No further work is required.

References: Clarke (1882); Sanborn (1884-1961); Warner and Foote (1881: 553).

85. Unidentified buildings along S. Water St. between Chestnut and Nelson (1860s-pre-1882)

Historical Overview: The unidentified buildings are 3 frame sheds and a small frame house between Chestnut and Nelson Streets on St. Water St. (which was known as Stimpson's Alley before 1882). These buildings appear on Ruger's 1870 Birds' Eye view of the city.

Many small frame buildings were located along Stimpson's Alley (see Sites #68 and 79) in the pre-1880 period.

Some of these small buildings at the south end of Stimpson's alley close to Nelson St. would have been torn down or moved in 1882 to make way for the railroad tracks and the Chicago, St. Paul, Minneapolis, and Omaha freight depot (now the Freight House restaurant (Site #87)).

Archaeological Potential: None. The buildings were located in an area now occupied by the Freight House restaurant and its parking lots to the south and east. Land fill, construction, and grading for railroad tracks would have destroyed any underground remains long ago. And the site is substantially covered with the restaurant and parking lots.

Recommendations: No further work is necessary.

References: Ruber (1870).

86. Lowell Park, between Chestnut and Nelson (ca. 1918-present)

Historical Overview: The north end of Lowell Park has been discussed under Site #66. Lowell Park was built on the site of the old city levee (Site #89).

Elmore Lowell, whose vision was responsible for the development of the park, was the owner of the Sawyer House, a large frame hotel which was torn down in 1927 to make way for the Lowell Inn. In a real sense, Lowell's reputation rests on his role in establishing Stillwater's city park system. At the turn of the century Lowell was aghast at the condition of the waterfront, which was little more than a dump. The city made some improvements of the levee in 1909, but Lowell wanted a park. With the cooperation of the NP, which owned the land, and a personal gift of \$5,000.00 from Lowell to the city in 1911, the idea of Lowell Park went forward.

Lowell wanted a beautiful park along the waterfront and induced the city to hire a landscape architecture firm, Morrell and Nichols of Minneapolis, to draw a plan. The landscape plans of 1914, 1916, and 1918 called for retaining the levee wall and adding steps to the river, park benches, and sunken gardens. When Lowell died, he left a trust to continue the work. Major improvements were made in 1927 and 1937. The flagpole in Lowell Park was dedicated on Memorial Day 1940 by the Lions Club and a celebration was held to honor Lowell's memory.

Archaeological Potential: Dump area. Some earlier retaining structures may remain. Part of this area is in the right-of-way of Alternatives A and C.

Recommendations: No further work is needed.

References: Tour Committee of the Stillwater Bicentennial Commission (1978: 2, 3); Carroll (1970: 72, 73); Roney (1970: 21, 22); Morrell & Nichols (1914, 1916, 1918); Clarke (1886a).

87. Chicago, Milwaukee & St. Paul Railroad Co. Passenger and Freight Depot (now Freight House Restaurant, 239-305 S. Water St.) (1883-still standing)

Historical Overview: This is the only building in the study area that is on the National Register of Historic Places. It was nominated



Figure 36: The St. Croix river bank at the south end of what became Lowell Park a few years later, ca. 1910. Behind the cord wood in the background are (left to right) the heavy storage warehouse (#84), the Minnesota Mercantile Co. building (#73), the Lumbermen's Exchange (#69), and the Union Depot (#65).

as the "only survivor of the four Stillwater railroad depots" (Hall 1976: 3) and for its historic associations with commerce, communications, engineering, and transportation.

Between 1883 and the mid-1920s, a telegraph office and Railroad Express Agency office operated out of the building. The limestone foundation stone was probably quarried locally. The foundation is two feet thick. The brick load-bearing walls are 18" thick and 30' high. Heavy timbers and trusses were used in the floors and roof. The original slate roof has been replaced.

The building served as a freight house and passenger depot until 1955 (Hall 1966, Spaeth 1976).

The depot was built by the River Division of the Chicago, Milwaukee and St. Paul Railroad Co. Their road followed the west bank of the Mississippi River from Dubuque, Iowa to Hastings, Minnesota. At Hastings it crossed the Mississippi on the first iron railroad bridge built in Minnesota (1878) and passed up the river to terminal stations in St. Paul and Minneapolis.

The original charter for this railroad was granted to the Minnesota and Pacific Railroad Company in 1857. This was one of the original land grant railroads in Minnesota Territory. The Minnesota and Pacific granted a charter to the Chicago and St. Paul in 1872 (Folsom 1888: 671). The Chicago, Milwaukee and St. Paul came into existence as a corporation in 1874. It acquired the Stillwater and Hastings Railway Co. in 1882 and laid track from Hastings to Stillwater that year. The depot was completed in 1883. The line through Stillwater became the Chicago, Milwaukee, St. Paul and Pacific in November 1926. The line was known as the "Milwaukee Road" for short (Prosser 1966: 124).

Architect Peter Nelson Hall began a historic rehabilitation of the freight house in 1977. The project renewed Stillwater's interest in preservation and the old depot has become a successful restaurant (Broede 1978).

Archaeological Potential: None. Still standing.

Recommendations: This building was placed on the National Register in July 1977. If a folding floodwall is built on the east side of the tracks in front of the building, it should be mitigation enough to protect the structure and its setting.

References: Hall (1976); Spaeth (1976); Folsom (1888: 671); Prosser (1966: 124); Broede (1978); Sanborn (1884-1961); Clarke (1882).

88. City horse shed, east of Water St. on the Levee (Site #89) (ca. 1897-ca. 1910)

Historical Overview: The city horse sheds were probably used for the horses of passengers coming and going at the levee. The flimsy rectangular building sat directly east of the freight depot (Site #84) for approximately 10 years. There were stalls for 14 horses and buggies.

Archaeological Potential: None. The sheds stood on what is now paved parking on the east side of the tracks between the Freight House (#87) and Lowell Park. It had no foundation.

Recommendations: No further work is necessary.

References: Plat of Grounds East of Water Street (1907); Sanborn (1898-1910).

89. City Levee, between Chestnut St. and Nelson St. (ca. 1875-present)

Historical Overview: Work began on the levee around 1875 when E.M. Churchill and others deeded the levee to the city (Clarke 1883a). The area was used as a levee as early as the 1850s. There was a retaining wall, probably of stone, between Chestnut and Nelson in 1882 (Clarke 1882). In 1904, the levee was cluttered with wood piles and boatbuilding activities (Sanborn 1904).

A general carriage way and steps descending to the water, built around 1907, were replaced by a paved roadway and levee in 1913 (Proposed Levee Improvement 1907, Clarke 1913). The concrete pavement was 6-1/2" thick, and the retaining wall at the water's edge was a



Figure 37: A steamboat at the Stillwater Levee, ca. 1927.

buttressed structure of solid stone with a concrete cap (Clarke 1913). In the 1860s, Durant and Wheeler Boat Works and, later, Muller Boat Works, used the levee area. The improved levee is still used today for pleasure and excursion boats.

Archaeological Potential: Some of the rip rap from the previous levees might be under Lowell Park because the old shore line was west of its present configuration (Clarke 1887). If remains exist, they would probably lie on a north-south line through this area. A good deal fill should be evident in this area as well.

Recommendations: This area may be occupied by a folding flood wall. It is a thoroughly disturbed area to which substantial amounts of fill have been added. No further work is necessary.

References: Clarke (1882, 1883a, 1913); Proposed Levee Improvement (1907); Sanborn (1904).

90. City engine house, in Lowell Park (ca. 1891-ca. 1924)

91. Park restrooms, north of Nelson St., east of Water St., attached to Site #92 (1984-still standing)

92. City lift station, north of Nelson St., east of Water St. (1958-still standing)

93. City pump house, north of Nelson St., east of Water St. (1886-ca. 1960)

Historical Overview: Major sewer improvements came to Stillwater in 1886, when the city hired the firm of Shable and Currie to construct brick and iron pipe sewer lines along Main St. and down Nelson St. to Lake St. Croix. These lines replaced earlier wooden sewers, one of which ran just south of Nelson St. on an east-west line into the lake. Part of these

7 5



improvements involved construction of a circular pump house (#93) in what is now Lowell Park just north of Nelson St. The sewer outlet dumped directly into Lake St. Croix (Clarke 1886b).

The pump house (#93) was an imposing structure. Detailed plans for the building for the building from 1886, are filed with the Stillwater Department of Public Works. Above ground, the plans show only a 12' round brick building with a conical metal roof (Runk 1858: #2417). Below ground, however, was a 4' brick well surrounding the valve outlet. Below that was more brick and 5' of rubble stone masonry. All of this sat on 10" X 12" beams supported on 12" X 12" beams sitting on wooden piles. Range masonry walls encased the whole structure and provided the base for the structure (Clarke 1886b).

A 15 horsepower A.C. motor ran the pump. It pumped water through a suction pipe to the surface and out into the lake through a 4" pipe (Sewer Pump Well 1916). The pump house did yeoman duty until ca. 1960.

The engine house (Site #90) provided an electric motor for the pump house (#93). It appears to have been used as an auxilliary motor for the sewers during high water periods (Sanborn 1910). It was located directly north of the pump house in a small wood frame building sheathed in metal.

The Stillwater Board of Water Commissioners built several new pump houses in the late 1950s. As part of the new improvements, they constructed a new lift station (#92) at the site of the older engine house (#90) in 1958. This building (#92) is still standing. It is a rectangular brick building laid in American bond, with a flat roof, much less interesting visually than the old round pump house.

When the park pavillion (Site #63) was restored in 1984, new restrooms were needed at the waterfront in Lowell Park. The restrooms (Site #91) were added to the existing lift station (Site #92). They were designed by Short - Elliott -

Hendrickson, Inc., St. Paul architects, with the McGuire firm located in Brick Alley (Sites #98 and 99) as consulting architects.

Archaeological Potential: Excellent brick-lined sewers are located below Nelson St. The pre-1886 sewers (either wood or iron) are just south of Nelson St. and transect the study area. The remains of these pre-1886 constructions may appear as a brown stain in the soil. As with Myrtle and Chestnut Streets, the Department of Public Works should be consulted before digging for an earth levee commences in this area. According to the Director of Public Works, remains of the old pump house (#93) are intact just south of the lift station, including the underground brick lining and some of the machinery (Shelton 1984). The new lift station (#92) and park restrooms (#91) are still standing.

Recommendations: Sites #91 and 92 are still standing. They are minor sites, and not eligible for the National Register. Site #92 is on the same location as Site #90 formerly occupied. The subterranean parts of the old pump house (#93) are probably intact below the surface, but there is little to be gained by uncovering them. No further work is necessary. See p. 151.

References: Clarke (1886b, 1887); Runk (1902: #1100, 1907: #2148, 1911: #2245, 1923: #301, 1958: #2417); Sanborn (1891-1961); Sewer Pump Well (1916); Shelton (1984); Plat of Grounds East of Water Street (1907); Proposed Levee Improvement (1907).

94. Bronson, Cover & Co. warehouse, foot of E. Nelson St. (ca. 1866-1933)

Historical Overview: The firm of Bronson, Cover & Co. began as a dry goods and grocery store in 1859 run by David Cover. In 1860, William Bronson and E.A. Folsom became partners and the firm name became Bronson, Cover & Co. (Warner and Foote 1881: 552). In 1867, their retail store, which dealt in dry goods and groceries, was located at the corner of Myrtle and Main

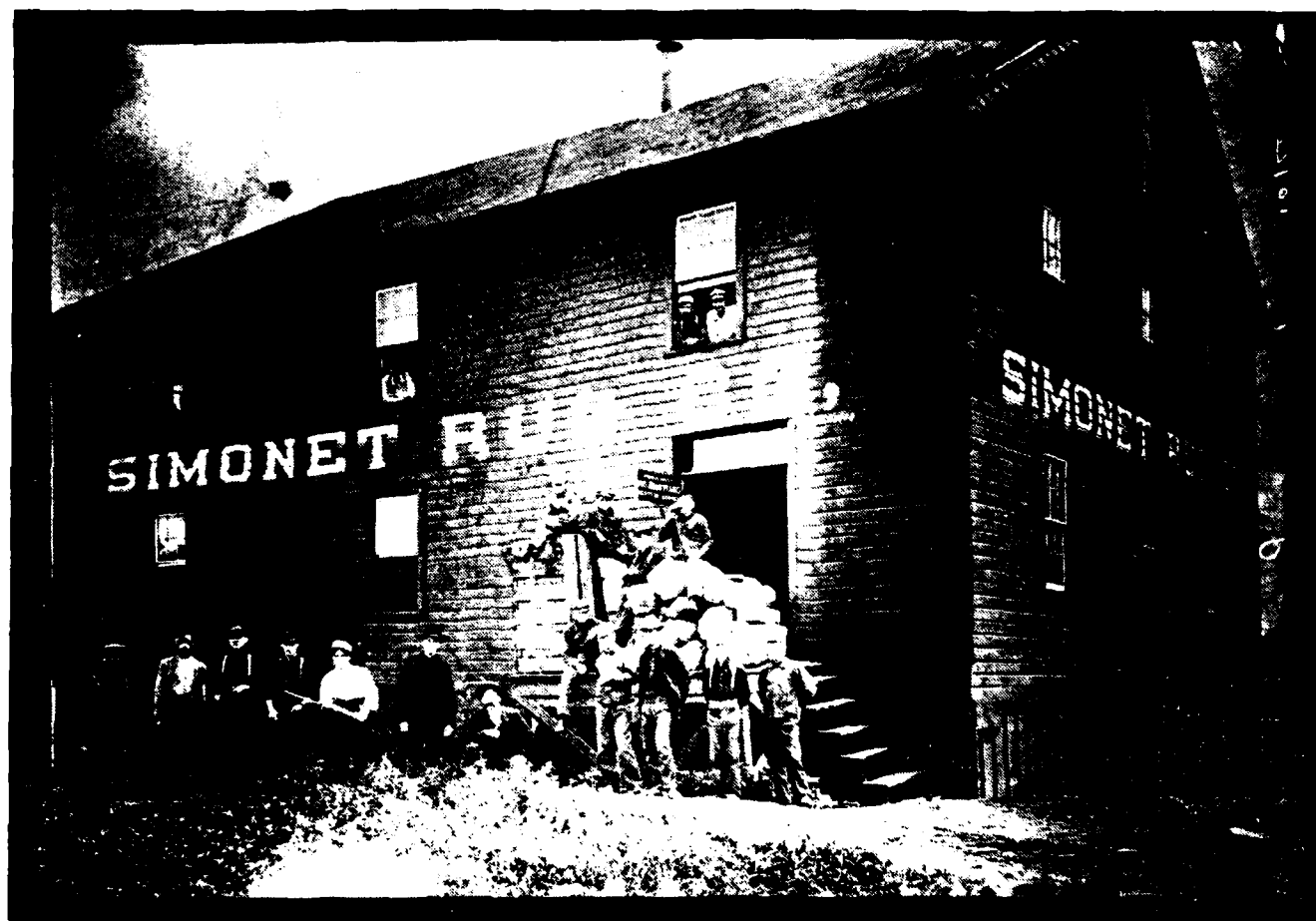


Figure 39: The old Bronson, Cover & Co. warehouse (#94) in 1912 when it was the Simonet Rug. Company factory.

