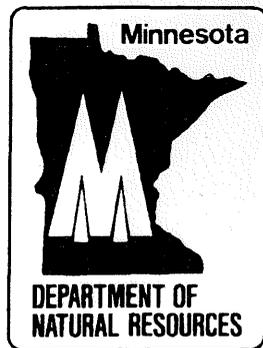


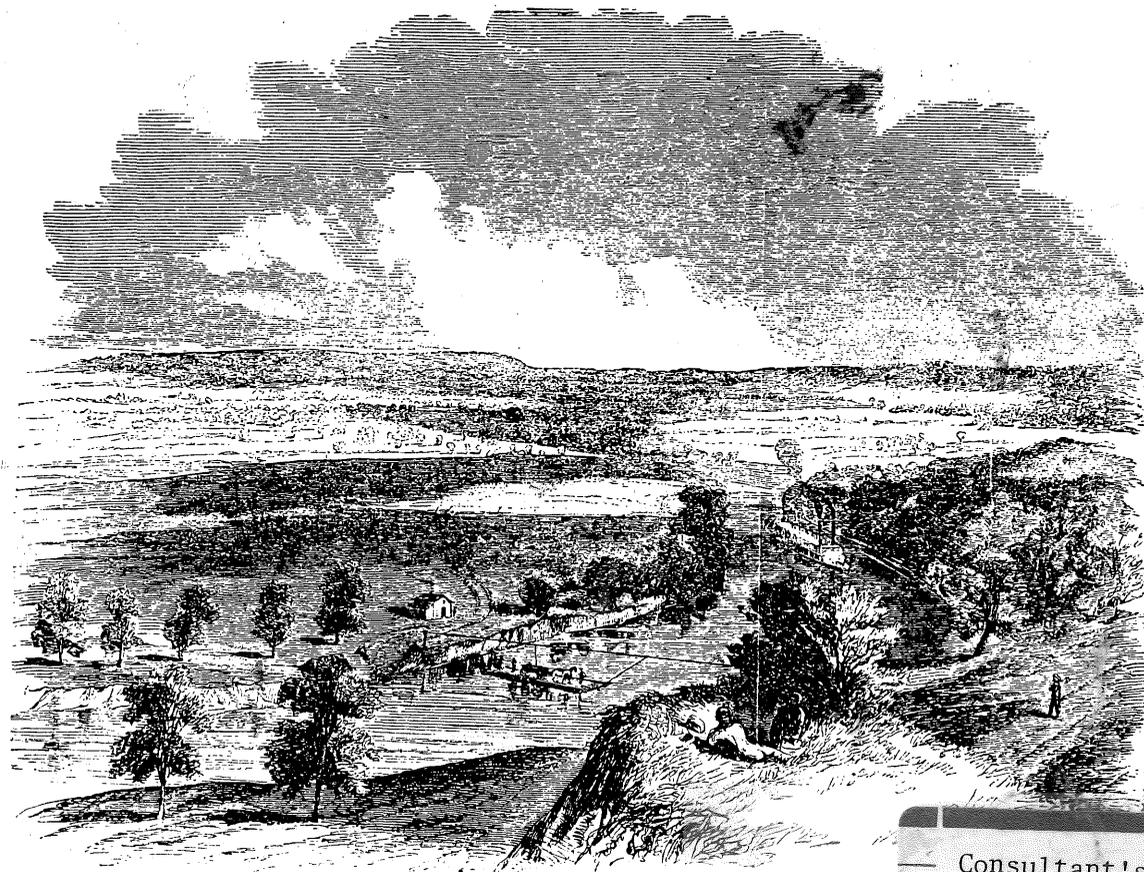
A Lower Minnesota River Valley Cultural Resource Study and Interpretive Plan for the Minnesota Valley State Park & Trail



Prepared for the
Department of Natural Resources
Division of Parks and Recreation
Metro Region
(612) 772-7996

By Dr. Norene Roberts, Principle Investigator
Historical Research, Inc.
with
Dr. Clark Dobbs and the
Institute for Minnesota Archaeology

June 1993



Consultant's Report

**A LOWER MINNESOTA RIVER VALLEY
CULTURAL RESOURCE STUDY
AND INTERPRETIVE PLAN
FOR THE
MINNESOTA VALLEY TRAIL**

Prepared for the
Minnesota Department of Natural Resources
Parks and Recreation Division
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Management Summary

This study was prepared for the Division of Parks and Recreation, Minnesota Department of Natural Resources (DNR). The DNR manages the Minnesota Valley Trail on the lower Minnesota River between Mendota at the mouth and the City of Le Sueur some 82 river miles upstream. This 82-mile section of the river valley is the subject of this study. The contract was let to Historical Research, Inc., with Dr. Norene Roberts as principal investigator. The Institute for Minnesota Archaeology acted as archaeology subcontractor.

This study was designed to generate an up-to-date, comprehensive list of both archaeological and historic sites in the lower Minnesota River valley. The last compilation of cultural resource sites in the area (between Mendota and Shakopee) was commissioned by the U.S. Fish and Wildlife Service in 1979. The intent of this project was to study a larger geographic area, and to incorporate new information accumulated since 1979.

Other DNR goals were to determine the common themes found along the lower Minnesota River and to generate an interpretive plan for the region. This report documents the relevant themes and the resources that express them. And it states a plan for interpreting sites where interpretation could enhance the experience of trail users. The attached site files document known sites for the the DNR to assist the agency in protecting them from trail construction and other recreational improvements, and to provide a basis for interpretation along the trail.

While the format of this report is organized to provide convenient access for resource management professionals, it also contains information of interest to the general reader. In the body of the report, individual archaeological site forms do not present confidential locational information. These site forms, with the locational information presented, are repeated in an appendix. This format allows the DNR to circulate the main report to the public while maintaining control over confidential information.

The site forms in chapter XIX. are organized geographically from the mouth of the Minnesota River upstream to the City of Le Sueur. As the sequence of site forms progresses upriver, the sites documented may be on either side of the river. The narrative description on each site form states the salient facts about the site and assesses its significance. For sites that may be of resource management or interpretive interest to the DNR, the form includes a Management Recommendations section. Site forms do not contain verbatim information from state site files and National Register nominations. These are in files compiled for each site and submitted to the DNR as an attachment.

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- I. "Summary of the Late Glacial and Post-glacial Landscape Development along the Minnesota River" by Dr. Howard Mooers, University of Minnesota-Duluth for the Institute for Minnesota Archaeology
- II. "Geophysical Archaeology at the Strait House Site: A Pilot Study" by Dr. Clark A. Dobbs and John Muehlhausen, Institute for Minnesota Archaeology
- III. "Archaeological Reconnaissance Investigations at the Thompson Ferry Site (21SC32)" by Craig Johnson, Institute for Minnesota Archaeology, with appendix of historical information by Dr. Norene Roberts

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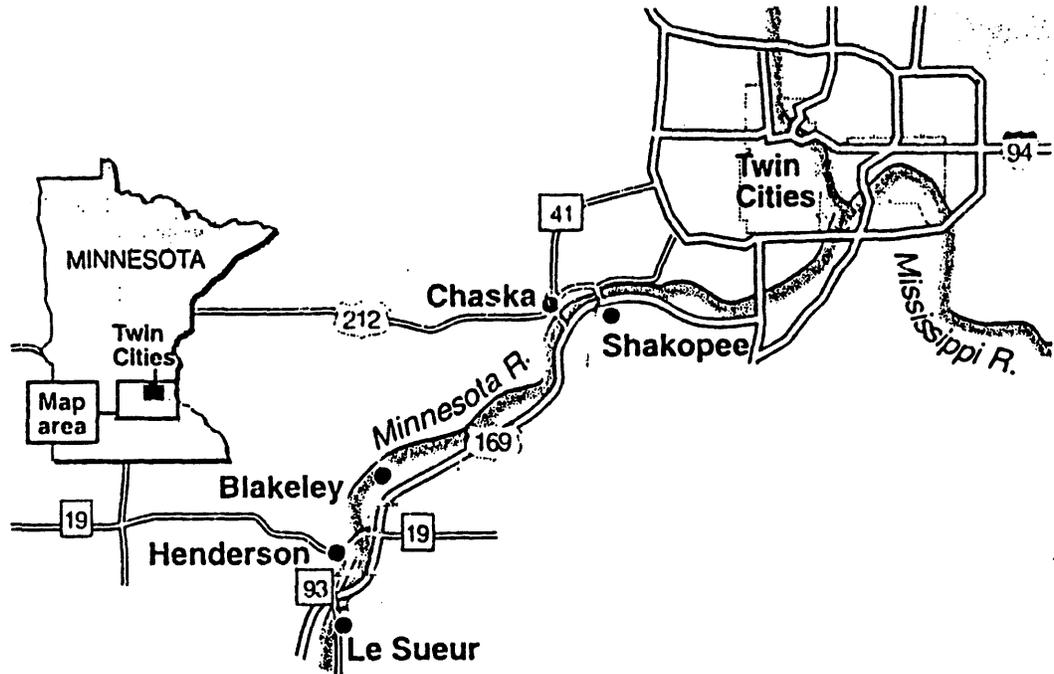
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INTRODUCTION

The Department of Natural Resources, Metro Parks Region, commissioned this study in February, 1992, in keeping with its on-going mission to coordinate management of the public domain and serve the public interest by developing long range programs to conserve the natural resources of Minnesota. For over 15 years, the Department of Natural Resources has been engaged in developing the Minnesota Valley Trail along the lower portion of the Minnesota River Valley. This is an on-going effort with some portions completed and open to the public and others yet to be located and built.

The DNR commissioned this report in order to provide management information to its staff, to ascertain areas with cultural resources which might be impacted as the trail is completed between the mouth of the Minnesota River and the City of Le Sueur, and to develop a sense of the relative significance of the sites located in order to provide interpretive enhancement to trail users in the metropolitan area and beyond. This report is in keeping with the DNR focus of studying the human use and associated interaction with the natural environment over time of lands under its management.

The DNR contracted the work to Historical Research, Inc. and its subcontractor, the Institute for Minnesota Archaeology. The work was accomplished under the supervision of Judy Thompson, Regional Naturalist, Parks and Recreation Division of the Department of Natural Resources, Metro Region office. It was executed by Dr. Norene Roberts, and the staffs of HRI and IMA. The objective was two-fold: to conduct a historic structures and archaeological literature and records check within 100 feet of the DNR's Minnesota Valley Trail from Ft. Snelling State Park to the City of Le Sueur in Le Sueur County; and to develop an interpretive plan for the study area along the Minnesota Valley Trail. The study area embraced some 82 river miles along the lower Minnesota River from Mendota to the City of Le Sueur. Accompanying the report are two boxes of individual site files with photocopied information on each site, one box of general and background information arranged by themes and by counties; an original set of original U.S.G.S. quadrangle maps noting the locations of sites found during the study; and colored slides and black and white photos of selected sites (mostly structures) in the study area.

In addition, the work included production of three ancillary reports, submitted as attachments, accomplished by the Institute for Minnesota Archaeology: "Summary of the Late Glacial and Post-Glacial Landscape Development Along the Minnesota River" by Dr. Howard Mooers of the University of Duluth (accompanied by a topographical maps); "Archaeological Reconnaissance Investigations at the Thompson Ferry Site (21SC32)" by Craig Johnson; and "Geophysical Archaeology at the Strait House Site: A Pilot Study" by Dr. Clark A. Dobbs and John Muehlhausen, Institute for Minnesota Archaeology.

Some 127+ sites were studied in the course of this work and one new site was found in the field: the Sand Dune Site in Scott County, west of Thompson's Ferry. Some of the sites in this report have not been previously identified because little intensive cultural resource work has been done in the lower Minnesota River Valley. This is especially true of the sites found in the literature search. Initially, the DNR wanted the contractor to field check all sites found through the literature and records search. This quickly proved to be more work than the contractor could accomplish within the project budget. As a result, the number of sites subjected field inspection as well as to archaeological investigation to determine site extent was reduced from 15 to one. Since many of the mound sites had not been field verified since as long ago as the Hill-Lewis surveys which originally identified them in the 1880s, the contract requirement to verify mound field locations was eliminated from this study. This redirection was done at the request of the DNR and the contractors were then permitted to adjust the work level of the agreed upon contract to devote more time to the literature and records search, particularly the literature search.

The present study was not simply a records search. The bulk of the effort was spent in combing the literature in as comprehensive manner as possible to insure that all major cultural resource sites at least 50 years old were found. This was important in order to insure that the DNR would know as much as possible about human land use through which the lower Minnesota Valley Trail traverses. The usual repositories holding records were examined as a first step and included the Minnesota Historical Society's Archaeology Department Files and State Historic Preservation Files; the Department of Anthropology files at the University of Minnesota; the State Archaeologist's files; and county historical files in the study area. A discussion of the records examined and the literature search is presented in the Bibliographic Essay of this report.

What became very clear as the work progressed was that this study could not hope to be definitive in any sense for so large a study area and that the more we found, the more we discovered other places to look for information. It is a disheartening process for anyone who wants closure, but also a fascinating one. It is the essence of any historical study. The Bibliographic Essay and General Recommendations sections discuss where we looked, where we didn't, and sources still to be examined. Most of the previous compendium histories and monographs written about the lower Minnesota Valley are unfootnoted. Newspapers and magazine articles, maps, later histories, abstracts of title, archival papers, and local informants helped piece together additional information on the sites. Archaeology is in its infancy along the Minnesota River and the historical research is in much the same situation.

The study area along the lower Minnesota River has been managed by several state and federal agencies over the course of its history since settlement. At present, major landholders along the lower Minnesota river include the Minnesota Department of Natural Resources which

manages the lower Minnesota in conjunction with the U.S. Army Corps of Engineers, St Paul District; the Minnesota Historical Society which manages historic Fort Snelling; and the U. S. Fish and Wildlife Service which manages the Minnesota Valley National Wildlife Refuge.

Of these, the U.S. Corps of Engineers has the longest-standing involvement in the lower Minnesota River. In 1866, Major G. K. Warren arrived in St. Paul under a congressional order to conduct surveys on the Upper Mississippi River and its tributaries and remained in the St. Paul office until 1870. The 1867 Congressional appropriation allowed the Corps to remove boulders, snags and sawyers on the Minnesota River. This project became the oldest navigation project in the history of the St. Paul Corps (Merritt 1979:219). Warren's preliminary report on the lower Minnesota River was published in 1875 (U. S. Congress, House 1875). This effort was in keeping with the Corps' chief focus before 1884 of conducting studies and suggesting engineering projects for improving navigation. As late as 1950, according to one historian, "about ninety percent of all funding for Corps construction was for navigation projects" (Merritt 1979:46). Between 1867 and 1881, the Corps spend almost \$120,000 on snagging operations between Mankato and St. Paul.

Removing obstructions from the lower Minnesota River was a holding action until Congress approved an over-all plan for improving navigation on the lower Minnesota. In 1874, Major Francis M. Farquhar examined the river and recommended that six locks and dams be built, including a major dam at Little Rapids, 37 miles upstream from the river's mouth. The whole project was projected to cost around three-quarters of a million dollars. It was never built because the river had a low profile which did not lend itself to a series of locks and dams and by 1874, commercial steamboating had ceased on the river, supplanted by the railroads (Merritt 1979:219,220).

There followed a few Corps activities on the lower Minnesota River until 1943, but nothing major was done. In 1886, a new river survey was conducted by Assistant Engineer Archibald O. Powell which indicated that the locks and dams would be much more expensive than they would have been in 1874. Powell recommended a four-foot channel, but there was no local support for his plan. Instead, Congress appropriated \$10,000 for revetments at Belle Plaine, too little for even that project. Instead, the money was transferred in 1893 to build a closing dam at the mouth of the Minnesota River near Pike Island. The dam diverted the river into the channel near Fort Snelling and provided a route for small pleasure craft and occasional excursion boats. This dam backed up water to Chaska and was finally removed in 1909. Between 1893-1943, the main responsibility of the Corps was the took the mouth of the Minnesota River open. In 1932, the lower Minnesota River was dredged to Shakopee as part of the nine foot channel project. Snags were removed and the Corps routinely dredged the mouth of the river every spring until 1943 (Merritt 1979:221).

The Corps completed a nine-foot channel to Savage in 1943 after Cargill, Incorporated, obtained a contract from the Navy to build

cyanogen tankers and towboats at the beginning of World War II. During the 1950s, Northern States Power Company built a coal terminal at mile marker 9 for its new Black Dog generation plant. In 1955, Richards Oil Company built a terminal in Savage at mile marker 14.5. The 1943 channel had become silted in, so in 1959, Congress appropriated funds to plan a nine-foot channel to mile marker 14.7. This project was delayed for ten years, due, in part, to the need for a new interstate highway bridge across the Minnesota River and to the development of a Fort Snelling State Park. The Lower Minnesota Watershed District was authorized by the State of Minnesota in November, 1960, to provide means for land condemnation to accommodate the nine-foot channel project. The nine-foot channel was finally completed in 1965, by which time the Central Soya Company and Continental Grain had established terminals at mile marker 14.7 (Merritt 1979:221,223). The Corps of Engineers has continued to the present to cooperate with other state and federal agencies on environmental, navigational, and recreational management of the lower Minnesota River.

Old Fort Snelling is located in Fort Snelling State Park at the junction of State Highways 55 and 5. The fort was designated a National Historic Landmark in 1960 and Fort Snelling Historic State Park was created by the Minnesota legislature in 1961. Judge Clarence R. Magney, mayor of Duluth, District and Minnesota Supreme Court Justice, lawyer and student of Minnesota history, was an early advocate of its creation. In the 1930s, the Round Tower was made into a museum. In 1957-58 the Minnesota Statehood Commission sponsored an archaeological investigation which uncovered seven foundations of other buildings. The Minnesota Historical Society began a restoration of the fort in 1966 as part of a 10 million dollar project which was substantially completed by 1977. Some 25.5 acres of the Ft. Snelling Historic State Park, comprising the historic old fort itself, was transferred by the legislature from the Department of Natural Resources to the Minnesota Historical Society in 1969. The name of the park was changed to Ft. Snelling State Park and the remainder is now administered by the Division of Parks and Recreation within the Department of Natural Resources. The State Park contains picnic grounds, an interpretive center, swimming beach, lake and stream fishing, facilities for boating and canoeing, and miles of foot trails, snowmobile trails, and ski trails.

The Minnesota Valley Trail was authorized by the state legislature in 1969 (originally MS 1969, Section 85.198 revised and renumbered 85.015 in 1971). This statute stated that the trail would originate at Fort Snelling State Park and extend along the Minnesota River to the city of Le Sueur. It was to be primarily a hiking and riding trail. The Outdoor Recreation Act of 1975 requires that state recreational land be evaluated and that management plans be developed. This act applies to the Minnesota Valley Trail which is managed by the state Department of Natural Resources.

Federal legislation in the mid 1970s also created the Minnesota Valley National Wildlife Refuge on the lower Minnesota. The Minnesota Valley National Wildlife Act of 1976 (PL 94-466) declared that the policy of

Congress was to preserve the Minnesota River Valley and establish a federally-owned 9,500 acre Wildlife Refuge and an 8,000 acre wildlife recreation area adjacent to the refuge. The wildlife recreation area was established in cooperation with the state of Minnesota and the Minnesota Valley State Trail has become an integral part of the refuge and wildlife area along the lower 36 miles of the Minnesota River. Approximately 45 per cent of the recreation area is managed by the Minnesota Department of Natural Resources as part of the Minnesota Valley State Trail, approximately 28 percent by the Fish and Wildlife Service, and the remainder by local units of government.

In addition to lands managed by federal and state agencies, the study area also passes through the following civil divisions within six counties which border the lower Minnesota River. These follow and are organized by county from the mouth of the Minnesota River to the City of Le Sueur:

Hennepin County

Ft. Snelling State Park
Bloomington
Eden Prairie

Dakota County

Mendota Heights
Eagan
Burnsville

Carver County

Chanhassen township
Chaska (city)
Chaska (township)

Scott County

Savage
Eagle Creek township
Shakopee
Louisville township
Sand Creek township
Belle Plaine (city)
Belle Plaine (township)
Blakeley township

Sibley County

Faxon township
Jessenland township
Henderson (city)
Henderson township

Le Sueur County

Tyrone township
Le Sueur (city)

Within these civil divisions, the following sites were found during the

course of this study. The list is organized from the mouth of the Minnesota River to the City of Le Sueur and notes the location of each site. The DNR's Minnesota Valley Trail corridor was defined narrowly in the literature and records search so that many mounds and historic sites on the bluffs above the flood plain were eliminated from this study unless they were determined to be within 100 feet of the existing trail or close to the proposed route of the trail.

II. BEFORE LE SUEUR: ANCIENT NATIVE AMERICAN CULTURES IN THE MINNESOTA RIVER VALLEY

Introduction

The Minnesota River Valley traverses a broad and diverse landscape from its origins in the prairie area of western Minnesota to its confluence with the Mississippi in the woodlands of eastern Minnesota. Although histories of the river often begin with Marquette's 17th century map of the region and Le Sueur's expedition to the Mankato area in September of 1700, Native American people were living in this area for more than 10,000 years prior to this time.

This brief overview summarizes the broad patterns of ancient Native American history in and around the Minnesota Valley. Archaeologists arbitrarily divide this long period into several cultural traditions. These cultural traditions are defined on the basis of specific kinds of technology, economics, and adaptation to the landscape that are found in the archaeological record. The dates for each tradition are given in years before present (B.P.) and must be regarded as approximations.

Taken as a whole, these archaeological traditions show the change in Native American lifeways from small, nomadic hunting and gathering groups focusing on large mammals to the more sedentary, complex societies who met the first Europeans entering the region. These changes were intertwined with the dramatic shifts in the landscape of the region following the retreat of the glacial ice which had covered the land for tens of thousands of years.

Crosscutting the broad archaeological traditions are several themes which are unique to the Minnesota River Valley itself. These are:

- * The Minnesota River Valley served as the major east-west corridor for transportation and communication between the eastern edge of the tall-grass prairie and both the Mississippi River Valley and the western edge of the deciduous forest. It has been, therefore, a focal point for contact, interaction, and cultural change for thousands of years.
- * At different times in the past, the Minnesota River Valley (along certain portions of its extent) may also have served as a barrier to north-south communication and transportation, as well as a "contested zone" between different groups of people.
- * The evolution of the Minnesota River floodplain has been distinctive and the floodplain is characterized by numerous backwater sloughs, ponds, marshes, and protected areas. The floodplain is significantly larger than any of its tributary streams and may have served as an "oasis" for people seeking a variety of resources concentrated in a relatively small area.
- * Major changes have taken place in the physical characteristics of the Valley during the last 10,000 years and the continuing processes of

erosion and deposition have destroyed or buried many archaeological sites, particularly those from early periods. Concomitant changes have also taken place in the vegetation and climate of the valley and have been along an east-west gradient. Thus, the environmental setting for most of Native American history in this region has not been the same as that encountered during the 19th and 20th centuries.

Paleo-Indian Tradition (ca. 11,000-8,500 years B.P.)

The Paleo-Indian Tradition spans a period of time when the landscape, climate, and vegetation of the Minnesota River Valley were quite different from today. At the beginning of this period, the deep trench which characterizes the Valley did not exist and portions of northern and northwestern Minnesota were covered by wasting glacial ice. Glacial Lake Agassiz, a massive lake created by water from the melting glaciers, formed during this period and covered vast portions of Minnesota, North Dakota, and Canada. For much of its existence, Lake Agassiz drained to the south, carving what is now the Minnesota River Valley. The creation of the Valley took place over several thousand years, and numerous small remnant terraces along the river remain from this period of development. The most dramatic episode occurred around 9,600 years ago when Lake Agassiz abruptly drained, discharging massive amounts of water down the Valley. This event created the form of the Valley as it appears today, although there have been significant accumulations of sediments (up to 80 feet or more in some places) in the Valley during the last 9,600 years.

The vegetation in and around the Valley changed quickly and dramatically throughout the period of the Paleo-Indian Tradition as well. During the early portion of the tradition, tundra and spruce forest may have dominated portions of the landscape. This vegetation was quickly replaced by mixed deciduous and coniferous forest so that by 9,500 years ago prairie was appearing in the western reaches of the Valley. The prairie rapidly moved eastward as climatic warming continued.

Paleo-Indian is defined principally on the basis of very finely made chipped-stone spear and lance points or darts that have been found in association with extinct forms of large mammals (mammoth, mastodon, bison). The earliest forms are lanceolate in shape and have large flakes removed from the longitudinal axis of the point. This characteristic form of flake removal is termed "fluting" and was probably related to the way in which the point was hafted on a shaft.

There are two broad categories of fluted points called Clovis and Folsom. Clovis points are somewhat earlier in time (ca. 11,000-11,500 B.P.). Folsom points occur slightly later (ca. 10,500 B.P.) and are mostly commonly associated with the Plains area and the hunting of extinct forms of bison. After roughly 9,500 B.P., fluting disappeared and a broad series of projectile points termed Plano appeared. Plano is clearly a direct evolution from the Clovis and Folsom point styles and is typically lanceolate in shape and very finely made. Plano postdates Clovis and Folsom, is distributed widely across the

midcontinental United States, and subsumes a variety of named point types (e.g., Agate Basin, Hell Gap, etc.). At present, the Paleo-Indian Tradition is considered to represent small, nomadic groups of people who for at least part of the year were hunting the very large mammals present in the region.

Knowledge of the Paleo-Indian Tradition is sketchy and no sites associated with this Tradition have been identified in the lower reaches of the Minnesota River Valley. Surface finds of Paleo-Indian points including Clovis, Folsom, and Plano types have been found in the broad region encompassing the Valley (Anfinson 1987:78-94) and fluted points have been reported from Pierce County, Wisconsin, on the far side of the Mississippi River and from the area around Albert Lea in southern Minnesota. The discovery of a Plano point in Dakota County by a schoolchild was reported in the local media several years ago.

A particularly significant Plano site was discovered in the far western reaches of the Minnesota River during gravel mining operations in 1933. Six lanceolate Plano points associated with human remains were recovered during the mining. These points were subsequently used to define the Browns Valley point type. Wormington (1957:143,144) suggested that the points were about 9,000 years old. More recent investigations by Orrin Shane at the Science Museum of Minnesota using advanced radiocarbon techniques has confirmed this date.

It is possible that sites associated with Clovis, Folsom, or Plano may be present along the bluffs overlooking the Minnesota River Valley. It is conceivable, although unlikely, that such sites may be located on small terraces or adjacent to the base of bluffs in the floodplain of the river, probably buried beneath more recent sediments. Because of the large-scale processes of erosion and aggradation that have been operating in the Minnesota River floodplain, it is unlikely that Paleo-Indian sites will be discovered in the floodplain itself.

Archaic Tradition (ca. 8,500 - 3,000 B.P.)

The Archaic, like the preceding Paleo-Indian Tradition, spans a time of significant change in both the environment and cultures of the Minnesota River Valley region. Many archaeologists have suggested that the dominant theme of the Archaic is a slow re-adaptation to the new and different suite of resources available after the dramatic changes of the late-glacial and early post-glacial periods.

The general trend toward warmer and drier climatic conditions in the Midwest continued during the early part of the Archaic Tradition, culminating in the Midcontinent Dry Period between roughly 7,000 and 5,000 years ago. During this time, the tall grass prairie expanded rapidly to the eastward, ultimately moving into Wisconsin, Illinois, and Indiana. During this period of time, it is probable that the region surrounding the Minnesota River was covered with prairie, although groves of trees may have been present in the floodplain itself. The actual effect of the Midcontinent Dry Period on the lower Minnesota River Valley remains unclear. However, increased erosion and

changes in the location of the river and its regime may well have taken place. The river floodplain may have been drier with fewer areas of backwater sloughs and marshes. Depending on how arid the region actually was, the role of the Minnesota River as an oasis in the larger prairie area may have been enhanced.

Around 5,000 years ago, the trend toward warmer and drier conditions reversed itself and a period of cooler, moister climate began. The deciduous forest began invading the prairie area and slowly moved westward (Anderson and Semken 1980). By 3,000 years ago, the easternmost portion of the Minnesota River Valley was probably no longer dominated by prairie vegetation.

Two broad Archaic configurations may be present within the Minnesota River Valley: the Prairie Archaic and the Eastern Archaic. The Prairie Archaic represents a specific adaptation to the tall-grass prairie with a strong emphasis on bison hunting. It is characterized by the presence of notched projectile points and other tools (Anderson and Semken 1980; Anfinson 1982, 1987; Michlovic 1982, 1983, 1985, 1986, 1987). Prairie Archaic is best known in western Minnesota and the plains states and may have expanded eastward into the lower Minnesota Valley as people followed the prairie and herds of bison.

The Eastern Archaic is associated with the eastern woodlands and is found throughout the Mississippi and Ohio river drainages. It is believed to represent a broad-based hunting and gathering adaptation to the numerous plant and animal resources available within the eastern deciduous woodlands. It is characterized by a suite of tools that include large notched projectile and spear points. Tools made of ground stone (axes, adzes, gouges, etc.) appeared during the early Archaic and were presumably used for working wood and other materials. Cold-hammered copper lanceheads and spearpoints have been recovered. In the past, some archaeologists have suggested that there is an Old Copper Archaic Tradition, but more recent research has suggested that the use of copper is best interpreted as a specialized activity within the broader Archaic Tradition.

No Archaic sites are recorded within the Minnesota River floodplain and only a few are known outside the river trench within the study area. Limited investigations in the 1950s at Lee Mill (21DK2) and Ranelius (21DK4) in Dakota county have produced some information on the Archaic. Farther to the west, more Archaic sites have been recorded. For example, the Granite Falls Bison Kill Site (21YM47) is an early bison kill and butchering station located along the base of the bluffs overlooking the Minnesota River in Yellow Medicine County. The site is buried beneath 2.1 meters (roughly 7 feet) of alluvium. Radiocarbon dates from the lowest level of the site indicate that it was occupied about 7,000 years ago (Breakey 1990).

It is probable that there was a strong Archaic presence within the lower Minnesota River Valley but that these sites have not yet been identified or examined. Such sites are also probably present (although perhaps buried) along the base of the bluffs and along tributary

streams and coulees. The massive erosion and deposition that may have taken place throughout the Archaic has undoubtedly buried or destroyed many Archaic sites in the river trench itself.

Woodland Tradition (ca. 3,000-1,000 B.P.)

By 3,000 years ago, the landscape, climate, and vegetation of the Minnesota River Valley had stabilized. Although changes in the physical environment would continue, they would not be as dramatic as those during the preceding 5,000 years.

The Woodland Tradition is somewhat better known than the preceding Paleo-Indian and Archaic Traditions and is characterized by the appearance of earthen mounds and the use of ceramic pottery. Projectile point styles changed by becoming less well made and smaller. Other types of stone and bone tools, such as small hide scrapers and awls appeared as well. In other parts of eastern North America, Woodland is also defined by the addition of horticulture and the beginnings of more sedentary village life. In the Minnesota River Valley, however, the role of horticulture remains unknown and the large sedentary Woodland villages of the lower Midwest have not been found. One interpretation of Woodland, at least in its early stages, is that it represents a continuation of Archaic lifeways with the addition of ceramics and earthen mounds.

The broad elements within the Woodland Tradition include the development of more sophisticated and focused use of regional resources, the appearance of distinctive regional artifact styles, and steadily increasing population growth. There appears to be an increasing orientation toward the use of floodplain and riverine resources during the Woodland Tradition as well. However, this apparent change may be explained by the fact that earliest Archaic sites in the floodplain region have not been found; it may not, therefore, be a true shift in resource exploitation. At the end of the Woodland Tradition, the bow and arrow appeared for the first time, often coupled with the appearance of maize and other cultigens. Although horticulture does not appear to be an important part of later Woodland subsistence, its appearance sets the stage for the emergence of the horticulturally based village societies of the Mississippian Tradition.

The majority of ancient Native American sites within the lower Minnesota River Valley are affiliated with the Woodland Tradition. There has been very little excavation or detailed analysis of the Woodland Tradition in this area and detailed models of Woodland development and history have yet to be presented and tested.

The Woodland Tradition has traditionally been divided into three stages: Early, Middle, and Late and for our purposes, we shall follow this scheme.