Streets. Their warehouse, used for forwarding and commissions, was on the levee at the foot of E. Nelson (Baillly 1867: 381). The engraved Birds' Eye View of the city in 1870 plainly shows the warehouse at the levee on the south side of Nelson St. (Ruger 1870).

In 1884, the warehouse was part of the Stillwater Flour Mill Co. (Sites #100 and 101). The Flour Mill Co. may have bought the warehouse when the firm was organized in 1877 (Warner and Foote 1881: 517). A.T. Jenks owned the warehouse from ca. 1888-90. Then it was a sash factory until 1903. From 1903 until it was razed in 1933, the Simonet Rug Co. operated the building as a rug factory. They used the basement for storage, the first floor for unravelling, and the second floor for weaving (Sanborn 1904). The Simonet Furniture and Carpet Co. was the largest in the Northwest. It had a store on lower Main St. (Carroll 1970: 13, Warner and Foote 1881: 550). This old warehouse was a landmark on the levee for many years, plainly visible from the lake and from lower Main Street.

Archaeological Potential: The Bronson, Cover & Co. warehouse had a basement, probably of stone or brick. It was located where the car wash building (Site #96) is today. Partial remains of the building's foundation may have survived.

Recommendations: The small car wash building (#96) is due to be demolished in the spring of 1985. Developers of the planned Dock Cafe may find part of the basement of the warehouse (#94) during construction. Since the planned Dock Cafe will be excavating the area in early 1985, they should be told about the possibility of finding foundations here. No further Corps work is required.

References: Warner and Foote (1881: 517, 550, 552); Baillly (1867: 381); Sanborn (1884-1961); Carroll (1970: 13); Ruger (1870); Runk (1902: #1100, 1907: #2148, 1908: #443, #787, 1911: #2245); Plat of Stillwater (1930).

95. Muller Brothers Boat House, foot of Nelson St. (1873-1882)

Historical Overview: Of the many sites connected with the Muller family and their boat works, this site is the first recorded one. According to local historians, the Muller's frame boat house was built in 1873. It was 20' X 40' long (Warner and Foote 1888: 524). A 50' addition was built on in 1875 (Buck 1972). The 1876 Stillwater City Directory lists "Muller Bros. (George and John) boats and furniture, foot of Nelson (Pryor & Co. 1876: 68). The frame boat house extended out into the lake in the middle of what became Nelson St. It was moved or torn down when the tracks of the Chicago, Milwaukee, and St. Paul Railroad Co. were built through the site in 1882 (Clarke 1882).

Archaeological Potential: None. The site was in the middle of Chestnut St. It has been paved over for many years.

Recommendations: No further work is necessary. The Corps boundary runs through the site.

References: Buck (1972); Clarke (1882); Pryor & Co. (1867: 68); Disabled American Veterans (1978: 13); Davison (1881/82: 125), 1882/83: 143); Warner and Foote (1888: 524).

96. Car wash, south side of E. Nelson St. at the shore (ca. 1960-1985)

Historical Overview: This small frame building was put up around 1960. It was partially flooded during the flood of spring 1965. It was used a car wash around 1967, which accounts for the white and aqua vertical panels sheathing the exterior. It is scheduled to be razed in the spring of 1985. Mike McGuire, a Stillwater architect who offices in the Brick Alley (Sites #98 and 99) will raze this building and build a reinforced concrete restaurant tentatively called the Dock Cafe. A Corps of Engineers permit has already been secured for the project (Shelton 1984).

Archaeological Potential: None.

Recommendations: The site is not significant, and is scheduled for

demolition (see Site #94). No further work is necessary.

References: Shelton (1984).

97. Woodward Elevator, east of 403-407 S. Main (1898-still standing)

Historical Overview: In 1898, the Woodward Elevator Co. built an elevator and scale house on the southeast corner of S. Main and Nelson Streets (Sanborn 1898). This frame elevator was moved east of the spur line by 1904 and a new flour mill and office was erected by the Minnesota Flour Mill Co. on the old site. The old elevator was connected by an overhead spout to the new flour mill (Sanborn 1904). The Minnesota Flour Mill Co. operated the mill and elevator until 1908. For two years thereafter, Big Diamond Milling Co. operated the facilities. From 1912-15 Dibble Grain and Elevator Co. took them over. In 1919, ownership passed to the Commander Elevator Co., which operated the mill until 1961. In 1961, G.T.A. bought out all the Commander line elevators in southern and southwestern Minnesota, including this one. Under the name Harvest States Co-op, the elevator is still in use today (Jerzak 1985).

Archaeological Potential: None. Still standing.

Recommendations: The elevator is significant only in that it is the oldest and last remaining operating elevator in the city. None of the original machinery remains, and it is a common building type for elevators in the state. It has been in continuous use since 1898. A proposed folding flood wall east of the elevator would be less visually intrusive on the site than an earthen levee. See p. 151.

References: Jerzak (1985); Sanborn (1898-1961); Runk (1907: #2148, 1908: #787, 1917: #473, 1936: #522, #2256, 1934: #854); Easton and Masterman (1898: 26).

98. Stillwater Gas & Electric Light Co. substation, 421 S. Main St.
(1907-still standing)

99. Stillwater Gas & Electric Light Co. gas plant, 423 S. Main (1904-still standing)

Historical Overview: These buildings are now known as the Brick Alley. The history of the buildings goes back to 1874, when the Stillwater Gas Light Co. was organized and recieved a 40-year franchise to provide gas lights to the city. Isaac Staples was president of the company and the directors were a Who's Who of prominent Stillwater businessmen: D.M. Sabin, L.E. Torinus, John McKusick, and David Bronson (to name a few). The first distribution system consisted of about 3 miles of 4" and smaller wooden gas mains, which were later replaced with cast iron pipe. The company built a plant on Nelson St. between Second and Third Streets. Almost the entire business was confined to illumination.

In a short time, a rival technology - electricity - came along to challenge the gas business. In 1881, the Stillwater Electric Light Co. was organized. The new company had some of the same directors as the gas light company: Staples, Sabin, and others. The gas company promptly introduced electric lighting of its own - D.C. arc lighting. The Stillwater Electric Light Co. used A.C. incandescent lights. The A.C. technology gradually won out, and is the system in use today. In 1890, the Stillwater Gas and Electric Light Co. (which had already expanded by acquiring another electric company in Bayport), bought out the Stillwater Electric Light Co. This company was in turn bought out in 1904. The new company was called the Stillwater Gas and Electric Company.

The new owner built a gas plant on S. Main (Site #99). The plant operated on coal. That is, it cooked a liquified coal mixture over a coal fire to produce gas. This building is the south half of the present-day Brick Alley. The rear of the gas plant had a 124' chimney, which was a landmark on S. Main until it was dismantled in 1922.

The substation building (#98) was built immediately



Figure 40: In this rear view of a train heading south out of Stillwater on September 12, 1926, the freight depot (#87) is on the right. Behind it are the old Woodward Elevator (#97) and the roof of the gas plant (#98).

north of the gas plant in 1907. Three years later it was converted to a steam plant, which used steam engines to power generators. The north end of the steam plant housed the company offices.

In 1909, H.M. Byllesby and Company, which had large interests in Minneapolis and St. Paul, bought the Stillwater Gas and Electric Co. At this time Byllesby changed the company name to the Consumers Power Co. By 1916, Consumers Power had a system which included Minneapolis, St. Paul, Faribault, and Mankato, and stretched into Wisconsin. In 1916 the Stillwater steam plant (Site #98) had temporary transformers installed to provide power to build the Wissota hydro plant near Chippewa Falls. On April 1, 1916 the Consumers Power Company became Northern States Power Co. NSP converted the gas plant (#99) to handle Liquified Petroleum gas in 1949.

Both buildings are built on stone foundations with 12" thick brick walls. NSP operated here until the mid-1970s. In 1976, architect Mike McGuire began an adaptive reuse project which has converted the two buildings into the Brick Alley complex containing a restaurant, shops, and offices.

Archaeological Potential: None. Still standing.

Recommendations: Though the building constitutes an interesting chapter in the history of the city, the rehabilitation begun nine years ago precludes nomination to the National Register. No further work is required.

References: Meyer (1957: 31-37); Byllesby & Co. (1910); Sanborn (1904); Consumers Power Co. (1909, 1911); Northern States Power Co. (1909).

100. Stillwater Flour Mill, in 1884 315 S. Main St. (1877/78-1897)

Historical Overview: Stillwater had three flour mills in the 1870s.

The Townshend Roller Mill was built in 1872. The Stillwater Flour Mills and the St. Croix Flouring Mill were both built

in September 1877 (Walker 1877a, 1877b).

The Stillwater Flour Mill was a frame 5-story building with a stone basement. It was "most admirably situated, on the bank of the lake by the side of the St. Paul, Stillwater & Taylor's Falls railroad track" (Walker 1877b). The mill measured 50' X 70' and had a 20' X 70' addition on the northwest side. It had engines and boilers in the basement and the mill offices on the first floor. The rear of the boiler room had a stone base for the circular brick 120' smoke stack.

A detailed description of this mill floor by floor has survived. The basement had line shafts to run the stones. The stones were on the first floor. The second floor had rolls and a middlings purifier. The third floor had fans for blowing shorts and six more middlings purifiers. The fourth floor had flour holds, more purifiers and a wheat beater. The fifth floor had dust rooms, a rolling screen and a grading reel. It was the second mill in Minnesota to use the roller method, known as the Hungarian system.

In 1881, the mill and its improvements were valued at \$100,000.00. It was a first-class, modern mill, employing 30 men, running 24 hours a day, and producing 400 barrels a day. The brands shipped from the facility were "Bronson's Select," "Porcelain Roller," "Bun Hersey," and "Billy Boy" (Warner and Foote 1881: 517-518).

In 1887 Stillwater had a new company on the scene - the Florence Mill Co. J.H. Townshend was manager. The three early mills from the 1870s seem to have been combined into the new company.

The warehouse behind the Stillwater Mill (Site #101) was a 1-1/2 story frame warehouse east of the mill. It was built between 1878 and 1882 and was used by the Florence Mill Co. until it was razed in 1896. Site #100 burned down in 1897.

Archaeological Potential: Very small. The Stillwater (#100) was built at roughly the same site as the gas plant (#99). Its



Figure 41: This ca. 1900 photograph looking northeast shows the ruins of the Stillwater Flour Mill in the foreground (#100). Behind it are the Woodward Elevator (#97) and the Simonet rug factory (#94). At the west end of the Chestnut Street bridge are the lime and cement warehouse of Capt. Elder (#77) and the Stillwater Feed Mill Company's elevator (#72). The rectangular building at the left is now the Freight House Restaurant (#87).

foundations appear to have been reused when the gas plant was built in 1904. The warehouse (#101) had no basement and it is unlikely that foundation remains still exist.

Recommendations: Because the gas plant (#99) was built on the old mill site (#100) and the warehouse had no basement, no further work is recommended.

References: Sanborn (1884-1898); Barrett (1887: 19, 10); Walker (1877a, 1877b); Folsom (1888: 404); Clarke (1882); Warner and Foote (1881: 517-519).

102. Chicago, St. Paul, Minneapolis & Omaha Railroad Co. coal shed, no address (ca. 1910-ca. 1973)

103. Chicago, St. Paul, Minneapolis & Omaha Railroad Co. freight depot, no address (ca. 1910-ca. 1973)

104. Chicago, St. Paul, Minneapolis & Omaha Railroad Co. car repair shops, no address (ca. 1884-ca. 1924)

Historical Overview: The Chicago, St. Paul, Minneapolis & Omaha was incorporated in 1880. It combined the St. Paul, Stillwater & Taylor's Falls (which built a line from St. Paul into Stillwater in 1872); the West Wisconsin (from Madison to Hudson); and the North Wisconsin (to Duluth and Ashland).

The first building the company built in Stillwater was the freight depot (Site #103), a 1-story brick building erected in 1888. In the 1880s they used the St. Paul, Stillwater and Taylor's Falls freight and passenger depots (Sites #106 and 107).

The Chicago, St. Paul, Minneapolis & Omaha coal shed (#102) was a 1-story frame building. It was used by the Bluff City Lumber Co. from 1916 to 1973. It was torn down in 1973. The car repair shop (#104) was built ca. 1884 and razed in the period 1910-24.

The company's tracks were taken up in 1935, and its

Stillwater facilities were bought by the Chicago and Northwestern.

Archaeological Potential: The depot (#103) site is along S. Main south of the Brick Alley. It is under a paved parking lot. What foundations may remain are covered by the paving. The car repair shop (#104) was a small frame building of no importance. The coal shed (#102) site is southeast of the Brick Alley in the parking lot on the south of the building. The foundations were probably taken up and this area is now paved. Site #104 is in the Corps study area.

Recommendations: No further work is necessary.

References: Sanborn (1884-1961); Prosser (1966: 126); Clarke (1882); Runk (1927: #554, 1926: #535, #2256, 1923: #301); Plat of Stillwater (1930).

105. Unidentified buildings along S. Water St., no address
(pre-1870-ca. 1882)

Historical Overview: Like similar early groupings of small and medium-sized frame buildings (Sites #68, 79, and 85), these buildings appear in the 1870 Ruger engraving called a Birds' Eye View of the City of Stillwater. The buildings, however, pre-date, any existing maps of the city. At least two of these buildings which were warehouses appear to have been located along S. Main St. where Site #103 was built in 1882 (see Figure 40, foreground).

Archaeological Potential: None.

Recommendations: Since subsurface tests are likely to yield no useful information other than location and they are not historically significant, no further work is necessary.

References: Ruger (1870).

106. St. Paul, Stillwater & Taylor's Falls Railroad Co. freight depot,
in 1884 354-1/2 S. Main (ca. 1872-ca. 1890)



Figure 42: The Steamer "G.B. Knapp" at Stillwater ca. 1875. The two buildings in the foreground at the water's edge are unidentified (#105). The third building in the background may be the St. Paul, Stillwater, & Taylor's Falls freight depot (106).

107. St. Paul, Stillwater & Taylor's Falls Railroad Co. passenger depot, in 1884 354-1/2 S. Main (ca. 1872-ca. 1890)

108. Railroad trestles, bridges & platforms, over the lake (ca. 1872-1935)

Historical Overview: The St. Paul, Stillwater & Taylor's Falls

Railroad was incorporated in December 1869. It was charged to build a road from St. Paul to Taylor's Falls via Stillwater, with a branch line to Hudson, Wisconsin. It was also to build and operate a telegraph line along the tracks, and own and operate boats and ferries in connection with the road. Although it never completed the line to Taylor's Falls, the line's first train from St. Paul reached Stillwater on Feb. 9, 1872 (Prosser 1966: 163, Folsom 1888: 671).