Early Woodland is normally recognized by the presence of very thick ceramics (e.g. La Moille Thick) and to date no sites affiliated with

Early Woodland have been identified in the lower Minnesota River Valley (Gibbon 1986). However, there is a significant Early Woodland presence on Grey Cloud Island in the Mississippi River. Therefore, Early Woodland sites may be present but have not yet been located.

Middle Woodland includes both sites containing regional ceramic styles dating to the period between ca. 2,200 to 1,500 B.P. and a distinctive Middle Woodland complex related to the Havanna Hopewell culture of the Illinois River Valley. The Havanna-related cultures of Minnesota are particularly intriguing since they contain ceramics which show clear evidence of long-distance trade and interactions with the Illinois Valley, often contain non-local materials which were used for specialized artifacts (e.g. copper, etc.), and large burial and mortuary mounds. No Havanna-related sites are recorded for the study area, although there is evidence indicating Havanna-related materials at the Sorg site (21DK1) in Dakota County, the Schilling site complex on Grey Cloud Island in the Mississippi (21WA1), the Long Lake site in Hennepin County (21HE100), and to the north in the Anoka Sand Plain at Howard Lake (21AN1) (Wilford 1937, 1955a, 1955b, Gibbon and Caine 1980).

No sites affiliated with Middle Woodland or Havanna-related complexes have yet been identified within the lower Minnesota River Valley. However, this is most probably a function of the limited research that has been conducted in the area and we anticipate that such sites will be recognized as more work is carried out in the region.

Late Woodland sites (ca. 1,300 - 1,000 B.P.) appear with more frequency than those from earlier time periods. Sites affiliated with Effigy Mound (21SC6) and the Kathio Phase, for example 21SC1 and 21SC2, have been identified and it is probable that many of the other Woodland sites that have been recently recorded will also be affiliated with the Late Woodland.

In recent years, Woodland sites in the lower Minnesota River Valley have been discovered with increasing frequency. These sites tend to be relatively small, located in the floodplain area, and are probably associated with specialized use and procurement of floodplain resources. There is a critical need in the region for a careful program of research to delineate local ceramic styles and sequences, to evaluate the function of these site types, and to develop a model of Woodland life and development in the Minnesota River Valley.

Oneota and Plains Village (ca. 1,000 - 300 B.P.)

About 1,000 years ago, horticulture based on the cultivation of corn, beans, and squash appeared throughout much of eastern North America. This shift to farming resulted in a more sedentary life, larger semipermanent villages, the expansion of long-distance networks of trade and interaction, rapid increases in population, and the development of well-defined regional complexes.

In the Upper Mississippi and Minnesota River valleys, the appearance of

horticulture is associated with several distinct archaeological cultures: the Silvernale Phase, Oneota, and Plains Village. The Silvernale Phase is strongly related to Middle Mississippian cultures in Illinois and Wisconsin. It is relatively short-lived (ca. 900 - 700 B.P.) and is concentrated in the Red Wing region of the Mississippi River (Gibbon and Dobbs 1991; Dobbs 1992). No Silvernale Phase sites are known in the lower Minnesota River Valley (Wilford 1952, 1955b). It is unlikely that any large Silvernale sites will be found in the area.

Oneota appears around 900 years ago and is found throughout much of Minnesota south of the Mille Lacs region. Oneota groups had a mixed economy based on farming, hunting (particularly bison), and the use of local animal and plant resources (Gibbon 1972). Oneota sites tend to be clustered in specific areas and the best known concentrations include sites in the Blue Earth River Valley (Dobbs 1982, 1984), the Red Wing region, and the Root River area of southeastern Minnesota. There is evidence that there was a strong Oneota presence in western Hennepin County around Lake Minnetonka (Winchell 1911:232) and there are Oneota sites near Fort Ridgely on the Minnesota River. It is possible that Oneota sites are present within the study area but have either been destroyed by modern development, buried by post-settlement alluvium, or simply not discovered. Although it is difficult to link archaeological complexes with known Indian groups, there is strong evidence suggesting that at least some late Oneota complexes represent Ioway and possibly Oto villages.

While Oneota sites tend to be more closely tied to the eastern Woodlands, Plains Village sites are oriented toward the Plains. The premier Plains Village site is Cambria on the Minnesota River near Mankato (E. Johnson 1991). Other Cambria-related sites are found around Mankato and to the west. At present, there is no evidence to suggest that there were large Silvernale, Oneota, or Plains Village sites within the lower portions of the Minnesota River Valley. This is rather surprising since there are concentrations of Oneota sites relatively nearby, Plains Village sites a few tens of miles to the west, and numerous reports of Dakota villages in the lower Minnesota River Valley during the 18th and 19th centuries.

The seeming hiatus between the Late Woodland occupation of the region and the appearance of Dakota villages in the 18th and 19th centuries is an intriguing problem which warrants investigation.

III. MOUNDS AND EARTHWORKS

There are many mound groups in the lower Minnesota Valley between Fort Snelling and Le Sueur. This very visible non-European site type appears to be predominant in the valley. This is probably because little archaeological investigation has been conducted for other types (such as buried Archaic and Woodland period sites) and because written histories tended to record the activities of Euro-Americans, decided latecomers to the valley. Between 1300 and 300 B.P. earthen mounds were distributed throughout the central United States. The function of the mounds, most conical, some linear, and some in the shape of animals, is not always clear, though some of them served as cemeteries. In many states today, mounds are accorded cemetery status and protected. In Minnesota, mounds are protected under Minnesota Chapter 307.08.

The mounds of the Minnesota River Valley were mapped by T. H. Lewis of the Northwestern Archaeological Survey in the 1880s and later published by N. H. Winchell in 1911 in a volume entitled Aborigines of Minnesota. Over seventy-five of these mound groups dot the high terraces along the Minnesota Valley between Fort Snelling and Le Sueur. Many of the groups have not been relocated or mapped by archaeologists since then and much of our information is derived from the Lewis maps.

Lloyd A. Wilford visited several of these mound groups during his tenure as Professor of Anthropology at the University of Minnesota. His comments regarding the conditions of and, occasionally, excavations at various mound groups discussed below are on file at the Lloyd A. Wilford Archaeological Laboratory, University of Minnesota, Minneapolis. A number of the groups were visited during the Minnesota Statewide Archaeological Survey in 1975 and notations concerning the condition of individual groups are in the State Site File forms. Most of the groups have been disturbed in varying degrees, a process which has occurred since Euro-American settlement.

While the mound groups occur regularly on both sides of the Minnesota River along its northeastward trend from rural Le Sueur to Fort Snelling, some areas or stretches of the river reflect more activity than others. Interestingly, these areas tend to continue to be high activity areas throughout the course of human interaction on the river across time and cultures.

The approximately 15 mile long stretch between the towns of Le Sueur and Belle Plaine is an area of particularly activity. Eighteen mound groups (21LE5, 21LE7, 21LE43, 21SC4, 21SC5, 21SC6, 21SC7, 21SC8, 21SC9, 21SC10, 21SC11, 21SC12, 21SC13, 21SC14, 21SC15, 21SB2, 21SB3, 21SB5, 21SB6) are on the terraces along this stretch of the river, more than one group per mile. Yet, historically the area has remained largely agricultural after the relatively brief occupation of three Wahpeton villages during the early to mid 1800s. The mound groups along this stretch of the Minnesota River contain between one and 62 mounds and the majority of the mounds are conical.

We know of only three ancient sites in the Minnesota Valley in the approximately ten miles that separate Belle Plaine and "Carver Rapids" and only one of the sites contains mounds (21SC17). Two habitation sites, one ancient and one mid-1800s, occur along this stretch of the river. Why the paucity of mound groups? A possible explanation may be that the ancient River Warren Valley reaches a maximum width of over two miles along this portion of the Valley.

The portion of the Minnesota River Valley between just south of Carver Rapids and Chaska was known as Little Rapids during the fur trade era and the notion of treating this stretch of the river as a kind of locale is a rational approach to a discussion of the ancient earthworks concentrated in this area. Eight mound groups (21CR1, 21CR2, 21CR5, 21SC26, 21SC27, 21SC28, 21SC29, 21SC30) are clustered along this five mile stretch of the Minnesota River. The smallest group of the eight has 3 mounds and the largest 69. Most of the mounds are conical, though several are oblong. The mound group associated with the site complex, 21SC27, and mapped by Lewis in 1887, includes an earthen enclosure, a flat topped mound and mounds that are "at least partially composed of stone (Lewis 1889)." Mounds are visible today in the public square in downtown Chaska.

Approximately three miles separate the towns of Chaska and Shakopee and there are no mounds along this stretch of the Minnesota River. A large mound group on the eastern edge of Shakopee marks a pattern of increasing site density that extends to the mouth of the River at Fort Snelling.

Thirteen large mound groups (21SC2, 21SC22, 21SC23, 21SC24, 21SC25, 21HE2/92, 21HE18, 21HE19, 21HE20, 21HE22, 21HE23, 21HE24, 21HE104), including one with an earthen enclosure, dot the landscape between Shakopee and the Bloomington Ferry Bridge. Mounds within several of these groups were excavated by the University of Minnesota Anthropology Department in the the 1940s and 1950s. All of the mounds excavated during the U of M investigations contained human skeletal remains. Excavations of mounds south of the Minnesota River and east of Shakopee yielded post-contact artifacts.

It is approximately 13 miles from the Bloomington Ferry Bridge to the confluence of the Minnesota and Mississippi rivers at Fort Snelling and the terraces overlooking the Minnesota River are home to 16 mound groups (21SC18, 21SC19, 21SC29, 21HE4, 21HE5, 21HE6, 21HE7, 21HE8, 21HE9, 21HR10, 21HE11, 21HE15, 21HE16, 21DH8, 21DK17, 21DK18) along this stretch. Many of these groups have been seriously impacted or destroyed by development and construction. Dakota coffin burials were located in two areas on the south side of the Minnesota in what is now Eagan.

INTERPRETIVE POTENTIAL OF MOUNDS AND EARTHWORKS

As European settlers crossed the Appalachian Mountains and moved westward into the heartland of North America, they were astonished by the thousands of earthen mounds and earthworks that they found

throughout this vast region. Mounds and earthworks were found everywhere from the Appalachians to the plains and from the Gulf Coast to Canada.

The presence of these silent monuments to the earlier inhabitants of North America has fascinated people for almost 200 years. During much of the 19th century, people attributed the construction of the mounds to a vanished race of "Mound Builders" and ultimately Congress appropriated funds for the Smithsonian Institution to determine who had built the mounds. In 1892, Cyrus Thomas published his classic work on the mounds of eastern North America in which he demonstrated clearly that the mounds were not the work of some vanished race, but rather had been built over many centuries by Indian people. Unfortunately, the myth of the "Mound Builders" persists in some areas. In addition, these earthworks were considered curiosities rather than the cemeteries they actually are.

Perhaps the most important element in any interpretation of mounds and earthworks is active consultation and interaction with the American Indian people, particularly the Dakota, through the Minnesota Indian Affairs Council (MIAC) and the four Dakota tribal or community councils. The Dakota have a long history in the Minnesota River Valley and at least some of the mounds may contain burials that are directly related to living families. Moreover, American Indian people provide insights and sensitivity to the interpretation of mounds and earthworks which must be respected and incorporated into any interpretive plan.

Since consultation with American Indian people through the MIAC and four Dakota tribal or community councils will have to occur before any interpretive plan is considered or developed, we do not present extensive recommendations on this subject. However, the following observations are offered as a starting point:

* Unmarked cemeteries and human burials are protected under both state (Minnesota Stat. 307) and federal statute. Since many (although not necessarily all) mounds and mound groups contain human burials, they must be treated as required by law. Any interpretive plan must include provisions to comply with these statutes and insure that mound areas are not damaged, vandalized, or disturbed in inappropriate ways.

* Many of the mound groups in the general vicinity of the Minnesota Valley Trail have not been visited or examined for many years. The precise location and condition of many of these groups is unknown. Since it is impossible to interpret or manage what we do not know about, a program to relocate and evaluate these mound groups is very important. Such a program should be coordinated with the appropriate state agencies, officials, and American Indian people.

* Mounds and earthworks provide a unique opportunity to educate the broader public about American Indian history and belief systems. Such efforts could be incorporated into a broader effort to interpret and promote understanding of cultural diversity in Minnesota.

* Mounds and earthworks were built over a 2,000 year period for varying reasons. "One interpretation fits all" approaches to mounds and earthworks should be avoided. Rather, efforts should be made to point out the changing role that mounds appear to have played in American Indian history, including the 20th century.

* Anfinson (1984:23) commented that "Dakota villages in the lower Minnesota and Mississippi rivers were adjacent to some of the densest mound concentrations in Minnesota." However, whether there is a direct association between these mounds and the Dakota villages remains unclear. Although there is evidence that mounds were occasionally used in southern Minnesota during the 18th and 19th centuries, it appears that the primary period of large, patterned mound group construction took place in this region between ca. A.D. 800 and 1300. Does this temporal pattern hold true for the Minnesota River Valley as well? Are there certain factors that drew people to settle in almost the same place again and again over several centuries? How can the types and patterns in which mounds occur be examined to understand and interpret the role of mounds within the broader social world of the past.

Between Shakopee and Bloomington Ferry, the Huber Mounds should be located somewhere near the DNR trail about a mile east of Murphy's Landing. They have not been relocated. If they are visible, they would provide a convenient area for interpretation. The DNR trail has not been located yet through Murphy's Landing east of Shakopee. The Pond Mound group is visible from Highway 101, but may not be visible if the trail is routed through the Minnesota Valley Restoration Project (Shakopee Historic District) closer to the river. The Pond Mounds were in close proximity to Shakopee's village, but the village itself has never been relocated. The existing Minnesota Valley Trail is located east of the mounds at Little Rapids and have been badly damaged by collectors. However, Little Rapids would bring together an opportunity for interpretation of mounds, Dakota settlements, and trading, perhaps at the Carver Rapids Wayside accessible by car and well away from the actual cultural resources. The problem with Little Rapids is one of preservation versus interpretation. Any interpretation of mounds, Dakota settlements, or trading, might best occur at either the Carver Rapids Wayside or the Carver Rapids campsite, both well away from the actual cultural resources.

IV. EARLY EXPLORATIONS

An excellent synopsis of the early European and American explorations of the lower Minnesota River is contained in the State Parks Master Plan from 1976. Another is in Newton Horace Winchell's volume 2 of Geology of Minnesota where the focus is on the explorations of early geologists. The following brief overview hits some highlights.

European exploration began in the Minnesota River Valley with the explorations of Pierre Charles Le Sueur who passed along the Minnesota River up to Blue Earth where he established a French trading fort in 1700. The English explorer, Jonathan Carver travelled the river as far as present-day New Ulm in November, 1766, for Robert Rogers, Governor of Mackinac (Holcombe and Bingham 1915:21). The next recorded activity was in 1774-75 when Peter Pond, explorer and trader, travelled from Prairie du Chien up the Mississippi in October, 1774, entered the Minnesota River and established a fur trade near its mouth in December where he over-wintered. He left that spring but returned the following year, travelling up the Minnesota River, and met some of the Yankton Dakota in the area that became western Minnesota (Innis 1930).

The American era opened with the explorer, Zebulon Pike, who was sent by the United States government to explore for suitable sites to establish military forts. The government was concerned about possible British hegemony in the trans-Mississippi west, following the Louisiana Purchase of 1803. Pike arrived at the mouth of the Minnesota River in 1805 and established camp on what became known as Pike's Island. On September 23, 1805, Pike signed a treaty with the Dakota led by Le Petit Corbeau (Little Crow) by which the tribe ceded land at St. Anthony Falls (including the confluence of the Mississippi and Minnesota rivers) and the mouth of the St. Croix and Mississippi rivers to the U.S. Government for the establishment of military posts (See Chapter 4). Lt. Pike also travelled up the Minnesota River (St. Peter's) a short distance and met a trader named Murdock Cameron. Pike returned in 1806 and again camped on Pike's Island.

After Pike's first visit, there followed a series of expeditions to the Minnesota and Mississippi river area by various American military and government figures in the opening decades of the nineteenth century. In 1819, Colonel Henry Leavenworth, with a detachment of the 5th U.S. Infantry, made camp at the mouth of the Minnesota River at present-day Mendota. He established a camp, "St. Peter's Cantonment," later known as Cantonment New Hope. But the men suffered from scurvy and Colonel Leavenworth finally established a second camp across the Minnesota River in the Spring of 1820, Camp Coldwater, on the bluffs near where Ft. Snelling was begun in 1820. In 1820, Governor Lewis Cass of Michigan Territory headed an expedition of the upper Mississippi as far as Cass Lake and visited Camp Coldwater.

Under orders from Secretary of War John C. Calhoun, Major Stephen H. Long was sent to the source of the St. Peter's River to make a general survey of the country in 1823. His expedition reached Big Stone Lake on July 22, 1823, and was accompanied by William H. Keating, a

geologist, landscape painter, and official recorder of the venture.

Nine years later in 1832, Henry Rowe Schoolcraft stopped at Ft. Snelling on his return from exploring the upper Mississippi region. In 1835, George W. Featherstonhaugh, an English geologist, explored the St. Peter's River valley up to Big Stone lake in September and October. George Catlin, an American artist, also stopped at Ft. Snelling in that year and visited the pipestone quarries in southwestern Minnesota in 1836. Joseph N. Nicollet, another explorer, began a series of explorations of the upper Mississippi region from the fort for the United States government in 1836.

INTERPRETIVE POTENTIAL OF EXPLORATION

Most locations at which explorers alighted along the Minnesota River have never been verified or are indeed unknown. Zebulon Pike's camp on Pike's Island is the best prospect to cover this theme. Pike's Island offers an excellent opportunity for multi-contextual or thematic interpretation, including fur trading, government regulation and administration, and the legal relationship via treaty between the Dakota and the U.S. government.

Zebulon Pike Campsite and 1805 Treaty site, Pike's Island: This site is owned by the Department of Natural Resources and, according to Rock (1981:43-50) "is believed to have been near the present nature center on the northwest corner of Pike's Island. The area is accessible by means of foot trails leading onto the island from Fort Snelling." It is thought to have been located in the area of the Pike's Island Nature Center.

Lt. Zebulon Montgomery Pike and his party of 20 men camped here September, 1805, and April, 1806, first on his way to try to discover the headwaters of the Mississippi River, and again on the return trip from northern Minnesota on April 11, 1806. The purpose of the Pike expedition was similar to that of Lewis and Clark in 1803-06 following the United States' acquisition of the Louisiana Purchase: to survey, note, and map all trading posts, Indian tribes, and record native wildlife, vegetation, geologic formations, locate the source of the Mississippi River, gage the strength of the British influence over the area, and assert an American presence. It was on Pike's Island that the 1805 Treaty between the U.S. Government and the Dakota was signed which permitted the government to establish the Fort Snelling military post.

V. FUR TRADING ON THE LOWER MINNESOTA RIVER

The locations of most of the fur trading posts on the lower Minnesota have never been identified accurately. Even Dr. Janet Spector's decade of work at Little Rapids has not conclusively shown that the fur post there belonged to a particular trader because the area has been so disturbed. Maps were not drawn to scale and early writers tended to exaggerate the distances by water as they travelled the river. Little archeological work has been done on early historic activities to uncover historic posts in the region. But a rough sequence of trading activities along the river can be pieced together from many disparate sources including military records, diaries, personal papers, the papers of the fur companies themselves, and later post-settlement historic sources. There are four posts, generally agreed to have been established in the early period along the lower Minnesota River which were compiled from written records by Grace Lee Nute (1949): two on Pike's Island, one at Land's End, and one at Little Rapids. But there are other references to posts which paint a sketchy picture of continual trading on the lower Minnesota by a variety of people over a long period of time.

It was nearly three quarters of a century after Pierre Charles Le Sueur established Ft. L'Huillier at the confluence of the Blue Earth and Minnesota rivers before a record exists of fur trading activity on the Minnesota River, then known as the St. Pierre. A British explorer and fur trader, Peter Pond, journeyed up the Mississippi River from Prairie du Chien in October, 1773. He established a fur post at the mouth of the Minnesota River on December 2, 1773 and spent the years between 1773-1775 on the Minnesota trading goods with the Dakota living in the region. But the early Minnesota geologist, Newton Horace Winchell, is responsible for a 1911 report that a half-breed named Pagonta or Mallard Duck operated a trading post near the present site of Mendota as early as 1761.

It is a mistake to view the human use of the Minnesota River as a chronological development which started at the mouth or eastern end and proceeded west to its source. American notions of "Manifest Destiny" and a progressive record over time from east to west is often unjustified on closer inspection of the historic record. This progression on the Minnesota River is not necessarily true whether one looks at the early historic record or the later ones during permanent European settlement. A case in point is the area near Traverse des Sioux where Jonathan Carver built a trading house in 1766-67 at a time when the lower Minnesota River was virtually undeveloped. Fifty years later Fort Union was established as a post of the Columbia Fur Company at that place. Later the American Fur Company had a post there for many years into the 1850s (Nute 1930:377).

The next report of trading on the Minnesota is of two men, Allen Wilmot and Thomas G. Anderson, from the Pembina settlement on the Red River of the North who moved south to establish themselves on the Minnesota. Together with a famous early Minnesota trader, Joseph Rolette, they built a stockaded fur trade post on Pike's Island, at the confluence of

the Minnesota and Mississippi rivers. Eight years later, Jean Baptiste Faribault also established a post on this island or possibly three miles south of the confluence of the Minnesota and Mississippi rivers and cultivated several acres there (Bond 1853:238). In 1807, according to the Solomon Sibley Papers in the Burton Collection of the Detroit Public Library, there were six traders working for the Michilimack Company out of Sault Ste. Marie, on the St. Peter's River: Cameron, Rolette, Anderson, Rinville [Renville?], Fraser, and Wilmet. Into the Minnesota River valley they traded bales of goods; guns and gun powder; tobacco; baskets and kettles; kegs of spirits, salt, and wine; traps; shot; soap; hats; and silver works ("Michilimackinac Company Schedule of Merchandise" 1807).

Bruce White (1977) identifies some of these men in The Fur Trade in Minnesota: An Introductory Guide to Manuscript Sources. Murdoch Cameron hired men to work for him on the Minnesota River in the winters of 1807-08 and 1810-11 to trade with the Dakota. In April, 1805, he signed papers in Montreal to work for seven years as "Murdoch Cameron & Co., at Michilimackinac and "its dependencies in the Indian Country (White 1977:37) which would have included the area of the Minnesota River. Joseph Rolette, Sr., a one-third owner in Cameron's company in 1805, is a well-known figure in early Minnesota history (White 1977:54). An Alexander Fraser was employed as a boatman by the American Fur Company on the Upper Mississippi in 1821 (White 1977:42). Whether this is the same man who traded on the Minnesota River in 1807 is unknown, but he may have first worked for Solomon Sibley and later for his son, Henry Sibley, American Fur's Chief factor at Mendota. Wilmet may have been either Ignas(?) Wimette or Allan Wilmot (or neither, but probably the latter), both hired by the Robert Dickson & Co. in 1806 and 1807, respectively, who hired men to winter on the Mississippi and Minnesota rivers (White 1977:40, 57).

Other traders were independents or "gens libres." John Baptiste Faribault became acquainted during the winter of 1804-05 with Archibald Campbell. Before this meeting, Campbell is said to have had a post at the mouth of the Minnesota River. Henry Sibley put Campbell's 1804-05 post as "fifteen miles below Little Rapids." In 1915, the historians Holcombe and Bingham speculated on it's location as "probably at the present site of Bloomington Ferry" (Holcombe and Bingham 1915:199), but depending on whether this description is river miles or not (and it probably was), the Campbell post could have been as far up river as the area around present-day Shakopee or as far downstream as the City of Savage or the Credit River. Campbell who opposed the North West Company, was shot dead in a duel with its agent, Lewis Crawford while on a trip to Michigan in 1806 (Holcombe and Bingham 1915:200).

The American Fur Company post at Mendota was the main depot for the company, headquartered in Michigan, for the entire region encompassing the upper Mississippi River including the Minnesota River and Red River of the North. It was conveniently located across the Minnesota River from Fort Snelling, the major military installation in the region. From here, traders received their licenses to trade with both the Dakota in the Minnesota River watershed and the Ojibwa farther to the

north. Alexis Bailly was agent for the American Fur Company from 1825-35 at its St. Peter's post (Mendota) and was succeeded by Henry H. Sibley in 1834. Sibley remained its agent at Mendota until 1842, from where he ran the company's Western Outfit, including the Minnesota, Mississippi and Red River of the North. The Western Outfit was then taken over by Pierre Chouteau and Company of St. Louis, for whom Sibley continued to work until the mid-1850s (White 1977: 8,9,20,21).

By 1831, Joseph R. Brown was operating a trading post at Land's End on the north side of the Minnesota River about a mile above Ft. Snelling which had existed there since 1820 just outside the Ft. Snelling military reservation. The Land's End Factory, located at the bottom of the bluffs, was run by "Mr. Lamonts" in April, 1826, when Major Lawrence Taliaferro from Ft. Snelling visited there in April during high waters. Taliaferro found Mr. Lamonts "turned out of nearly all his houses, by the unusual high water -- Some of his buildings were mostly covered with this element" (Taliaferro Papers, n.d.,7:66-125). This was probably Luther Lamont who also had a license to trade at Little Rapids in 1825-26 (Spector 1993:146).

Because the Little Rapids area of the Minnesota River often had to be portaged around in times of low water and Dakota villages were located in the area, it became a locus of trading activity in the early historic period. In 1826, for example, Jean Baptiste Faribault established Fort Lewis, a fur post adjoining the southeast quarter of Section 31 on the Minnesota River. There may have been as many as eleven traders at Little Rapids between 1802-1851 (Spector 1993:146).

Many of the men who set up trading posts on the Minnesota River from 1847 to the mid-1850s obtained their goods from the sutler's store at Fort Snelling operated by Franklin Steele, Sibley's brother-in-law. In the Steele Papers at the Minnesota Historical Society are account ledgers listing the names of traders and other citizens and the goods bought on account. Unfortunately, the locations of their posts were not recorded. They include transactions from 1847-1856 with the St. Peter's Outfit (Pierre Chouteau and Co. and Sibley); Joseph R. Brown; Martin McLeod; Jean B. Faribault; David Faribault; the Fort Ferry; Francois Gamelle; Samuel Findley; M. H. Holmes, brother to Thomas A. Holmes, (Steele Papers, n.d., Vol. 4); and Thomas Les Blanc "dit Provencalle" [sic]; Major Murphy; the Rev. Samuel W. Pond; Louis Provencalle; the Rev. Rauvoux; Louis Roberts; Louis La Blanc; William Chambers; Joseph Rolette; Little Six (Dakota chief at Shakopee); Gideon Pond; Mr. Walker [Walker's Landing]; A. D. Campbell; and others between 1850-1854 (Steele Papers, n.d., Vol. 6). The St. Peter's Outfit operated along the entire Minnesota River. Names in the 1847 Steele ledger for the St. Peter's Outfit include: Duncan Campbell, Louis Robert, Jos. Renville, Pierre Bottineau, Oliver and David Faribault, N. W. Kittson, Joseph R. Brown, Oliver Faribault, and Martin McLeod, among others. Trading on the Red River of the North was included in the St. Peter's Outfit books (Steele Papers, n.d., 4:9, 26).

When Euro-American settlement of the Minnesota River Valley began to occur in earnest in the early 1850s, traders were still receiving

licenses to trade from Mendota up until the Dakota removal from the valley in late 1853. These later traders have not been studied to any extent and students of the earlier fur period are not as familiar with the traders who operated at the end of this era. Gilman (1970:123-140) has noted that men like Henry Hastings Sibley, Choteaux, and Dousman spent the last two decades of the trading era trying to get out of it. Receipts from the fur trade declined not because there was a dearth of animals, but because there was a dearth of Indians. An 1844 census of the Mdewakanton Dakota who clustered in seven villages along the lower Minnesota counted less than 2,000 souls. According to Gilman, the fur trade became the Indian trade once everyone involved recognized that the Indians no longer had the effective power to keep the white man off their land. Traders at the end of this period recognized that furs were a small part of the picture; that Indian "ownership" of the land was a legal fiction; that trade with whites was becoming increasingly important; and that the Indian trade was a way to reap substantial monetary rewards directly from the government in exchange for bringing the Indians docilely to the treaty table (Gilman:1970:124).

Not all the goods bought by the traders in the late 1840s and early 1850s recorded in Franklin Steele's sutler ledgers at Fort Snelling was destined for the Indian trade. Some was destined for new settlers and other items were strictly for personal use. The Thomas H. Holmes account (Steele Papers 4:407), for example contained purchases in small quantities for India ink, paint brushes, oysters, eggs, a pair of gloves, a pair of booties, one hat, a yard of cloth, books, socks, postage: in short things Holmes probably used for personal consumption. Apparently Chief Little Six also dealt directly with Steele's store while running up charges against his annuity payments. His account from March to July, 1853, included, among other things: sugar, tea, cloth, calico, crackers, vermillion, raisins, sheeting, leggings, umbrellas, and apples (Steele Papers Vol. 6:245).

Some of the sites compiled during the course of the present study were operated by such men as Thomas A. Holmes and Louis Robert (1811-1874) who settled in the valley in 1850, 1851 and 1852 under the guise of opening trading stations. They had a slightly different set of priorities than the earlier traders. Thomas A. Holmes, for example, was a townsite promoter who founded many towns during his life. He was the first to promote Shakopee, Chaska, and Jordan along the lower Minnesota River, the former two by obtaining a license to trade at two points of his choosing in 1851 from the Indian agent at Ft. Snelling. These licenses gave him a toehold on townsites before claims could be filed at the nearest land office. "Squatters" such as Holmes needed the legal muscle which a trading license provided because the land was unsurveyed when they came to the valley, either owned by the government or still held by the Dakota until the Treaties of Mendota and Traverse des Sioux were ratified by Congress. A trading license gave some protection from claim jumpers because it was issued by the government and gave the imprimatur of the authorities to their presence in the valley. Their "improvements" -- generally dwellings, warehouses, or stores -- were less liable to be taken over by settlers and promoters who came along later.

In other words, fur trading was not an end in itself with these men as it had been with some of the earlier traders in the valley. Rather, it was a means of obtaining a legal or quasi-legal claim on the land they staked out before they could actually file their preemptions with the government. In this vein, Holmes began two posts at the present towns of Shakopee and Chaska. Holmes also platted Shakopee and ran a ferry service across the Minnesota River which rivalled the improvements which Major Richard Murphy made a mile to the east. In addition, these posts were not exclusively established to trade with the Dakota. They also offered the first stores where incoming settlers could buy supplies and foodstuffs. As such, these posts were also usually associated with steamboat landings where the goods the traders bought at the Ft. Snelling sutler's store, at Mendota, or in St. Paul were transported and unloaded at the river front on the Minnesota frontier.

Louis Robert, an early St. Paul citizen and entrepreneur, was another trader at the end of the fur era on the Minnesota River. Robert, of French descent and a native of Missouri, had several posts on the lower Minnesota as well as an interest in a steamboat during the early 1850s. Many of the posts he opened with his brothers or nephew were not begun until 1850. He was often referred to in the valley as "Captain Robert" and owned and operated several steamboats in addition to his other interests. According to one source, Robert had a full brother, Joseph, and two half brothers. Joseph and Louis Robert at one time operated 19 trading posts on the Minnesota River. One of Louis Robert's trading posts was located on the west half of the northwest quarter of section 12 in Belle Plaine township (Working 1933 "Noted Louis Robert..."). He had other posts at Redwood Falls, Yellow Medicine, Belle Plaine, and Jennetteville (Andrews 1890:133-134). Nelson Robert, a brother who arrived in the Belle Plaine area during the 1840s, had a post on a creek near Belle Plaine as well. Another Robert post with a man named "Murry" is said to have been near the Credit River in present-day Savage. Louis Robert had another post at White Sand Dakota village at Little Rapids which he established in 1850 (Minnesota Chronicle and Register, 1850a). When Louis Robert died in 1874, his brother, Nelson, became his successor in the "Indian business" ("Death of Captain Louis Robert" 1874). When the political jousting began among various factions of traders in 1850 over the pending treaties of Traverse des Sioux and Mendota which would open up the Minnesota River Valley to European settlement and drive the Dakota out, Louis Robert became an independent trader (Kane 1951:76) on the Minnesota and might well have entered the trade despite his other considerable business interests in order to profit from the government subsidies which the traders ultimately received.