The company's tracks came into Stillwater from the south along the lake shore and reached only as far north as a line running east from about E. Pine St. At the north terminus, built on wooden posts over the water, was a 2-story freight depot (Site #106) surrounded by wooden platforms. The railroad tracks were built over the water on trestles and bridges set on wooden posts (Site #108). The freight depot was converted to warehouse use by 1884, and was razed ca. 1890.

The passenger depot (#107) was just southwest of the freight depot on what is now S. Main St. It was a frame building surrounded by a wooden platform. Like the freight depot, the passenger depot was built in 1871-72 when the company's tracks first reached Stillwater. In 1871, the railroad negotiated with the city for use of part of S. Main St. to build the passenger depot and tracks. This was necessary because the depot was so close to S. Main Street (Roney 1970: 18). The passenger depot was torn down in 1882/83 after the Chicago, St. Paul, Minneapolis & Omaha

bought out the company and built its own depot (Site #103).

Archaeological Potential: None. The passenger depot sat where Highways 55 and 95 run into Stillwater from the south. The wooden pilings for the freight depot and trestles (#106 and 108) rotted and were torn out when the tracks were taken up in 1935.

Recommendations: Site #107 is outside the Corps study area. Sites #106 and 108 are in the study area. Chances are extremely remote that any of the wooden posts put in over 100 years ago remain. No further work is recommended.

References: Andreas (1874: 52); Sanborn (1884-1891); Shephard (1878); Folsom (1888: 671); Roney (1970: 17-19); Clarke (1883a).

109. Chicago, St. Paul, Minneapolis & Omaha scales, no address (ca. 1888-1900)

Historical Overview: The railroad scales were on the tracks between S. Main St. and the Hersey, Bean shingle shed (Site #110). They are part of the equipment connected with this railroad. See Sites #102, 103, and 104.

Archaeological Potential: None. Railroad scales were salvageable, and these were taken out.

Recommendations: No further work is necessary.

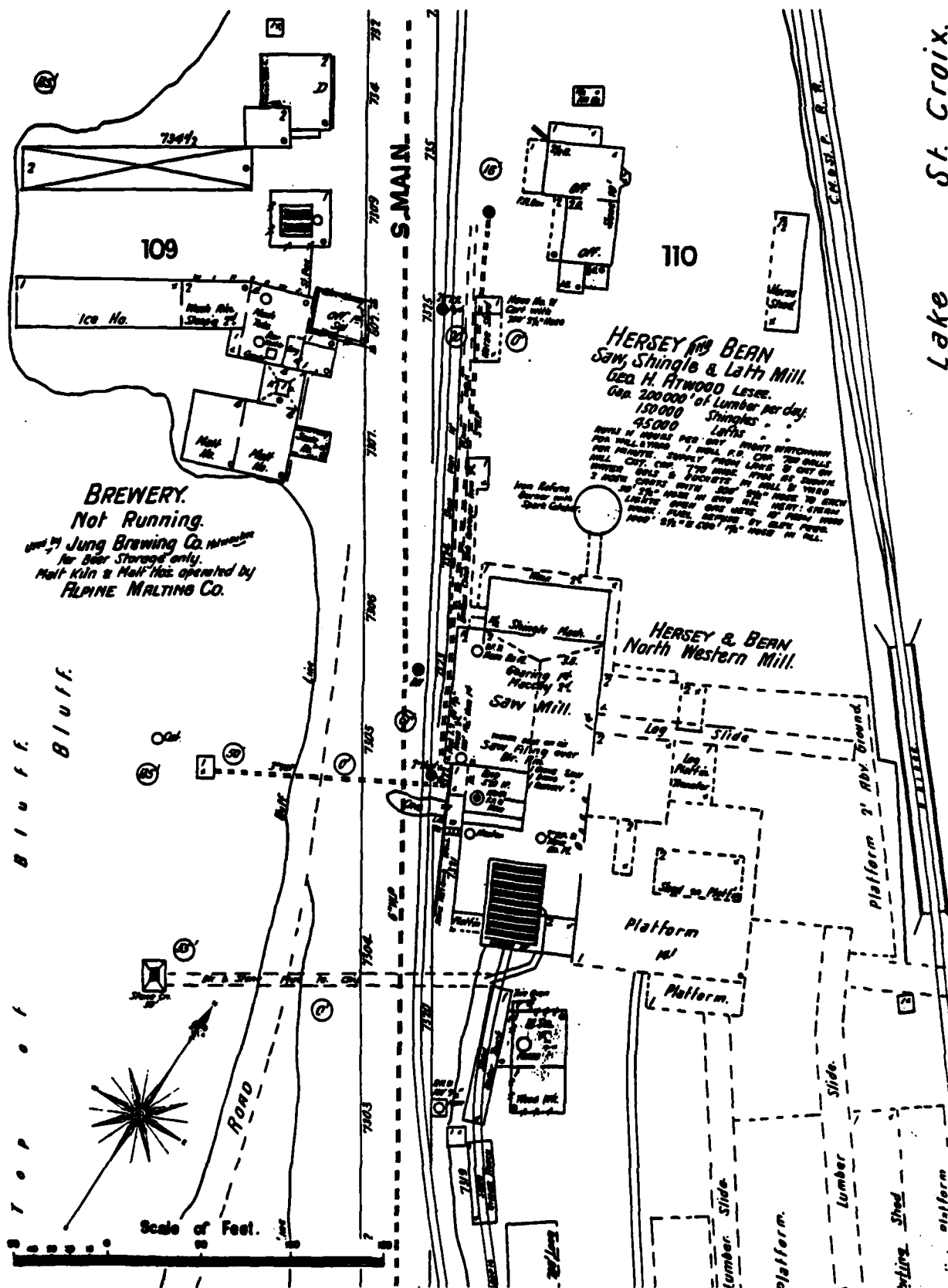
References: Sanborn (1888, 1891).

110. Hersey & Bean shingle shed, no address (ca. 1888-ca. 1904)

111. Hersey & Bean blacksmith & wood shop, 7330-1/2 S. Main (ca. 1877-ca. 1888)

112. Hersey & Bean boarding house, 7329-7330 S. Main (ca. 1870-1912)

113. Hersey & Bean shed, 443-1/2 S. Main (ca. 1884-ca. 1891)



- 114. Hersey & Bean warehouse, 7325-1/2 S. Main (ca. 1870-ca. 1891)
- 115. Hersey & Bean store & office, 7326 (433) S. Main (1877-ca. 1932)
- 116. Hersey & Bean horse sheds, 7325 S. Main (ca. 1870-1924)

Historical Overview: The Hersey & Bean buildings along the lake on S. Main St. comprised a huge complex known as the Northwestern Mill. The mill itself was located south of the study area. Sites #110-116 were merely the north end of the complex.

Hersey, Staples & Co. began erecting the mill in 1853, the year Staples arrived in Stillwater. The huge steam sawmill which the company built was reported by the Stillwater Messenger (May 1, 1860) to have cost \$80,000.00 an enormous sum in those times (Larson 1949: 20). In 1861, the name of the operating firm was changed to Hersey, Staples, and Hall. In 1866 it changed again to Hersey, Staples and Bean. Staples sold his one-third interest in 1871, and the firm became Hersey, Bean & Co. In 1872, E.S. Brown bought a 1/3 interest, and the name was changed to Hersey, Bean & Brown.

Improvements in 1872-3 increased the capacity of the mill to 90,000 board feet a day, 100,000 shingles a day, and 50,000 lath a day. A second mill was added south of the first in 1873.

Beginning in 1872, the St. Paul, Stillwater & Taylor's Falls Railroad shipped all the company's manufactured lumber by rail. The mills employed 225 men by 1881, and could produce 18 million board feet of lumber and 9 million each of shingle and lath a year. The entire complex occupied 5/6ths of a mile of lake front east of S. Main St. (Warner and Foote 1881: 515-516). In connection with the mill, Isaac Staples ran a general merchandise store on Main (Ibid.: 554).

In 1892 the Northwestern Mills came under the management



Figure 44: This picture was taken from the top of the bluffs on S. Main in the stone quarry in 1898, looking southeast. The smoke stacks and buildings of the Hersey, Bean Lumber Company can be seen on the east side of S. Main.

of George H. Atwood (Durant 1905: 655). In 1901 William Folsom noted that in 44 years the Northwestern Mills had cut 756 million board feet of lumber (Folsom 1901: 303). By 1898 logs came to the mill by rail, indicating that the technology of lumbering had improved immediately since the days of the booms on the river (Easton and Masterman 1898: 16, Sanborn 1904).

Archaeological Potential: Most of the buildings at the north end of the Northwestern Mill complex (Sites #110-116) were razed by 1910. What remains in this area should be huge piles of bark, sawdust, and slabs from 60 years of operation. Site #110 was a shingle shed which stood only a short time and had no basement. The warehouse (#114) was built on posts, which have probably rotted away or been torn out. The store and office (#115) was the only one of these buildings with a basement. It was stone, and remnants of it may still exist.

Recommendations: No further work is necessary, but the Corps should be aware that wood slabs, sawdust, or bark encountered south of an east-west line through E. Pine St. are associated with the old Northwestern Mills.

References: Sanborn (1884-1961); Shephard (1876); Andreas (1874: 52, 53); Mitchell (1882: 20); Upham and Dunlap (1912: 322, 323); Runk (1874: #183, 1875: #184, #185, 1885: #186, 1897: #189, 1899: #188, 1910: #176A); Larson (1949: 19-22); Easton and Masterman (1898: 16, 17, 37); Warner and Foote (1881: 515, 516, 554); Roney (1970: 11-13); Neason (1882); Durant (1905: 655); Folsom (1901: 303).

117. St. Croix Barge Terminal warehouse, east of S. Main St.
(1958-still standing)

Historical Overview: The St. Croix Barge Terminal Co. has operated in this area along the river since 1927/8. In the 1920s, the barges brought sisal upriver for the state prison's twine-making operations. This warehouse was built in 1958.

Aiple Towing now runs the terminal, but the ownership is the same as that of the St. Croix Barge Terminal Co. The use of this general area for barges goes back to the turn of the century.

Archaeological Potential: None. Still standing.

Recommendations: No further work is required.

References: Address Book (1951); Abercombie (1927); Plat of Stillwater (1930); Sanborn (1924 updated to 1961).

ASSESSMENT of STANDING STRUCTURES,
SITES WHICH WERE SIGNIFICANT TO THE HISTORY OF STILLWATER,
and SITES WITH ARCHEOLOGICAL POTENTIAL

I. Standing Structures

There are 17 existing sites in the Corps study area. None are eligible for National Register listing. They are Sites #15, 17, 20, 31, 63, 64, 66, 69, 75, 86, 87*, 91, 92, 97, 98, 117. Site 87*, the Chicago, Milwaukee, & St. Paul Railroad Co. passenger and freight depot, is listed on the National Register. It is the only National Register site in the entire study area.

The other 16 sites were assessed according to the National Register criteria. We looked at the age, integrity, workmanship, design, and materials associated with each site. We assessed the significance of the existing sites for historical associations and found that 15 of the existing sites were not sufficiently distinctive to merit National Register status. One seems to be potentially eligible to the National Register, Site #75, the current Interstate bridge over the St. Croix.

An individual analysis of each ineligible site follows:

Site #15: Minnesota Highway Dept. garage--not 50 years old, concrete block; does not meet standards for National Register listing.

Site #17: Muller Boat Houses--not 50 years old, vernacular functional buildings; do not meet standards for National Register listing.

Site #20: Midland Cooperative filling station:--not 50 years old; concrete block; does not meet standards for National Register listing.

Site #31: Muller Boat Works boat house--not 50 years old; frame shiplap. Although it has timbers from the Seymour, Sabin machine shops (Site #5), it does not meet standards for National Register listing.

- Site #63 (Lowell Park Pavillion), Site #66 (north end of Lowell Park), Site #86 (south end of Lowell Park)—There is not enough information on the Morell and Nichols landscaping firm to determine whether Lowell Park and the pavillion are eligible for the National Register. However, the original more elaborate plan for the park was never built in its entirety. Major updating and construction was done in 1927 and 1937. The pavillion was refurbished nicely in 1984. It is a plain lattice-walled building with open eaves reminiscent of the Craftsman style. The park layout and design of the pavillion is not distinctive. It is typical of modest park plans from the period 1910-1920.
- Site #64: Hooley's market—undistinguished typical supermarket built in 1960 of glazed brick tiles and concrete block; not 50 years old; does not meet standards for National Register listing.
- Site # 69: Lumbermen's Exchange Building—possesses important historical associations with patterns of Stillwater history and with important lumber men in the city. However, the building has lost its architectural integrity as a result of brick window infill and new windows. Had this building retained its original architectural integrity, it would have been a strong candidate for the National Register; no longer meets standards for National Register listing.
- Site # 91 (Park Restrooms) and Site #92 (City lift station)— Restrooms built in 1984 attached to lift station built in 1960; not 50 years old; no distinctive qualities; does not meet standards for National Register listing.
- Site #97—Woodward Elevator—Built 1898, over 50 years old; original machinery gone; used continuously since construction; last remaining elevator in Stillwater riverfront area; common massing to elevators from the era; the mill has been razed. Integrity of building is good, but property is not of sufficient technological interest or architectural distinction to merit listing on the National

It was located where the GTA offices are today. Integrity good, but not of sufficient age or architectural distinction to merit National Register listing.

Site #98 (Stillwater Gas & Electric Light Co. substation) and Site #99 (Stillwater Gas & Electric Light Co. gas plant)— over 50 years old; significant to the history of Stillwater's private utilities; no integrity since the two buildings were changed and combined into the Brick Alley in ca. 1978-80 by the current owner. One of the building's rooflines was changed to face the other way, brick infill, all machinery gone.

Site #117 St. Croix Barge Terminal Building--Built 1958, not 50 years old; common vernacular style, warehouse construction; does not meet standards for National Register listing.

Potentially eligible structures:

Site #75: Interstate bridge--There is only one potentially eligible standing structure site in the study area. It is the Interstate bridge (Site #75) at the foot of Chestnut Street. The bridge is a multi-span camelback bridge of truss construction. It has a lift section near the west shore. This combination makes it fairly rare in Minnesota and the upper mid-west. The Interstate bridge is over 50 years old. It is also located at a traditional and major crossing of the St. Croix River. The crossing here was originally made by ferry before 1876. The first bridge at Stillwater (Site #76) was constructed in 1876. It, too, had a section which could be moved out of the way for logs and commercial boats. The Interstate bridge, built in 1930, was probably made with a lift section not only to accommodate larger craft headed up-river to the head of navigation at Taylor's Falls, but because a lift section or drawbridge was traditional at this point. The Minnesota Department of Transportation has a large file on this bridge. Clem Kackelmeyer at MNDOT has this file. A state-wide study of highway bridges is

currently being conducted by the State Historic Preservation Office in conjunction with MNDOT. The contractor for this study is Dr. Robert M. Frame. Dr. Frame, an industrial archeologist and historian, also believes the bridge is potentially eligible to the National Register.

National Register structures:

Site #87: Chicago, Milwaukee, and St. Paul Railroad Company passenger and freight depot—listed on the National Register of Historic Places in July, 1977. The National Register nomination appears in Appendix A. This current study has uncovered an error in the nomination. The passenger and freight depot was built on dry land, not wooden posts in 1883. The building has 2 foot thick stone foundations and 18" thick brick load bearing walls, 30 feet high.

II. Structures Which Were Significant to the History of Stillwater

All of the starred(*) sites in the Assessment section are significant. But this is, in a way, a misnomer. By significant, we mean that these structures were, when standing or intact, significant to the history of Stillwater—not that they qualify now for National Register status or are intrinsically significant despite their demolition.

There are only two truly significant structures in the Stillwater riverfront study area: the building now known as the Freight House Restaurant (Site # 87) and a potentially eligible structure, the Interstate Bridge (Site # 75).

In essence the structures significant to the history of Stillwater should be treated about like the non-significant ones by the Corps as far as preserving the sites or trying to avoid them during construction. These sites might have been National Register quality had the buildings survived. They did not. And this report, in itself, is mitigation of the sites significant to Stillwater history.

The most useful thing which has come out of this study is the certain knowledge that the written and photographic record of the destroyed buildings is enormous. Existing records tell us far more about the historic uses of the Stillwater waterfront than could be learned from archeological testing. There is little to nothing to learn from protecting the foundations of the sites significant to the history of Stillwater if Corps construction is realized.

The only possible reason to avoid the structures which are significant to the history of Stillwater is to save the foundations for possible future interpretation as an industrial park. At present, such a possibility is remote in Stillwater. It has not yet occurred even in Minneapolis in an equally rich but more important industrial area along the riverfront in the West Bank Milling District. The chances are that the Stillwater riverfront area will be valuable commercial property, ripe for highrises, long before it is set apart for an industrial park whose purpose would be to interpret the ruins and remains of Stillwater's impressive and interesting past.

It would, nonetheless, be wise for the Corps to destroy as few of the foundations of the sites significant to the history of Stillwater as possible in case the remote becomes reality and the people of Stillwater become interested in an industrial interpretive park.

Structures significant to Stillwater history but no longer standing are: #5*, 8*, 12*, 21*, 23*, 50*, 51*, 54*, 60*, 61*, 62*, 65*, 69*, 72*, 73*, 76*, 83*, 87*, 89*, 94*, 100*, 103*, 107*, 115*: twenty three destroyed sites in all, plus the potentially significant Site #75 (Interstate bridge) and Site #87 (C., M., & St. P. railroad depot), already listed on the National Register.

Sites significant to the history of Stillwater, but no longer standing are as follows:

Site # 5	Seymour, Sabin & Co. machine shops
Site # 8	C. N. Nelson & Co. sawmill
Site #12	Seymour, Sabin & Co. main office/storage
Site #21	N.W. Mfg. & Car Co. warehouse
Site #23	N.W. Thresher Co. engine warehouse
Site #50	Union Elevator and Feed Mill warehouse

Site #51	Union Elevator and Feed Mill
Site #54	John O'Brien Elevator
Site #60	Stillwater & St. Paul RR freight depot and steamboat landing
Site #61	Stillwater & St. Paul RR passenger depot
Site #62	Express Offices, Surveyor General's office
Site #65	Union Depot
Site #69	Lumbermen's Exchange Building
Site #72	Stillwater Feed Mill Co. flour and feed mill
Site #73	Minnesota Mercantile Co. Building
Site #76	Pontoon Bridge
Site #83	Torinus, Staples & Co. warehouse
Site #89	City Levee
Site #94	Bronson & Cover warehouse
Site #100	Stillwater Flour Mill warehouse
Site #103	Chicago, St. Paul, Minneapolis & Omaha RR freight depot
Site #106	St. Paul, Stillwater & Taylor's Falls RR freight depot
Site #107	St. Paul, Stillwater & Taylor's Falls RR passenger depot
Site # 115	Hersey & Bean store and office

III. Structures with Archeological Potential

There are 20 sites in the study area with archeological potential. These sites have subsurface structures such as basements, stone or brick foundations, or are sites with dumps or scrap yards. The 20 sites are: #2, 4, 5*, 6, 12*, 21, 22, 28, 32, 51*, 56, 65*, 66, 73*, 83*, 84, 86, 93, 94*, and 115. Of these, 7 are significant to the history of Stillwater (starred). Since no actual archeological testing has been done, this list represents the best information on archeological potential which has survived in the historical record.

These sites are listed below with the likely subsurface remains in parentheses:

- Site #2 Northwest Thresher Co. foundry and castings storage (foundation)
- Site #4 Steam dry kiln (foundation)
- Site #5* Seymour, Sabin & Co. machine shops (foundation)
- Site #6 Boiler house complex (base for smokestack)
- Site #12* Seymour, Sabin & Co. main office and storage (foundation)
- Site #21 Northwestern Manufacturing & Car Co. warehouse (possible remnants of wooden posts)
- Site #22 River bank (historic dumps, loose brick, rubble, stone foundations)
- Site #28 Northern Pacific turntable (footings 4.5-5' deep)
- Site #32 Sand bar (sewer lines)
- Site #51* Union Elevator & Feed Mill (foundations)
- Site #56 Minnesota Mercantile Co. warehouse (foundations)
- Site #65* Union Station (partial foundations in Hooley's lot)
- Site #66 Lowell Park (historic dumps and possible remnants of earlier retaining walls)
- Site #73* Minnesota Mercantile Co. building (partial stone foundations)
- Site #83* Torinus, Staples & Co. warehouse (foundation)
- Site #84 Heavy storage warehouse (foundation)
- Site #86 Lowell Park (possible earlier levee walls, dump area)
- Site #93 City Pump House (machinery, brick well, stone masonry)
- Site #94* Bronson & Cover Co. warehouse (foundation)
- Site #115 Hersey & Bean store and office (stone foundation)

General remarks about archeological potential:

Although not specifically mentioned in the above list, there should be old gas and sewer lines running at right angles to the river bank. The sewer mains should be at the foot of every cross street which runs into the river, i.e., Chestnut, Myrtle, Mulberry streets

etc. The earliest water pipes were wood and may not show up as much more than brown stains in the soil. Some of these should be deeply buried, because of the amount of infill which has occurred since settlement along the shore. The later sewer and water mains were brick and good maps are filed in the Department of Public Works. The gas lines were originally wooden in the 1870s and were replaced with cast iron pipe. These pipes could be almost anywhere in the study area depending on how many of the buildings along the riverfront were hooked into the system.

Sawdust, slabs, and burned splinters of wood could be anywhere along the riverfront. The largest sawmill in Stillwater was the Schulenburg, Boeckler mill on N. Main almost a half mile north of the Corps study area. The Schulenburg mill burned to the ground in 1907. It was common practice to dump bark and sawdust in the rivers during the nineteenth century. Although some of the sawdust was burned in the mills for fuel, the boiler houses could not possibly use all the sawdust generated by the saw. In addition, sawdust in the old mills was much greater per board foot sawed than today, because the curf of the saw then was wider. Sawdust also sinks relatively quickly to the bottom of a river, because it becomes waterlogged. So most of the sawdust below ground along the Stillwater riverfront should have been generated by Stillwater mills, not, for example, mills in Marine or Taylor's Falls.

There are two places in the Corps study area where great concentrations of sawdust should occur. One is up at the north end in Reach 3 around the Muller boat houses. This was the site of the C. N. Nelson Lumber Co. sawmill (Site #8) and is in the area of one of the soil borings the Corps took. The other is in Reach 1 on S. Main in the area between the Brick Alley parking lot and the barge terminal. This area was used to load cut lumber and was the property of the Hersey, Bean Company, the other large saw mill operation in the Stillwater riverfront.

Any surviving foundations in the riverfront area are either brick or stone unless specified on the above list as one or the other. Any brick or stone structures in Stillwater are potentially quite early.

Stillwater had two early stone quarries, one at the north and another at the south end of town. The south quarry is shown in Figure 42, p. 141). The first mention we found of a stone building was the store of Samuel Burkleo built at the foot of Chestnut Street possibly built as early as 1850. This building would be west of the study area today, but what is interesting is that it is said to have floated off of its foundation in the spring flood of 1859 (Warner and Foote 1881: 503). The old State Prison was also built of stone, probably from the north quarry just above Battle Hollow on N. Main, in 1851-53.

Early building foundations may have been stone, but by at least 1859, foundations and chimneys were made of brick. Early brick was "common" brick, probably cream colored and a soft brick, rather than a fired hard-face brick. It was in 1859 that Frederick Steinacker established a brickyard in Stillwater in Ramsey's and Carter's addition to the city. By 1880, he was manufacturing over 800,000 brick annually (Warner and Foote 1881: 522). It was common brick similar or identical to that used on the C., M., & St. P. passenger and freight depot (the Freight House restaurant). By 1882, Stillwater had three brick manufacturers and dealers (Disabled American Veterans Auxiliary 1978: 13). They would all have been turning out the kind of brick found throughout the northwest in the nineteenth century, and most of this brick would have been cream color.

The riverfront area is a highly disturbed area. The fine sand and silt found in the Corps soil borings would have been deposited in great amounts during the lumbering era before 1914. The load in the water would have been especially great during lumbering because of the turbulence caused by logging operations on such a grand scale. This is also true of the upper Mississippi River.

Very little of the riverfront in the Corps study area was dry land in 1843 at settlement. This can be seen most graphically by comparing the 1843 plat of Stillwater (Figure 10, page 24) with today's shoreline. The greatest addition to the shore was accomplished by the 1852 landslide at the foot of Mulberry Street. The landslide, a result of water saturated soil from the bluffs above, covered about six acres to an average depth of ten feet. A fuller discussion of this begins on

page 73 (Site #32). The landslide not only provided solid building lots on hitherto swampy low land, but improved the shore of the lake, making the landing much more convenient for steamboats. Before 1852, Main Street was about eight feet lower and flooded every Spring (Carroll 1970: 45). According to one account, the "Argo" was able to debark passengers on the front steps of the Minnesota House on the west side of S. Main before the landslide, because Main Street was four to five feet under water in the Spring flood of 1850 (Warner and Foote 1881: 509). After the 1852 landslide, this was impossible.

DESCRIPTION AND ASSESSMENT OF SITES BY REACHES,
ALTERNATIVES, AND IMPACTS

The survey area was divided into three Reaches (see the overlay map in the pocket) by the Scope of Work, Appendix B. The following summarizes each Reach in terms of a description of the potential Corps of Engineers' plans and a resume of historical sites found in each Reach.

Reaches are organized from south to north, beginning with Reach 3 on the south end of the study area. Sites are organized from north to south. In general, Reach 1 contains Sites #100-111; Reach 2 contains Sites #56-100; and Reach 3 contains Sites # 1-55. This is approximate. Sites significant to the history of Stillwater, but not eligible to the National Register are starred (*).

REACH 3

Historical Summary: Reach 3 extends from just above E. Williams Street to approximately Commercial Street along the waterfront.

Between E. Elm Street and E. Linden Street, the river front included sites owned and used by a succession of companies beginning with Seymour, Sabin & Co. from 1860-1882. Convict labor was used to run their operations and those of their successor, the North Western Manufacturing & Car Co. These buildings on the east side of N. Main were used by a succession of agricultural implement manufacturing firms: N.W. Mfg. & Car Co. (1882-1902), Minnesota Thresher Company (1887-1902), M. Rumely Company (1902), Minnesota Thresher Company (1903-1917), Twin City Forge and Foundry Company (1917-1930), and Minneapolis Moline Power Implement Company (1930-1946).

Between E. Linden and E. Mulberry streets, the riverfront was dominated by a concentration of railroad structures (turntables, roundhouses, water towers and trackage) built by the Stillwater & St. Paul and later used and improved by the St. Paul & Duluth and Northern Pacific rail roads.

Between E. Myrtle Street and approximately Commercial Avenue, the historic uses of the riverfront included a concentration of flour mills, warehouses, elevators, and oil company tanks.

Project Description: Approximately 2,000 ft. long. The Corps is contemplating a permanent concrete floodwall and earthen levee. Both the floodwall and earthen levee would directly impact a width of 80 feet, but construction activities might impact an area as wide as 200 feet during construction. An inspection trench would be dug down the centerline of the levee, and would be approximately 6 feet deep, have a 6-foot bottom width, and an 8-foot surface width.

Assessment:

Earthen levee. Alternatives A, B, and C

Direct Impact (80 foot width):

Site #1: Seymour, Sabin & Co. boarding house
Site #3: Minnesota Thresher Mfg. Co.
foundry/blacksmith shop.
Site #5*: Seymour, Sabin & Co. machine shops
Site #12*: Seymour, Sabin & Co. main office/storage
Site #14: Seymour, Sabin & Co. castings storage,
office and coal sheds.

Total Impact (200 foot width):

In addition to sites # 1, 3, 5, 12, and 14:

Site #2: N.W. Thresher Co. foundry and castings
storage
Site #4: Steam dry kiln
Site #7: Dry kiln and horse shed
Site #8*: C. N. Nelson & Co. sawmill
Site #10: M. Rumely Co. wheel shop/testing room
Site #11: Johnson & McHale mill
Site #17: Muller boat houses
Site #18: Minnesota Thresher Mfg. Co. warehouse

Permanent floodwall (Alternative A and B):

Direct impact (50 foot width):

Site #12*: Seymour, Sabin & Co. main office/storage
Site #16: Paint storage sheds
Site #24: Stillwater & St. Paul RR trestle tracks
Site #29: Northern Pacific scales
Site #33: Tool house and coal bin
Site #51*: Union Elevator and Feed Mill
Site #52: Stillwater & St. Paul movable truck tramway

Total impact (100 foot width):

In addition to sites #12, 16, 24, 29, 33, 51, and 52:

Site #14: Seymour, Sabin castings storage, office & coal sheds.
Site #17: Muller boat houses
Site #22: River bank;
Site #30: N.P. RR oil house, repair house, & tool house
Site #37: Standard Oil Co. shed and tanks
Site #39: J.J. Kilty & Son Co. sheds and tanks
Site #41: Sand furnace and shed
Site #43: Boiler house
Site #45: Bartles Mn. Oil co. sheds and tanks
Site #46: Stock yards
Site #50*: Union Elevator & Feed Mill warehouse
Site #53: Stillwater & St. Paul RR car shops

Permanent floodwall (Alternative C)

Direct Impact (50 foot width):

Site #12*: Seymour, Sabin & Co. main office/storage
Site #21*: N.W. Mfg. & Car Co. warehouse
Site #23*: N.W. Thresher Mfg. CO. engine warehouse
Site #24: Stillwater & St. Paul RR Co. trestle tracks
Site #27: N.P. RR engine/roundhouse
Site #28: N.P. RR turntable

Permanent floodwall (Alternative C) Direct Impacts (50 ft width), cont.