The exact number of fur posts and trading houses along the lower Minnesota River is unknown, and most have not been relocated. Most of these trading locations appear to have been seasonally occupied by the traders rather than year-around establishments since the Dakota did not bring in furs year-around. As to the difficulty in locating these posts, one possible explanation involves the newspaper account of the first trip of the steamboat Anthony Wayne up the Minnesota River in 1850 as far as just above Little Rapids. On the return trip down

river, the historic account explained: "We made but few halts -- only one by which any time was lost, and that was for the purpose of showing our contempt for the age that has past, by tearing down an old deserted trading house, and converting its logwalls [sic], and the surrounding pickets, into steamboat wood" (Minnesota Chronicle and Register, 1850a). It is interesting to speculate that this might have been the fate of the 1826 stockaded "Fort Lewis," the trading post of Jean Baptiste Faribault at Little Rapids. But perhaps not. James Goodhue gave a different account of the same incident on the Anthony Wayne's return trip down the river. He stated,

we reached the log ruins of an old Indian trading post and an Indian burying place, surrounded with pickets; tie up. The log frame was soon torn down and carried on board the Wayne for fuel; and, would you believe it? The pickets around the grave yard, hundreds of them, were sacrilegiously torn down and consigned to the same use" (Berthel 1948:188).

INTERPRETIVE POTENTIAL OF FUR TRADING

Presently, the fur trade era on the lower Minnesota is touched upon by the Fort Snelling National Historic Landmark in its function as the major administrative and governmental locus of regulatory activities in the 1820-1850 era, which included the home of various Indian agents who administered and licensed the traders on the lower Minnesota River. Fur trading is not a major or even minor focus of the Fort Snelling site. On the other side of the Mississippi River, Old Mendota or the Mendota Historic District has two interpretive houses, the Henry H. Sibley House and the Jean Baptiste Faribault House. The focus of interpretation is on the houses themselves and the Faribault House "does not convey the full dimensions of the [fur trading] story" (Minnesota Historical Society 1977:78).

Allen Wilmot, Thomas G. Anderson, Joseph Rolette trading post; and Jean Baptiste Faribault's encampment, Pike's Island provides a good opportunity to interpret the early fur trade with signage indicating the importance of the confluence of the Mississippi and Minnesota rivers for trading in the watersheds of both. Traders used this spot both before and after the building of Ft. Snelling. Peter Pond was also described as wintering at the mouth of the Minnesota in the 1770s, probably for the same reasons as the spot was chosen by later traders. The location of Pond's camp is unknown. Pike's Island includes: Jean Baptiste Faribault's warehouse and ca. 1818-1822 post; and Allen Wilmot, Thomas G. Anderson, and Joseph Rolette's stockaded trading post, ca. 1810. The Wilmot, Anderson, and Rolette outfit hired men to winter on the Mississippi River in 1810 (White 1977:57). It is during this time, that the post on Pike's Island was occupied. Anderson stayed on with a mixed blood wife until March, 1814 (Rock 1981:54). The site is owned by the Department of Natural Resources, but has not been conclusively located, although Rock (1981:53) suggests that it may have been on higher ground on Pike's Island's south shore. Similarly, Jean Baptiste Faribault established himself at Pike's Island six years

later, possibly on the same spot as the earlier post, where he farmed, traded and resided until the 1822 Minnesota River flood forced him to vacate his holdings (Rock 1981:55).

Little Rapids would bring together an opportunity for interpretation of mounds, Dakota settlements, and trading, perhaps at the Carver Rapids Wayside or the Carver Rapids campsite, both well away from the actual cultural resources. The problem with Little Rapids is one of preservation versus interpretation, however.

Shakopee Landing (Huber City Park): There is good information on the Thomas A. Holmes trading post at Shakopee. He was also the founder of the cities of Shakopee and Chaska. The DNR trail passes under the current bridge across the Minnesota in the immediate area of Holmes' post. This site would be an excellent opportunity on the DNR trail to address the later traders who operated during Euro-American settlement on the lower Minnesota as well as the Shakopee steamboat levee.

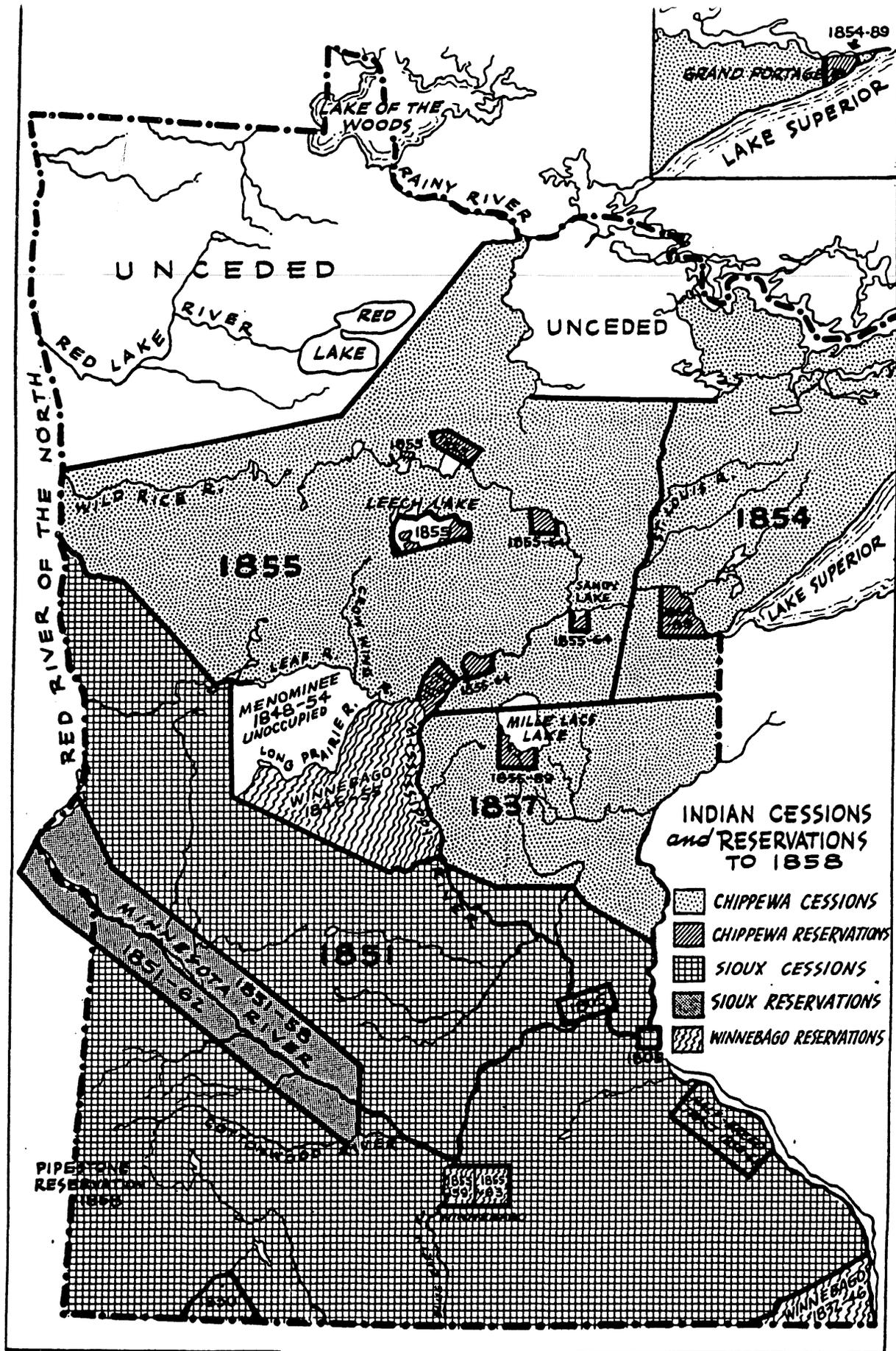
Red River ox cart trail: The "Minnesota Valley Trail," the southernmost of the various Red River ox cart trails, stayed on the south side of the Minnesota River until it crossed to the north side of the river around Bloomington ferry. The ox cart trails fall under the contexts for fur trading and for transportation. See the chapter on Lower Minnesota Valley Trails and Roads.

VI. HISTORIC DAKOTA SETTLEMENTS

A number of historical accounts document the native occupation of the lower Minnesota River Valley before and during European settlement. These written sources for the most part come from explorers, scientists and geologists, travelers, missionaries, military and other government officials, and traders. By the time actual Euro-American settlement occurred in earnest in the early 1850s, most of the native villages and groups along the lower Minnesota had been removed by the government or were in the process of being removed and knowledge of exact locations of many of the Dakota's seasonal encampments was lost to Euro-American historians and recorders. Further historical research is necessary and especially consultation with Dakota historians to fill in the gaps in this report.

Treaties between the U.S. Government and the Dakota were the legal means by which the Native Americans inhabitants along the lower Minnesota River were removed from their lands. Land was conveyed to the U.S. Government by treaties with the sovereign native tribes. When Zebulon Pike arrived at what is now Pike's Island at the confluence of the Mississippi and Minnesota rivers in September, 1805, he was met by 150 Dakota man under Le Petit Corbeau (Little Crow), grandfather of the Little Crow who headed the U.S. Government-Dakota War in 1862. Pike was interested in two parcels of land: at the Falls of St. Anthony and at the mouth of the St. Croix River. The Treaty of 1805 was signed between Pike and the Mdewankanton chiefs in attendance. This treaty contained only three articles by which the Dakota granted the government nine square miles at the mouth of the St. Croix River and a parcel of land from St. Anthony Falls to below the confluence of the Minnesota and Mississippi rivers extending nine miles on each side of the Mississippi. The purpose of these grants was the establishment of military posts. In return, the U. S. Government promised to permit the Dakota "to pass, repass, hunt, or make other uses of the said districts, as they have formerly done" (Folwell 1921-30 1:93). When the Senate ratified the treaty in 1808, the last article was filled in providing for payment to the Dakota of \$2,000 in cash or goods. It is probable that more than one Dakota village was effected by Pike's Treaty. Likely possibilities include Penichon and Black Dog's villages at the least. However, these Dakota settlement locations were not directly impacted by the treaty.

The Dakota signed a treaty in 1837 two months after the Ojibwa which ceded the lands in the delta region between the St. Croix and the Mississippi rivers. These two treaties were ratified by the Senate on June 15, 1838. Lands ceded by the two groups lay on a line established in 1825, that of the Dakota south of this line (see Figure 1). In both cases, the tribes were given annuities, money, goods, and provisions in exchange for the delta lands. Differences between these treaties involved the Dakota obtaining annuities in perpetuity whereas the Ojibwa were to receive them for 20 years. The Ojibwa reserved the right to hunt, fish, and gather wild rice on their ceded lands, but the Dakota made no such reservations. It is the 1837 treaty with the Ojibwa which is currently a matter of controversy over fishing rights



Folwell (1921-30) 2:324

at Mille Lacs Lake. The Dakota on the east side of the Mississippi were removed to the west side of the river by this Treaty of 1837 (Folwell 1921-30 1:159,160).

Pressures to open the west side of the Mississippi River to settlement increased when Minnesota became a territory in 1848. The only way to accomplish this was to treaty with the Dakota to cede the lands on the west side of the river. Trading with the Dakota had occurred on the east side of the Mississippi at Mendota after the Treaty of 1837 and all along the east side of the river from Prairie de Chien to the mouth of the Crow Wing river. For the traders without licenses, trading on the west side of the Mississippi was forbidden. On the other hand, the Dakota were not prevented from crossing the Mississippi to trade on the east side. The first attempt to effect a treaty for the vast Dakota lands on the west side of the Mississippi occurred in October, 1849, but few of the Dakota appeared at Mendota at the appointed time.

The Treaty of Traverse des Sioux, held in early July, 1851, was signed by the Sisseton and Wahpeton bands of the Dakota. They sold the U.S. Government all their lands in Iowa and Minnesota east of the Red River-Lake Traverse-Big Sioux rivers, reserving for themselves a tract of land ten miles wide on both sides of the upper Minnesota River from Lake Traverse to Yellow Medicine River (Folwell 1921-30 1:281) shown in Figure 1. In August, 1851, the government signed another treaty with the lower Minnesota River Dakota bands, the Wahpekute and Mdewakanton. A similar reservation was set aside for the lower bands in the Minnesota River valley ten miles wide on each side of the Minnesota River from the Yellow Medicine River 60 miles downstream to a small stream known as the Little Rock (Folwell 1921-30 1:284). The two treaties encompassed virtually all the land between the Mississippi and Red River of the North in the southern half of what became the state of Minnesota.

The Treaties of Mendota and Traverse des Sioux were not concluded until the fall of 1852 when the local groups consented to the Senate amendments and the treaties were finally ratified. These treaties which ceded the area of southern Minnesota west of the Mississippi to the government did not go into full operation until February 24, 1852. Reluctant to leave their homes on the lower Minnesota for a reservation on the upper Minnesota, the Mdewakanton were not collected at Little Crow's village for the trip to the Redwood Agency near Ft. Ridgely until September, 1853. The Wahpekute around Faribault were equally reluctant to leave and one small band never did. The bands of the Upper Sioux or Dakota at Lac qui Parle, Big Stone Lake, and Lake Traverse were already near their new reserve. Folwell explained that "by the close of the year 1853 the 'Suland' was nearly empty of Indians" (Folwell 1921-30 1:353,354). This situation must have remained in flux, however, because in May, 1858, the Shakopee correspondent to the Daily Minnesotian complained following the last battle between the Dakota and Ojibwa that, "There are about thirty tepees of Sioux encamped on the east side of town" (May 27, 1858).

This sad chapter closed the Native dominion enjoyed by the Santee, or

Eastern, Dakota bands along the Minnesota River which had lasted for an estimated 150 years. According to an early ethnologist, Frederick Hodge, writing in 1912, the Waupekute and Mdewakanton were at Mille Lacs Lake when the French visited in 1678-1680. According to Hodge, the Mdewakanton moved south ahead of the advancing Ojibwa to the Minnesota River area only after Pierre Charles Le Sueur introduced the fur trade to the area along the Minnesota valley and established Fort L'Huiller at the junction of the Blue Earth and Minnesota rivers in 1700 (Hodge 1912, 1:826-929). At the time of these first French encounters at Mille Lacs, the speculation is that the Wapekute were in the process of breaking off from their relatives, the Mdewakanton (Hodge 1912, 2:890,891). By the time of his 1766 exploration to the upper Mississippi region, Jonathan Carver, a British officer, found the Dakota occupying the entire area along the Minnesota River from its mouth at the Mississippi to its source (Neill 1882:177).

The scant pre-1800 written records that survive indicate that the Eastern Dakota villages noted along the lower Minnesota River dated from ca. 1700-1766 at the earliest. No historian has gone through all the early newspaper accounts to discover other brief mentions of Dakota encampments and villages along the river. For example, a July 14, 1852, account of the steamer Black Hawk's trip up the Minnesota declared that the new town of Chaska "is an old but abandoned Sioux town site" (The Minnesota Democrat July 14, 1852). A Minneapolis Journal article (1917) about John L. Johnson describes his steamboat landing, known as Johnson's Landing, on the west side of the Minnesota River across from Belle Plaine. Johnson recalled: "One of Little Crow's villages was located on our land and I knew the chief well. In this village was old Shuto, who rendered so much valuable service to the whites in the awful Sioux massacre in 1862." This could have been Broken Arm or Lively Spirit's Village or a different and later one.

The major recorded encampments from the mouth of the Minnesota to the area of Le Sueur included:

White Bustard's village (1823): in Hennepin County, possibly on the north side of the river. Later accounts in the 1850s do not mention this village and it is not noted on Taliaferro's 1835 map of the Fort Snelling area. Evidence suggests that the historic references may have been to Black Dog's village and that there was no separate encampment for White Bustard.

Black Dog's village (ca. 1750s-1852): at Eagan, Dakota County, mouth of Black Dog Creek; Mdewakanton Dakota. The 1835 Taliaferro map shows Black Dog's village on the south side of the Minnesota River four miles by water above Ft. Snelling. In 1850, James Goodhue described Black Dog's village as three miles by land from Ft. Snelling "but much more by river." He placed the village on the right bank of the river--"a row of huts and tepees extending along upon the brow of the bluff, say 100 feet high, and distant from the river a few hundred yards. Along the interval between the bluff and the river, upon the warm sandy loam, they had many little patches of corn and beans planted, which some of the squaws were hoeing; and near by, on the right shore of the river,

upon the very bank of it, was Mancloud's [sic] village." (Berthel 1948:185,186). Another account of this village published in Harper's New Monthly Magazine in 1853 describes "huts" and scaffold burials at the village. The housing was made of posts stuck in the ground, covered with bark with one opening which doubled as a door and window with a veranda of bark placed over the door where families would sit and listen to stories and gossip when the weather was bad ("Sketches on the Upper Mississippi" 1853:186,187). Harper's published an engraving of Black Dog's village with the article which shows log gabled-roofed houses. The same account noted that for most of the year, the Sioux villages were deserted while the Dakota were hunting. In those periods, they lived in a "moveable tent or wigwam of buffalo hides" which the writer described as their "chief dwelling" (Ibid.).

Cloudman's Village (1840): In 1839 this band lived near Lake Harriet and Calhoun in what is now south Minneapolis, but moved to the Minnesota River to a safer area because of intensified conflict between the Dakota and Ojibwa. In 1840, the band was living on the Minnesota River, either the north or south bank (accounts vary). The 1850 account by James Goodhue suggests that the village was on the same side of the river ("right bank") as Black Dog's village, but right along the bank. Goodhue described it as "a nest of half a dozen huts and lodges, with small patches of ground, planted with corn and beans, cultivated exclusively with hoes" (Berthel 1848:186).

Nine Mile Creek Village (Penichon's or Pennichon's village) (ca. 1823-1840): Several accounts mention this village at Bloomington in Hennepin County. Mdewakanton Dakota. The 1835 Taliaferro maps shows it as "Penchon's village" on the north side of the Minnesota River seven miles by water from Ft. Snelling. Mary Eastman described the village of Good Road as "on the banks of the St. Peter's about seven miles from Fort Snelling" (Eastman 1849:40). Good Road was around 50 years old at the time. Eastman mentions that his Ojibwa wife was "Old Bets" who narrowly escaped with her life one time in 1848 at the village when the Dakota began telling tales of grievance against the Ojibwa. "Old Bets" became a permanent fixture in the early history of St. Paul toward the end of her life. In 1850, Goodhue described this as Good Road's village, nine miles by land from Ft. Snelling on the east side of the river. It was still known as Good Road's village in 1853 (Babcock 1930:166).

Village near Eagle Creek (ca. 1834): Joseph Nicollet mentioned a village on the south side of the Minnesota River in 1836 while T. H. Lewis of the Northwestern Archaeological Survey in 1882 described a village near the Bloomington Ferry [post office?]. This may be Taoapa (or Tewapa), headed by Eagle Head or Ruyapa. Ruyapa is said to have been an member of the Shakopee band, but having murdered a woman there, left with some relatives and others to start his own village at Eagle Creek (Pond:1986:5-6).

Shakopee's Village (ca. 1834-1853): Either the north side or the south side of the Minnesota River or both over time, this Mdewakanton village was reported by many travellers to the Minnesota River between 1834 and

1853. The 1835 Taliaferro map showed it as 20 miles by water from Ft. Snelling as "Sixes village," but on the north side of the Minnesota River. There is general agreement that it was later around a mile east of the present city of Shakopee, Scott County, on the south side of the river. A good early description of the village was recorded in the Minnesota Chronicle and Register (1850a) following the trip of the Anthony Wayne steamboat up the Minnesota River. The account puts the village on the south side of the river:

At Sha-ko-pe-s village, forty miles by water, above Fort Snelling our boat made its first landing. This is the frontier village of the M'Dewakonton Sioux, and numbers about six hundred souls. It is situated on a high prairie, back from the river about one-fourth mile. The lodges are scattered over the plain, and probably embrace an area of thirty acres. The fields of corn and potatoes are planted adjacent. . . . There is located at this village a mission school and trading house, both very respectable frame buildings. Mr. Oliver Farribault [sic] is the trader. . . . He has the finest garden we have seen in Minnesota.

Although the federal government removed Shakopee's group in late 1853, during the Battle of Shakopee in May, 1858, a reporter described approximately 30 tepees of Dakota encamped on the east side of Shakopee (Daily Minnesotian, May 27, 1858).

Sand Creek, White Sand, or Sand Hills village (ca. 1823-1836): It is not clear precisely where this village was located. Major Stephen A. Long described it in 1823 and the accounts of both Nicollet and Featherstonhaugh in the mid-1830s locate it on the south side of the Minnesota River. There may have been a series of Wahpeton villages in the Little Rapids area either on the Scott or Carver county sides of the river. The same 1850 newspaper account of the voyage up river of the steamer Anthony Wayne, also mentions this village: "In sight of the [Little] rapids is White Sand village, the first community of the Warpeton [sic] Sioux, where our fellow-citizen Mr. [Louis] Roberts, (all success to him!) has recently established a trading post" (Minnesota Chronicle and Register, 1850a).

Little Rapids (ca. 1802-1853): In 1834 Major Talliaferro, Indian agent at Ft. Snelling described the Little Rapids village as having 325 Wahpeton Dakota living under chief Mazomani [Iron Walker] in Scott County near Johnson Slough. In 1834, Mazomani was chief of two Wahpeton bands at Carver and St. Lawrence. The Carver band led an attack on the Ojibwa at Fort Snelling in 1827. Numerous fur posts were located at Little Rapids as early as the late 18th century including the post of Jean Baptiste Faribault in 1826 known as Fort Lewis (Nute 1949:72). Rich Williams, historian at Murphy's Landing, now at Ft. Snelling, has observed that Little Rapids encompasses an area between the upper and lower rapids on both sides of the river where various posts were located, and by extension, Dakota villages (Williams 1992).

Broken Arm or Lively Spirit Village (1830s to 1840): This village was located near Belle Plaine, Scott County, when Nicollet and Featherstonhaugh travelled the river in the mid-1830s. His common

English name, according to the two visitors, was "Broken Arm."

Village of Red Eagle (ca. 1823-1838): Major Stephen A. Long mentioned a "recently established" village that would have been in the area of Henderson, Le Sueur County, in 1823. This may have been the village of Red Eagle, mentioned by Featherstonhaugh in 1835 and Nicollet in 1838.

Prairie la Fleche (1840): This encampment of seven lodges of Dakota might have been one of dozens of transient small villages found along the lower Minnesota River in historic times. It is supposed to have been near the mouth of Le Sueur Creek north of the present city of Le Sueur, according to Martin McLeod, who described it on his trip in December, 1840. Prairie La Fleche, according to an 1852 account, was an area nine miles in length from the present town of Le Sueur on the east side of the Minnesota River extending south to just opposite Traverse des Sioux, by water some 15 miles (The Minnesota Democrat, July 14, 1852).

In an era when present-day sensitivities are much different from historical accounts of 100 to 150 years ago, it is difficult to piece together with any accuracy a picture of Dakota life on the lower Minnesota River. Two examples are worth noting in this regard. The first is from George Featherstonhaugh's encounter in 1835 not too far from Ft. Snelling, probably on the Mississippi near St. Anthony Falls during which he came upon an Indian woman, her son, and several children, a lodge, but no canoe. Featherstonhaugh wished to borrow a canoe to fish. The Indian woman "would not let me stay by her fire. . . because she said her children would be frightened and would cry." The narrator continued:

All this distrust, as I found afterwards, was owing to the ill-conduct of the soldiers and other white men at Ft. Snelling, who often took the canoes of the poor Indians without their consent, and did not return them (Featherstonhaugh 1847 1:254).

The other incident is of the steamer Anthony Wayne, which arrived at St. Paul in June, 1850, with a merry group of St. Louis excursionists accompanied with a small musical band they picked up in Quincy, Illinois. On a lark, they decided to travel up the Minnesota River, a diversion for which the prominent people of St. Paul raised a considerable purse of \$225.00. A military band joined the gay group of merrymakers at Ft. Snelling. The boat got as far as Little Rapids and had to turn around. Steamboats in those days burned wood, usually in 4 foot lengths, which they carried on deck for the boilers. The Anthony Wayne ran out of this fuel on the return trip from Little Rapids. One historian later described what ensued:

The fuel having given out, the boat crew made a raid on an Indian cemetery close at hand, and replenished their stock from the dry poles and pickets there found. This vandalism was probably excused on the found [sic?] of necessity, no other dry wood being available. Be that as it may, it is certain that the steam generated by this funereal fuel soon carried the Wayne and her happy burden home (Hughes 1905 (10:1):135).

Aside from the inherent racism of older historical accounts, there are other problems with the records. Since the object of the present study is an interpretive plan, several items are worth mentioning. Few of these historic Dakota villages have been positively relocated and only one area, around Little Rapids has received scientific attention in the last ten years: this from Dr. Janet Spector, University of Minnesota professor of Anthropology, whose forthcoming book was made available to a limited degree in the course of the present study for the DNR. Because of this, virtually no information is available from excavations which would shed light on the lifeways and seasonal use patterns of the historic Dakota along the Minnesota River. In addition, past disturbances and Euro-American uses along the river have disturbed or destroyed, possibly for all time, information which might otherwise be available to future scientists should some of these sites be positively relocated.

In addition, there are historiographic problems with available sources. For example, no accurate maps to scale have surfaced which would positively indicate where historic Dakota activities occurred. The Taliaferro map of 1835, an otherwise good source, indicates many of the Dakota villages on the lower Minnesota River, but is inaccurate as to scale. Perceptual geography is a problem: contemporary historic accounts tend to exaggerate the distances along the river. Other factors come into play: the river has changed course, what might have been on the north bank might now be on the south; Dakota villages might have moved from the north to south side of the river over time; some Dakota encampments were transitory and were missed by travellers up or down the river at particular times (which accounts for conflicting historical writings); the Dakota themselves left no written records on their locations nor did they record important events by the Gregorian calendar. Tribal history is oral and subject to the same historical upstreaming and inaccuracies as historical accounts, whether written or oral. Verification and cross-checking is difficult in such circumstances. On the other hand, few archeologists who have worked in the lower Minnesota River area have ever consulted Dakota descendants in a serious attempt to gather information not available in Euro-American written sources. Spector's forthcoming book is a decided exception. In addition, many of these historic Dakota sites along the Minnesota River have been destroyed by plowing and other uses over the past 140 years or more regrettably by recent pot hunting and collecting by amateurs. Finally, the picture which emerges from the archaeological record is piecemeal: Section 106 reviews of governmental activities and early archaeological investigations have covered a very small area along the river. The record of investigations is virtually in its infancy.

INTERPRETIVE POTENTIAL OF DAKOTA VILLAGES

The Minnesota River valley has four historic sites which interpret the Eastern Dakota from a white man's perspective: Lower Sioux Agency, Upper Sioux Agency, Fort Ridgely, and Historic Fort Snelling. All but the last are also located on the upper Minnesota River above the present study area. As Nancy Eubanks stated in 1984 after completing a

Roots issue for the Minnesota Historical Society,

When I began to work on the history of Minnesota's Dakota Indians, most of the historic places in southwestern Minnesota commemorated the heroic actions of white people in the Dakota War of 1862. I wanted to tell the other side of the story -- why the Dakota felt forced to go to war, and what happened to them when they did (Eubanks 1984).

This story remains largely untold today. One of the difficulties with interpreting and locating Dakota settlements lies in the difficulty with inaccurate or vague historical descriptions. Further literature work together with consultation with Dakota historians would fill in the gaps and assist in interpreting the story of these early locations.

Little Rapids:

Janet Spector's book, What This Awl Means: Glimpses of 19th Century Dakota Life at Inyan Ceyaka Atowan (Village at Little Rapids), is the only nineteenth century Eastern Dakota community which has been systemically excavated in Minnesota (1993:17). Elden Johnson did some work on the Eastern Dakota at Mille Lacs, but it has not been published. Known fur traders licensed to trade there included Jean Baptiste Faribault as early as 1802 and Louis Robert as late as 1850-51 (1993:146). Spector's in-depth report of the village of Little Rapids describes it as a "summer planting village." This may have functioned similarly to the village of "Little Six" east of Shakopee and several of the other Dakota villages along the lower Minnesota River where various historic accounts mention the planting of crops. The seasonal use of these Dakota communities by their inhabitants also explains why travellers up the river would sometimes describe them as "abandoned," a decidedly Euro-American perspective.

Spector makes several other interesting points worth considering if Carver Rapids is ever interpreted for the Minnesota Valley Trail. We are reluctant to make specific interpretive recommendations on this site, for fear that interpretation may further jeopardize the site by calling attention to it. There may also be resistance by the Dakota, who should be consulted. In connection with the village at Little Rapids, Spector cites Anfinson's (1984) conclusion that mounds were often found in close proximity to Dakota villages and Meyer's (1967:48) description of the years between 1830-1862 as "a period of crisis that was to last thirty years" and end with the U.S. Government-Dakota Conflict in 1862 (Spector 1993:59). One of the most interesting aspects of the Dakota village at Little Falls is the evidence suggesting that Mazomani, as a spiritual leader of his people, may have been justifiably reluctant to see the Reverend Stephen Riggs establish a mission there and that the Little Rapids village was, perhaps, the major Eastern Dakota settlement on the lower Minnesota, which was "off limits" to the Christians. The other interesting notion is Spector's development of the types of seasonal use made by the Dakota at different periods of the year. Seasonal use studies have been increasingly common among archaeologists in the past 10-15 years.

Little Rapids would be a good site to develop the idea that "permanent" settlements in the Euro-American sense are culture-bound "templates" laid down by people who had no understanding of someone else's culture and annual cycles. This then, gets at the heart of the mistaken justification for taking the land where others lived: they weren't "permanent" settlers, so it was all right to help yourself.

Black Dog's Village, and Village at Nine Mile Creek (Penichon's), and Shakopee's Village. The first is located right on the trail if it is where archaeologists think it is. The village at Nine Mile Creek has never been relocated but there are good locational descriptions. It, too, may be right on the trail. Shakopee's village is close to the trail, but has never been relocated. The 1850 newspaper description of this village may place it in the area of the present highway.

VII. MAJOR MINNESOTA RIVER FLOODS

Our study of the lower Minnesota River has attempted to relocate steamboat landings and ferry crossings between Mendota and Le Sueur during field checks. The task has been disappointing in this regard. In addition, many of the historic uses of the river front, especially steamboat landings and buildings along the shoreline, have not been relocated. In the cases of many Minnesota River cities, such as Le Sueur, Henderson, Blakeley, Carver, Chaska, and Shakopee, earthen levees have been built at the river's edge and around the low-lying parts of the cities near the river as flood protection. This activity has not only destroyed the historic appearance of these towns vis-a-vis the river, but has destroyed much of the evidence of human activity from the first 100 years, especially the first 30 early years of settlement. The river itself has silted in and crested over many historic points during record floods, which have been numerous as the following list suggests.

June, 1822:

The first recorded flood found was described by Colonel Josiah Snelling, commandant of Ft. St. Anthony (Ft. Snelling) in 1822.

Snelling wrote:

"for the first twelve days in June we had a constant succession of thunder storms, on the 13th the St. Peters having passing it's [sic] banks overflowed all our fields and gardens on the Bottom, after rising eighteen feet above its ordinary level, it remained stationery three weeks, by which every trace of vegetation was destroyed" (MH 1965 39:251).

The June, 1822 flood inundated the improvements which Jean Baptiste Faribault had made at the Minnesota River's mouth on Pike Island at a heavy loss to Faribault who suffered the destruction of several cabins and some acres of ground under cultivation (Neill 1882:286). This flood "carried off or destroyed all [Faribault's] moveable property" on Pike Island (Sibley 1880:177).

1826: J. B. Faribault moved to a plateau of the east bank of the Mississippi (at Mendota) and built a store house and dwelling above what he thought was the high water mark. In 1826, "the ice gorged above [Ft. Snelling] to such an extent that the river rose many feet beyond the highest mark previously known, and when the barrier gave way under the enormous pressure, the torrent carried with it Faribault's buildings and their contents, and his stock of animals." Henry Sibley recalled that "no such flood as that of 1826 has ever occurred in this region, if the testimony of the oldest Indians, and of white men who had been fifty years in the country is to be credited (Sibley 1880:177).

This same spring flood is mentioned by Major Lawrence Taliaferro, Indian Agent at Fort Snelling, who in April, 1826, walked up to Land's End, the post of Mr. Lamont, and found him "turned out of nearly all his houses, by the unusually high water -- Some of his buildings were mostly covered [sic] with this element." Taliaferro also mentions that

the St. Peter's was still on the rise and that the ice at the mouth of the river and the Mississippi had "taken off all the Houses" there (Taliaferro Papers n.d. 7:[April 1826].

1850:

According to Holcombe and Bingham (1915:92): "The summer of 1850 was long noted as a season of high water in Minnesota. The Mississippi, the St. Peter's, and all other streams were at flood tide for weeks. This is why steamboat navigation on the St. Peter's and to St. Anthony, and even above the Falls, was rendered easy." This flood does not appear in most early histories of the area because there were so few settlers along the lower Minnesota River at the time to experience damage.

1852:

According to Neill, the first settlers of Sibley County were two French Canadians from St. Paul, Hycinthe Cmairaud (Cameron) and Esdras Beleveau, who came up the Minnesota River landing at Henderson on May 12, 1852, on "the only dry spot they could find, as their coming was at the time of a great flood (Neill 1882:411)." Henderson townsite was apparently low at first. In 1853, "Hendersonians had been forced, by the unceremonious flood, to abandon house and home, and bivouac upon the only gondola they posses, vulgarly called a flat-boat" (Minnesota Democrat, April 27, 1853).

1857:

Flood of Minnesota River Valley (MH 1931 12:210). This was the first high water on the river experienced by many of the early settlers. One account describes the Dakota as knowing enough not to settle on the flood plain of the Minnesota. But the first settlers did not realize how high the water could rise until the 1857 flood. Since agriculture among the settlers was in its infancy, the crop loss was low, but the waters swept away first homes and livestock, and buildings close to the river in the early towns of San Francisco, Shakopee, Henderson, and Le Sueur (Working 1931).

1861:

The Spring opened with a big flood on the Minnesota River which older traders and Indians claimed was the most serious on the upper river since 1821 [sic. 1822?], but by June, the river had dropped so low as to cause the suspension of commercial navigation above Little Rapids (Hughes 1905 (10:1):148).

1862:

This flood was described as "a nineteen-foot rise in the river" during which the Minnesota River "did not follow the regular channel, but cut right across bends and points, so that most of the time the current was setting squarely across the river" (Merrick 1909 in MH 1927 8:278-279; Hughes 1905 (10:1):149).

1863:

The town of San Francisco, laid out in 1854 on the Minnesota River in Carver County, was abandoned after the 1863 flood swept away the forty

foot warehouse belonging to townsite promoter William Foster and several other buildings (Neill 1882:373). Like 1862, the Minnesota River rose in 1863 at Chaska In mid-March it was rising at the rate of a foot a day but the crest there came well below flood level (Barac 1976:91).

1867:

At Chaska flood waters came to within a half inch of 1862 levels and the Chaska levee was completely submerged. Several businesses on Levee Street in Chaska or immediately adjacent were forced to close. Goods on the levee were lost to the flood waters (Barac 1976:91). The flood of 1867 began on the upper Minnesota River and its tributaries, the Cottonwood, Blue Earth and Le Sueur rivers. A great many snags washed into the Minnesota River and it changed its course at one point as a result of these flood waters (Davis 1868:71,72).

April, 1881:

Many towns along the Minnesota River reported dangerously high water (MH 1927 8:279). The roads in Sibley County, especially along the river, were severely damage by the 1881 flood, where the Minnesota River overflowed its banks 17 feet above the low water mark and three feet above the high water mark that any of the early pioneers could remember to that time. This flood washed away a large portion of the road between Henderson and East Henderson (Neill 1882:414). The City of Chaska was transformed into a "typical Venice." The 1881 flood at Blakeley was so high that it came to within 18 inches of the iron joists on the turn bridge at the town. Steamers were able to cut across the meadows at Blakeley in order to shave distance off their trips from Mankato to St. Paul (Blakeley Bicentennial Committee 1976:82,83

April 18, 1888:

Some \$60,000 of damage was done at the village of Jordan, caused by melting snow. It was the highest water in Sand Creek since Jordan was founded in the early 1850s (Anderson 1979:166).

1907:

Another record flood year at Le Sueur (LeSueur Bicentennial Book Committee 1977:108).

March, 1936:

Flood waters were up to within six feet of the records set in 1881 and 1907 at the city of Le Sueur (Le Sueur Bicentennial Book Committee 1977:108).

April, 1952:

Record flooding was experienced on the Minnesota and Mississippi Rivers (Merritt 1979:350). A sign at Highway 101 at Shakopee marks the flood crest at this bridge over the Minnesota River. The water was also very high at Bloomington Ferry.

April, 1965:

Ray Merritt records that,

"The most extensive flooding over the whole [Minnesota River] district occurred in 1965. . . . The flooding was caused by deep frost, a widespread snow cover containing up to eleven inches of moisture, a late spring thaw and heavy rains in April. . . . The Minnesota River rose seventeen feet in three and one-half days at Mankato and crested at 29.09 feet on April 9. The lowest recorded flow at Mankato was 26 cfs in January, 1934. In the 1965 flood, 94,100 cfs swirled through the city. . . . Carver on the Minnesota experienced a 117,000 cfs flow (Merritt 1979:349,350). At Blakeley, the water rose about 13 feet above the bridge deck on April 11. Ten families at Blakeley were forced to leave their homes and the village of Blakeley was almost completely cut off from its surroundings when high water blocked most of the roads in and out of town (Blakeley Bicentennial Committee 1976:83).

INTERPRETIVE POTENTIAL FOR FLOODS ON THE LOWER MINNESOTA RIVER

The subject of floods on the Minnesota River was not initially planned. It developed as a natural outgrowth of the literature and records search, mostly the literature search. In the early Euro-American period, flooding on the lower Minnesota was a decided factor in the post-1850 settlement of the valley. Floods wiped out the settlement at San Francisco and thereby provides an opportunity for interpreting one of the factors which contributed to towns which never "took off." Periodic flooding on the Minnesota River also explains the lack of certain types of cultural sites or their vestiges immediately adjacent on the river and the Minnesota Valley Trail: early farms, vestiges of frontier ferry crossings, mills, and steamboat landings.

Flooding and the human response to periodic floods has not been interpreted so far in Minnesota. The lower Minnesota River appears to offer an opportunity to do so with signage at appropriate spots along the trail. There are two good contemporary accounts about the 1826 flood on the lower Minnesota River at Land's End and Pike Island. The 1857 flood hit hard at Le Sueur, Henderson, San Francisco and Shakopee. San Francisco townsite was wiped out by the 1863 flood. Any of these areas would be appropriate to interpret periodic flooding on the lower Minnesota. As the DNR trail runs through Johnson's Slough on the Carver County side of the river in Section 31, signage could be installed indicating that San Francisco was less than a quarter mile away on the west side of the river. Several bridges in the Belle Plaine to Shakopee area mark the maximum elevations of Minnesota River floods. In old Berma Shave road sign style, the DNR trail east of the Chaska Swing Bridge, west of city of Shakopee, or between Henderson and Le Sueur could be used to install metal posts with the date and elevation of the record floodwaters. These could be spaced in 50 foot intervals along the trail where the trail has no good vistas of the river itself.

VIII. LOWER MINNESOTA VALLEY TRAILS AND ROADS

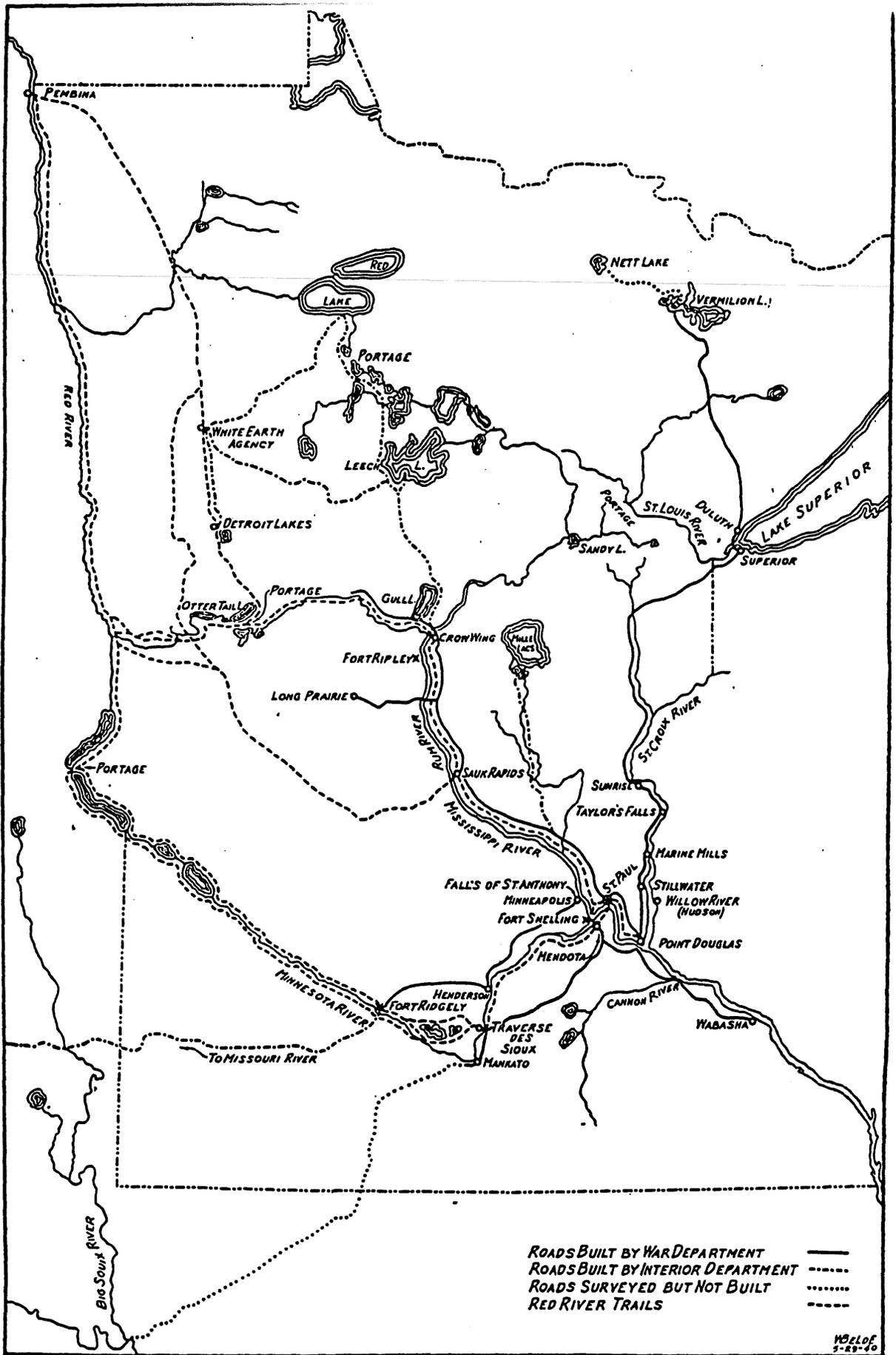
Sources of information on trails along the Minnesota River which eventually turned into roads used by the European and American settlers is widely scattered. What is needed is a book like The Red River Trails by Gilman, Gilman and Stultz (1979) which would carefully map the various branches and provide maps over time to show changes and location shifts. Such a book would be especially useful in assessing the relative importance of Minnesota River crossings, from ferries to bridges to major highway crossings on the river today.

The Minnesota Valley Trail along the south side of the Minnesota River was the earliest of the several Red River Valley routes and the principal one used in the 1840s and 1850s until supplanted by the two shorter northerly routes, the Middle Trail and the Woods trail. The Minnesota Valley trail was safer in bad weather because the river was a marker and it was more populated with Indian villages, and later with missions and government agencies or forts. The territory through which it passed was controlled by the Dakota, and the route provided water and wood for almost the entire distance (Ibid.). These oxcart trails along the Minnesota River which carried furs south to Mendota and Ft. Snelling followed Indian paths which had been used since earliest times and "it is impossible to define at what point they developed into cart trails. As the commencement of cart traffic is obscure, so its termination is clouded by the fact that most of the trails became government roads during the 1850s (Ibid.).

At settlement, say by 1850-55, the river was itself a natural way of travel west from St. Paul and Mississippi River settlements, as it had been for thousands of years. But, as Neill noted (1882:293):

Settlers found steamboats so irregular in making their trips, that after waiting several days for a boat which was advertised to leave St. Paul in a few hours, they would start on foot."

Neill continued by noting that new settlers found the trails along the Minnesota River well directed, a fact he credits to the Native American instincts. Neill was probably speaking of the south side of the river rather than the less travelled north side. The first difficulty with the Minnesota River area was that it lay in the heavily timbered "Big Woods" whose cover obscured the view in all directions making the search for homestead sites difficult. However, the Dakota Indian villages which dotted the valley had associated trails which not only followed the river, but branched out at various points "furnishing paths to the finest lakes and openings, thus conducting settlers to the most eligible points for locating farms" (Neill 1882:292,293). Peter Pond described the Minnesota River in the late eighteenth century as muddy and having no fish. Certain early paths used by the Dakota might have reached to some of the lakes where settlers later reported that fishing was very good. The early settlers used these existing routes which they kept open and enlarged into roads which passed oxen and carts or wagons and eventually became the highways of the country. These major trails or early roads were mapped by the original government land surveyors between 1853-1855 in the Lower Minnesota



FEDERAL ROADS AND RED RIVER TRAILS

Larsen 1940:228

Valley and shown on the Trygg composite maps of the original government land surveys in the area.

The Red River trails in the Minnesota River Valley branched out almost due east at and north of present day New Ulm, various branches passing around Swan Lake, Middle Lake, and Timber and Goose lakes, rejoining the Minnesota River in the areas of present-day St. Peter and Traverse des Sioux. Ox carts rarely travelled down river of Traverse Des Sioux because the countryside ran through the "Big Woods," which was swampy, humid, and hilly, making cart traffic difficult (Gilman et. al. 1979:51). Travellers were also plagued by mosquitoes. From present-day Ottawa south of the City of Le Sueur, the trail ran on the south side of the Minnesota River up to a point east of Shakopee where there was a good ford, probably in the area of present-day Bloomington Ferry. Branches diverged along both the river bottoms and the prairies on top of the bluffs along the river. At this point, the cart routes could follow either the north side of the river if their destination was Ft. Snelling or St. Paul, or the south side of the river if their destination was Mendota (Gilman et. al. 1979:50-54).

The routes the settlers used in the opening years of the 1850s followed the Red River trail in most respects, but Martin McLeod described early improvements as smoothing out the "continual meanderings" of the trail while sticking nearly parallel to the Minnesota River on its south side. From a trail which had been virtually impassable to wheeled vehicles in 1840 between Mendota and Traverse Des Sioux, the route had been surveyed along the south side and mail service was initiated to supplement steamboat traffic by 1854. Today this early road generally follows Highway 169 from Le Sueur to Shakopee (Gilman et. al. 1979:52). This was the first government road in the area and the first stage line was established along this route in January, 1853.

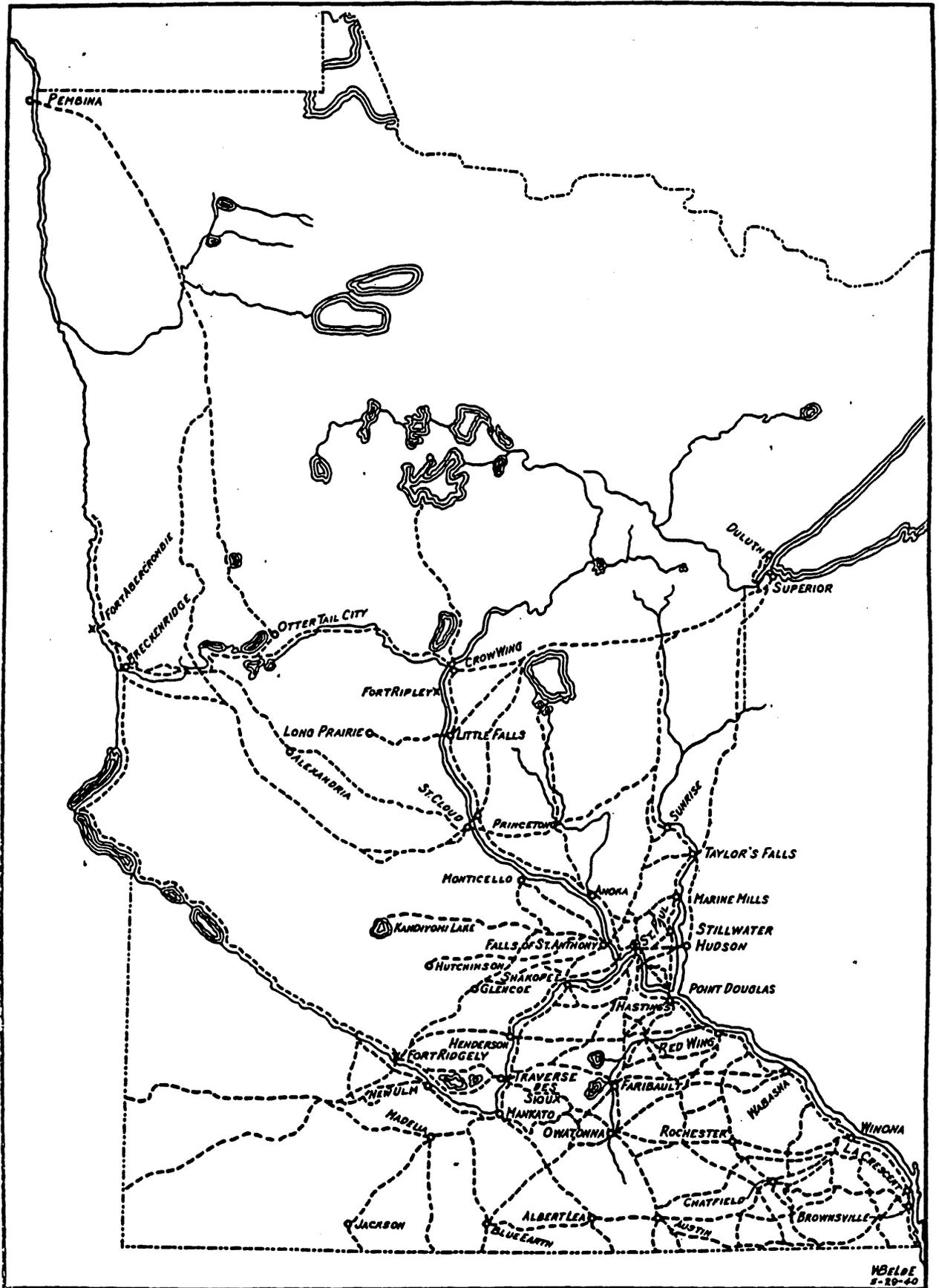
Another road, one of Minnesota's first five military roads, known as the Dodd Road, was surveyed northeast from Iowa to Mendota. It was originally funded with a congressional appropriation to connect the Mississippi and Missouri Rivers, surveyed in 1853 by Colonel Abert and Captain Jesse Reno, and known as the Mendota-Big Sioux River Road. Coming from the southwest, it hit the Minnesota River at Mankato, ran along the east side of the Minnesota River into Le Sueur County. Above Kasota, the road turned more easterly and struck a road cut by Captain William B. Dodd during the Spring of 1853. Dodd and St. Paul businessmen had solicited contributions from settlers in the Minnesota River valley who were impatient with the delays of the military and struck their road to St. Paul touching the southeastern corner of Scott County, to Lakeville in Dakota County, through Rosemount, to join the Mendota-Wabasha Road six miles south of Mendota, and on into St. Paul (Singley 1974:39-42). This road, however, was well south of the river towns on the lower Minnesota River above St. Peter and became more important to the story of settlement farther south and upstream.

According to Neill, biographer of the early Minnesota River Valley, a settler leaving St. Paul had two choices in travelling to the area of the lower Minnesota River Valley. He could take the road from St. Paul

to the Mississippi, cross on the Ft. Snelling ferry, cross the Minnesota River on the Mendota ferry to the south side and follow the trail southwest along the Minnesota past Black Dog's village, Eagle Head's village near Hamilton (present-day Savage) where Louis Robert and William Murray [Murry?] had a post in 1852 and branch south along what is now the Credit River (south of Savage) into the heart of Scott County. The other alternative was to cross the Ft. Snelling ferry and remain on the north side of the Minnesota, cross at the Bloomington ferry and travel west to Shakopee or cut off on a branch about five miles east of Shakopee and head south. Travelling through Shakopee another branch ran south in the area of Belle Plaine (Neill 1882:293).

By October 6, 1853, the first stages were running between St. Paul and Shakopee (Neill 1882:299) and Major Richard Murphy shortly after built his stone inn at Murphy's Landing a mile east of Shakopee on the south side of the Minnesota River to accommodate the travelling public. Farther west on the south side of the river, the townsite promoters of St. Lawrence in Scott County built a four story stone hotel in 1857 which accommodated stage road and steamboat traffic (Neill 1882:326). In 1860, Shakopee's dependence on the stage line and steamboats left the city virtually isolated during low water or during the winter months. Raw products couldn't get out nor finished products in. This situation remained until the railroads reached Shakopee in 1871. The stage line in 1853 ran from St. Paul, across the Mississippi River by ferry, past Fort Snelling and west to Bloomington Ferry, and across the ferry. From there, the stages followed the south side of the river, through Shakopee and down to Le Sueur, across to St. Peter, and then up to Mankato and Fort Ridgely. In 1855, another stage route was organized from Winona west to St. Peter and in 1856 another connected Red Wing to St. Peter, greatly aiding settlers in Le Sueur County (Randen 1977:82).

On the north side of the river, the situation was very different. As part of the "Big Woods" the area of present-day Carver County was a dense forest and the settlers found no roads. They were forced to build their own, but were initially severely restricted in their travels on that side of the river. At first the settlers in Carver County used the trail on the south side of the Minnesota River, recrossing at Bloomington Ferry to the north side and the road which led to Minneapolis and St. Paul. As settlement pushed out, another road led to the town of San Francisco, now a ghost town, but an important landing at the river in the early days. Another early route led north from Chaska to the area between Waconia and Lake Auburn. Other trails led north around swamps and lakes to Young America, Camden, Watertown, Lake Waconia or Lake Minnetonka. In 1856, a stage and mail route was established from St. Paul and St. Anthony to Glencoe and Hutchinson via Chaska and Carver. This was run by Montgomery Burfield. A rival and much larger stage line, by J. C. Burbank and Company obtained the mail contract. This firm operated stage lines on both sides of the Minnesota River and serviced early settlements. On the north side of the river, early roads radiated from Chaska and Carver (The Southern Minnesotan 1931b). On the south side they radiated from Shakopee and linked the towns on the south side of the



THE MINNESOTA ROAD SYSTEM OF 1860

Larsen 1940:236

river together.

Another important road was the one which was located from Henderson to Ft. Ridgely when the fort was established in 1853. Walker's Landing on the Minnesota was established in 1852 and later became known as Faxon. The westward trail in Sibley County was first known as "Walker's Landing to the Fort Ridgely Trail," but when Joseph R. Brown founded Henderson in 1853, the trail became known as the "Henderson to Fort Ridgely Trail (Reddemann 1976:1)." This road ran west to the fort having been located by Henderson pioneer, Joseph R. Brown. Ultimately called the Ft. Ridgely to Henderson Road, this military road made Henderson an important depot on the Minnesota River in the 1850s (Gilman et. al. 1979:43,52; Neill 1882:411). Henderson became in the 1850s and 1860s the main entry point into the country for settlers heading west and southwest from the Minnesota River (Johnson 1987:8). In 1857, Minnesota received a federal appropriation for several military roads, one which was to be built from St. Anthony to Fort Ridgely. The Fort Ridgely to Henderson Road was part of this longer route. As soon as it was surveyed, contracts were let for the removal of timber and general improvements as provided by federal law. The work was begun in July, 1857, and the road was completed in the fall of that year (Jackson 1952:68). This became the early major road on the north side of the Minnesota River.

INTERPRETIVE POTENTIAL FOR TRAILS AND ROADS

Red River Ox Cart Trail "Minnesota Valley Trail:" Between Le Sueur and Henderson the DNR projects a route on the west side of the river. The Red River trail was on the east side, so this is not a good area for interpretation. The trail stayed well back from the river, but when through Belle Plaine and Shakopee, although not exactly where the DNR trail is projected to go. The ox cart trail probably went north and east through the area controlled by the St. Lawrence DNR unit, staying well-back from the river went through the Sand Hills area just west of Thompson's ferry in Sand Creek Township, Scott County. Unfortunately, attempts have never been made to relocate vestiges of the trail in this area. From Shakopee into Mendota, it stayed well south of the DNR trail. The best possibilities for interpretation would be at Belle Plaine and Shakopee, at the St. Lawrence unit or around Thompson's ferry.

Ft. Ridgely Military Road: At Henderson, the DNR trail is on the west side of the river. There is a DNR boat access point on the north side of the Henderson bridge at Highway 19. This is the only opportunity on the DNR trail to interpret the Ft. Ridgely Road.

Chaska Ferry Road, Scott County: See the chapter on ferries for this City of Chaska-funded road on the south side of the river in Scott County which parallels part of the Department of Natural Resources Minnesota Valley Trail.

IX. NAVIGATION AND COMMERCIAL STEAMBOATING

According to The Red River Trails, "in the Minnesota Valley, the original avenue of travel was the Minnesota River itself," which was easily navigable for canoes and keelboats, unlike the Red River of the North (Gilman et. al. 1979:43). In wet years, the river was navigable from Mendota upstream to Lac Qui Parle and in dry years to Patterson's Rapids in Renville County or to Traverse des Sioux in Nicollet County.

Steamboats were not the first vehicles on the Minnesota River. Canoes provided transportation for freight and passengers as early as the Native Americans ventured upon its waters. Canoes used in the fur trade were larger than the standard 15 or 17 foot aluminum ones familiar to most people today. George McLeod brought down forty bushels of potatoes and a crew of five on the Minnesota River in 1853 in a canoe 25 feet long and 44 inches wide hollowed out of a single huge cottonwood tree (Minnesotan, May 7, 1853).

Fur traders used fleets of canoes and Mackinaw boats on the river and canoes continued in use after the boom of European settlement in the 1850s. Mrs. Stephen Riggs, wife of a famous missionary to the Dakota, described the Mackinaw boat of Philander Prescott on which she ascended the Minnesota River in 1837 as about 40 feet long and eight feet wide, capable of carrying up to five tons and manned by a crew of five, one to steer and four to pole. The trip took five days of travel from Mendota to Traverse Des Sioux using oars as far as Little Rapids and poling the remainder of the way (Hughes 1905 (10:1): 133).

Mackinaw boats were open vessels varying from 20 to 50 feet long and four to ten feet wide capable of carrying from two to eight tons burden. They could be propelled by either oars or poles depending on water conditions and carried a crew of five to nine men. One sat in the back and manned the rudder while the others arranged themselves along a plank from stem to stern and poled the boat on either side. In 1835, it took Dr. Thomas Williamson's family nine days to make the trip from Mendota to Traverse Des Sioux in a Mackinaw boat of this type (Hughes 1905 (10:1):132). In comparison to steamboats, the Mackinaw boat was very slow. On its maiden voyage up the Minnesota River in 1850, the steamer Anthony Wayne made its way up to Little Rapids and ran into "a Mackinaw boat belonging to the American Fur Company, upward bound, which had left Mendota three days before [emphasis in the original]. We had made the distance, sixty miles, in precisely six hours" (Minnesota Chronicle and Register, 1850a). In 1852, Sibley's operation at Traverse des Sioux was also using keel boats to get up and down the Minnesota from Mendota, but as one eyewitness observed, "Now that we have a regular packet steamer on this river, the keel and Mackinac boats will hang up the fiddle and the pole [sic?], gracefully surrendering to the democracy of steam" (The Minnesota Democrat, July 14, 1852).

The first steamboat, the Virginia, made its maiden voyage up the Mississippi River to Ft. Snelling, or at least to the mouth of the Minnesota River in 1823, but this was merely an isolated trip. Without

actual settlers, commercial steamboating on the Minnesota River itself did not begin in earnest until 1850 and it occurred almost simultaneously along the entire length of the lower river: regular steamboat commerce commenced between St. Paul and Mankato in 1853. The growth of steamboating was phenomenal. An 1857 account described the rapid development of this new entry on the river:

In 1851, three boats went up the Minnesota River, and in 1852, one boat ran regularly up that stream during the season. In 1853, the business required an average of one boat per day. In 1854, the business had largely increased, and in 1855, the arrivals of steamers from the Minnesota, amounted to 119 [at the St. Paul levee alone] (Andrews 1857:168).

Steamboating on the Minnesota thrived into the beginning of the railroad era "with the greatest number of boats, 413, being recorded in navigation season of 1862, the year of the state's initial train run" (Prosser 1966:1-2; Hartsough 1934:114). It was a brief but busy interlude in the history of the Minnesota River. By 1871 with only four steamboats on the river, the steamboat traffic had all but stopped and the railroads took over as the principal mode of moving goods and people into and out of the lower Minnesota River Valley.

Minnesota did not build its first railroad between Minneapolis and St. Paul until 1862, four years after statehood, as much because the Panic of 1857 delayed railroad construction in the state as any other reason. Before this, the rail head was at Galena in northwestern Illinois. Travellers and settlers to Minnesota boarded Mississippi river steamboats for the trip up to St. Paul, the major point of debarkation. An analysis of arrivals at the St. Paul levee in 1857 indicated that most of these boats came from Galena or were on their way to the Minnesota River: a full 292 bound for the Minnesota River that year (Hartsough 1934:100,101). It was the rapid expansion of settlers on the west side of the Mississippi after the treaties of Mendota and Traverse des Sioux in 1850 and 1851 that created the overwhelming demand for steamboats on the upper Mississippi River and its principle western tributary, the Minnesota.

The steamboats on the Minnesota were of shallow draft and smaller than the boats which navigated the Mississippi River, because of the shallow and relatively narrow nature of the Minnesota River. The Black Hawk, built in 1851 at Rock Island for the Minnesota River trade, was a sternwheeler 130 feet long and 21 feet wide with a draft of 17 inches. She had 30 staterooms, 60 passenger berths, and could carry 130 tons. The Black Hawk travelled as far as the new townsites of Mankato and St. Peter four times during the 1853 season, but in years of low water on the Minnesota River, for example, 1854, 1855, and 1856, few boats were able to negotiate the Little Rapids area (Hughes 1905 (10:1):138-140). Because of continuing problems with low water and an increase in freight trade both into and out of the Minnesota River Valley, steamboat operators built boats especially for the Minnesota River trade. The Freighter tried to navigate the entire Minnesota River in May, 1959, to Big Stone Lake. It was 137 feet long and 20 feet wide

and at 95 tons, only drew 12 inches of water (Merritt 1979:219). In 1865, the Mollie Mohler was put into service at 125 feet long by 22 feet wide with cabins for 65 passengers. The Julia, a sternwheeler, measured 141 feet long by 28 feet wide, drawing only 17 inches of water and carrying up to 300 tons. The H.G. Gray, built on the St. Croix in the spring of 1863 was 139 feet long, only 19 feet wide, and drew only 14 inches of water (Hughes 1905 (10:1): 153).

Navigation on the Minnesota River was fraught with a myriad of problems for the owners, captains, and passengers on the river. There were many natural hazards and some man-made ones, too. Low water in dry years meant that many of the steamboats could not negotiate around Little Rapids, which made Carver, Chaska, and especially Shakopee major depots for freight and passengers. Some boats only plied the upper river above Little Rapids reshipping at Little Rapids. In 1865, for example, the number of steamboats arriving at St. Paul from Carver and Little Rapids was 150, but the St. Paul arrivals from steamboats above the rapids as far as Mankato was only 40 (Hughes 1905 (10:1):153). By the late 1850s and early 1860s, the demands of freight transportation were imperative as the surrounding countryside became settled. Temple and Beaupre of St. Paul met the increased demands to haul freight by placing four barges in service from Mankato to Little Rapids in 1863. Pulled by small tugs, these boats could pass Little Rapids and deliver their cargoes to points on the Mississippi River. As the 1860s wore on, steamboats were increasingly used only on the lower Minnesota below Little Rapids (Hughes 1905 (120:1):152). Because of generally lower water in the river by midsummer, the navigation season for commercial steamboats above Little Rapids was only a few months. In 1862, the length of navigation between Mankato and St. Paul was April 13th to July 20th, three months and seven days. Below the rapids, navigation continued until late November. Even in 1861, a year of high water in the Spring, navigation had to be suspended above the rapids by the end of June because of low water (Hughes 1905 (10:1):148,149).