Site #29:	N.P. RR scales
Site #33:	Tool house and coal bin
Site #38:	Coal shed
Site #41:	Sand furnace and shed
Site #43:	Boiler house
Site #46:	Stock yards
Site #47:	Hand car shed
Site #52:	Stillwater & St. Paul RR movable truck tramway
Site #53:	Stillwater & St. Paul car shops

Total Impact (100 Foot width):

In addition to sites # 29 , 33, 38, 41, 43, 46, 47, 52, and 53:

Site #5*:	Seymour, Sabin & Co. machine shops
Site #12*:	Seymour, Sabin & Co. main office/storage
Site #14:	Seymour, Sabin & Co. castings storage, office and coal sheds
Site #16:	Paint storage sheds
Site #19:	Sand shed
Site #21*:	N.W. Mfg. & Car Co. warehouse
Site #23*:	N.W. Mfg. Thresher Co. engine warehouse
Site #24:	Stillwater & St. Paul RR Co. trestle tracks
Site #27:	NP RR engine house/roundhouse
Site #28:	NP RR turntable
Site #42:	Brick sheds
Site #48:	Coal shed additions
Site #54*:	John O'Brien Elevator
Site #55:	Minnesota Mercantile Co. warehouse annex
Site #56:	Minnesota Mercantile Co. warehouse

REACH 2

Historical Summary: The area of Reach 2 extends from approximately Commercial Avenue south to just below Nelson Street.

Between Commercial Avenue and Myrtle Street were located the earliest railroad freight depots, built around 1870 by the Stillwater & St. Paul Railroad Company. The north end of Lowell Park and its open pavillion, designed in 1914-16 as part of a "city beautiful" plan, are situated at the foot of Myrtle Street. Along Water Street sat two large warehouses for the wholesale operations of the Minnesota Mercantile Company.

Between E. Myrtle and E. Chestnut streets sat the heart of the riverfront activities. The early pre-1875 wharf was a debarking place for travellers and an unloading area for manufactured goods. Both bridges to Houlton, Wisconsin, the original pontoon bridge (built in 1876) and its replacement (built in 1930), began at the foot of E. Chestnut Street. One of Minnesota's most beautiful railroad depots, Union Depot, built in 1887, was located on Water Street at the corner of Myrtle. It sat where the Hooley's market and parking lot are today. It was connected by a covered shed and platform to the Lumbermen's Exchange Company building at the south end of the block at Water and Chestnut streets. Other small houses and businesses clustered at the foot of Chestnut Street during the 1860s and 1870s. These were small wood frame structures. In the early days, Water Street was known as Stimpson's Alley.

The area from E. Chestnut to E. Nelson streets contained a concentration of early commercial and service industry structures, as well as several municipal structures.

Ellis Rhiner lived here and operated one of two ice businesses. His house became the Home Hotel, one of many small lodging businesses in the city. In 1888, the Rhiner property gave way to the Minnesota Mercantile Company building, located just south of what is today the Lumbermen's Exchange building. Capt. Elder operated a contracting business and sold lime, brick and coal in this area. The same area

contained several large warehouses for businesses fronting on S. Main Street.

The south end of Lowell Park fronted the river, with major improvements added in 1927 and 1937. This stretch of riverfront became the city levee in the mid-1850s. The city also maintained a pump house, city engine house, and city horse shed here. The new lift station and park restrooms are located just south of the old city pump house.

Project Description: Approximately 1,400 feet long. Some type of folding floodwall is contemplated for this area. The floodwall would directly impact a width of 40 feet., but the impact of construction activities might be as wide as 200 feet. Direct sub-surface impacts might be a 10 foot width and between 5 feet and 15 feet in depth, including the deeper sheet pile.

Assessment:

Folding floodwall. Alternative A

Direct Impact (40 foot width):

Site #51*:	Union Elevator and Feed mill
Site #60*:	Stillwater & St. Paul RR freight depot and steamboat landing
Site #66:	Lowell Park
Site #67:	Wharf
Site #68:	Unidentified buildings along water Street
Site #76:	Pontoon bridge
Site #77:	Lime and cement warehouse
Site #78:	Captain H. B. Elder office
Site #79:	Unidentified buildings at the foot of Chestnut Street
Site #80:	Captain H. B. Elder limehouse
Site #86:	Lowell Park
Site #88:	City horse shed
Site #89*:	City levee

Folding floodwall (Alternative A) Direct Impacts (40 foot width, cont.)

Site #90: City engine house
Site #91: Park restrooms
Site #92: City lift station
Site #94: Bronson & Cover warehouse
Site #96: car wash

Total Impact (200 foot width):

In addition to sites #51, 60, 66, 67, 68, 71, 76, 77, 78, 79, 80, 86, 88, 89, 90, 91, 92, 94, and 96:

Site #52: Stillwater & St. Paul RR movable truck tramway
Site #54: John O'Brien Elevator
Site #58: Stillwater & St. Paul RR turntable
Site #59: Stillwater & St. Paul RR roundhouse
Site #60*: Stillwater & St. Paul RR freight depot and steamboat landing
Site #61*: Stillwater & St. Paul RR passenger depot
Site #62*: Express offices, Surveyor General's offices
Site #64: Hooley's market
Site #65*: Union Depot
Site #72*: Stillwater Feed Mill Co. flour 7 feed mill
Site #73*: Minnesota Mercantile Co. building
Site #74: Rhiner ice house/barn

Folding floodwall. Alternative B

Direct Impact (40 foot width):

Site #58: Stillwater & St. Paul RR turntable
Site #61*: Stillwater & St. Paul RR passenger depot
Site #62*: Express offices, Surveyor General's office

Total Impact (200 foot width):

In addition to sites #58, 61, and 62:

Site #51*: Union Elevator and Feed Mill
Site #53: Stillwater & St. Paul RR car shops

Folding floodwall (Alternative B) Total Impact (200 foot width), cont

Site #54*:	John O'Brien Elevator
Site #55:	Minnesota Mercantile Co. warehouse annex
Site #57:	St. Paul & Duluth RR freight depot
Site #59:	Stillwater & St. Paul RR roundhouse
Site #60*:	Stillwater & St. Paul RR freight depot and steamboat landing.
Site #64:	Hooley's market
Site #65*:	Union Depot
Site #66:	Lowell Park
Site #67:	Wharf
Site #68:	Unidentified buildings along S. Water Street
Site #69*:	Lumbermen's Exchange Building
Site #71:	Hay and feed store
Site #73*:	Minnesota Mercantile Co. Building
Site #74:	Rhiner ice house/barn
Site #76*:	Pontoon bridge
Site #77:	Lime and cement warehouse
Site #78:	Capt. Elder office
Site #79:	Unidentified buildings at the foot of Chestnut Street
Site #80:	Capt. Elder limehouse
Site #81:	Dwelling
Site #82:	Ellis Rhiner residence
Site #83*:	Torinus, Staples & Co. warehouse
Site #84:	Heavy storage warehouse
Site #85:	Unidentified buildings along S. Water Street
Site #87*:	Chicago, Milwaukee & St. Paul RR passenger and freight depot
Site #88:	City horse shed
Site #89*:	City Levee
Site #90:	City engine house
Site #93:	City pump house
Site #94*:	Bronson & Cover warehouse

Folding floodwall (Alternative B) Total Impact (200 foot width), cont.

Site #95: Muller Brothers boat house
Site #96: car wash
Site #97: Woodward Elevator
Site #101: Stillwater Flour Mill warehouse
Site #102: Chicago, St. Paul, Minneapolis & Omaha RR
coal shed
Site #105: Unidentified buildings along S. Main Street

Folding and Permanent flood wall. Alternative C.

Direct Impact (40 and 50 foot width):

Site #53: Stillwater & St. Paul RR car shops
Site #58: Stillwater & St. Paul RR turntable
Site #61*: Stillwater & St. Paul RR passenger depot
Site #62*: Express offices, Surveyor General's offices
Site #64: Hooley's market
Site #65*: Union Depot
Site #68: Unidentified buildings along S. Water Street
Site #69*: Lumbermen's Exchange Building
Site #73*: Minnesota Mercantile Co. Building
Site #74: Rhiner ice house/barn
Site #95: Muller Brothers boat house

Total Impact (100 and 200 foot widths):

Site #53: Stillwater & St. Paul RR car shops
Site #54*: John O'Brien Elevator
Site #55: Minnesota Mercantile Co. warehouse annex
Site #56: Minnesota Mercantile Co. warehouse
Site #57: St. Paul & Duluth RR freight depot
Site #58: Stillwater & St. Paul RR turntable
Site #59: Stillwater & St. Paul RR roundhouse
Site #60*: Stillwater & St. Paul RR freight depot and
steamboat landing.

Folding and Permanent floor wall (Alternative C) Total
Impacts (100 and 200 foot widths), cont.

Site #61*: Stillwater & St. Paul RR passenger depot
Site #62*: Express offices, Surveyor General's offices
Site #64: Hooley's market
Site #65*: Union Depot
Site #66: Lowell Park
Site #67: Wharf
Site #68: Unidentified buildings along S. Water Street
Site #69*: Lumbermen's Exchange Building
Site #73*: Minnesota Mercantile Co. Building
Site #74: Rhiner ice house/barn
Site #76*: Pontoon bridge
Site #77: Lime and cement warehouse
Site #78: Capt. Elder office
Site #79: Unidentified buildings at the foot of
Chestnut Street
Site #80: Capt. Elder limehouse
Site #81: Dwelling
Site #82: Ellis Rhiner residence
Site #83*: Torinus, Staples & Co. warehouse
Site #84: Heavy storage warehouse
Site #85: Unidentified buildings along S. Water Street
Site #86: Lowell Park
Site #87: Chicago, Milwaukee & St. Paul RR passenger
and freight depot
Site #88: City horse shed
Site #89*: City Levee
Site #90: City engine house
Site #93: City pump house
Site #94: Bronson & Cover warehouse
Site #95: Muller Brothers boat house
Site #96: car wash
Site #97: Woodward Elevator
Site #101: Stillwater Flour Mill warehouse
Site #102: Chicago, St. Paul, Minneapolis & Omaha RR
coal shed

Folding and Permanent flood wall (Alternative C) Total
Impacts (100 and 200 foot widths), cont.

Site #105: Unidentified buildings along S. Main Street

REACH 1

Historical Summary: Reach 1 encompasses the riverfront area from just south of Nelson Street to approximately where an east extension of E. Willard Street would run into the river.

A concentration of flour milling activities were located between E. Nelson and E. Pine streets, along with some railroad and utility-related buildings. The Woodward Elevator Company built the elevator still standing behind the Brick Alley. The two buildings known as the Brick Alley were built as a gas plant and substation in 1904 and 1907 by the Stillwater Gas and Electric Light Company. These buildings were later acquired by the Consumers Power Company, which later became Northern States Power Company. Both the Stillwater Flour Mill Company's mill and warehouse, built in the late 1870s, burned down in 1897.

The riverfront here was the early (1873-1884) site of the Muller Brother's boat building operations. The "Omaha" railroad had facilities at the south end of the city. These included the Chicago, St. Paul, Minneapolis & Omaha freight depot (built in 1882) and coal shed. Both were torn down around 1973. In later years, the coal shed was used by Bluff City Lumber Company. The "Omaha" line also had a car repair shop (built around 1884 and razed between 1910-1924).

On the lower terrace along the river south of E. Pine Street sat the huge sawmill complex which began as the Hersey, Staples Company, later known as the Northwestern mills, owned by Hersey, Bean & Co. The yards included a warehouse, horse sheds, blacksmith and wood shop, store and office, and at the south end, two huge lumber mills. At the north end of this area stood the St. Paul, Stillwater, & Taylor's Falls passenger depot, built in 1872. At the south end of Reach 1 today is

the Aiple towing operations. This area has been used for a barge terminal for over 60 years.

Project Description: Approximately 1,400 feet long. The Corps may build a permanent concrete flood wall here. It would impact widths varying from 50 to 100 feet. The depth of the sheet pile may be about 20 feet.

Assessment:

Permanent floodwall. Alternatives A and B:

Direct Impact (50 foot width):

Site #108: Railroad trestles, bridges, and platforms

Total Impact (100 foot width):

Site #104: Chicago, St. Paul, Minneapolis & Omaha car repair shop

Site #108: Railroad trestles, bridges, and platforms

Permanent floodwall. Alternative C:

Direct Impact (50 foot width):

Site #104: Chicago, St. Paul, Minneapolis & Omaha car repair shop

Site #108: Railroad trestles, bridges, and platforms

Total Impact (100 foot width):

Site #104: Chicago, St. Paul, Minneapolis & Omaha car repair shop

Site #108: Railroad trestles, bridges, and platforms

Permanent floodwall. Alternatives A, B, and C.

Direct Impact (50 foot width):

Site #108: Railroad trestles, bridges, and platforms

Summary:

Reach 3:

Least impact: earthen levee. Alternatives A, B, and C.

Most impact: permanent floodwall. Alternative C.

Reach 2:

Least impact: folding floodwall. Alternative B.

Most impact: folding floodwall. Alternative A.

Reach 1:

Least impact: permanent floodwall. Alternatives A, B, and C.

Most impact: permanent floodwall. Alternative C.

Alternative B has the least overall impact.

Alternative C has the most overall impact.

INVENTORY OF IMPACTED SITES
IN THE STUDY AREA BY ALTERNATIVES

ALTERNATIVE A

Direct Impact: Sites 1, 3, 5*, 12*, 14, 16, 24, 29, 33, 51*, 52, 60*, 66*, 67, 68, 69*, 71, 76*, 77, 78, 79, 80, 86*, 88, 89*, 90, 91, 92, 94*, 96, 108.

A total of 31 sites are directly impacted by Alternative A, of which 8 sites are significant to the history of Stillwater.

Total Impact: Sites 1, 2, 3, 4, 5*, 7, 8*, 10, 11, 12*, 14, 16, 17, 18, 22, 24, 29, 30, 37, 39, 41, 43, 45, 46, 50*, 51*, 52, 53, 54*, 58, 59, 60*, 61*, 62*, 64, 65*, 66, 67, 68, 69*, 71, 72*, 73*, 74, 76*, 77, 78, 79, 80, 86, 88, 90, 91, 92, 94*, 96, 104, 108.

A total of 58 sites are impacted by Alternative A of which 15 sites are significant to the history of Stillwater.

ALTERNATIVE B

Direct Impact: Sites #1, 3, 5*, 12*, 14, 16, 24, 29, 33, 51*, 52, 58, 61*, 62, 108.

A total of 15 sites are directly impacted by Alternative B of which 5 are significant to the history of Stillwater.

Total Impact: Sites #1, 2, 3, 4, 5*, 7, 8*, 10, 12*, 14, 16, 17, 18, 22, 24, 29, 30, 37, 39, 41, 43, 45, 46, 50*, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60*, 61*, 62*, 64, 65*, 66*, 66, 67, 68, 69*, 71, 73, 74, 76*, 77, 78, 79, 80, 81, 82, 83*, 84, 85, 86*, 87*, 88, 89*, 90, 93, 94, 95, 96, 97, 101, 102, 105.

A total of 69 sites are directly or indirectly impacted by Alternative B of which 16 are significant to the history of Stillwater.

ALTERNATIVE C

Direct Impact: Sites #1, 3, 5*, 12*, 14, 21*, 23*, 24, 27, 28, 29, 33, 38, 41, 43, 46, 47, 52, 53, 58, 61*, 62*, 64, 65*, 68, 69*, 73*, 74, 95, 104, 108.