Other natural river hazards abounded as well. As Mildred Hartsough observed about early navigation in the upper Mississippi watershed, "The thing that astonishes anyone who knows these rivers at the present time is that a paddle wheel could turn over in them (1834:98). Although steamboat companies published schedules, these were impossible to adhere to. Steamboats would get tangled in overhanging boughs, have one or both smokestacks knocked off, sit on sand bars for hours, tie up to a tree to repair damage caused by a snag. In 1850, the Nomonee struck a sand bar that delayed the trip for three hours (Minnesota Chronicle and Register (1850b)). Passengers generally took all in stride and waited for the trip to resume by picnicking, going for a walk, or sitting on a bank telling stories or visiting (Hughes 1905 (10:1):143). Steamboats frequently overheated, exploded, sank, and rammmed each other as well.

The government first surveyed the Minnesota River in 1866, but the report of Majors G. K. Warren and A. Stickney was not published until 1875. The Corps had in mind the removal of boulders, snags, and sawyers or cut lumber, in the Minnesota. In the oldest project of the

St. Paul District Corps of Engineers, Congress appropriated money to remove impediments to navigation on the Minnesota in 1867. Between 1867 and 1881, the federal government spent almost \$117,500 in snagging operations between Mankato and St. Paul (Merritt 1979:219). In 1874, Major Francis Farquhar of the Corps examined the Minnesota and recommended the construction of six locks and dams, including a major one at Little Falls. This plan was never carried out because commercial navigation had all but ended on the Minnesota by then, replaced by the railroads (Merritt 1979:220).

While navigation on the Minnesota River was a risky business venture, it was an essential one to the settlement of the Minnesota River valley. Speaking of just the first six years of commercial steamboating on the Minnesota River, the editor of the St. Peter Courier, on June 3, 1857, observed:

We can gather some idea of the vast importance of steamboating to the Minnesota valley, when we reflect that these boats have transported along this valley 150 tons each, in their upward trips, or 7,500 tons, exclusive of passengers. This freight transported in wagons from St. Paul, at one dollar and fifty cents per hundred, would cost the sum of \$225,000, while the cost by steamboats would only, at 40 cents per hundred, amount to the sum of \$60,000, a saving to the freighters of \$165,000 since the opening of navigation (Petersen 1930:135).

Goods loaded at the levee in St. Paul and sent up the Minnesota River to settlers in the early 1850s included dry goods, groceries, assorted merchandise, clothing, boots and shoes, hardware, farm implements, books and stationery, drugs, paints, oil and glass, iron and nails and miscellaneous items, over \$390,000 in these items was shipped from St. Paul in 1853, a veritable catalogue of goods needed by new settlers in the trans-Mississippi region. The establishment of Ft. Ridgely in 1853 further increased steamboat trade which brought over \$400,000 of business to boat owners in trade with the Indians and government contracts (Petersen 1930:130). The U.S.-Dakota Conflict of 1862 brought additional business to owners who received government contracts to transport soldiers to Ft. Ridgely and equipment and supplies to Henderson where it was carried overland to the fort.

Unreliable water levels caused commercial freight to depend more and more on barges on the Minnesota River during the steam boat era of the 1850s and 1860s. Barges were often poled "the old way" between Mankato and Little Rapids or pulled behind steamboats, or pulled by smaller more maneuverable tugs. Most could carry 10 to 12 tons each and were crucial in the pre-railroad settlement of the Minnesota Valley. At first, freight was taken into the valley from St. Paul, but as settlers planted surplus crops and began industries along the river, crops and other cash-convertibles were sent out of the valley via the river. The first bulk shipment of wheat, 4,000 barrels, was taken down the Minnesota River in June, 1861 on barges and shipped directly to LaCrosse. A year later, over 60,000 bushels of wheat was shipped from Mankato. As the first cash crop of the frontier, wheat became the principal export of the valley in the 1860s (Hughes 1905

(10:1):148,149,151). A partial inventory of what was sent out of the Minnesota River Valley in 1865 included 20 barges each loaded with 200 barrels of lime from Shakopee, 97 barges loaded with wood averaging 40 cords each, and an unknown number of thousand of barrels of wheat. The St. Paul levee did not keep figures on wheat because most cargos of this commodity were shipped directly to LaCrosse or Prairie du Chien, but wheat shipments by 1866 totaled over 688,641 bushels from the principle points on the river: Shakopee, Chaska, Carver, Belle Plaine, Faxon, Henderson, Le Sueur, Ottawa, St. Peter, and Mankato (Hughes 1905 (10:1):153,154).

Two accounts convey the flavor of steamboating on the Minnesota River in the 1850s and early 1860s. The first is from Mary Jane Hill Anderson who travelled by steamer from St. Paul to Bloomington Ferry with her three children, ages four, two, and three weeks old. Emigres to the United States, the family was bound for a new homestead in what became Eden Prairie. Her husband travelled by land from St. Paul with their livestock. The year was 1854. After Mr. Anderson put his family on a small steam boat which plied the Minnesota River to Bloomington Ferry, Mrs. Anderson wrote:

Our trip up the river was uneventful. Our boat was so small that freight had to be distributed carefully or it would tip over. Frequently the passengers had to run from one side to the other to balance it. Several times on that short trip the boiler sprang a leak, causing panic among the passengers. It was patched up as well as possible each time with bags of sand tied around the break. After many delays the boat reached Bloomington Ferry three and a half days after we started. . . . The boat went on as far as Shakopee, but on the return trip it sank. Wasn't that a narrow escape for us (Anderson 1979:23,24).

The other is from American writer Henry David Thoreau, who travelled up the Mississippi River by steamer to Minnesota in search of health in 1861. The author was capable of waxing poetic over the splendid vista of Lake Pepin, but on his trip by steamboat up the Minnesota River, he got down to brass tacks, describing in a letter of June 25, 1861, to his East Coast editor the rigors of travel by water on the Minnesota River:

Generally you could not see a quarter of a mile of water, & the boat was steadily turning this way or that. At the greater bends, as the Traverse des Sioux, some of the passengers were landed & walked across to be taken in on the other side. Two or three times you could have thrown a stone across the neck of the isthmus while it was from one to three miles around it. . . . In making a short turn, we repeatedly and designedly ran square into the steep and soft bank, taking in a cart-load of earth this being more effectual than the rudder to fetch us about again; or the deeper water was so narrow & close to the shore, that we were obliged to run & break down at least 50 trees which overhung the water, when we did not cut them off, repeatedly losing part of our outworks, though the most exposed had been taken in. I could pluck almost any plant on the bank from the boat. We very frequently got aground and then drew ourselves along with a windlass & a cable fastened to a

tree, or we swung round in the current, and completely blocked up & blockaded the river, one end of the boat resting on each shore. And yet we would haul ourselves round again with the windlass & cable in an hour or 2, though the boat was about 160 feet long & drew some 3 feet of water, or, often, water and sand. It was one consolation to know that in such a case we were all the while damming the river & so raising it. We once ran fairly on to a concealed rock, with a shock that arouse all the passengers, & rested there, & a mate went below with a lamp expecting to find a hole, but he did not. Snags and sawyers were so common that I forgot to mention them (Jones 1962:107,108).

The Minnesota Valley Trail goes by uncounted steamboat landings. Each town had a least one. Le Sueur had three in the 1850s. Because Shakopee was the largest city in terms of population on the lower Minnesota River and because freight often had to be unloaded there during periods of low water when the steamers could not negotiate through Little Rapids, it had a very long landing. One description of the levee in Shakopee is of interest:

On the original plat which was made by Mr. R. Lewis, who surveyed the townsite in 1852, all land between Spring Street and the river was public levee, but in the new plat the levee was confined to a narrow strip along the river commencing a block below the bridge and extending a distance of seven blocks up the river. The remainder of the original levee was platted into about fifteen blocks of some 150 lots. As these lots on the river bottom were valued at from \$200 to \$500 apiece, and in 1856 and 1857 actually sold as high as \$500 in gold, the replatting was largely profitable to Messrs. Holmes and Fuller, townsite owners (Melville 1891).

Historical accounts lack any direct evidence that the numerous steamboat levees were "improved." Historical steamboat photographs at the Minnesota Historical Society suggest that most levees were simply solid earthen banks of the river itself. As noted earlier, steamboats had very shallow drafts and many could just about pull abreast of the bank to load and unload passengers and freight. However, every steamer also had a long wooden gangplank, at least 20 feet, and often stopped midstream in periods of low water and simply extended the gangplank to the shore. Concrete, of course, did not come into common use until after 1910, but heavily-used early levees or landings may have been shored up with wood cribbing or boulders -- a sort of rip-rap -- in order to stabilize the bank. If this was ever done, it does not show up in historic photographs.

Steamboat use on the lower Minnesota River, as elsewhere, was a rather informal affair. Major landings for scheduled stops were usually found at the larger settlements and towns. For example, in 1865, nine scheduled landings were advertised in the Minnesota Gazetteer and Business Directory that year: Fort Snelling and Mouth of Minnesota River; Shakopee; Chaska; Carver; Little Rapids; Belle Plaine; Faxon (formerly Walker's Landing); Henderson; and Le Sueur (Groff and Barley 1865).

It is difficult to know just how many landings and wooding stations existed on the lower Minnesota between 1850-1871, but there were certainly many more than those advertized to travellers. Since the river was hazardous at night, steamers would tie up at one of these places and spend the night. However, if darkness overtook a boat, the captain might tie up to a tree anywhere along the river. Usually, these published landings were places to "wood up," since the steamers burned four foot lengths of wood in their boilers. For example, nearly all the steamers stopped at Johnson's Landing for wood, which was supplied from the homestead there. But any enterprising settler could cut wood during the winter and leave it along the banks of the river. The captain could stop for the wood if he so desired and leave money in return. This practice provided needed cash for new settlers along the river. Anyone could create a wooding station in this way. Since steamers often broke down, there are numerous early accounts of unscheduled stops to make repairs which might take several hours depending on the damage. The boat would simply tie up to a tree. In addition, settlers who lived close to the river with a few buildings could create a landing by throwing up a storehouse. These smaller landings were probably unimproved as long as the river bank was solid. This happened in San Francisco, at Russell's Landing, at Johnson's Landing, for example, and probably at dozens of other small places along the river.

INTERPRETIVE POTENTIAL FOR STEAMBOATING

Shakopee Levee: The best opportunity for interpreting the steamboat landings on the lower Minnesota appears to be at Huber City Park at the boat launch area. Huber City Park might bring together several different aspects of the early Minnesota River: in that vicinity, Thomas Holmes had his trading post, Shakopee had its landing (the east end of the landing) and the river is visible there.

Unfortunately, there is no steamboat levee at Shakopee today, but the lore of the steamboat is so well-documented that a substantial exhibit could be developed on this topic as it relates to the lower Minnesota River. Also unfortunate is the fact that with brush and overgrown banks at Shakopee and flood control earthen levees at the cities of Carver and Chaska, there does not appear to be evidence of these early levees. We believe that many of them were no more than solid banks with, in a few cases, some early rip-rapping in the form of timbers or rocks which have washed away over the years.

X. FERRIES ON THE LOWER MINNESOTA RIVER

The word "ferry" comes from the Saxon word "faran" through the German word "fahren" meaning "to move, proceed." It is allied to the Latin "fero" and English "bear" to signify a passage by boat across water. The legal status of ferries came to the United States through English law where a man could have the right to keep a boat and to ferry passengers for a price. Like other rights, such as holding fairs or operating markets, the right in England to operate a ferry was conferred by royal grant or by act of Parliament. No ferry could be set up without a license from the crown either actual or presumed (Chambers 1870: 300).

The title to operate a ferry did not require the ferryman to own the property on both sides of the water or the water over which the ferry operated, just as the person with title to operate a market or fair did not have to own the soil on which such activities were held. In the case of a ferry, the operator did not have to own land on either bank at all as long as he possessed the rights over the water which enabled him to load and unload his passengers on both sides. His public responsibility was to keep the boat fit and safe for passengers and he had a right of action against passengers refusing to pay as well as a right to bring action against another who might disturb his franchise by setting up a new ferry so near as to diminish his income. English case law had established, through numerous court decisions, the right of the ferryman to protection from a new ferry operating too close to the old (*Ibid.*) This policy appears to have been carried to the New World. Along the lower Minnesota River, it is reasonable to assume that if a commercial and licensed ferry location is known, there won't be a similar one for at least a mile in either direction.

Ferries were a common sight on the Minnesota River from the early days until each in turn was replaced by bridges at various points along the river. Because of periodic floods, the locations and any visible evidence of the ferries were destroyed long ago. Few good photographs of the lower Minnesota ferries exist, but those which do indicate that most were swing ferries which were guided across the river by a cable tied to a tree, a pole, or caissons in the ground. There was usually a small building for the ferryman to sit in to wait for passengers wanting to cross, but these could be a small shed or the actual ferryman's house nearby. When passengers wanted to cross, they would shout from the river bank and the ferryman would come down to the crossing. For this reason, ferrymen also lived in houses nearby and might be farmers when not ferrying. The presence or absence of a ferryman's house might depend on how busy the crossing was and who held the license.

Many ferry licenses were held by businessmen who hired another man who actually operate the ferry. usually, the actual ferryman did not buy the ferry license. Examples of this include Thomas A. Holmes who hired a man named John Hare to operate his ferry west of downtown Shakopee, or Major Richard Murphy whose sons actually ran his ferry while he "wheeled and dealt" with his other ventures, or Franklin Steele and

Henry Hastings Sibley who hired Samuel Findley and Francois Gamelle to operate their two ferries at the confluence of the Minnesota and Mississippi rivers.

Many of the visible evidences of ferry crossings have disappeared except for the roads that led down to them. These roads can be relocated if one looks farther up the bluffs and away from the flood plain. In the flood plain close to the river, there seems to be little evidence of where a ferry actually landed at the river bank because of scouring and deposition during periods of high water. For example, the Mendota ferry showed evidence of wood pilings at the landing for some years after it ceased operating in 1927, but this ferry and landing had been modernized in the early 20th century and the last ferry boat was steel to carry heavier cars across. Presumably the landing was rebuilt or made stronger at this crossing as well. Earlier ferry boats were wooden with double aprons at each end which could be raised and lowered as they left and approached the river banks in order to pull up the the bank and discharge their loads after letting down their gates.

There are a number of known ferry crossings in the Department of Natural Resources study area between Ft. Snelling and Le Sueur.

The Mendota Ferry ran across the Minnesota River between Ft. Snelling and Mendota. This ferry operated at least as early as 1839, and under five operators (one was a son), and continued in operation until the opening of the Mendota Bridge in 1926. Until the Mendota bridge was built, the ferry at Mendota provided a crossing for people from Minneapolis who wanted to cross into the area southeast of the city.

This ferry's location was clearly delineated on the 1869 "Map of the Military Reserve of Ft. Snelling, Minnesota," noted as map #86 in the Ft. Snelling Papers, Minnesota Historical Society. The Mendota ferry was used heavily by new settlers into the Minnesota River Valley and by military operations as a link in the Dodd military road. Historic photographs of the Mendota ferry at the Minnesota Historical Society were taken in ca. 1870, ca. 1880, 1910, and possibly around 1941. These photos indicate that the ferry boat was a double-ended flatboat-type with wooden side rails in the ca. 1870-80s which employed a rope or cable between opposing banks to swing across the Minnesota River. It was relatively small and in the early days might have accommodated two to four wagons depending on their size. The last photograph, donated by the St. Paul Dispatch in 1941, may have been taken any time between 1910-1926. By the end of its run in 1927, the size and general shape of the ferry had not changed much, but it was fitted with a cable guide and a side wheel paddle and motor which provided motive power.

The license for the Mendota Ferry was first held by Franklin Steele, sutler at Ft. Snelling and in the 1850s titular owner of the fort at that time. Later ferrymen called him "Captain Steele" but it is certain that he never operated it himself given his various business ventures and high standing in the community. It was originally a hand-over-hand propelled ferry. At that time, it was operated by a

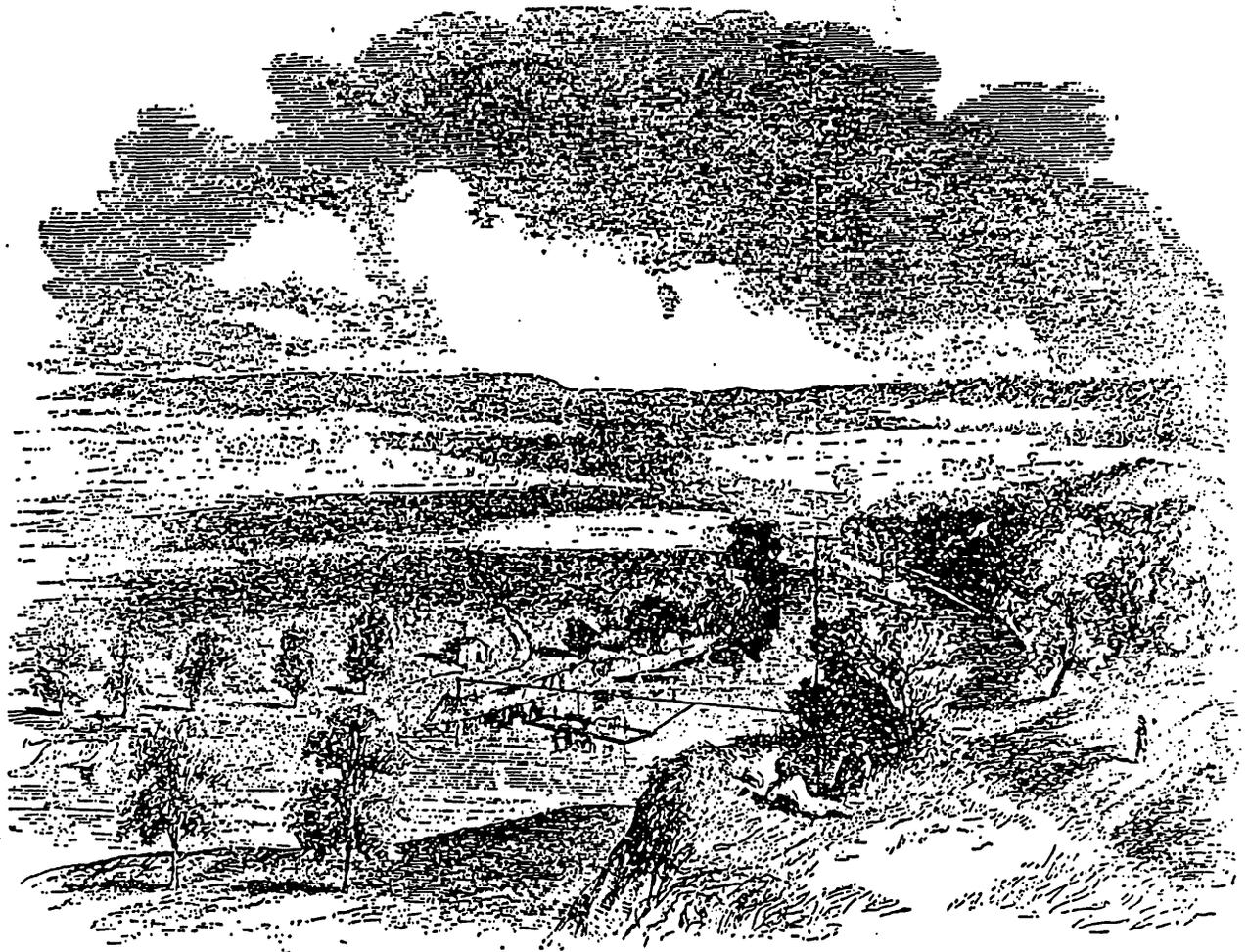
long cable which stretched across the river and up to the top of the bluff at Fort Snelling at about the place where the Milwaukee Railroad bridge crossed the river. The ferry boats were originally wooden and were pulled across on big iron hooks weighing around five pounds. Steele employed Francois Gamelle as ferryman and held the license until 1860 when he sold it to his brother-in-law, Henry Hastings Sibley. Treffle Auge was then employed to work for Sibley and bought out his employer around 1865. Auge lived in a stone ferryman's house near the present I-494 bridge across the Minnesota River. This house is long gone. Around 1903, Auge retired and the ferry was then bought and operated by C. J. Clarkson until it went out of business with the construction of the new Mendota concrete arched bridge in 1927. During the years Clarkson operated the ferry, he lived in Mendota ("Snelling-Mendota Ferry. . ." 1923).

The Ft. Snelling Ferry ran across the Mississippi River, connecting Ft. Snelling with the road to St. Paul on the east side of the Mississippi River. This ferry is shown in 1869 on the same map as having its west terminus at the Mississippi River below the bluffs at Ft. Snelling. This ferry would have been in use almost as early as the Fort was built in 1820 because the St. Paul Road would have connected the Fort to the normal head of navigation on the Mississippi River at St. Paul. The bulk of goods and freight destined for Ft. Snelling would have travelled overland along the St. Paul Road (probably in the approximate location of West Seventh Street or Fort Road) and been shipped by the Ft. Snelling Ferry to the fort.

The ferry was owned by Franklin Steele originally, sutler at Ft. Snelling. But he hired Samuel J. Finley to operate this ferry in 1850 (Berchel 240). Originally the ferry was a swing ferry (no motive power but the river's current) with a rope strung across the Minnesota River to the bluffs of Ft. Snelling. Accidents were not unusual because the river's current was uncertain ("Snelling-Mendota Ferry. . ." 1923). It was operated hand-over-hand. One confirmed photograph of this ferry looking west toward Ft. Snelling showing a double ended flatboat type ferry with wooden side rails and a rope stretched between opposing banks.

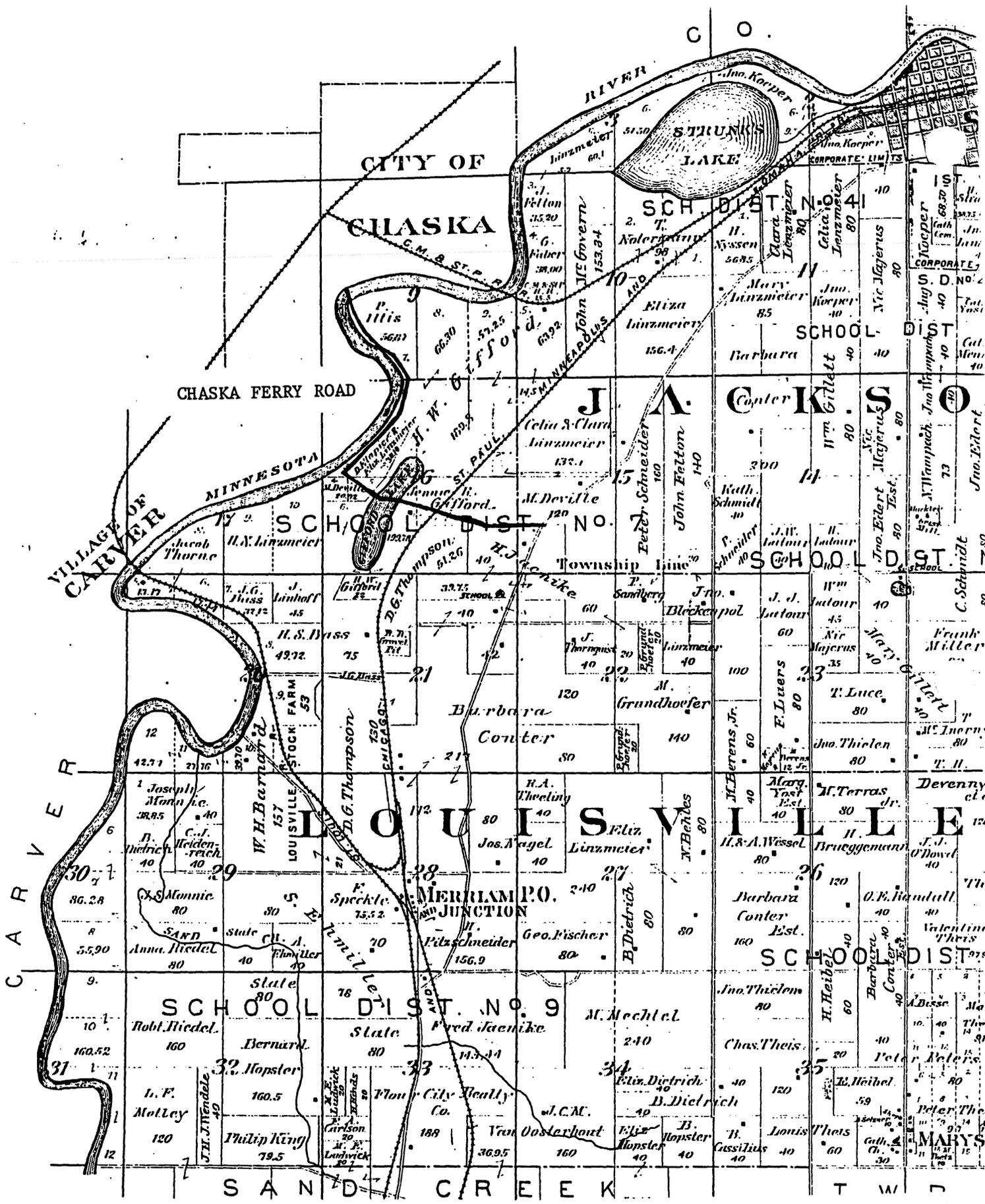
Martin McLeod's Ferry was located on the Minnesota River in Hennepin County near Oak Grove between 1849-1854 (Ritchie 397) when McLeod bought some farm land there. This might have been a "ferry farm" like the one his good friend John H. Stevens operated for Franklin Steele at St. Anthony Falls and might have provided McLeod with much needed cash. It is doubtful that McLeod ran this ferry personally. His direct relationship with this ferry and his property ended when he died heavily in debt on November 20, 1860 (Ritchie 402). No photographs are known to exist of McLeod's ferry.

The Bloomington Ferry was established in 1852 by Joseph Dean and William Chambers. The significance of the Bloomington ferry lies in the major crossing it provided to new settlers who could travel the north side of the river in Hennepin County and then cross to the south side at Bloomington. According to another source, the Bloomington



THE MINNESOTA VALLEY AND THE BLOOMINGTON FERRY

Sketched by Edwin Whitefield on "A Trip from St. Anthony to Lake Minnetonka and Skakopee Lakes, Minnesota territory," in the summer of 1856. Published as a lithograph in Frank Leslie's Illustrated Newspaper, 3:400 (May 30, 1857) and in Minnesota History 30:119 (June 1919)



Plat Book of Scott County (Northwest Publishing Company 1898)

ferry operated from 1854-1890 when it was no longer needed after the first Bloomington Ferry Bridge was built in 1889-1890 (Miller-Dunwiddie 1977: 34). Dean and Chambers started a townsite company by the same name. Dean, an Indian trader, was born in Ireland in 1826 and died in Arkansas in 1890. Settling in St. Anthony in 1850, he took the first claim at Bloomington Ferry in 1852 in partnership with William Chambers until 1855. Dean, a successful businessman is best known as an early treasurer of Hennepin County (Upham and Dunlap 169). In 1855, Dean sold his interest in the Bloomington Ferry townsite to interests in St. Paul, but did not include the land on which the ferry operated in that deal. Joseph Dean's log cabin was built at the foot of the bluffs on the north side of the river west of the present Bloomington Ferry bridge and Chambers built a Greek Revival brick house nearby in 1855 or 1856 after Dean sold his interests. Chambers occupied this house and operated the ferry until his death in 1868. This ferry was an important crossing on the Shakopee to St. Paul road which crossed from the south to the north side of the Minnesota River at this point (Miller-Dunwiddie 1977: 33, 36). In 1854, the Bloomington Ferry was run by William Chambers himself. The townsite of Bloomington Ferry refused to grow but the ferry operation lasted until the first Bloomington Bridge put it out of business in 1890.

Like the Bloomington Ferry, the Hennepin Ferry was associated with one of the numerous "paper towns" platted in the boom years of the early and middle 1850s after the opening of lands west of the Mississippi River. John McKenzie settled near the Minnesota River in 1852 on Sections 34 and 35 in Hennepin County. Moving east from section 34 to 35, the OGL survey in 1854 noted both Hennepin Ferry and a nearby house, perhaps the ferryman's house. The plat for the townsite of Hennepin was filed in 1854. A sawmill, grist mill, blacksmith shop, ferry and a number of houses were built. The townsite was the "chief shipping point for wheat on the small steamers plying the Minnesota River (Frear)." The town of Hennepin languished and eventually disappeared.

Major Richard G. Murphy's Ferry was part of a complex of business interests owned by the pioneer of Scott County on the south side of the Minnesota River a mile and a half east of Shakopee on the north side of Hwy. 101. Murphy received a license to operate his ferry July 3, 1854. He was an uneducated Irishman, born in Tennessee in 1801 who was elected to the Illinois legislature after distinguishing himself in the Blackhawk War in that state in 1832. President Polk named him an Indian agent in Minnesota Territory in 1848. Returning to Illinois, he didn't arrive back in Minnesota until he again became an agent for the Dakota in 1853 and settled at Eagle Creek, now part of Shakopee.

In the mid-1850s, Murphy built a two story stone inn, a wharf for steamboats, a huge barn, and farmed 900 acres. He started Murphy's Ferry across the Minnesota below his home July 3, 1854 [mentioned in the 1854 Government Land Office survey along with his house] and, according to one story, would stop in mid-stream to collect fares from his passengers. If they couldn't pay, he is said to have personally thrown them in the river.

During the Battle of Shakopee between the Dakota and Ojibwa on May 27, 1858, guests at Murphy's "inn" or storehouse are said to have watched the battle taking place in Hennepin County across the river. Accounts vary as to the role played by Murphy's Ferry in the Battle of Shakopee. According to one account, two of Murphy's sons, George and Benson, ferried 32 Dakota to the north side of the Minnesota River to meet the Ojibwa (St. Paul Sunday Pioneer Press, July 18, 1954). Atwater and Stevens 1895 History of Hennepin County states that the Dakota took possession of the ferry.* An eyewitness that day, one of the Rev. Samuel Pond's sons, E. J. Pond, states simply that the Ojibwa scouts on the north side of the river "placed Hare's ferry boat on the north side of the river, a short distance west of Shakopee, intending to cross the river at midnight" [to get to the Dakota on the south side]. The next morning they found the boat on the south side of the river. That morning, all the Dakota who were able, ran to the river at Murphy's landing and "in a short time, they crossed the river at Murphy's ferry in boats. The battle began and lasted about two hours (The Southern Minnesotan, Vol. 2, No. 4, : 8, 9)." Interestingly, the ferry operated by John Hare was the one a mile and a half west of the Battle of Shakopee, owned by Thomas A. Holmes. The historical record may be confused, unless John Hare was working for Major Murphy in 1858. This appears to be a discrepancy in the historical record regarding Murphy's ferry.

Luther M. Brown's Ferry at Shakopee was located a half mile below Holmes Street. Archaeological Field Services (1979) places this ferry at the western end of the original town plat of Shakopee where Thomas Holmes operated his ferry at the bottom of Cass Street), but "below" would suggest that this ferry was located at the eastern edge of what is now Shakopee. Luther Montraville Brown was born in Vermont in 1823 and died in Shakopee in 1886. He was an early settler to present-day Shakopee. He came to Minnesota in 1853 and was admitted to the bar, settling almost immediately in Shakopee. He was the first judge in Shakopee (Melville 1891), the first county attorney in Scott County, a representative in the last Territorial Assembly, a representative in the 1874 state legislature, and a judge in the Eighth Judicial District, 1870 and 1875-77 (Upham and Dunlap 84). The first bridge in Shakopee (built around 1878) probably put an end to the need for this ferry (Anderson 36).

Thomas A. Holmes Ferry was located at the foot of Cass Street in the western portion of platted Shakopee. Thomas Andrew Holmes, from Badgerstown, Pennsylvania, was born in 1801 and died in Alabama in 1888. He established an Indian trading post in 1839 at Fountain City, Wisconsin, and moved to Sauk Rapids in 1849. He was a member of the first territorial legislature and founded the towns of Shakopee and Chaska in 1851 (Upham and Dunlap 340). In 1854, Holmes put into operation the first ferry in Shakopee. It was located at the foot of Cass Street and was run by John Hare, an early settler (Melville 1891). Holmes located his ferry west of downtown in order to accommodate settlers on the north side of the river who wished to trade at his post and general store. The Holmes ferry was on the Shakopee to Chanhassen road and if Luther Brown began operating his ferry first,

Holmes would have been forced to locate his ferry at least a mile away. Also, the first bridge at Shakopee might have put an end to the need for ferries at this point (Anderson 36).

The Chaska Ferry was operated by a series of people between at least the 1860s and the late 1890s. Samuel Allen received the first license to operate a ferry at Chaska in the early 1850s, but there is no evidence that he did so. During the 1860s a ferry service was operated by several owners at the foot of Walnut Street: by either Ezekiel or George Ellsworth first, who sold to Philip Reynolds, who in turn sold after two months to Timothy Barker in 1863. In 1868, Barker sold the ferry service for \$250 to Fred Iltis who operated it for several years. In 1892, the ferry moved to the foot of Chestnut Street in Chaska where it continued until around the time the Chaska bridge was opened in 1896 (Barac 1976:86).

According to another source, the Chaska Ferry was put into operation ca. 1880s when the citizens of Chaska decided to accommodate farmers and people living on the south side of the Minnesota River in Louisville and Jackson townships in Scott County. On the Chaska side of the river, it was located near the foot of Walnut Street where Fred Iltis had operated the original Chaska ferry. In fact, locals in Chaska also know this as the "Iltis Ferry." In 1898, Iltis also owned the SW1/4 of Section 9 across the river from Chaska.

Iltis was a well-known Chaska brewer. The road from the hinterland of Jackson and Louisville townships to the ferry crossing crossed Gifford's Lake and the river bottoms. Originally, the purpose of this ferry road in Scott County, paid for by the businessmen in Chaska, was to provide an easy route between Chaska and Merriam Station, the closest rail stop to Chaska in the late 1860s. In later years, this road served as a connection between Chaska on the north side and Jordan and Shakopee on the south side of the river. It is not clear how long this ferry operated to serve the rural Scott County residents with a way to get to Chaska markets, but the Chaska bridge was dedicated August 15, 1896 and probably put an end to the need for the Chaska ferry ("Historic Old Ferry Road. . ." 1936). The Chaska Ferry Road runs along a mile and a half segment of the Minnesota Valley Trail northeast of Gifford Lake on the east side of the river in Scott County in sections 9 and 16, T115N R23W.

Peter Thompson's Ferry (21-SC-32) or Jordan Ferry was located on the Minnesota River at what is now Highway 9 in Scott County. It was a crossing important to the businessmen of Jordan on the south side of the river who were interested in the trade around East Union on the north side of the Minnesota River. Initially, Peter Thompson operated the ferry in the 1850s and 1860s. His Carver County landing was in Section 7 of San Francisco township. The ferry is also associated with the townsite of San Francisco, laid out in 1854 on the north side of the river. San Francisco flourished for nine years until a flood in 1863 caused the village to be abandoned. The flood swept away a large warehouse and several other buildings. About where the Thompson ferry

was located, the ferry crossing was later operated as the Jordan ferry (Belle Plaine Herald, 6/16/1927, p. 1, 11).

The ferry crossing here was still known as the Thompson Ferry in 1894 when an article in the Jordan newspaper indicated that Thompson ferry was being furnished with a new boat that would be better and safer for teams and loads. The new boat meant that the ferry would be ready for use at all times, according to the article. The item continued, "It will benefit Jordan business as heretofore many a farmer on the other side of the river has been compelled to go to Carver, Chaska, or Belle Plaine because of the unsafe or impassable condition of the ferry (Anderson 1977:263)." In early 1896, the businessmen at Jordan agreed to operate Thompson's ferry as a free ferry in the coming season. They noted that Thompson's ferry in the previous year "brought a large patronage to this city" (Anderson 1977:277).

The location of Thompson's ferry, later known as the Jordan Ferry, was just east or down river of where Highway 9 crosses the Minnesota River. The last ferry family to own the site was the Stocker family. Peter Stocker, Sr's. family lived on a farm south of Jordan in the late 1890s. Peter Stocker (b. ?- d. June 29, 1942) married Elizabeth Hoffman (b. July 24, 1867- d. December 12, 1941) from Benedict, Minnesota, on October 11, 1887. In 1902, Peter and Elizabeth Stocker bought the Thompson's Ferry farm site and lived there until 1927, according to Mrs. Joe Stocker. It then passed to their son and his wife, Joseph and Rosalia Stocker, after they were married in 1930. The ferry road ran between the house on the east side of Highway 9 and the highway. The location of Peter Thompson's house is unknown. It may have been what Mrs. Stocker refers to as the "old house" which was near the river or the "old house" may have been a later structure. This house had two shed roofed additions on the east and west sides in a 1952 photograph. The Stocker family had 189 acres and raised cattle on their farm by the river. Their son, Joseph Stocker, was born on this farm in 1907 and grew up to marry Rosalia Stocker. They operated the farm through their working lives. In 1960, they moved in a new house from south Minneapolis and located it back from and south of the barn, outbuildings, and old house near the river. The old house was torn down and the large barn was damaged by the flood in 1965 and torn down. Joe and Rosalia Stocker sold their property to the Department of Natural Resources in 1978 and moved into Jordan where Mrs. Stocker still resides. The DNR razed the buildings and put in a boat landing where the ferry crossing had been (Stocker 1993). IMA found an old cellar hole south of the current boat landing. This may have been a remnant of one of the many outbuildings on the property, but its function is unknown and historical photographs do not identify which foundation it could be.

According to Fritz Westlund, the Jordan ferry was operated until September, 1935, when the current Highway 9 bridge was completed. The Stocker family had indicated (Radford 1986: 21SC32) that their family operated the Jordan ferry immediately east of the existing Scott County Bridge (No. 5364), but the last actual operator was a man named Herman Westlund, who lived in a house on the north side of the Minnesota River

east of the current bridge. The ferry was owned by Stockers, but not operated by them. Instead, the Commercial Club in Jordan contracted directly with Herman Westlund to operate the ferry, paying him \$25.00 per month. Herman Westlund's son, Fritz Westlund, recalls that his father moved out of the house on the north side of the river, died in 1952, and that the house burned down in 1971. Fritz Westlund remembers that the ferry boat was laying in the river somewhere around Bevan's Creek in Carver County in the mid-1920s. When the Blakeley ferry ceased operations with the construction of a new bridge in 1925, some of the operating parts of the Blakeley ferry were moved to Thompson's Ferry to get the latter up and running again, according to Westlund. Westlund recalls that the south side of the river at Stockers had a steep bank which has been shaved down and regraded since the boat landing was put in (Westlund 1993a and 1993b).

August Bristol's Ferry is known to have crossed the Minnesota River from Carver County to the former St. Lawrence townsite in the period from 1877-1882. It was located in Section 21 (his house was near the river) and was still operated by his son in 1882 after Bristol died in 1880 (Neill 1882:373; Holcombe and Bingham 1915:232), by which time, the town of St. Lawrence was abandoned. In August, 1879, a Jordan newspaper indicated that Jordan businessmen leased Bristol's ferry across the Minnesota for a year to provide free crossing for all. This was done so that plentiful wheat grown by farmers on the north side of the Minnesota River could cross the river to be ground at Jordan mills (Anderson 1979:40). An 1898 county plat map shows the ferry at the site of August Bristol's property on the north side of the river in Carver County. It was located approximately north of the Corbel-Laurens House at the Lawrence Unit. This ferry crossing seems to have had little to do with the townsite of St. Lawrence per se, which was platted in 1856 on both sides of the river in both Carver and Scott counties by William H. Stodder and Charles L. Pierson. Two other early settlers are associated with the founding of St. Lawrence: S. B. Strait and Joseph DeCamp. The fate of St. Lawrence was to be by-passed by the railroad and to linger as a very small settlement in decline.

A Blakeley Ferry was put in operation around 1862 by Mr. A. D. Ferris after he transferred his license from Faxon to Blakeley. This ferry was still operating in 1874 at the townsite of Blakeley in Scott County (Neill 1882:433,434; Andreas' 1874). By 1895 the Blakeley ferry was replaced by a temporary pontoon bridge across the Minnesota River. But the ferry went back in to operation around 1899 or 1900 and operated until the Spring of 1925 when the present Blakeley Memorial Bridge was opened. Blakeley was first settled as a railroad village in 1867 on land owned by Elias Drake and I. N. Dean who named it for Captain Russell Blakeley an early steamboat captain on the upper Mississippi beginning in 1847 (Upham 1920:507). Blakeley was a small village consisting of four general stores, one drug store, one show shop, one blacksmith's shop, three cane mills, two elevators and three saloons (People's Weekly, Aug. 6, 1925).

The Ferris Ferry is another ferry associated with an early townsite which was known as Walker's Landing or Faxon. Several families from

Maine including Joseph, Cornelius, and Hartwell Walker and a cousin, Levi, along with Calvin Lowry arrived in May, 1852, and claimed land along the Minnesota River in northeastern Sibley County. A post office was established in 1856 known as "Big Hill," but the little settlement was known as "Walker's Landing" in the early years until a townsite company was formed in 1857 and the town platted on Walkers' land and named the new town "Faxon." Walkers' Landing and later Faxon became a regular landing for steamboats on the Minnesota River. Edward D. Neill notes that, "A ferry was established at an early date, which soon after became the property of Mr. [A. D.] Ferris, who operated it until about 1862. It was then transferred to Blakeley (Neill 1882:433,434).

The Henderson Ferry was located at the present-day city of Henderson in Sibley County and operated until replaced by a bridge in 1877. An old photograph at the Minnesota Historical Society shows the Henderson ferry around 1854. It was a flatboat ferry with wooden rails capable of carrying one wagon and team and additional passengers or goods across the Minnesota River. In 1855, the ferry operated on the road between St. Paul and Ft. Ridgley via the town of Henderson, making this a busy and important river crossing. The road is mentioned in the 1855 GLO survey notes. Before the building of the Minnesota Valley railroad on the east side of the Minnesota River in 1867, the business of the Henderson ferry was not great. After the railroad was built, there was a heavy demand on the ferry at Henderson. The need for a bridge at Henderson was keenly felt and the first iron bridge was finally built in 1877 for \$17,000 by the city of Henderson ("Old Bridge Built. . ." July 31, 1931 Henderson Independent). John Hepp was the ferry operator when the first Henderson bridge was built in 1877. After the ferry ceased operations, the old ferry house was moved onto a nearby farm to become a tool house ("Henderson Bridge Has Weathered" Feb. 8, 1929 Henderson Independent).

The Henderson ferry operated with a rope or cable and the moveable aprons simply pulled close to the river bank on each side. The village of Henderson was founded in 1852 and platted in 1855 by Joseph R. Brown who lived there for several years and edited the Henderson Democrat between 1857-1861. Henderson was the first county seat of Sibley County until 1915 and was incorporated as a city in 1855.

The William Smith Ferry was operated on the south side of the Minnesota River in the vicinity of the city of Henderson but on the Le Sueur County side from 1856-1861. Smith was an early settler of Le Sueur County (Gresham 1:440).

There were at least three different ferries which operated in the area of what is now the city of Le Sueur: Upper Le Sueur Ferry (1867), a ferry near the levee at one of the two steamboat landings, and the Marion Ferry (1868-1928) operated by George M. Tousley for many years. What is now the city of Le Sueur began with initial settlement in 1852 and, at one time, included three separately platted townsites: Le Sueur and Le Sueur City, both platted in 1858, and Middle Le Sueur. They were united in a borough town in 1867 by the Minnesota legislature (Upham 302). The Upper Le Sueur Ferry was operated in 1856 by a man

named Bigelow, in 1870 by one Peter N. Smith, and later by a Matt McDonald. Just southwest of the downtown mall in Le Sueur, there is a Ferry Street and then a Smith Street. This may have been the general location of Peter Smith's Ferry. However, the river bank is wooded and very steep and no evidence of this ferry crossing was found in a recent field check. It would have been upstream several hundred feet of the present bridge across the Minnesota River.

ARCHAEOLOGICAL POTENTIAL FOR FERRIES

The interpretive potential for ferry crossings which is good is not the same as the archaeological potential, which we feel is poor. Despite field checks of known ferry sites on the lower Minnesota River, we found no evidence of ferry crossings down to the river's edge. Ferry boats have long ago disappeared and the banks of the river have obliterated any signs of ferry roads which were dirt to begin with. Most of the last ferry operations occurred on the lower Minnesota in the during the 1920s and until around 1935, in the case of Thompson's Ferry. Some ferry crossings may have been obliterated by bridge construction when the ferries were replaced by bridges. Even a DNR tour of the river from Mendota almost up to Carver Rapids produced no sign of actual ferry crossings. Both the 1952 and 1965 floods on the Minnesota River did a great deal of damage to river banks and the river flats, according to one knowledgeable informant (Westlund 1993b).

What can be expected at a ferry crossing is probably a house foundation in some cases, but not all, and not necessarily close to the river's edge, and possibly large post holes from a deadman on each side of the river. First, the house foundation: Our research showed that in many if not most cases on the lower Minnesota River, the house of the person who owned the ferry was not the person who operated the ferry. This was true of the Mendota and Ft. Snelling ferries, the Murphy ferry, Brown's and Holmes' ferries at Shakopee, all 19th century ferries, and the Thompson's ferry in the 20th century. Major Murphy's house foundations are well back from the river at Murphy's Landing and neither Franklin Steele, H. H. Sibley, nor Thomas Holmes ever actually operated the ferries they owned.

The historic record has very little to say about actual ferry operators as opposed to ferry owners. Consequently, even if a house or house foundation exists at a known ferry crossing, one can not assume that it was the house of the ferryman, and particularly not of the ferry owner. For example, at Thompson's Ferry from 1925-35, the ferryman operator lived in an existing house on the north side of the river, while the owner lived in a farmhouse on the south side. At Bristol's Ferry, across from St. Lawrence, the August Bristol house which still survives appears to also have been a farmhouse. There is good evidence in some paintings, engravings, and photographs, that sometimes houses existed at ferry crossings. These would have been the residences of the ferry operators, since people wishing to cross the river either had to shout to the operator or ring a bell. Operating a ferry was a confining job, as one operator observed. Since ferries did not operate

during the cold months of the year, it is probable that some ferry operators' houses were little more than shacks lived in during the warm months of the year. Archaeological excavations at these sites probably would be expected to turn up more artifacts associated with farming than with ferrying. At Le Sueur, one ferry operator's house near the river was moved to a nearby farm and reused.

At the Mendota Ferry, the Treffle Auge house site might be expected to yield below ground historic artifacts associated with ferry operations. Remnants of the stone foundation might still be present. This site might be a good test case, since the Franklin Steele Papers contain the accounts of the ferrymen from 1857-1878, which would provide historic information on what was purchased by the ferry operators. Ferry operators, such as A. Robert on the Rum River, William Aikin at the mouth of the Swan River south of Little Falls were also tavern keepers (Blegen 1926:109). There is very little historical evidence that the same is true on the lower Minnesota River, although both Samuel J. Findley and Francois Gamelle, operators of the Ft. Snelling and Mendota ferries occasionally were reimbursed for putting up travellers at their ferry houses.

Second, other remnants of ferries: Ferry boats were usually home made affairs capable of carrying across the river up to two cars or wagons at most. When these boats ceased operations, some of them were undoubtedly dismantled and the lumber reused. Others were sunk in the river or otherwise abandoned. According to one source, the best we have on the ferry boat at Thompson's Ferry, the wooden boat itself was 12 feet wide and could accommodate 2 cars. It had beams which supported a deck of heavy planks, either 3" x 8" or 3" x 12", and was 16-18" deep with a very shallow draft. The planking for the deck was not nailed down and water could get into the bottom of the boat which had to be bailed after a heavy rain. This was done by hand by removing one of the loose planks (Westlund 1993a, 1993b).

Post holes might be evident where a deadman was sunk into the river bank to hold the cable across the river. This depends on whether the posts were removed for reuse and what other posts not connected to ferry operation there might be in the vicinity of a ferry crossing, such as telephone poles or available trees. At Thompson's Ferry during the early 1930s, there were four deadmen; the two farthest up the bank were sunk into the ground up to 6 or 7 feet deep and measured 12" x 12". The two closest to the river were smaller and simply used to hold the cable at the correct height to operate the ferry (Westlund 1993b). Another possibility is that the Minnesota River has widened and has had much erosion since early ferries operated so that the river banks are farther back than originally, obliterating both the crossing and post holes. Tiling of fields and installation of drainage ditches since 1900 in the enormous drainage area of the Minnesota River has contributed to a faster stream than was the case 60 or more years ago (Westlund 1993b). Winches and drums for the ferry cable were probably reused when the ferries ceased operations, more often than not, since winches were very useful in farming operations. In the case of the Blakeley ferry, the winch and equipment was brought to Thompson's ferry

and reused for another 10 years in 1925.

Most ferries did not have ferry docks at the river's edge. Westlund (1993a, 1993b) mentioned that after heavy rains, the road to the river would have to be dug out and levelled, sometimes with a horse and team. The road at the river was also improved, sometimes with the addition of gravel or loads of cinders. An exception in terms of archaeological remnants at a ferry crossing is the Mendota Ferry for which a 1960-61 photo exists of posts identified as being from the ferry dock. The presence of ferry docks does not appear to have been the rule, however. The dock may have been necessary in the years before 1927 when the Mendota ferry ceased operations because the last ferry boat at Mendota was a steel barge with a motor on the side and could carry as many as 36 cars an hour at this major crossing in 1926 (Lehmann 1926). Usually the ferry boat's aprons were heavy planking and 3-4 feet long, requiring a counterweight to operate. When let down as the ferry boat nestled against the shore (boats had a very shallow draft) the heavy planked apron provided a dock to the dirt road at the shore.

INTERPRETIVE POTENTIAL

Although there is little tangible evidence at former ferry crossings, there is sufficient information to describe the dates, some of the names of operators and owners, the purpose of the crossing, and the general locations of ferry crossings on the lower Minnesota River. The interpretive potential of this theme is very good. All ferry crossings could be marked with signage, but three which come to mind are on or near DNR lands: Mendota Ferry, Thompson's Ferry, Bristol's Ferry, and the Chaska Ferry Road.

Mendota Ferry: In operation from 1838 to 1926, the Mendota Ferry served the fur trade, military, and civilians. Because of its location in Fort Snelling State Park; because with the Fort Snelling and Bloomington Ferry it is among the three most used crossings in the early settlement period, and because there is a wealth of information on the ferry operators contained in the Franklin Steele Papers, this ferry is a good prospect for in-depth interpretation.

Thompson's Ferry: This crossing, also known as the Jordan ferry, is a typical small ferry operation with a time frame from ca. 1859-1935. It is located on DNR lands and at the public boat launch on the east side of Co. Hwy. 9. The purpose for the ferry location at this point is known, which was to assist people on the north side of the river with access to markets at Jordan. There is good visual and historical information on the operation of this ferry and the DNR now has a videotaped interview of Ferdinand (Fritz) Westlund on the operation of this ferry.

Bristol's Ferry: This ferry operated for the same reason as the Thompson's Ferry. Aerial photos from 1974 at the DNR headquarters at St. Lawrence indicate what appears to be the faint outlines of the ferry road on the south side of the river behind the Corbel-Laurens

House. Less historical information is available about this ferry as compared with the Mendota and Thompson's ferry. Its operation, dating from 1877, does not make it contemporary with the townsite of St. Lawrence, but it is easy for the trail user to imagine the Bristol's ferry from the shore behind the Laurens-Corbel House because Bristol's House is still visible on the north side of the river.

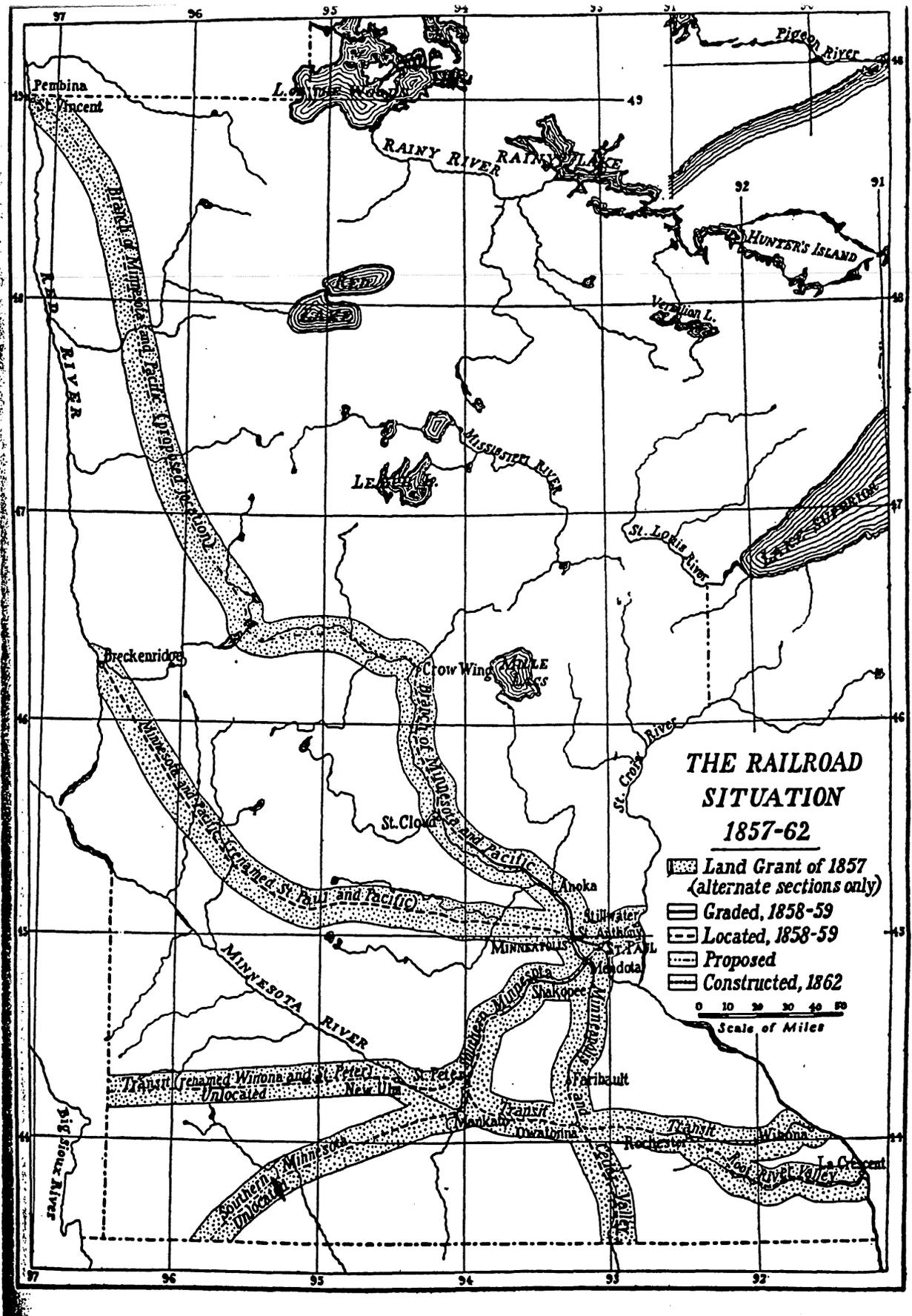
Chaska Ferry Road: The Chaska Ferry functioned to provide people living on the south side of the river in Scott County with access to goods, services and markets in Chaska. In this respect, its function is similar to that of the Thompson's and Bristol's ferries. Since the Chaska Ferry Road, as it runs past Gifford's Lake, is on the Minnesota Valley Trail, signage might note this and the dates of operation of the ferry. This road is unusual in that it was maintained by the citizens of Chaska in Carver County for the use of people living in the hinterland of Scott County.

XI. RAILROADS

When Euro-Americans began to settle in the lower Minnesota River Valley, it was a very isolated area. The nearest railway for Minnesota settlers in 1853 was at Warren, Illinois, 25 miles east of Galena (Melville 1891). The territory was only accessible by water until the railroads were built. This meant steamboats. The men who ran the territory were very excited when, in 1857, the Territory of Minnesota received federal land grants to help in the building of railroads. Five territorial railroads received land grant assistance. Two of these impacted the lower Minnesota River valley: The Southern Minnesota was the first and the second was the Minneapolis and Cedar Valley (Folwell 1921-20 2:38,39). The first of these "land grant railroads" was projected to follow the Minnesota River from St. Anthony and St. Paul to what became Mankato and then continue southwest to the territory's border in the direction of the Big Sioux River (Folwell 1921-30 2:38-42). This was the Root River Valley and Southern Minnesota Railway Company, incorporated on March 2, 1855, which was to receive a grant of lands, and was scheduled to go through Shakopee and continue southwest. The second land grant railroad was the Minneapolis and Cedar Valley Company, incorporated on March 1, 1856 and projected to be built south from Minneapolis to the Iowa border. The history of these land grant ventures is tangled.

Construction was delayed by what some historians have called the time of "triple troubles." First was the Panic of 1857 which collapsed the economic boom Minnesota had experienced through its territorial period. Investors were reluctant to gamble on railway construction and funds were scarce, further retarding railroad construction. The second was the Civil War, and the third was the U. S. Government-Dakota Conflict (formerly known as the Sioux War of 1862). As a result of these events, railroad building was delayed until after the conclusion of the Civil War. As a result, all of the river towns on the lower Minnesota River, including the ones which failed, were begun in the pre-railroad era. Those which failed often did so because when the railroads located their rights-of-way, they by-passed some of these early settlements whose economic health had depended on proximity to the Minnesota River and a good steamboat landing.

After the "triple troubles" were past, the people of Minnesota wasted no time in building their long-desired railroads. The Southern Minnesota Railroad originally was granted lands amounting to 1339 acres per mile (Meeks 1957:9), defaulted on a state loan in 1860 after Minnesota took back the land grant, but had managed to grade thirty-seven and a half miles of road bed from the Twin Cities in the direction of Shakopee by then. In 1864, the Minnesota Valley Railroad became the successor of the older Southern Minnesota. In 1865, the new Minnesota Valley Railroad completed 22 miles of track from Mendota to a point just south of Shakopee. The next year, it completed another 19 miles to Belle Plaine. The Minnesota Valley Railroad (now, the Chicago, St. Paul and Omaha) was built to Henderson in 1867. Before that, wheat was hauled to St. Paul in barges, but the railroads took over. Large quantities of wheat continued to be hauled by steamer



Folwell (1921-30) 2:38

until 1870 and 1871 ("Steamboat and Ferries In Early Days. . ." 1931). In 1867, the company had received permission from the state to construct a branch line from Henderson to the western border of Minnesota. By December 3, 1867, the rails of its main line had reached another 15.9 miles from Belle Plaine to Le Sueur. The first train arrived in the city of Le Sueur on December 11, 1867 (Randen 1977:84).

The Minnesota Valley Railroad crossed the river and reached Mankato in 1868. In 1869, it changed its name to the St. Paul and Sioux City railroad Company, reaching Sioux City, Iowa, in 1872. This is the railroad shown in the Andreas' Atlas of Minnesota (1874) which followed close to the east or south side of the Minnesota River through Hamilton; Shakopee; Louisville Township with a station at Sioux City Junction, also called Merriam Station; continuing southwest through St. Lawrence; through Belle Plaine and Blakeley; into Le Sueur County via East Henderson southwest to Le Sueur. In 1873, it laid a parallel set of tracks between Henderson and Le Sueur. In 1876, the line changed its name once again to the Chicago, St. Paul, Minneapolis, and Omaha Railroad. Since 1957, it has been operating as the Chicago and Northwestern Railway and Transportation Company (Randen 1977:84,85).

Chicago, St. Paul, Minneapolis, and Omaha Railroad stone arched bridge:

This is a low stone-arched railroad bridge with the tracks still running over it and is in good repair. It spans what in 1898 was known as Big Possum Creek (Northwest Publishing Company 1898b) and dates to 1880. Blocks are sandstone. It is just east of Chatfield Drive near the river and south of downtown Blakeley, visible from what is projected to be the Minnesota Valley Trail through the area. It is extremely similar to the so-called Blakeley Township Stone-Arched Bridge.

The Blakeley Township Stone-Arched Bridge (L3040) to the south has been put on the National Register (Hess 1988) as Minnesota's "oldest, known, surviving, stone-arch highway bridge." However, the nomination acknowledges that the design and construction of this bridge needs clarification and that as a highway bridge this one would be considered an "unusual event," built with a quality of material and workmanship "usually reserved for more visible municipal and railroad bridges (Hess 1988)." The owner who lives next to the bridge, Audrey Kjellesvig, believes that this bridge was the first and the railroad moved the right-of-way slightly to the west where the current railroad bridge is located. We believe that this was a railroad bridge originally, built by the Chicago, St. Paul, Minneapolis, and Omaha Railroad, which may have built this one and the one in Blakeley in 1878 and 1880, respectively, around the time that the St. Paul and Sioux City and the West Wisconsin railroads were consolidated into the Chicago, St. Paul, Minneapolis, and Omaha Railroad between 1876 and 1880 (Meeks 1957:20).

The Saint Paul and Sioux City was a great boon to settlers in the Minnesota River valley. It transported lumber from St. Paul and Minneapolis to build homes and farms. It transported trees, tree cuttings and seeds gratuitously. It brought in fuel during the hard winter of 1870-71 and gave jobs to settlers snow shovelling. It

encouraged emigrants to settle in the valley and helped them during hardships. It transported their crops to market and brought to them much-needed finished goods. In the process, it developed markets for its transportation services (Prosser 1966:19).

The second railroad which impacted the lower Minnesota River Valley was the Minnesota Central Railway Company, another original land grant railroad which received congressional help in the 1850s in the form of a grant of lands also amounting to 1339 acres per mile (Meeks 1957:9; Prosser 1966:12). It is the second territorial land grant railroad to impact the lower Minnesota River, essentially at its junction with the Mississippi River. This line had a negligible effect on actual settlement of the lower Minnesota River Valley. It began as the Minneapolis and Cedar Valley Railway Company in 1856 and was built in stages under several ownerships. It began as a line between Minneapolis and Faribault, but construction never got as far as actual operation at that time. In 1862, reorganized and under new owners, it became the Minneapolis, Faribault and Cedar Valley Railroad Company. In 1864 the name was changed to the Minnesota Central Railway Company. It built south from Minneapolis, via a bridge at Mendota, through Northfield to Faribault in 1864 (Prosser 1966:9), crossing the Minnesota River at its mouth. A short branch was built connecting Mendota to St. Paul (Meeks 1957:11). This was only the second rail line to link Minneapolis and St. Paul, winding as it did from Minneapolis to Mendota with a swing bridge over the Minnesota River and then back up to St. Paul (O'Grady 1957). The Minnesota Central Railway Company became the nucleus (as the Iowa and Minnesota Division) of the Milwaukee and St. Paul Railroad, extending its line from Faribault to Owatonna in 1867, where it connected with another portion of its line building separately in a north direction from Iowa. This line became the first through train, albeit by a circuitous route, between St. Paul and Chicago (Meeks 1957:14; O'Grady 1957). The line was later known as part of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company or "Milwaukee Road."

Bridge Piers, depot, and Roadbed for Minnesota Central R. R. over Minnesota River: The location in 1957 when the bridge was razed was "directly under the Mendota highway bridge." The swing bridge was demolished in October, 1957, at which time the stone piers were slated to be removed by December, 1957. The road bed was a single track that ran north from the bridge along the edge of the Mississippi River below Ft. Snelling and rose to the higher grounds north of the fort toward Minnehaha Park (O'Grady 1957). This portion north of Ft. Snelling is used as a nature trail, part of the State Park hiking and biking trail to Minnehaha Falls. The depot sat at the foot of Ft. Snelling at the west shore of the Mississippi River. Passenger service was discontinued before 1937, but the Milwaukee Road's "Short Line" had supplanted this route in 1880 as the major line. The so-called "Princess Station" or open-air depot farther north in Minnehaha Park was an excursion station and is a remaining vestige on this line. The depot is now in the Minnehaha Historic District.