A total of 31 sites are directly impacted by Alternative C of which 9 are significant to the history of Stillwater.

Total Impact: Sites #1, 2, 3, 4, 5*, 7, 8*, 10, 11, 12*, 14, 16, 17, 18, 19, 21*, 23*, 24, 27, 28, 29, 33, 38, 41, 42, 43, 46, 47, 48, 52, 53, 54*, 55, 56, 57, 58, 59, 60*, 61*, 62*, 64, 65*, 66, 67, 68, 69*, 73, 74, 76*, 77, 78, 79, 80, 81, 82, 83*, 84, 85, 86, 87*, 88, 89*, 90, 93, 94, 95, 97*, 101, 102, 104, 105, 108.

A total of 73 sites are directly or indirectly impacted by Alternative C of which 16 are significant to the history of Stillwater.

Summary:

Reach 3:

Least impact: earthen levee. Alternatives A, B, and C.

Most impact: permanent floodwall. Alternative C.

Reach 2:

Least impact: folding floodwall. Alternative B.

Most impact: folding floodwall. Alternative A.

Reach 1:

Least impact: permanent floodwall. Alternatives A, B, and C.

Most impact: permanent floodwall. Alternative C.

Alternative B has the least overall impact.

Alternative C. has the most overall impact.

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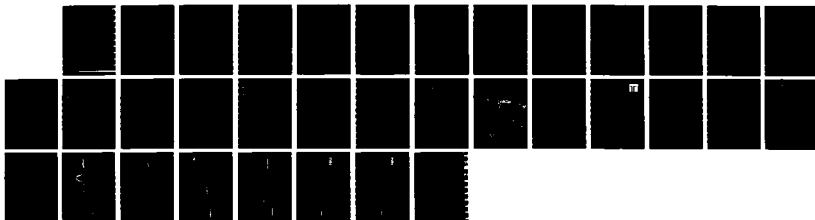
HISTORICAL RECONSTRUCTION OF THE RIVERFRONT: STILLWATER 3/3
WASHINGTON COUNTY. (U) HISTORICAL RESEARCH INC
MINNEAPOLIS MN N A ROBERTS ET AL. JUL 85

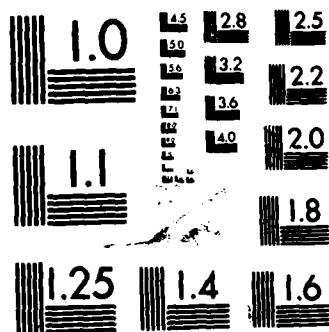
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MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

CONCLUSIONS AND RECOMMENDATIONS

1. We recommend that the Corps use a folding floodwall (Alternative B). This would have the least overall impact in the project area. It would directly impact only three sites significant to the history of Stillwater with archeological potential: 5*, 12*, and 51*. They are the Seymour, Sabin machine shops (5*); the Seymour, Sabin main office and storage (#12); and the Union Elevator and Feed Mill (#51). Alternative B is especially attractive because it closely follows the railroad track construction along the riverfront.
2. Of the standing structures still along the riverfront, only the Interstate Bridge is potentially eligible for National Register nomination (Site #75).
3. A copy of this report should be sent to the Stillwater Heritage Preservation Commission, in care of the Municipal Buiding, Stillwater. The Stillwater HPC is interested in a downtown National Register level survey leading to a possible district nomination along Main Street. Currently, merchants and owners of buildings along Main Street are generally opposed to a commercial district because they fear federal control of private property (mistakenly if the district is National Register level).
4. The Freight House restaurant is the only site in the study area on the National Register. It was listed in July, 1977 and should be protected with a folding floodwall in order to protect the general site as well as the building.
5. Any final Corps plans for the riverfront floodproofing should avoid the starred sites listed on pages 153-55 if at all possible. These are significant to the history of Stillwater, but are not, in their demolished state, significant for nomination to the National Register. In the final analysis, it is better to demolish the foundations of a

few sites under the current plans than to recast the plans to affect standing structures farther west between Water and Main streets.

6. We do not recommend that the twenty sites with archeological potential (listed on page 156) be tested by archeologists in an attempt to locate subsurface remains which should still be there. The reason for our recommendation is that a vast body of historic material on these buildings exists, and the archeological testing of them would add no useful new information to the body of knowledge on them. This report is, in itself, mitigation since it is the first time that site location has been pinned to these buildings and the available literature on the old buildings has been brought together in footnoted form.

7. The Corps need not test for prehistoric or historic Indian sites along the Stillwater riverfront. The historic record does not note in early accounts of historic Indian villages. In addition, the pre-1843 shore was west of the survey area boundary. Any historic Indian activities would have been on the shore or inland west of the study area. Although the historic Indians undoubtedly used the floodplain at present Stillwater, the area is highly disturbed. In addition, the archeological testing in a similar area in the Mill District of Minneapolis yielded no such sites. The general land use patterns in historic times are very similar to the situation in Minneapolis.

8. The Corps should take pains not to impact the buildings on the east side of Main Street. Whether listed on a local HPC list in the future or eventually listed on the National Register, these sites are too important to the past history of Stillwater and its current economic viability to be adversely impacted by Corps floodproofing structures.

9. Finally, it is interesting that the 100 year flood level closely corresponds to the shoreline shown on the 1843 Plat of Stillwater (Figure 10). The 1852 landslide may have provided additional building lots along the lake, but using the riverfront for building sites has proved foolhardy in the long run.

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APPENDIX A

National Register nomination of Freight House

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Chicago, Milwaukee and St. Paul Freight House and Depot

AND/OR COMMON

Stillwater Depot

2 LOCATION

STREET & NUMBER

233-335 Water Street

CITY, TOWN

Stillwater

VICINITY OF

STATE

Minnesota

CODE
27

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

First

COUNTY
WashingtonCODE
163**3 CLASSIFICATION**

CATEGORY

☐ DISTRICT
☒ BUILDING(S)
☐ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☐ PUBLIC
☒ PRIVATE
☐ BOTH
PUBLIC ACQUISITION
☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☐ OCCUPIED
☐ UNOCCUPIED
☒ WORK IN PROGRESS
ACCESSIBLE
☒ YES: RESTRICTED
☐ YES: UNRESTRICTED
☐ NO

PRESENT USE

☐ AGRICULTURE
☐ COMMERICAL
☐ EDUCATIONAL
☐ ENTERTAINMENT
☐ GOVERNMENT
☐ INDUSTRIAL
☐ MILITARY
☐ MUSEUM
☐ PARK
☐ PRIVATE RESIDENCE
☐ RELIGIOUS
☐ SCIENTIFIC
☐ TRANSPORTATION
☒ OTHER: *undergoing rehabilitation***4 OWNER OF PROPERTY**

NAME

Peter Nelson Hall

STREET & NUMBER

888 Butler Square, 100 North 6th Street

CITY, TOWN

Minneapolis

VICINITY OF

STATE

Minnesota

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Washington County Courthouse

STREET & NUMBER

14900 North 61st Street - Oak Park Heights

CITY, TOWN

Stillwater

STATE

Minnesota

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Minnesota Historic Sites Survey

DATE

1976

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

Minnesota Historical Society, Building 25, Fort Snelling

CITY, TOWN

St. Paul

STATE

Minnesota

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUNS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Chicago, Milwaukee and St. Paul Railroad Freight House and Depot is located on a one acre parcel of land overlooking the St. Croix River on the eastern fringe of Stillwater. (The St. Croix River has recently received National Scenic Riverway designation preserving the waterfront between the depot and the river.)

The freight house and depot, built in 1883, is a simple vernacular building. Exterior ornamentation consists of a series of arched doors and windows on both sides of the building. Constructed of limestone and brick the building measures 200 feet by 40 feet. The limestone foundation walls measure approximately two feet thick. The brick bearing walls are eighteen inches thick and thirty feet high. (The limestone was quarried in the nearby North Quarry.)

The interior of the building is divided into two sections. The floor planking is four inches wide and one inch thick clear maple from the islands and shoreline immediately north of Stillwater. The truss system is of heavy timber construction. The basement is heavy timber mill construction. The timbers are fir and are of clear grain.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES 1883 - present

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Chicago, Milwaukee and St. Paul Freight House and Depot is significant under the themes of Commerce, Communication, Engineering, and Transportation.

From the date of its construction in 1883 until recently the commerce of Stillwater centered on the railroads -- the freight house and depot served virtually every commercial interest in the city. Nearly all goods and materials arrived by or were shipped by rail. Products locally produced were sent by rail throughout the nation.

During the period from 1883 until the 1920s the freight house and depot housed a telegraph office and a railroad Express Agency office. These offices served the majority of Stillwater's communication needs for a number of years. The glass insulators and wooden pegs connecting the telegraph lines to the building and distributing them inside have been preserved as have the telegraph and ticket windows.

The mill construction and truss system of the building are significant as examples of wood structural engineering. The first map of Stillwater (1848) indicates that the present site of the building was once Lake St. Croix. Therefore, the building required elaborately engineered pilings to support the tremendous weight of the limestone foundation and brick walls.

One of the most interesting features of the building was its dual use -- passenger and freight. The building served as a freight house and passenger depot until 1955. It is the last 19th century freight house and depot standing in Stillwater.

The exterior of the building has been recently cleaned and the interior is currently undergoing rehabilitation/preservation for an adaptive use.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Eaton, Augustus B., History of the St. Croix Valley, Chicago: 1909.
Insurance Maps of Stillwater, Minnesota; Sandborn Map and Publishing Company.
Interview: Clarence Kirschenman, former ticket agent of the Stillwater Depot.
Milwaukee Road Inventories.
John Ruck Historic Photograph Collection.
Stillwater City Directories.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1 acre

UTM REFERENCES

A 1, 5 51, 514, 2, 0 4, 918, 818, 8, 0
ZONE EASTING NORTHING

B
ZONE EASTING NORTHING

C
D
VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Lynne VanBrocklin Spaeth, State Historic Preservation Office / Peter Nelson Hall

ORGANIZATION

Minnesota Historical Society

DATE

19 October 1976

STREET & NUMBER

Building 25, Fort Snelling / 888 Butler Square

TELEPHONE

612-726-1171 / 339-1085

CITY OR TOWN

St. Paul / Minneapolis

STATE

Minnesota

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

GPO 802-453

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1883 - present

BUILDER/ARCHITECT

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Milwaukee Road Inventories.
John Ruck Historic Photograph Collection.
Stillwater City Directories.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1 acre

UTM REFERENCES

A 1, 5 5, 1, 5, 4, 2, 0 4, 9, 8, 8, 8, 0
ZONE EASTING NORTHING

B
ZONE EASTING NORTHING

C
D

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

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STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Lynne VanBrocklin Spaeth, State Historic Preservation Office / Peter Nelson Hall

ORGANIZATION

Minnesota Historical Society

DATE

19 October 1976

STREET & NUMBER

Building 25, Fort Snelling / 888 Butler Square

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St. Paul / Minneapolis

STATE

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THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

GPO 002-453

This is a detailed topographic map of the St. Croix National Forest area. The map shows the St. Croix River flowing from the top left towards the bottom right, where it meets Lake St. Croix. The town of Houlton is marked with a circled 'H' and labeled. The map includes contour lines indicating elevation, a grid system, and labels for 'WISCONSIN MINNESOTA' and 'ST. CROIX'. A scale bar at the top indicates distances in miles and feet. The map is oriented with North at the top.

APPENDIX B
Correspondence

HISTORICAL RESEARCH, INCORPORATED



5535 Richmond Curve • Minneapolis, MN 55410 • (612) 929-2921

April 28, 1985

Mr. Dennis Gimmetad
Assistant State Historic Preservation Officer
Minnesota Historical Society
Ft. Snelling History Center
St. Paul, Minnesota 55111

Re: Historic Reconstruction of the Stillwater Riverfront for the St. Paul
District Corps of Engineers; HRI File # 1156

Dear Mr. Gimmetad:

I am writing on two matters concerning the Stillwater historical study for the
Corps of Engineers.

This letter confirms our recent discussion that the Minnesota Historical
Society, State Historic Preservation Office, is willing to curate the maps and
four notebooks with site sheets and accompanying documentation produced during
the current study.

Secondly, I wish to call your attention to the fact that the National Register
nomination on site # 87 in this report, the Chicago, Milwaukee, and St. Paul
Railroad Company passenger and freight depot, is in error. In the
nomination's significance statement, reproduced in Appendix A, page 191, the
the nominators remark that the depot was built over what was once Lake St.
Croix and that "the building required elaborately engineered pilings to
support the tremendous weight of the limestone foundation and brick walls."

In fact, this depot was constructed on dry land and never had wooden pilings.
The nominators confused this depot with earlier depots in Stillwater both
north and south of the Chicago, Milwaukee and St. Paul Freight House and
Depot. Attached is a map showing these earlier depots, which were, indeed,
built over the water by 1874 (see attached Andreas' Atlas) and required wooden
pilings. One is the St. Paul & Duluth freight depot (Site #57), the other the
Stillwater & St. Paul passenger depot (Site #61). They were frame depots, not
masonry, as would be expected of buildings built on wooden pilings. A
building with stone foundations 2 feet thick and brick bearing walls 18" thick
with a slate roof would naturally not be built on wooden pilings.

This information should not affect the significance statement to the extent of making the site ineligible, but it is meant as a refinement to the nomination which, as it stands, is incorrect.

Sincerely,

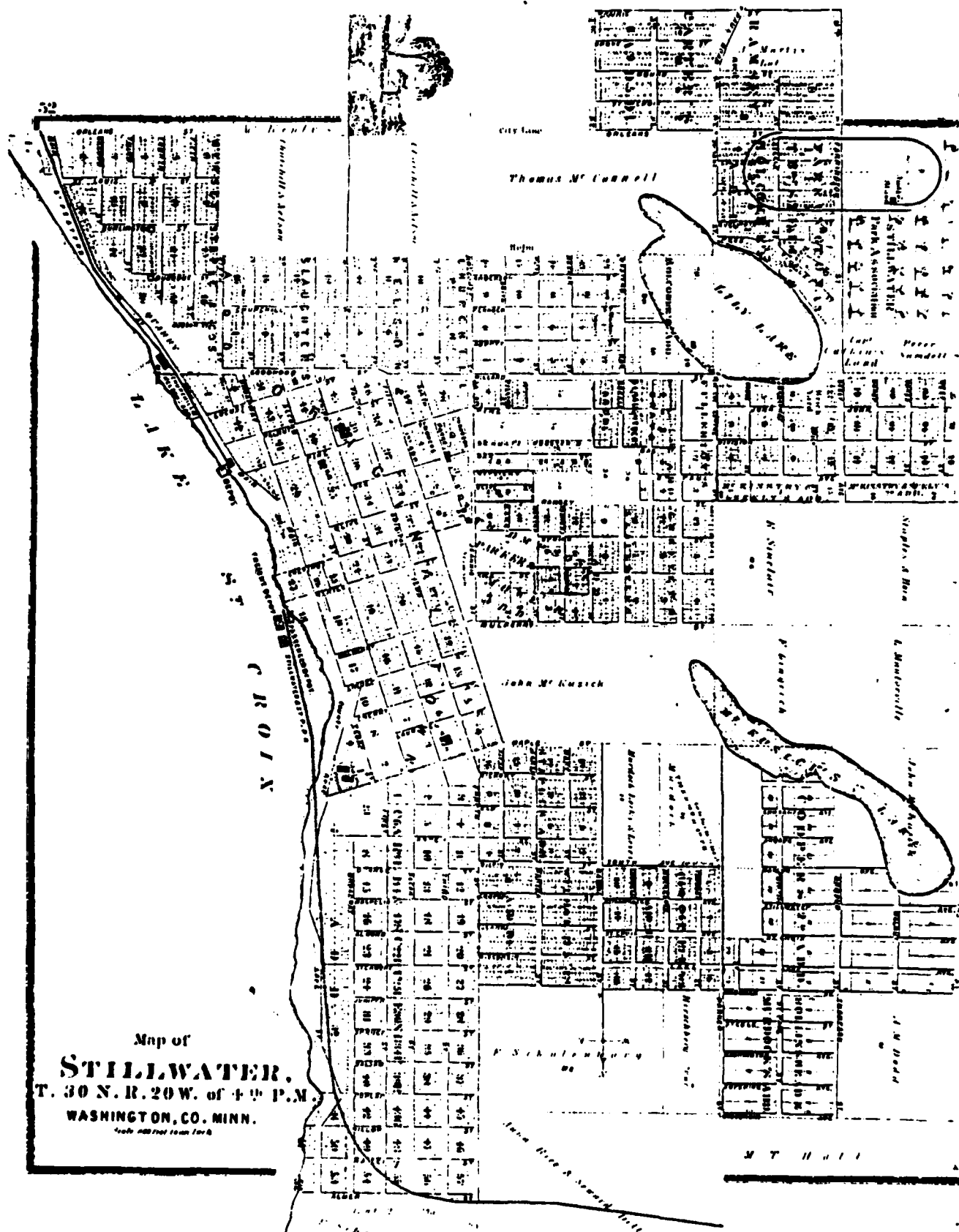
HISTORICAL RESEARCH, INC.

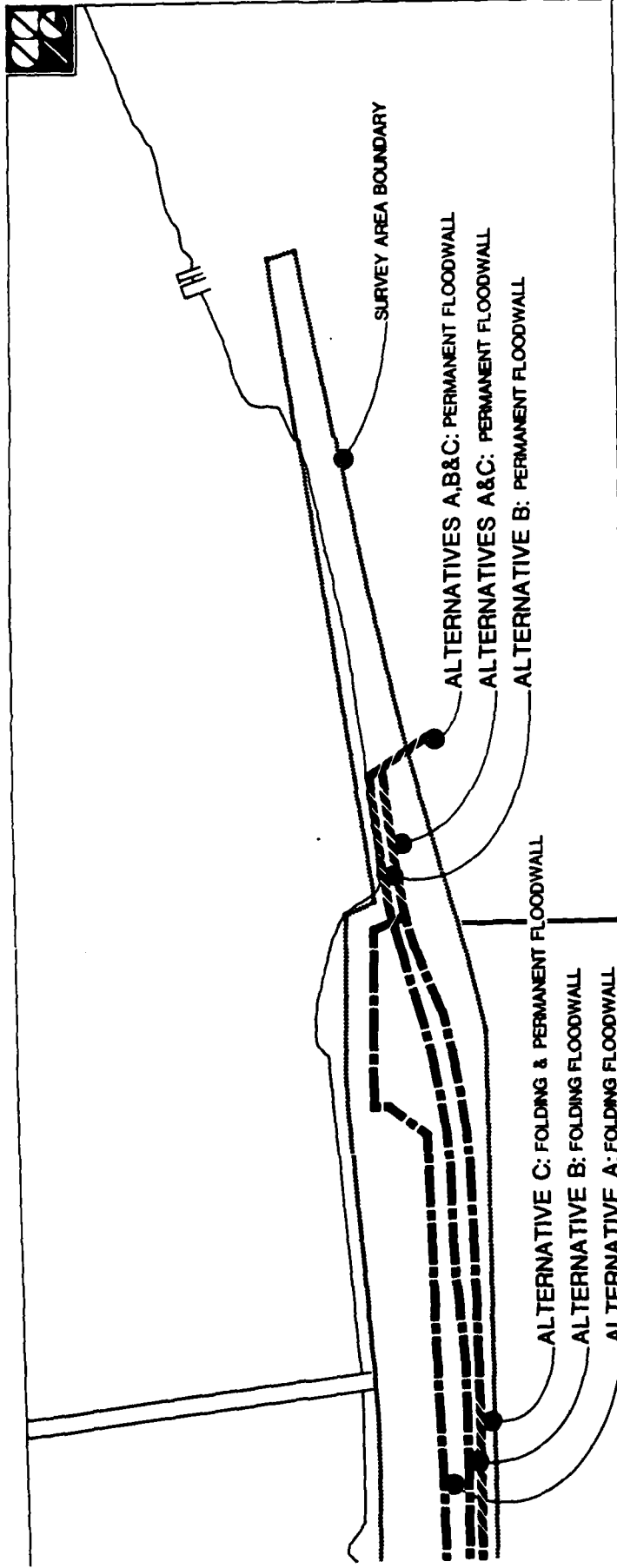
A handwritten signature in cursive script, reading "Norene Roberts".