Iowa and Minnesota Division, St. Paul and Chicago R.R. Co. stone railroad culvert, Mendota: Built in 1878, this is one of the few remaining stone culverts under the railroad right-of-way. It is located down the bank from old Mendota near the Mississippi River. A 1984 letter from the Chicago, Milwaukee, St. Paul, and Pacific Railroad Company referencing the company's old bridge book indicates that it was financed 50/50 by the railroad and Mendota Township Board with "work done by the township board."

Two railroads from this early period were to become transcontinental railroads. In 1864, the Northern Pacific was incorporated and eventually crossed northern Minnesota. The second was the Hastings and Dakota Railway Company which eventually became part of the Milwaukee Road's extension to the Pacific Coast. The Hastings and Dakota started from Hastings on the Mississippi River in 1868. It reached northwest via Farmington to Shakopee and crossed the Minnesota River to Chaska and Carver by 1870. It was soon bought by the Milwaukee and St. Paul whose line it crossed at Farmington in Dakota County (Prosser 1966:14; Meeks 1957:13). In the early 1870s, the name of this line was changed to the Chicago, Milwaukee, and St. Paul (Meeks 1957:16). This road helped to make Shakopee a rail hub with the Southern Minnesota crossing through Shakopee from northeast to southwest down the Minnesota River and the Hastings and Dakota (by then, the Chicago, Milwaukee and St. Paul, running through the city from southeast to northwest).

Chicago, Milwaukee and St. Paul R. R. swing bridge at Chaska:

The Hastings and Dakota Railroad reached Chaska in 1871. The current swing bridge replaced the original 1871 Hastings and Dakota Railroad bridge over the Minnesota River at Chaska in 1900. The original 1871 bridge piers were quarried at Louisville (Chaska Valley Herald, June 1, 1871) and may have been reused for the current bridge. The current bridge is a Pratt through truss design with a new wooden deck used as part of the Minnesota Valley Trail by the Department of Natural Resources. It is rim-bearing and rests on a circular drum or turntable which rests on numerous rollers spaced evenly under the rim. It was built by the Chicago, Milwaukee, and St. Paul Railway Company in 1900 (Richardson 1992) and was hand-operated because by 1900 there was little need to open the swing bridge because of reduced river traffic.

INTERPRETIVE POTENTIAL FOR RAILROADS

The point to make about railroads is that they drew development away from the Minnesota River as early as 1867 and caused cities located on the opposite side of the Minnesota River to underwrite ferries and agitate for vehicular bridges across the river. They were also very important in providing access to markets and contributed to the demise of many pre-1865 townsites along the Minnesota River. The only way to assess the true significance of the surviving railroad bridges in the study area is to conduct newspaper research: a very time-consuming effort. This is necessary because both we and Hess, Roice and Company have gone to the obvious and usual sources and have not definitively pinned down construction dates nor the history of railroad bridges in

the study area. The Minnesota SHPO is no help, because they have not contracted yet to study railroad bridges.

The Chicago, St. Paul, Minneapolis and Omaha Railroad, improved and somewhat different from the 1871 railroad which entered Shakopee, is the railroad route along which the Minnesota Valley Trail travels from Shakopee to Chaska. This fact is not reflected in the "Minnesota Valley Trail: Summer Trail" brochure.

There are three stone-arched bridges in the study area: at Mendota, at Blakeley, and in Blakeley township. These are all railroad-related despite the fact that the latter has been nominated as a township vehicular bridge. It is unclear how the DNR might help to preserve these three railroad bridges, but it is worth the effort because these are rare cultural resources.

XII. EARLY LOWER MINNESOTA RIVER VALLEY SETTLEMENT

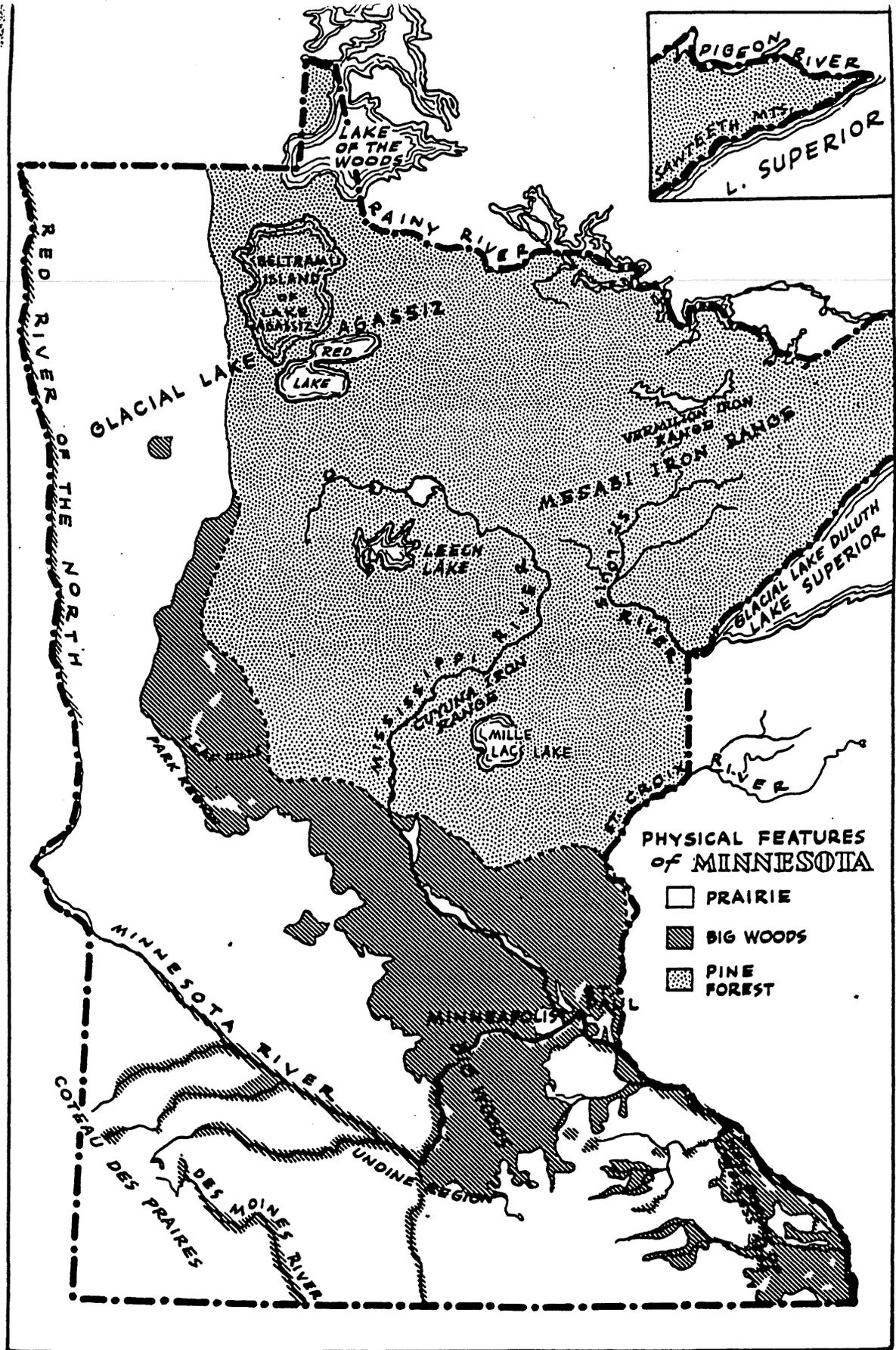
Between 1850-1855, Minnesota Valley settlements sprang up simultaneously along almost the entire length of the river. Twenty thousand emigrants moved into the lands west of the Mississippi before the treaties of Mendota and Traverse des Sioux had were ratified (Jackson 1952:58), but their precarious legal hold on land did not stop new settlers from pouring in.

The establishment of post offices and mail routes is one gauge of this growth. In June, 1851, the young Minnesota Territory contained 18 post offices reaching from Pembina in the northwest to Wabasha in the southeast. By 1858 when Minnesota became a state, there were 126 mail routes. In 1850, the closest weekly mail route to the lower Minnesota valley was the one from St. Paul to Fort Snelling. In 1853, a cross-country route was added, one of 14 new routes, which went from Minnesota City on the Mississippi to Traverse des Sioux on the Minnesota River (Patterson 1966). By 1857, the Minnesota River Valley communities had post offices at: Fort Snelling and Mendota in Dakota County; Bloomington in Hennepin County; Carver, Chaska and San Francisco in Carver County; Belle Plaine, Louisville, Sand Creek and Shakopee (Shak-a-pay) in Scott County; Henderson in Sibley County; and none at Le Sueur (Andrews 1857:191-193).

The territorial census in June, 1849 enumerated four locations on the lower Minnesota. Mendota had a population of 122, Black Dog Village counted 18, and Oak Grove and Prairieville counted 23 each, "Indians excepted" (LeDuc and Rohrer 1851:21). When this count was taken, Minnesota had fewer than 5,000 whites. By 1860, the population had reached 172,022 (Shippee 1917-18:394).

The 1850s opened with high spirits as hopeful settlers and promoters poured into the Territory of Minnesota. It was a period of prosperity and unbounded optimism and everyone hoped for a new town near their claims. So many towns were platted, but never settled, that they had an existence only on paper and even some of these plats filed at the nearest county courthouse have since disappeared. By the opening of 1857, Scott County alone had several towns along the Minnesota River which were never settled. They included the towns of Eagle Creek on the south side of the Minnesota River across from Bloomington; the Village of Little Rapids on the east side of the river across from San Francisco; Sauk Creek north of St. Lawrence; Albright on the south side across from Faxon; and Clarksville on the east side of the river across from Henderson. These towns never had any settlers at all and their names quickly disappeared from people's minds so fast that many did not make for entries in the county history books. A spectrum from professional gambler to thrifty citizen knew there were profits to be made in townsite development. In a description which sums up all the river towns "established" along the lower Minnesota and scores of others around Minnesota in the early 1850s, none is better at summation than Folwell's:

No form of speculation was more alluring, and for a time more profitable, than operations in town sites. Whenever along rivers



Folwell (1921-30) 1:10

there was found a possible steamboat landing, there some enterprising operator, having secured a preemption or established other inchoate title, laid out a town, of which he had a tasteful map drawn and multiplied by lithography (Folwell 1921-30 1:362).

Folwell estimated that in Minnesota between the years 1855-1857 no fewer than 700 townsites were platted into more than 300,000 lots -- enough building lots for 1,500,000 people (Folwell 1921-30 1:362). The Village of Little Rapids was platted in 1856 in Section 31 on land now belonging to the Department of Natural Resources. No attempt was ever made to start a town. The land was entered by the French trader, Louis La Croix who sold interests to W. P. Murphy, Louis Robert, S. S. Eaton, and F. Aymond (The Southern Minnesotan 1931d:18).

Essentially, there were two major setbacks to the long-term health of many of these newly established settlements along the river: they were platted with respect to the prevailing steamboat transportation before the railroads established their rights-of-way; and, some went under very early as a result of the Panic of 1857. Natural disasters like floods or man-made ones like the Civil War and the U. S. Government-Dakota Conflict of 1862 contributed to temporary depopulation and eventual relative stability in the late 1860s.

The Panic of 1857 was one of several severe, but relatively short-lived, economic depressions in the nineteenth century. In those days, unregulated capitalism often worked by fits and starts. The nineteenth century saw several of these episodes, but the ones which affected Minnesota were the Panics of 1857, 1873, and 1893. The causes of these episodes varied, but the national economy ran along pulsating between economic boom and bust. Since a frontier economy depended on eastern capital, Minnesota was particularly vulnerable to the 1857 Panic. Like any territory newly opened, Minnesota was at the height of an economic boom in the Spring and Summer of 1857. The trans-Mississippi area had been opened for settlement and hopes and inflation were both running high. On August 24, 1857, the Ohio Life Insurance and Trust Company of New York failed. Its creditors were forced to default and in domino fashion, failures multiplied across the country. Minnesota was running on credit. Folwell explains, "The panic struck Minnesota with extreme violence. The eastern banks and other creditors called their loans" (Folwell 1921-30 1:363). In this atmosphere, everyone was in debt and overextended. Interest rates rose and everyone tried to sell their assets. Merchants could not pay for the goods they ordered. People who had bought lots in Shakopee a year or two before for \$400 suddenly found them worth a fraction of that and had to default on the money they borrowed in the first place. There were too many sellers and no buyers. There were sheriff foreclosures and plenty of work for lawyers. People left; debtors were ruined. The population of St. Paul may have dropped by 50 per cent (Folwell 1921-30 1:364).

This is the period when whites came to settle the lower Minnesota River valley. After the mid-1860s, things settled down and distilled out to those who were serious about remaining to develop towns and farms. A popular tourist guide to the upper Mississippi region described the

important towns on the lower Minnesota River in 1865: Shakopee, Chaska, Carver, Belle Plaine, Henderson, and Le Sueur. Shakopee, the capital of Scott County, was described as "a handsomely situated village on the south bank" of the Minnesota River, 22 miles from St. Paul by the Minnesota Valley Railroad, containing 1,250 inhabitants and a surrounding country side "fertile and thickly settled." Chaska, accessible by steamer 38 miles above St. Paul, had a population of 610. Carver, the capital of Carver County 42 miles above St. Paul by steamer contained 500 inhabitants and was noted as lying "at the head of navigation during the low water season . . . surrounded by a rich agricultural region." Belle Plaine, 49 miles by steamer and 69 miles by railroad from St. Paul was home to 1,000. The Minnesota Valley Railroad had not yet been completed to the city. Henderson, the capital of Sibley County, was equal in size to Belle Plaine. Le Sueur, the capital of Le Sueur County, lay "in the midst of the best agricultural section in the State with daily steamboat service "from which are shipped large quantities of produce." The Minnesota Valley Railroad had not reached Le Sueur either in 1865, but was projected to the town, whose population was 500 (Disturnell 1868:58-59).

The first land office in Minnesota was at Stillwater, opened in 1848 when the land between the St. Croix River and the Mississippi opened for legal settlement after that area became Minnesota Territory on the admission of Wisconsin as a state of the union. Up to that time, claims were settled on, but subject to claim jumpers because the original government land surveys had not been completed. This process moved west and involved the lower Minnesota River area. By the time Minnesota began to fill up in the late 1840s and particularly during the 1850s, this was an established and orderly federal practice. In the lower Minnesota River Valley, those who came to the area before the surveys were completed between 1853-55 were "squatters." If they did not remain on the claim, they could lose it. Women settlers often were the ones, among the population of modest means, who had to stay at home to "hold down the fort" until the settler could file at the nearest claim office. The first land offices for the Minnesota Valley area opened up in 1854 with those closest at Minneapolis and Red Wing. These offices moved west with settlement. After 1857, the office at Henderson replaced the Red Wing office (Johnson 1976:134; Andrews 1857:195). Many settlers who went to file a claim did so by steamboat from the Minnesota River to Ft. Snelling or Bloomington and then travelled overland to Minneapolis. To get to Red Wing, an overland trip to the east was necessary. Settlers who filed at the land offices were known as "actuals" as opposed to the speculators and opportunists who might build a claim shanty and blaze the dimensions of the property, but who would soon sell out for a favorable price and move on (Giddens 1979:221).

INTERPRETIVE POTENTIAL FOR EARLY SETTLEMENT

In the metropolitan region, there are several historical sites which are being interpreted covering the early settlement period. The League of Women Voters operates the 1849 Ard Godfrey House at Chute Square at St. Anthony Falls in Minneapolis. Its principal connection with

settlement is Godfrey's association with Franklin Steele and the lumbering business at the falls during the territorial period. The 1850 John H. Stevens house has found its fourth home at Minnehaha Park in Minneapolis and houses an interpretative exhibit of early territorial settlement in Minneapolis. The Oliver H. Kelley Farm at Elk River north of Anoka is operated by the Minnesota Historical Society as a "living history farm" interpreting farming practices of the circa 1860s and its namesake, the founder of the Grange movement. The City of Bloomington has initiated a long-range plan to interpret the Oak Grove Mission/ Gideon H. Pond House (Zahn 1993).

The only site which represents the subsistence economy of the early settlers is the Salisbury Hill Road log barn between Blakeley and East Henderson on the east side of the river in site of the proposed DNR trail. The significance of this property is that the "Big Woods" provided the building material for enterprising settlers with little cash. The years have not been kind to the very earliest buildings at white settlement and we have not encountered any other log structures along the Minnesota Valley Trail.

Pre-railroad "Paper towns:" The lower Minnesota River is unique in having so many towns platted along its course in the 1850s. Some of these were "paper towns" which never grew. Others like Shakopee, Carver and Chaska, Henderson, and Le Sueur platted at the same time grew because they had major landing points for steamboats and were not by-passed by the railroads. The St. Lawrence townsite is the best example of a paper town on the Minnesota Valley Trail because of its access and should be a major focus of interpretation of this theme, especially since the entire area is owned and used for recreation by the Department of Natural Resources.

Others which could be "called out" for interpretation include: Hamilton, Hennepin, and San Francisco and the Village of Little Rapids on the east side of the river across from San Francisco. But the pre-1857 boom also includes Prairieville, Blakeley, and Belle Plaine, the latter two having succeeded because of the railroads. If plats can be located, there are the genuine "paper towns" in Scott County along the trail which could also be included: Eagle Creek on the south side of the Minnesota River across from Bloomington; Sauk Creek north of St. Lawrence; Albright on the south side across from Faxon; and Clarksville on the east side of the river across from Henderson. Indications are that some of these were so fleeting, they never even had filed plats.

XIII. STONE QUARRYING AND LIME KILNS

Introduction

The Department of Natural Resources study area has two lime kilns, one in Shakopee associated with the Schroeder Brick and Manufacturing Company and the other west of Shakopee less than a half mile to the east of the Strunk-Nyssen Brewery. Both were used to burn limestone and both are directly visible on the south edge of the trail. They are excellent prospects for interpretation. In addition, there are several limestone quarries principally on the south side of the river in the Scott County area between Louisville township in Scott County and extending east to Hamilton townsite in Dakota County. One is on the DNR property at Lawrence: the Bisson and Corbel quarries presumably near the DNR picnic area. The lower Minnesota River study area has early lime and sandstone quarries which were small pioneer operations, rather than large-scale commercial quarries, such as are found farther up in the Mankato-Blue Earth area which has the famous Kasota stone. The other principal quarry in the DNR study area is at High Rock Island, a sandstone quarry in the Minnesota River bottoms of Dakota County not far from Mendota and Ft. Snelling.

The limestone which floors a large part of the Minnesota River Valley provided building stone to early settlers. Stone was readily available along the river, especially at St. Lawrence townsite where several stone houses, built in the 1850s, have survived. Limestone and sandstone were also used for foundations and mills before brickmaking in the valley became more common and cheaper. When lime was less used for buildings, it continued to be burned for lime. This process was known as "burning the stone" and the two known lime kilns at Shakopee (the Schroeder Brick Company lime kiln and the other west of town in Section 2) are situated close to the river against the bluffs above and adjacent to the Minnesota Valley Trail.

Lime was used as a mortar material by stone masons and brick masons alike. It was also used for whitewashing interior and exterior walls of buildings. Brick in the Chaska area was not manufactured until around 1864 (Winchell 1882-1885: 1:141), so that stone houses and buildings were common early properties in the first ten years of settlement on the lower Minnesota. The original Strunk brewery and brewer's house west of Shakopee is also made of stone and built just after Herman Strunk arrived in 1854. Samuel Pond's house at Faribault Springs east of Shakopee was built of stone in 1851 and razed in 1875. Major Richard Murphy's house nearby was also stone. The old stage coach barn in Shakopee, built in 1854, was of native stone over which was a thin coat of mortar or lime (Works Progress Administration 1936-42). The early houses at St. Lawrence were stone -- all for the same reason: stone was locally available, but brick was expensive and scarce until the brick manufacturers at Shakopee and Chaska began producing their product for the early settlers.

In the making of lime, the lower Trenton limestone beds were particularly prized as a pure limestone because they did not contain

magnesia. When quicklime was manufactured from the Trenton stone, it would be "free from the objections which are made against limes that consist largely of magnesia. The walls would not be so apt to be fouled by the dripping of magnesian salts over the exterior [of buildings]" (Winchell 1888:98-99).

Winchell noted that, "Both quarrying and lime-burning in this district are confined to Scott County, because rock-outcrops, except in the vicinity of Little Rapids, occur only on that side of the river (1888:140)." The St. Lawrence limestone in Scott County was a Lower Magnesian limestone: "a yellowish and reddish massive dolomite" with extensive ledges along the Minnesota River extending from St. Lawrence townsite to Shakopee. This was the building stone of the Bisson House and Strait House at St. Lawrence. At both Louisville and St. Lawrence, the stone was thick enough to produce building stone at both the Bisson and Corbel quarries at St. Lawrence and at Mrs. M. A. Spencer's quarry near Louisville. But the limestone at Shakopee was more sandy and too seamed and fractured to produce good building stone, so it was burned into quicklime. The lime produced at Shakopee was very dark, almost leather-colored. It was magnesian. The sand content caused it to burn more easily, slack with less heat, and set more slowly than pure lime. This made it attractive to masons for brick and stone work, but it did not make a nice white finish coat for plastering or white washing (Winchell 1888:119-140, 341-42)

Lime production was always done on a relatively small scale. Limestone sold by the cord, like wood, and could command a price of several dollars a cord. But lime, sold in 200 pound barrels, was worth only 50 to 75 cents a barrel. While the price of lime was low, the price was enough to offer auxiliary support to quarrymen or brick manufacturers (Aptiz n.d.). This is the reason for the lime kiln at the Schroeder Brick and Manufacturing Company at Shakopee. Contrary to the belief of some, the kiln at the Schroeder plant was not a brick kiln. Lime would have been manufactured there as an adjunct to the brickmaking operation. What put an end to the manufacture of lime was the development of concrete, especially Portland cement, and the drastic changes that concrete brought to the building trades between 1900-1910 (Aptiz n.d.).

Lime kilns are usually located on a bank or bluff because the lime was brought in chunks by wagon and backed up onto a ramp extending to the top of the kiln where it was dumped down the chimney and burned. Wood, rather than charcoal, was used for fuel and in the case of the two lime kilns along the Minnesota Valley Trail at Shakopee. Early accounts indicate that the Shakopee area was favored by plentiful supplies of timber necessary as fuel to any lime kiln operation. The federal Census of Manufacturers data from 1860-1880 indicate that there were several lime kiln operations in the Shakopee area. The locations of these are largely unknown. For example, the 1860 Census listed Lorain B. Sykes as a lime merchant with a capital investment of \$200. He sold 30 cords of stone annually worth \$45. His business was hand-operated and employed three people. The Sykes operation produced 2,000 barrels of lime valued at \$2,000. The other lime merchant listed at Shakopee

in the 1860 Census was also a small operation. Patrick Condon had a capital investment of \$200 and produced 25 cords of limestone worth \$35. His hand-operation employed two people to whom he paid 46 cents (per day). The Condon operation produced 1,000 barrels of lime valued at \$1,000 annually (Federal Census of Manufacturers, 1860. Roll 11, Frame 42, Minnesota Historical Society Newspaper Room).

In 1870 the Census listed two lime merchants in the Shakopee area: Baptist Koufar and Isaac Sweolin. Koufar had a capital investment of \$250, nine employees, and an annual payroll of \$2,560. He burned 600 cords of wood worth \$1,500 and 7,800 pecks of Limestone worth \$1,680. The Koufar operation produced 14,000 barrels of lime annually worth \$10,500. Isaac Sweolin had a capital investment of \$3,500 with six employees for an annual payroll of \$6,350. He produced 15,000 barrels of lime worth \$12,000 (Census of Manufacturers, 1870, Roll 11, Frame 259).

The 1880 Census of Manufacturers indicated that Shakopee was down to one lime manufacturer: J. B. Conter who had invested \$5,000 in his physical plant, employed 15 people at an average wage of \$1.25 a day for an annual payroll of \$4,000. This suggested that wages in the lime business were declining and so, apparently were profits. Conter's operation spent \$2,500 on raw materials in order to produce \$8,500 worth of lime (Census of Manufacturers, 1880, Roll 12, Frame 137).

Lime kilns were essentially large outdoor furnaces with chimneys 20 to 30 feet high. At the bottom were one or more stone fireboxes and the fires were vented out the chimneys. Heat and smoke from the wood fires passed upward through the slabs of limestone. Contaminants were vented up the chimney and the stone reduced to a coarse lime powder. After burning, the lime powder was shovelled out the bottom and collected into barrels (Aptiz n.d.). The heavy bolts supporting huge iron doors can be seen on both lime kilns today although the doors themselves are long gone, probably sold for scrap. Lime kilns were usually operated from early spring to late fall. During the winter, stone quarries ceased operation and the limestone chunks which were a by-product of building stone quarrying ceased as well. Occasionally a kiln remained open all year and the Conter's kiln was apparently a "continual burner." But this was rare.

Stone Quarrying

There are several areas where limestone and sandstone used by the early settlers can be found. Along the bluffs above the Minnesota River in Scott County from one to three miles from the river are outcroppings of Shakopee limestone underlain with Jordan sandstone. Jordan sandstone can be found in outcrops between Merriman Junction and Louisville at the river. These formations are covered with a thin layer of drift. Just above Little Rapids in the area a half mile north of Merriman Junction (Jordan East quadrangle map) were early limestone quarries where the Shakopee limestone forms a terrace approximately 115 feet above the Minnesota River. This was one of the areas of early lime kilns, according to Winchell in 1882, but none have been found here in

the literature and records search (Winchell 1882-1885: 1:111). A continuation of the same Shakopee limestone runs northeast from Louisville township into Section 11 of Jackson township, according to Winchell. "Through the corporate limits of Shakopee this limestone is exposed in many places, the top of the portion visible being 50 feet above the river. It is usually separated from the river by an area of bottomland from a few rods to a quarter of a mile wide (Ibid.)". It is in this area from Louisville northeast to Shakopee where the limestone quarries and two lime kilns in the DNR study area are found.

The limestone at St. Lawrence was identified by Winchell as St. Lawrence limestone, because extensive ledges of it were found in St. Lawrence township. One outcropping is at Rocky Point in section 30 in Blakeley township at the extreme east bend in the river. Another is at Raccoon Rapids about a half mile southwest of Rocky Point where ledges are thinly covered by the alluvium of the bottom lands. About three miles north in Jessenland and Faxon in Sibley County are two of three small low outcrops of this limestone which had been slightly quarried in 1882.

Farther down river to the northeast, the St. Lawrence limestone runs from the southwest quarter of section 28 northeastward to the east half of section 22 (Winchell 1882-1885: 1:119-120). This is on DNR property and is in the area between the DNR picnic area at Lawrence and the Strait House. At St. Lawrence, the limestone is nearly level in stratification and lies in beds 2 to 18 inches deep. The color of this St. Lawrence limestone is buff, reddish or yellowish gray siliceous magnesian limestone (Winchell 1882-1885: 1:120). This is the stone used for the construction of the Bisson House, Corbel-Laurens House, and the Strait House. Based on his 1879 survey of the lower Minnesota River valley, Newton H. Winchell noted that quarries of limestone at St. Lawrence were owned by Abraham Bisson and Philip Corbel, "both renting to others the privilege to quarry at 50 cents a cord. Mr. Bisson's quarry had been worked about twenty years. Its area is some 150 by 100 feet, with a depth of 5 to 7 feet (Winchell 1882-1885: 1:139). This lower magnesian limestone was also burned extensively at Louisville and Shakopee (Winchell 1882-1885: 1:124).

Above the limestone is Jordan sandstone, usually friable and crumbly. This can be found at Sand Creek and can be excavated with a shovel, although the hardest stone is around Jordan where it was used for mill construction and bridge piers. Here, the Jordan sandstone became harder with exposure to air and was a good building material for these structures. There are several island-like areas of Jordan sandstone in section 32 of Louisville township just east of Johnson's Slough in the Little Rapids area. It is Jordan sandstone which forms the Little Rapids in the Minnesota River (Winchell 1882-1885: 1:121-123). Jordan sandstone was found at Mrs. Spencer's farm in section 20, Louisville township, and quarried at her operation "about a third of a mile farther east and one and a half miles southeast from Carver (Winchell 1882-1885: 1:123). The Spencer quarry at Louisville had been worked about 15 years, or since around 1864, when Winchell first surveyed the valley in 1879. At that time the annual sales from the Spencer quarry

were around \$200 to \$950 a year. It had been used for much of the bridge masonry in Scott and Carver counties, including the railroad bridges at Chaska and Carver (Winchell 1882-1885: 1:140).

Jordan sandstone from the Frank Nicolin and Philip Kipp quarry at Jordan was used in the construction of early mills in that city and Mr. Nicolin's quarry supplied around \$2,000 of building stone to the Minneapolis and St. Louis railroad for bridge construction, presumably in the late 1870s and early 1880s (Winchell 1882-1885: 1:140).

The St. Peter sandstone can be found in the area of the mouth of the Minnesota River where it crops out occasionally in spots along the Minnesota and Mississippi bluffs (Winchell 1882-1885: 1:76). Winchell describes this sandstone at High Rock Island (mis-named Quarry Island) thusly:

The St. Peter [sandstone] appears in the bottom-land of the Minnesota river on the S.W. 1/4 of Sec. 33, Mendota [township], where it forms a small island which sometimes is nearly covered by the water of the river. The rock lies in heavy layers nearly horizontal, but dipping a little to the west of south. This island is ordinarily about fifteen feet above the water. It is about a fourth of a mile in length, and has a few small oaks scattered over it. It can be reached only on the ice in winter, or by boat in summer. This rock here has been somewhat quarried, and furnishes a very good stone for bridge-piers. It has been used in the bridges at Fort Snelling. It presents every shade of color resulting from iron and manganese deposited by evaporating water, from the yellowish stain which comes at first over a white sand, to brick-red and umber-brown, the most of it being of a pleasant rusty yellow (Winchell 1882-1885: 1:81).

Winchell appears to mention High Rock island once again:

The quarry in the St. Peter near Fort Snelling has been used not only for bridge-piers, but a small house owned by Treffle Auge, three miles from Mendota, near the Minnesota, was also built wholly of this stone. The first hotel at Mendota, built in 1838, by John B. Faribault, is of sandstone, probably from this quarry (Winchell 1882-1885: 1: 99,100).

A note at the bottom of the page explains that Jean B. Faribault built his hotel in 1838 and that one facade was from stone from this island, according to Henry Hastings Sibley writing in 1886. The Treffle Auge house, now razed, was where Auge lived while operating the Mendota ferry.

Lime kilns

According to Winchell: "Both quarrying and lime-burning [in the Scott and Carver county area] are confined to Scott County, because rock-outcrops, except in the vicinity of Little Rapids, occur only on that side [south] of the river (Winchell 1882-1885: 1:140)." The magnesian Shakopee limestone produced a very dark lime, which slaked to a brown or cream color. As magnesian limestone, it had a little

admixture of sand which made it burn more easily, slack with less heat, and set up more slowly than pure lime. This made it preferable to masons for both brick and stone work and for plastering except the finish coat. Winchell continues:

At Shakopee, J. B. Conter burns 15,000 barrels yearly, selling it at Saint Paul and Minneapolis for 55 cents per barrel of 200 pounds. The upper 6 to 8 feet of the section here, above the calcareous sandstone used for building, produce leather-colored lime; while the 12 feet below these beds yield a very dark, blackish lime. The kiln, a continual-burner, is operated during about eight months of the year. Lime has been manufactured here ever since the first settlement of the town [Shakopee] in 1852. The area of the quarry is 240 by 220 feet, and its depth 15 of 20 feet. The sales of stone for building purposes are perhaps a hundred cords yearly, at about \$2 per cord. Mr. Conter also burns about 15,000 barrels of lime yearly at the quarry and kilns before mentioned, five miles to the southwest, in Louisville. This limestone and the lime produced are nearly the same as at Shakopee. It is arenaceous, but the quarry shows no continuous layer of sandstone. Lime-burning has been carried on here about fifteen years [ca. 1864-1879] (Winchell 1882-1885: 1:140-141).

Winchell noted as well that two lime kilns were burned from Shakopee limestone at Hamilton in 1858 "when the mill now owned by Quinn Brothers was being built (Ibid.)."