Dr. Norene A. Roberts, President

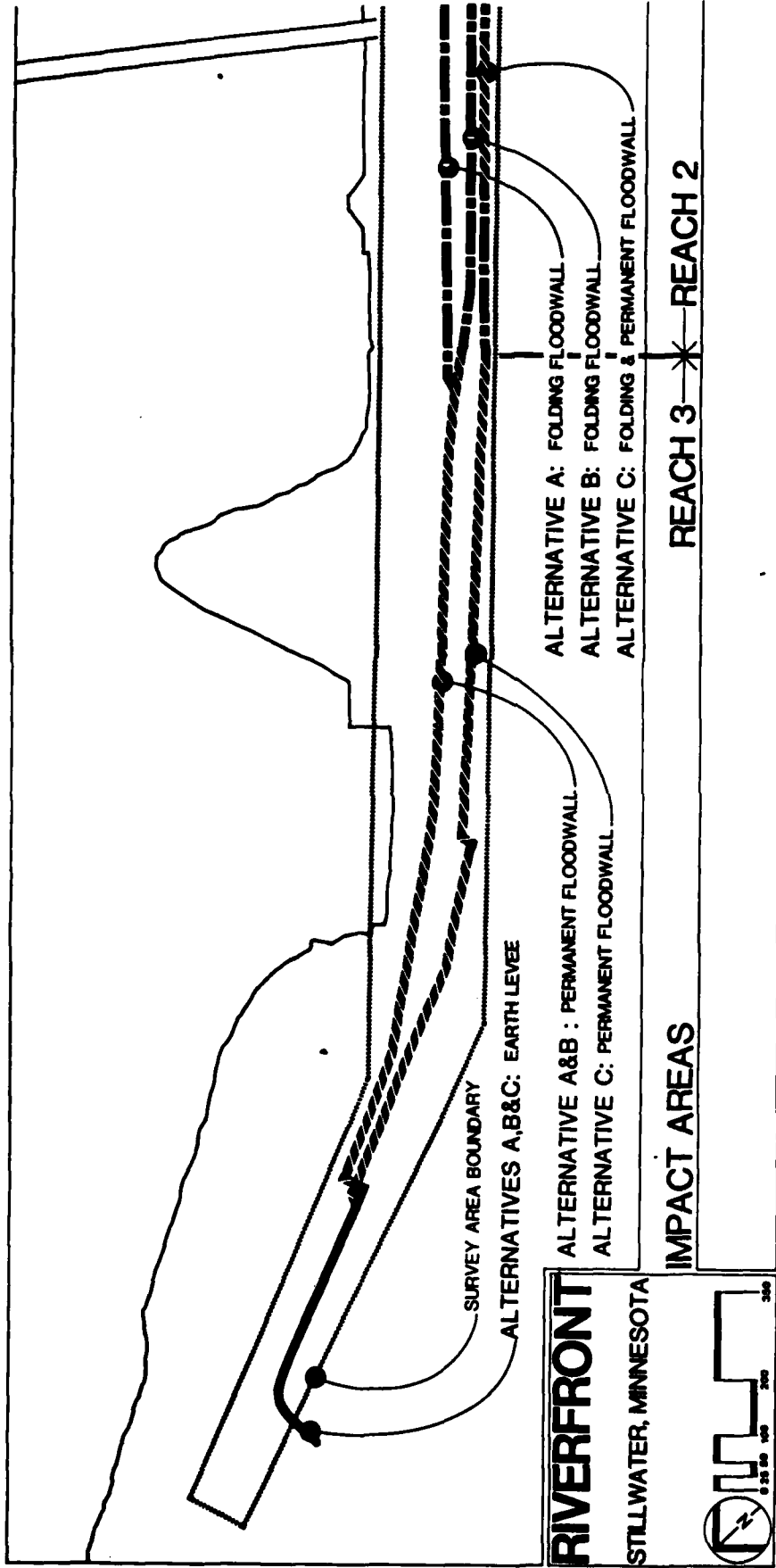
Attchmen

cc: HRI File # 1156



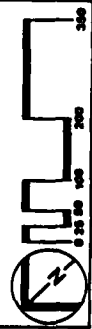


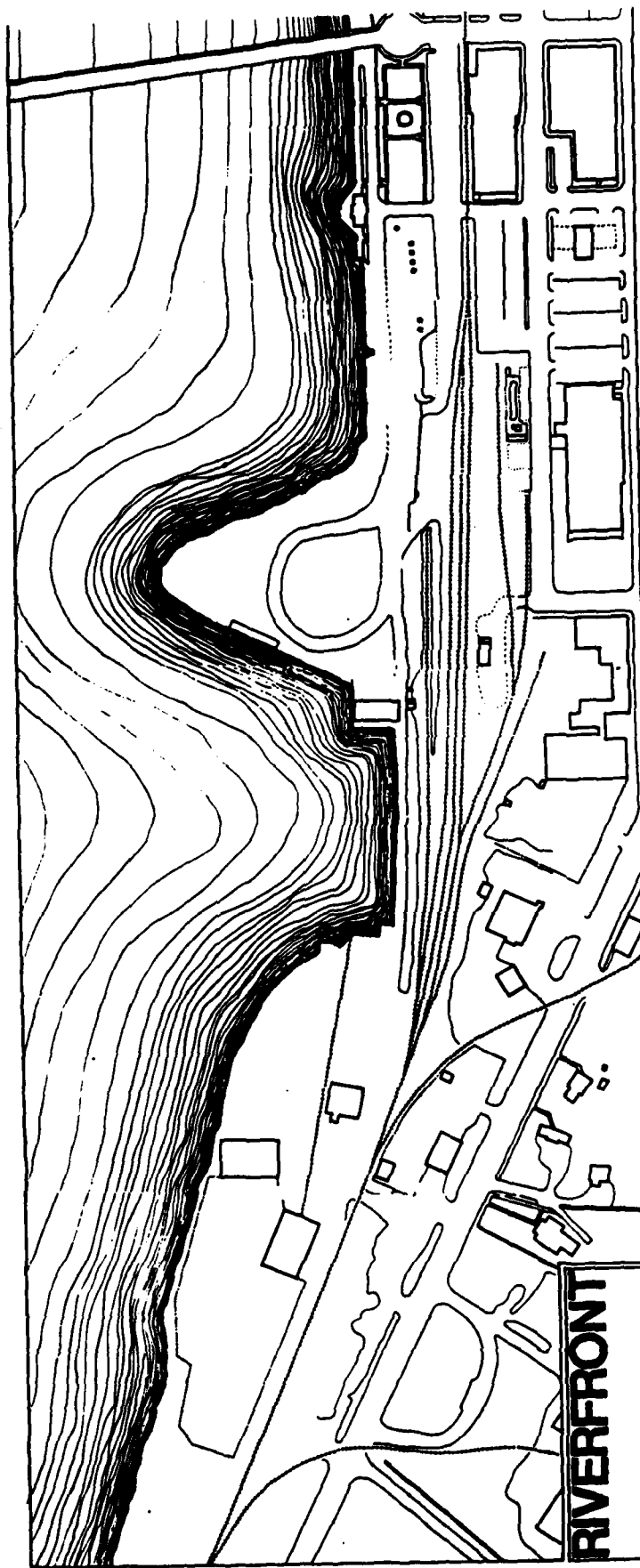
REACH 2 * REACH 1



RIVERFRONT

STILLWATER, MINNESOTA



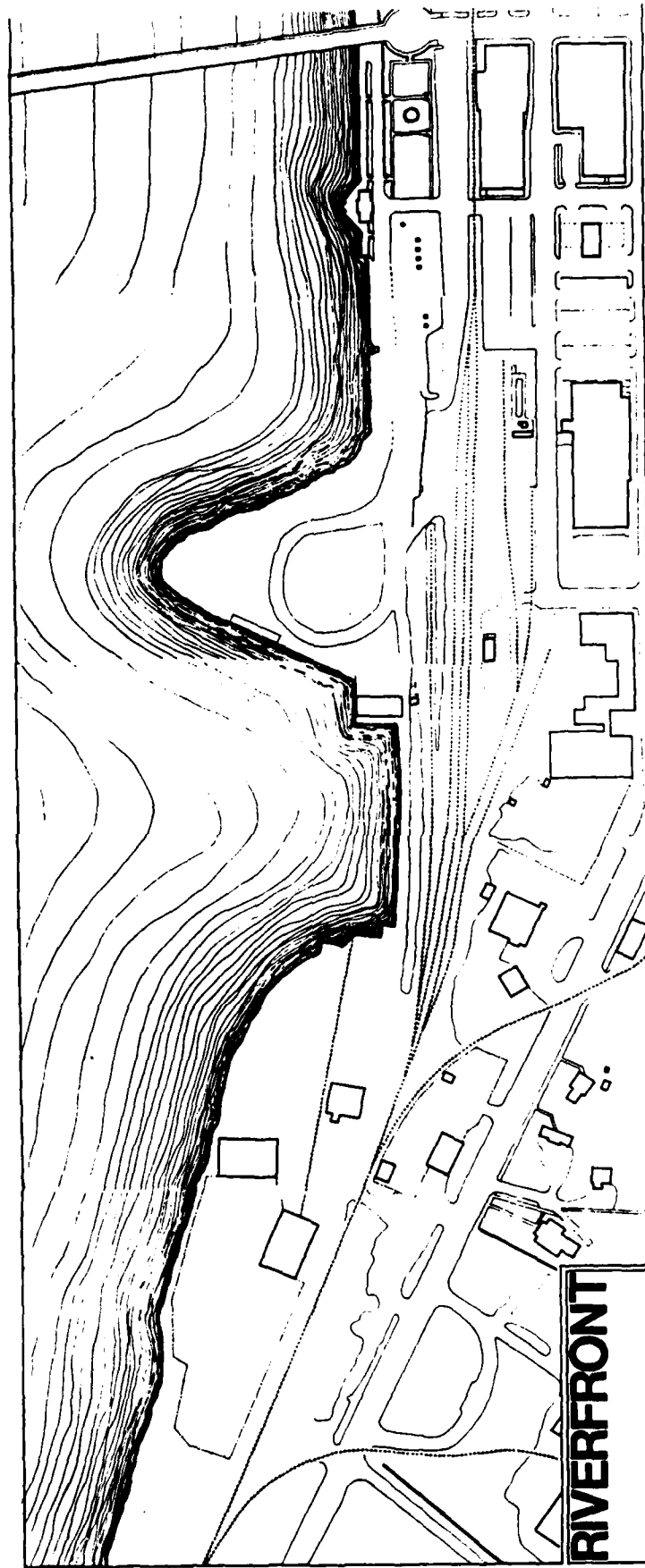


RIVERFRONT

STILLWATER, MINNESOTA



1984 CONDITIONS

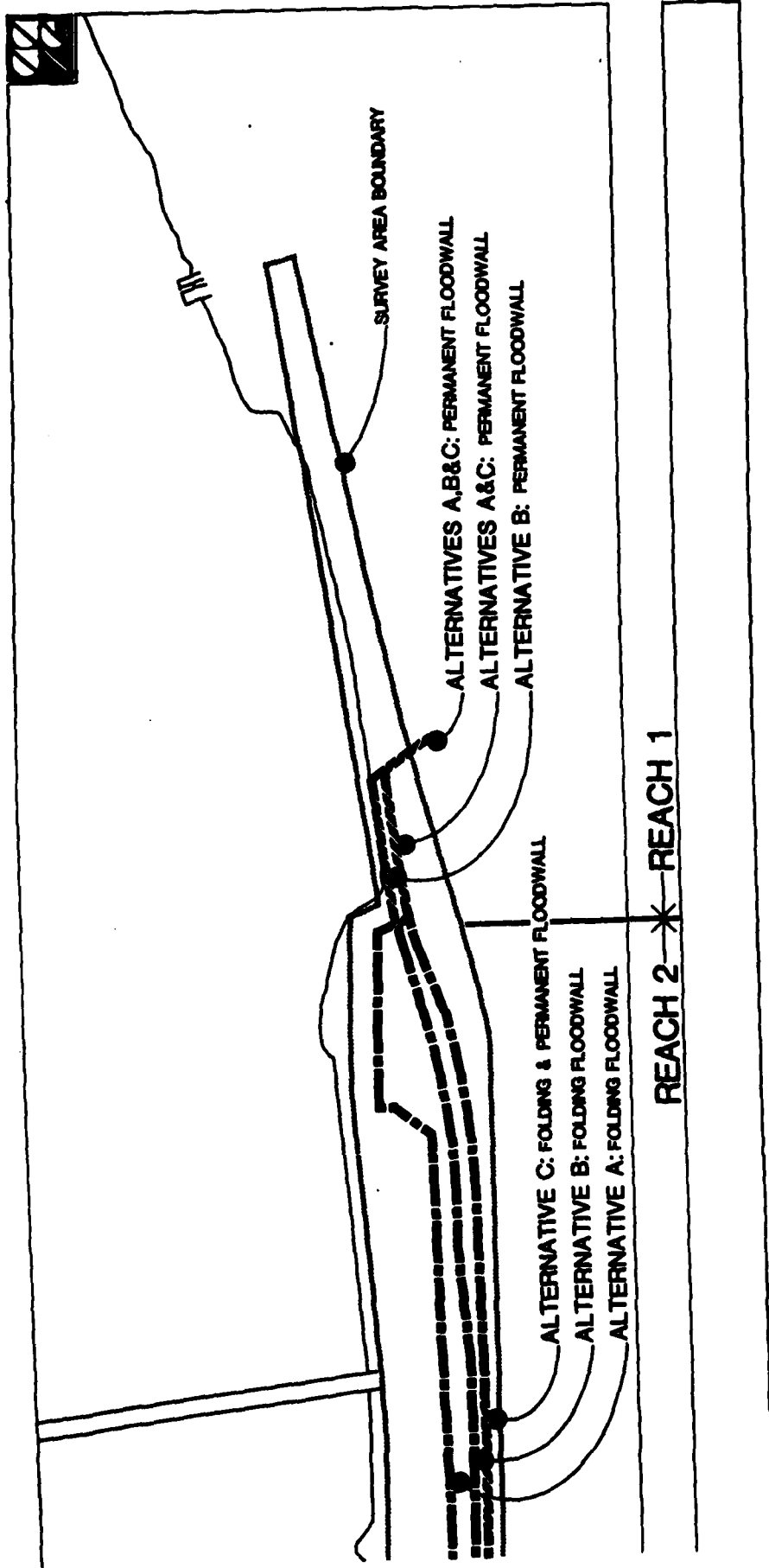


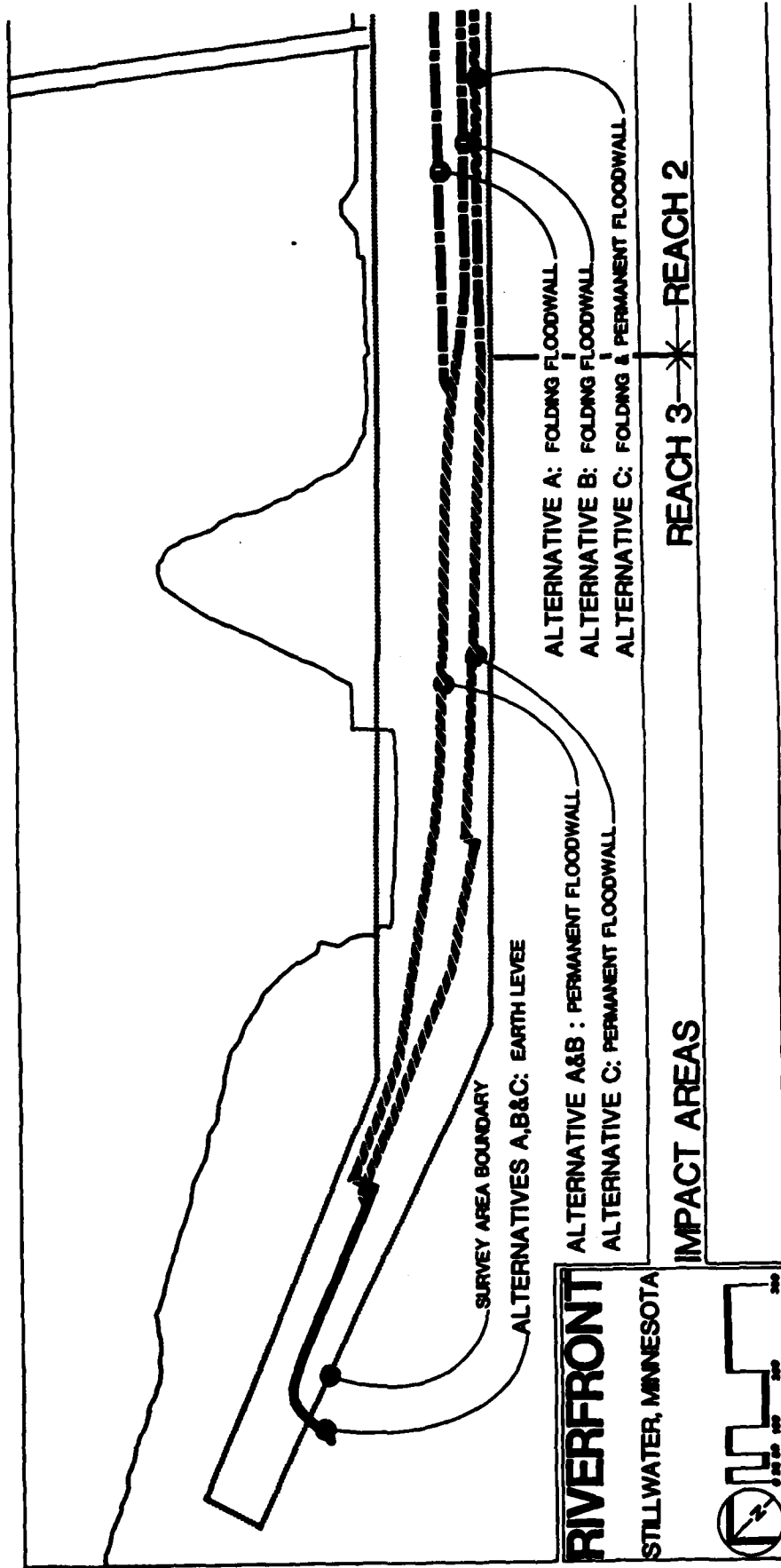
RIVERFRONT

STILLWATER, MINNESOTA

1984 CONDITIONS



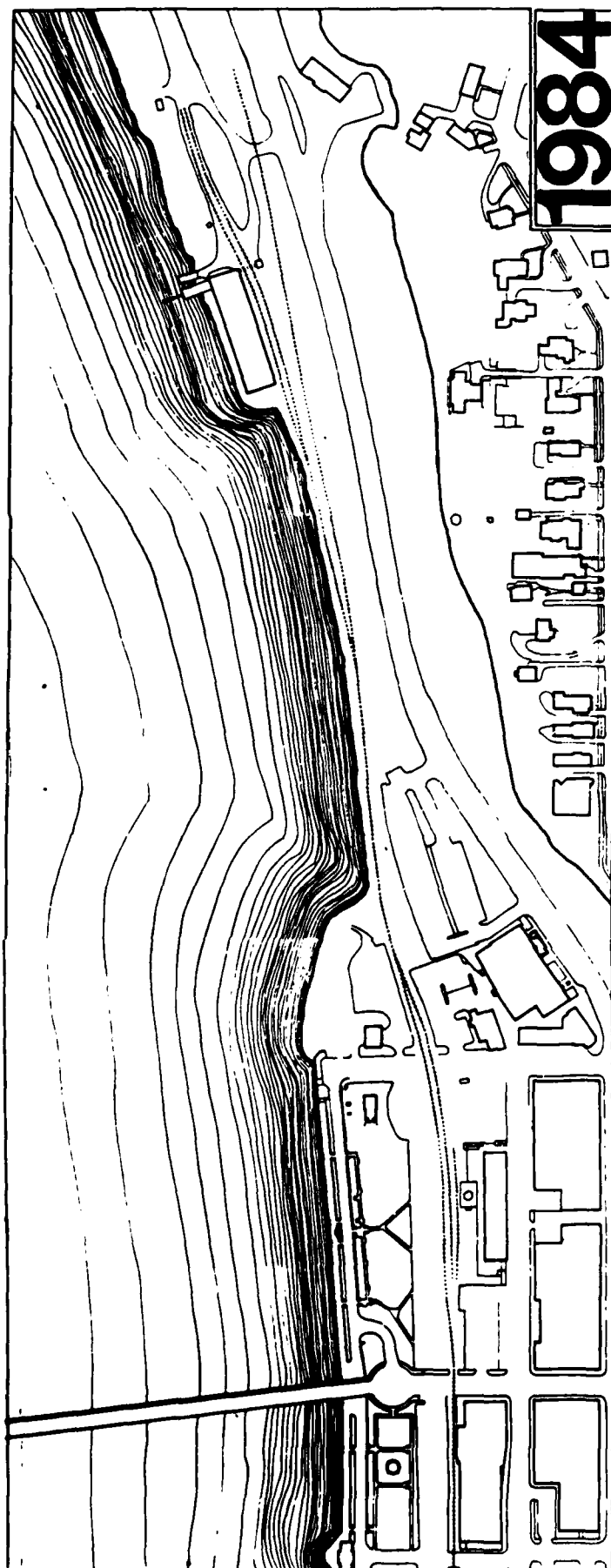


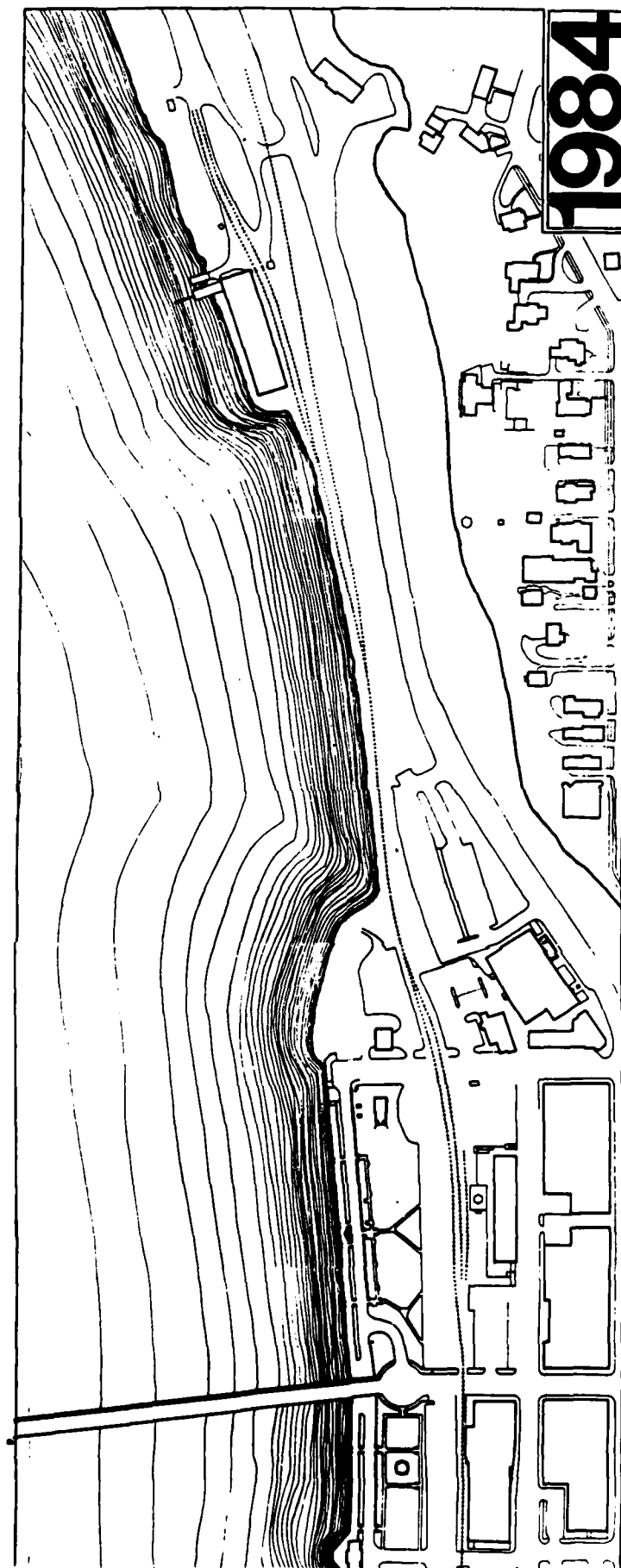


RIVERFRONT

STILLWATER, MINNESOTA







END

10-86

DTIC