Again as with the brewing business, the Minnesota State Historic Preservation Office has little specific information on stone quarrying or the manufacture of lime. The Wisconsin Preservation Office information is quoted at length because of its excellent background information on these industries.

From: CULTURAL RESOURCE MANAGEMENT IN WISCONSIN: VOL. 2
Historic Preservation Division, State Historical Society of Wisconsin.
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From the earliest days of settlement in pioneer Wisconsin, local stone has been used by residents for building and construction purposes. Until the 1850s, however, very little of the work was done by sizable quarrying operations. Most of the rock was acquired simply from clearing land for farming purposes or from easily accessible surface deposits and was used mainly for foundation or rough wall construction. New tools, machines, and quarrying technology made operations highly efficient, and increasing demands for fireproof buildings and permanent structures resulted in the use of more and more stone in the building trades.

The basic concept underlying the efficient quarrying of any stone is the skillful removal of large rectangular blocks with the least outlay of time, labor and waste. Almost all quarrying operations started at points of natural outcroppings or exposed ledges. The initial step necessary to expose the strata of usable stone

for quarrying was the stripping of any soil or timber cover from the site. Once cleared, the stone was ready for sectioning and quarrying with the use of hand tools or by blasting. Eventually, with the introduction of steam-powered and pneumatic tools, the actual stone removal operations became considerably easier and more efficient. Much of the work was dependent upon the type of stone present at the site, whether a soft sandstone, an unyielding granite, or any one of several grades of Wisconsin limestone. The quarry site's depth, stratigraphy, and purity also played important roles. Tall wooden and steel derricks of massive proportions, positioned at the lip of the quarries, were used to lift the stone blocks and carry them to cutting sheds or storage yards located adjacent to the quarry site. Other mechanisms such as inclined elevators and conveyors carried off rubble and smaller blocks. As the quarries deepened, other derricks were often placed on the bottom or on successive ledges. Pump houses sprang up as well to keep water from flooding the quarry floors.

The working yards and cutting sheds of the quarry sites ranged from rough sheds and temporary structures to extensive, open buildings, depending on the size of a site's output and the amount of machinery in use. Many firms processed the stone on site, cutting, dressing, and finishing it for immediate use. Others maintained separate facilities away from the site, to which stone from several quarry sites might be brought for finishing. In some cases, the stone was sold and shipped rough, with finish work done at distant stone yards or on the construction site. Generally, the stone working sheds were large, open structures, often with dirt floors and movable rails to facilitate the handling of the stone. Later facilities might include overhead cranes and winches along with massive automated cutting and dressing machinery.

Among the early tools employed by quarrymen and stone cutters were a wide range of hand tools such as hammers, chisels, sledges, pry rods, gang saws, and dynamite. Steam-powered and compressed-air drills, channelers, and saws replaced hand tools in many quarrying operations by the last quarter of the nineteenth century. Sites utilizing powered machinery also required extensive boiler and engine houses adjacent to the quarries. By the end of the century, huge lathes, diamond saws, and finishing equipment were becoming more common at extensive operations as well. Of course, those firms whose product was mostly paving block, curbing, or crushed stone required less skilled craftsmen and machinery.

Additional structures often found at quarrying sites included simple office buildings, blacksmithing forges to repair and sharpen tools, and the secluded dynamite or explosives shack which contained various products from gunpowder and TNT to nitroglycerin. The proximity to rail service was also an important feature to profitable quarrying operations. Small-gauge tracks allowed local movement of stone within the site, and regular, main-line service was necessary if the unwieldy products were to be

shipped to distant markets. In some areas adjacent to Lake Superior and the Mississippi River system, the waterways supplanted the dependence upon the railroads. As seasonal workers, except for the skilled stone cutters who could work through the winter, quarrymen often shared bunkhouse or boardinghouse space erected near larger sites during the quarry season.

. . . .

The following sections will study more closely the growth and development of each of the main quarry types in the state--granite, sandstone, and limestone -- well as their associated production industries.

The quarrying technology employed in the region covered a broad range, from unsuccessful attempts at blasting which tended to shatter the rock into rubble, to hand drilling and animal powered hoists, to state-of-the-art steam channellers and power derricks. Production levels from the various sites also varied widely. While the Apostle Island sites were producing an average of 200,000 cubic feet of stone a year by early 1890, extensive operations on the mainland near Bayfield were producing as much as 600,000 cubic feet annually. The smaller operations along the south shore produced much more limited amounts ranging from 20,000 to 50,000 cubic feet a year. Employees hired by the larger quarries often numbered as many as 25 during the wintertime and commonly grew to over 100 in the summer during peak seasons (Lidfors 1983:6, 20).

During the 1890s, changes in tastes and construction methods occurred throughout the nation. The 1893 Columbian Exhibition in Chicago was particularly important for bringing a new aesthetic for "white architecture" to the forefront. The heavy, somber nature of brownstone construction slowly began to give way to Neo-Classical designs of light-colored limestones and granites. The advent of skeletal steel and concrete construction also placed brownstone's load-bearing masonry at a disadvantage. The Lake Superior sandstone industry, damaged by the financial depression of 1893 that closed many sites, faced a steady decline in the mid- to late 1890s. By 1898, all of the Apostle Island quarries had ceased operation; by 1905, even the large, mainland sites were closed except to occasional commissions. For the most part, extant features at the sites which are most likely to be found today would consist of only overgrown quarry openings, deteriorated dock components and rail facilities, unused stone and rubble piles, or adjacent worker housing.

Limestone

Sedimentary in origin, limestone constituted the largest type of quarried stone in Wisconsin. Found in a broad band across the southeastern portion of the state and along the Mississippi River Valley, Wisconsin's limestone formations are characterized by a wide variation in texture and chemical composition. Officially the

stones fall into one of three specific types: lower Magnesian, Trenton, or Niagara formation. Wisconsin limestone was used as a building stone in foundations, piers and bridgework, as a crushed stone for roadwork and macadamizing, and perhaps most importantly, as the central ingredient in the manufacture of lime for building, agricultural, or industrial purposes. The lime amounts of the stone were ever used as exterior dimension stone on major buildings. This is due to the nature of the local stone, which was often difficult to dress and irregular in appearance, and to the existence of fine building stone from neighboring areas such as Indiana, Michigan, and Minnesota.

The earliest concentrated efforts to use local limestone in the state date to the late 1840s and 1850s. As with other quarried stone, these early concerns did not operate extensive quarries, but rather, exploited local stone on a limited basis either as a source of lime or as a rough building stone. As the state continued to expand in the second half of the nineteenth century and as demands for building materials increased, so did the scale of quarrying operations. The post-Civil War era in particular experienced large gains. By 1890, 79 limestone quarries were operating in the state. Manned by 1,048 seasonal and full-time employees, the quarries produced \$813,900 worth of stone, ranking Wisconsin eighth in the value of production in the United States. Over 6.5 million cubic feet of stone was being produced annually for various building products. By far the majority of the stone continued to be used in the manufacture of lime and flux (Eleventh Census of the United States, 1890: Mineral Industries, 632-635).

Lime

Calcination, the process of burning limestone to form lime, was known to primitive people as far back as the Egyptians. The Greeks covered their temples with a lime stucco as early as 500 B.C., and the Romans developed a lime plaster as well as an hydraulic lime mortar for use in the aqueducts. The basic process of calcination involves the heating of quarried limestone to a temperature of about 900 degrees Fahrenheit. The intense heat dissociates the calcium oxide from the carbon dioxide component of the stone, resulting in a pure lime available for use as a basic ingredient in construction mortar, plaster, whitewash, and fertilizer. Much of the Wisconsin stone quarried for lime production contained varying degrees of magnesium carbonate which produced a much softer lime, and when properly prepared, a much more durable building mortar.

The calcination or burning process of the limestone occurred in furnaces called lime kilns. The earliest lime kilns were simply fashioned by piling heaps of wood and limestone together and igniting the wood. The heat drove off the carbon dioxide (CO₂), leaving lime which had to be separated from the ash. Many of the early Wisconsin settlers prepared lime for mortar and whitewash using this process (Bertrand 1944:399-401). The early supply of limestone was often obtained from newly cleared fields and open

outcroppings. By 1850, spurred on by continuing expansion of settlement throughout the state, the manufacture of lime gradually emerged as a prominent industry, as commercial lime kilns developed across the rich limestone producing regions of the state. As demands from builders and farmers grew, commercial manufacturers moved beyond the crude kilns of the early farmers and established expanded production sites, using a variety of permanent kiln forms. The most common kiln configuration was the chimney-like, vertical shaft kiln.

Kilns generally consisted of short, wide, vertical shafts lined with firebrick or some other refractory material and were enclosed by either a steel (later) or stone casing usually of limestone. Fire grates, fire doors, and other miscellaneous fittings were often of cast iron. Small blocks of limestone were fed into the kilns at the top by means of an inclined tramway or narrow-gauge railway. Where a series of kilns stood in line, the length of track might run across the tops of the entire ensemble. The rock was preheated by escaping gases in the upper part of the stack. As it slid down into the major calcining chamber, it was converted to lime by the heat emanating from two or more fireboxes located in the walls near the bottom of the kiln. The "burnt" lime was eventually withdrawn from the cooling chamber at the base of the kiln and was ready for storage, bagging, or shipping. The actual duration of the burning process lasted anywhere from four to 24 hours. At large sites, vertical shaft kilns often operated continuously with stone constantly loaded at the top and finished lime removed from the bottom at prescribed intervals. The size of the kiln and its loads, the specific design of the kiln, and the amount of manpower available all determined the specific operation of a kiln site. The lower portion of the kilns was often enclosed in a long wooden shed to protect the workmen and the lime from the weather, as kilns were often operated year-round.

Minor variations on the basic kiln form depended upon the type of limestone available and the fuel used. The most common fuel used to fire the kilns was local hardwood which proved especially well-suited to Wisconsin's high magnesium lime. Imported coal or gas was used to a lesser extent when it was available cheaply. Proximity of the site to markets and transportation systems also had a direct effect on production. Most established Wisconsin firms manufacturing on a commercial basis in the nineteenth and early twentieth century operated between four to five kilns on a particular site, which was usually directly adjacent to the supplying quarries. Individual kilns often housed multiple burning shafts or chambers for increased production as well. Typical kilns might measure from 25 to 50 feet tall and 15 to 30 feet per side, usually tapering slightly towards the top. Smaller sites, operated by limited producers, were also sometimes set into hillsides with only a single wall projecting from the earthwork. Crude pathways led to the top of the hill for the loading of the kilns. Others still used the mixed-feed process which combined limestone and wood/fuel into a single package burnt all at once.

Commonly found on farms and in rural areas, the product was normally used for whitewash or agricultural purposes. Other features typical of commercial kiln sites included storage sheds, rock crushing machinery, offices, waste piles, rail sidings and sheds, company housing, and possibly a hydrating plant. The hydrating plants, found at more extensive sites, simply added water to the crushed lime in order to make it easier and safer to handle in shipping. In later years, during the late nineteenth and early twentieth centuries, more sophisticated mechanical kilns were introduced. Operating on much the same basis as early stone kilns, the newer kilns were simply expansive iron and steel machines for the burning of lime. The rotary kiln, first introduced in the 1890s, was used on a limited basis in Wisconsin as some plants attempted to modernize. The old, vertical shaft kilns did not disappear from the industry, however, and were used successfully well into the twentieth century.

The burning of limestone to form lime for construction and agricultural uses was one of the oldest manufacturing industries in Wisconsin. As such, it spanned a transition from pioneer to highly integrated industrial enterprise. The state's commercial lime industry was concentrated primarily in the eastern counties. Lying immediately west of Milwaukee and over some of the state's most abundant limestone deposits, Waukesha County quickly became the early center of the region's commercial operations, benefiting enormously from the area's access to Great Lakes shipping, the expansion of the Milwaukee railroads, and the growth of the city of Milwaukee itself. By the 1850 census, ten commercial firms existed in the state, employing 34 laborers and producing \$25,300 worth of lime. This production was in addition to the production of many local farmers. Lime kilns were infrequent sights in the western regions due to the lack of suitable stone. Private concerns, however, produced small quantities for local use, and Prairie du Chien, Platteville, Limestone hollow, Black earth, Mazomanie, and Madison all had lime kilns in operation during the middle decades of the 1800s (Kanetzke 1969:35-37).

INTERPRETIVE POTENTIAL

The interpretive potential of the lime and limestone industry in the vicinity of Shakopee is very good because the ruins of two kilns are visible from the Minnesota Valley Trail. The making of lime was popular in this area because of the outcroppings of limestone found along the valley here. The burning of lime can thus be integrated into information about the geology of the area and can be related to the use of limestone as a building stone, as was the case at St. Lawrence.

Schroeder lime kiln: This kiln ruin offers the best opportunity to interpret lime burning along the Minnesota Valley Trail because it is sited within four feet of the trail and backs up to a rise on the south which is essential in understanding how lime was dumped into the kiln from above. It is also associated with the Schroeder Brick operation,

as an adjunct operation providing lime for mortar to brick customers in the area.

Lime Kiln west of Shakopee in Section 2 T115N R213W: This kiln, also a ruin, is at the top of the bluff south of the Shakopee to Chaska bike trail. The area has numerous visible outcroppings of limestone ledges from the trail below. It has been referred to as the Conter lime kiln, but we found no evidence that this assumption is correct, despite the fact that it appears in several local written sources. Signage indicating it as a lime kiln is all that would be appropriate at this time until further research is conducted on the site.

XIV. BRICKMAKING

There is no doubt that citizens in the new cities along the lower Minnesota River in the early 1850s wanted brick. Brick was needed for chimneys and foundations and, later, for houses and permanent stores. Brick buildings marked substantial business and successful businesses. It was also an insurance policy against the kind of fires which swept Shakopee in its early years and wiped out a large part of the downtown. Brick was not something that could be brought in by steamer like window glass and other building materials because it weighed too much. Complaints were rampant in the first years of settlement about the steamboat freight rates into the valley. It usually cost more to ship goods up the Minnesota from St. Paul than the steamer rates from Dubuque and points south to St. Paul. Brick was not something one could afford to ship in. In this vein, it is easy to understand how James Goodhue, a St. Paul journalist who travelled up the Minnesota in 1850 could exclaim:

"Farms, a great many, are being opened in all directions, and on both sides of the river. That is right. No danger but what the town will grow fast enough -- towns often grow too fast. Many of our people are exclaiming brick! brick! the town is perishing for want of brick! (Berthel 1948:158).

The area around Chaska on the lower Minnesota River is well-known for Chaska brick, but the Minnesota Valley Trail passes through the Schroeder Brick and Manufacturing Company yards at the foot of Minnesota Street in Shakopee on the south side of the river. This pioneer brickmaking firm was founded by Herman Schroeder in 1876 and continued in operation until after 1940. It presents an excellent opportunity to interpret brickmaking in the area because of the many structural remnants which still remain.

The Federal Census of Manufacturers microfilm at the Minnesota Historical Society indicates that there were no other brick makers at Shakopee recorded in the 1860 and 1870 censuses. The 1880 Census of Manufacturers listed the following information on the Schroeder operation:

Herman and Henry Schroeder, Brick yard. \$3,000 capital invested. 14 employees paid \$1.25 per day. Total wages for one year were \$2,600. The operation used 600 cords of wood. The total value of all materials was \$2,200. One million bricks were manufactured valued at \$5,000 (Census of Manufacturers, 1880. Roll 12, Frame 137, Minnesota Historical Society Newspaper Room).

The site consists of a lime kiln on the north side of the trail at the east end of the site at the foot of Minnesota Street. Typical of lime kilns this one is against the bluff so that limestone could be dumped at the top of the chimney. The lime kiln does not have a direct relationship to brickmaking, but was an adjunct business offering "one stop shopping" for both the bricks and the mortar. This kiln was probably erected around 1876 when Schroeder opened his business.

South of the lime kiln is the brick kiln, a long rectangular shed with an open roof and wood shed sides, lying on a north-south axis. This is where the bricks were fired. This appears to have been a scove kiln as evidenced by the 1925 Sanborn Insurance Map of the site. To the east was a large drying shed with a brick machine at the east end. This structure lies on an east-west axis and housed the new brick which was air-dried. By 1925, this structure was used to extrude the bricks into pressed brick and the new bricks were then stacked and dried for a period of perhaps 10 days before being fired in the kiln to the west. The "brick machine" structure at the east end of the drying sheds was a brick making machine. A similar machine exhibited at the 1876 Philadelphia Centennial could make 50 to 80 bricks per minute. After taking raw clay and mixing it with sand in a hopper, the material was brought to the brick machine and forced through a shaping die by a helical screw (McKee 1976:45). The machine automatically cut the material into bricks and the new bricks were transported to the adjacent drying sheds where they were stacked.

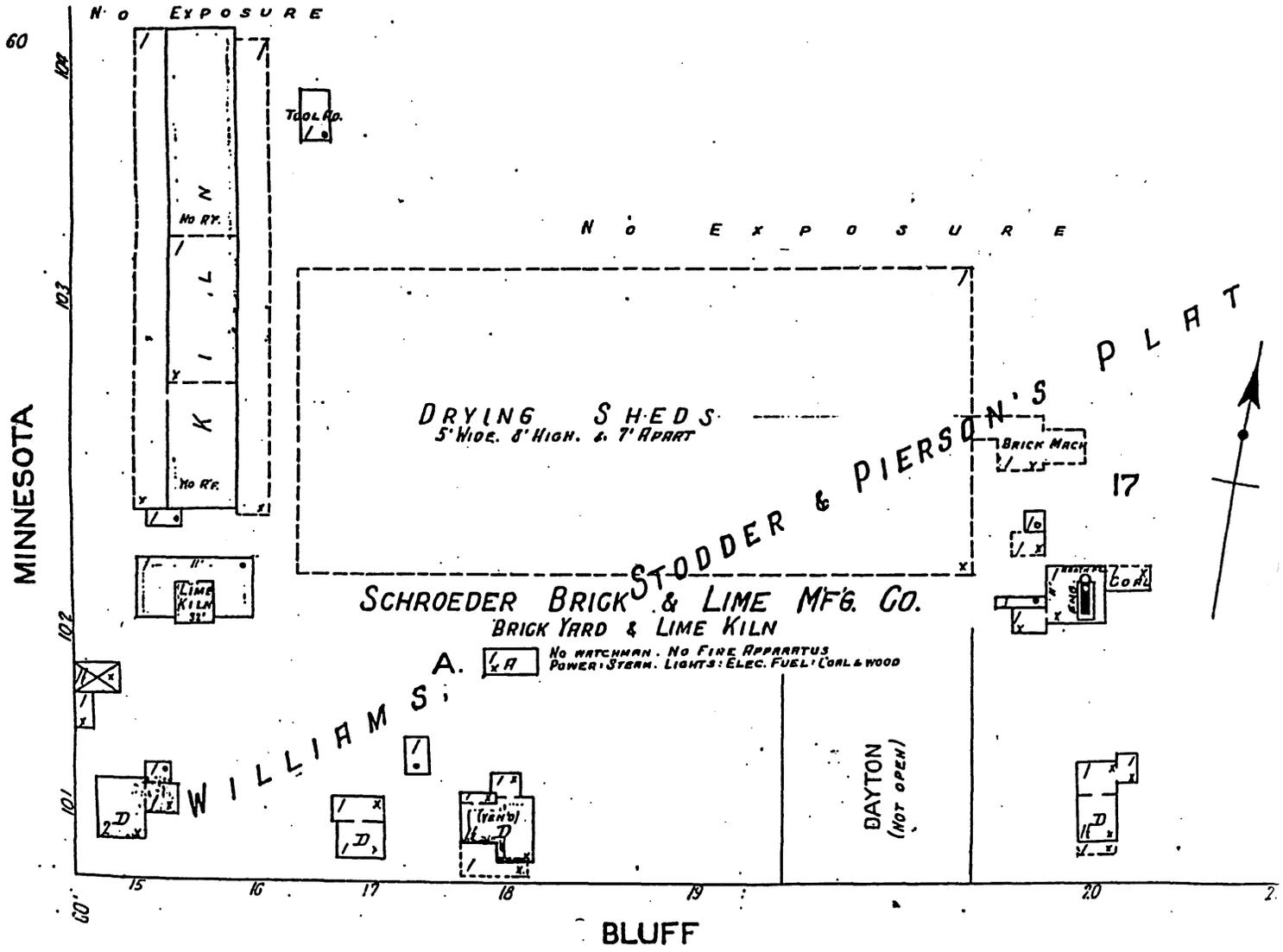
On the north side of the trail at the east end is an engine house. The concrete slab of part of this structure is still visible. The purpose of this steam engine, fired by coal (another product the Schroeder family sold), is not immediately apparent. Could it have been used to operate the brick machine? But it is too far away. Could it have been to heat the buildings? But this was an open air manufacturing site. The 1925 Sanborn Map indicates that the brickyard operated only in warm weather. In the case of the Schroeder brick yard, the steam engine house was probably the pug or grinding mill where the raw clay was mixed with sand and then transported to the brick machine on the east end of the drying sheds.

There is a good historical photograph of the site (Coller 1960:224) which appears to have been taken looking northwest over the top of the drying sheds.

Writing in 1882, Newton H. Winchell described the Schroeder operation: At Shakopee, Schroeder Brothers have made bricks six years [1876]; annual product, 700,000, selling at \$5 per thousand. The recent alluvial clay of the Minnesota river is used with admixture of one part of sand to two of clay. These bricks are red, and of good quality (Winchell 1882-1995:141).

The Shakopee Courier described the operation in 1892: "Herman Schroeder has been loading brick for the past two months on [rail] cars amounting to at least one and a half million brick (April 7, 1892)."

Herman Schroeder's son, Adolph, came into his father's business in 1892 and worked there ten years. From 1902-1906, he worked for his father's other business selling hardware, feed and agricultural implements. From 1902-1922, Adolph worked again with his father in the brick and lime company yards. In 1922 he took over all the family businesses, including the brick and lime concern, the building materials and the coal businesses which his father had developed. Adolph was operating these in 1941 (Who's Who in Minnesota 1941:450).



Sanborn Insurance Map (1925)

Chaska brick made from clay on the north side of the river is yellow or cream color. The clays deposited on the south side of the river in Scott County were dark blue in the Jordan area and were laid down in successive layers (as many as 60) in the warm season over a period of time during the interglacial. This darker clay settled in depressions known as kettle holes as heavy sentiments. This interglacial clay, overspread by till, testifies that an ice-sheet covered this region after the Minnesota valley had been eroded nearly as it is now," according to Winchell writing in 1882 (Winchell 1882-1885: 1:131-133). At Shakopee, this blue till was responsible for the red color of brick at the Schroeder brickyard (Ibid.: 1:138).

The Schroeder brickyard had stiff competition in the area. Yellow bricks were manufactured at Chaska, Carver, and Jordan. Eight yards at Chaska alone were manufacturing over 30,000,000 in 1884, much of it destined to markets in Minneapolis and St. Paul during the boom of those cities in the early 1880s. This was cream-colored Chaska brick. The only other red brick in the area beside that manufactured at Schroeder's was a small yard run by Jacob Kranz, at Belle Plaine which began in 1870 to make red brick. In 1882 his production was 300,000 annually (Winchell 1882--1885: 1:141-146).

Brickmaking in both Wisconsin and Minnesota is associated with German immigration. Most of the brick firms in the Chaska area were begun by Germans and most of the brickmasons were German. Brick was a favorite building material in Germany because of the short supplies of wood. This preference was brought to the United States. The "push" factor which brought German immigrants to the midwest included worsening conditions in Germany between 1830-1850: famine, poverty, religious unrest, political repression, and compulsory military duty. A series of political revolts and repressive countermeasures culminated in the failed Revolution of 1848 (Martens 1988).

Since the Minnesota River Valley did not open up to settlement until 1851, the territory was not available to settlement by the earliest German immigrants who came to the midwest between 1830-1845. When the Minnesota valley opened up, the first-comers included a large percentage of technically-skilled German-Americans relocating from eastern cities. These settlers were "progressive," skilled, and urban in outlook and combined with Yankee businessmen with capital to start new businesses, such as brickmaking. They tended to locate in enclaves such as Milwaukee, New Ulm, and the Chaska area, largely because of well-established immigration societies. However, in the Carver County area along the river, the new German settlers seem to have arrived as a matter of individual choice, especially in the period from 1850-62. The second group of Germans came in the period after the Civil War from 1865-1880. They tended to be conservative and brought with them personal wealth. Their building practices were also conservative and they tended not to experiment as did the earlier group (Martens 1988:31-34).

It appears that Herman Schroeder was of the latter persuasion, having begun his business in 1876, the presumed time of his arrival. In

short, these later Germans provided a good local market for brick with which to construct more traditional housing. The brickyards around Chaska and the south side of the river, therefore, had not only a strong local market for their bricks, but good rail transportation from which to ship their products over a wide area of Minnesota.

Again, because the Minnesota State Historic Preservation Office has not defined a detailed context for brickmaking in the state, selections from the Wisconsin cultural resources manual on brickmaking is presented below as it pertains to the Schroeder Brick and Manufacturing Company at Shakopee.

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Brick and Clay Products

Wherever abundant clay soils were present in sufficient amounts and adequate quality, brick manufacturers usually established local production concerns. In areas of high density, these concerns often expanded beyond local use, as in Milwaukee where the stratified beds of clay along Lake Michigan furnished material for an excellent cream-colored brick. Manufactured on an extensive scale (20-25 million bricks annually during the Civil War era), the Milwaukee brick gave rise to the community's title as the "Cream City" (Merritt 1982:29).

Because manufacturers in smaller communities supplied only local demands, cream-colored or the more common red brick was usually produced at unpretentious sites throughout the nineteenth and early twentieth centuries. The most obvious identifying feature was the extensive drying yards where bricks, stacked on pallets or in piles under crude, protective sheds, were allowed to dry after being molded. Sheds and simple, frame shanties also protected supplies of necessary raw materials, such as clay and sand, which were normally obtained from nearby clay banks and pits by the simplest of methods. The actual molding of the brick, either by hand or machine, might have occurred in more permanent frame or brick structures. By the late 1880s, machine-made, pressed bricks provided the building industry with sharper, clearer masonry units and quickly replaced the older hand struck methods, except in the smallest of plants. In the early twentieth century, the perfection of extrusion machines and multi-unit presses for the manufacture of bricks tremendously increased production and helped reduce brick prices as well. After being molded, the bricks were allowed to dry for one to two weeks in the open air to rid them of excess moisture. While most firms utilized outdoor drying yards, protected with temporary wood and canvas sheds, others developed artificial heat dryers, often recirculating hot air from the kiln. The use of artificial dryers meant longer working seasons and fewer problems due to rain or frost.

Finally, the bricks had to be fired in outdoor ovens or kilns (1600-2000 degrees Fahrenheit). The kilns existed in many forms and designs, depending on the size of the brickmaking plant and the quality of the products desired. The most common form was the simple updraft scove kiln. Normally found at small yards, the scove kilns required stacking the bricks to be fired on a level site and actually building a kiln around them using both freshly molded brick and older units along with mud. Fires set into arched openings at the base of the kilns continually baked the bricks for a period of seven to 10 days at which point the kilns were completely dismantled and the newly fired bricks were ready for grading and shipping. Other sites employed more permanent firing structures that consisted of long, rectangular shapes open at one end to allow the loading of bricks and usually covered by a metal or wood roof. Arched openings at the base of the thick walls allowed wood-fueled fires to heat the kiln and bake the bricks. Production from the updraft kilns was not uniform due to uneven heat and the location of the bricks in the kiln.

A number of sites also used down-draft kilns. Round or square in shape, these permanent kilns allowed heat to enter at the top and exit out flues at the base that were connected to tall chimneys. By actively separating the firechamber and the flames from the bricks, a more even heat was achieved, producing a more uniform product. The round kilns appear to have been more common and were often 15-20 feet in height and 20-30 feet in diameter. Large openings in one side allowed bricks to be placed inside. The down-draft kilns were also able to make better use of fuels other than wood to heat the bricks. When available cheaply, gas and oil could be easily introduced in place of shrinking supplies of wood fuel. Continuous or tunnel kilns, utilized by larger firms towards the beginning of the 1900s, allowed plants to operate 24 hours a day. Commonly housed in simple, protective structures of sizable scale, the continuous kiln consisted of a series of interconnected units that were fired at successive intervals. Operating in a continuous cycle, it allowed bricks in one unit to be pre-heated by the flames baking bricks in a nearby kiln unit at the same time that a unit further down was being readied for firing. The later tunnel kilns, which are still commonly used today, actually "pulled" a continuous stream of bricks through a series of heating chambers on a conveyor system. Again, the bricks were subjected to a successive series of heats that dried, heated, and baked the bricks, finally allowing them to slowly cool down to produce the "perfect" uniform brick.

Among other features commonly visible at brickmaking sites were rail sidings, office structures, seasonal housing, grinding/pug mills for preparing the clay and storage areas.

INTERPRETIVE POTENTIAL

Schroeder Brick and Manufacturing Company: This is the only known site

associated with the manufacture of bricks in the late 19th and early 20th century along the Minnesota Valley Trail. This pioneer brickmaking firm was founded by Herman Schroeder in 1876 and continued in operation until after 1940. It presents an excellent opportunity to interpret brickmaking in the area because of the many remaining structural remnants in the form of foundations which are located on both sides of the trail.

If possible, the area should be staked and brushed out with signage on both sides of the trail in order to show the brickmaking process from east to west across the site. The social history of open-air brickmaking as a hardship on seasonal workers at Chaska is covered in undated Chaska Herald articles such as the one below in Barac (1976: 277. See General Carver County folder accompanying this report). According to one worker's lament:

The evil is this: our brick yards actually can not furnish a man with more than five months of permanent employment in a year, the other seven months (which in Minnesota are the severest both on body and purse) he must spend without work."

XV. BREWERIES

An important site on the Minnesota Valley Trail west of Shakopee is the Strunk-Nyssen Brewery whose northern buildings can be seen from the trail. The Minnesota Historical Society has had an interest in developing information on breweries in the state. To that end, they hired Frank Vyzralek several years ago to put together information on Minnesota brewing. Frank is a former archivist at the State Historical Society in North Dakota and now a free-lance researcher. He did not get very far. There is a recent article by Michael Worchester in the Hennepin History magazine (1992 51(4):5-14) on brewing in Minneapolis and the location of that city's breweries and the process of consolidation in the brewing industry which may signal a new interest in this type of cultural resource.

Unlike the lumbering industry in Minnesota and the flour milling industry, no trade periodical was ever established in the nineteenth century for brewing. Vyzralek had begun a look at the federal censuses of manufacture for areas in Minnesota with significant German populations, but had to end his study after gathering preliminary information (Personal communication with Norene Roberts, February 1992). The best source on brewing was found in the Cultural Resource Management document from the Wisconsin State Historic Preservation Office and is extensively quoted at the end of this chapter.

It is not surprising that breweries were located in the Shakopee area which had both a large German population and a ready market. The Federal Census of Manufacturers for 1860 indicated two small local pioneer operations, those of H. H. Strunk and of Adolph Albacten. These were two of only 14 breweries operating in the state in 1860 and are therefore early Minnesota breweries (Worcester 1992:5). Albacten had invested \$1,000 capital and used 200 bushels of barley worth \$800, 1,500 pounds of hops worth \$300 and 170 cords of wood costing \$250. He employed three people, paying them \$1.50 a day. Annually he produced 790 barrels of beer valued at \$4,740. The Strunk operation listed \$1,300 in capital investments, 1,040 bushels of barley costing \$364, 390 pounds of hops costing \$195, used 1,560 bushels of coal at \$195 and 52 cords of wood at \$156. Strunk produced somewhat less than his competitor: 500 barrels of beer valued at \$3,000.

The 1870 Census counted two breweries in Shakopee, the Andrew Hruker [sp?] and the John B. and Jacob Hussman breweries. Hruker had a capital investment of \$7,000 and two employees to whom he paid \$1,000 per year. He used 2,500 bushels of barley costing \$2,500, 1,000 pounds of hops at \$220, and sundries totalling \$330. Hruker produced 1,000 barrels of beer worth \$9,000. The Hussman operation was virtually identical in costs, material, number of employees and barrels of beer produced annually (Census of Manufacturers, 1870, Roll 11, Frame 259).

Field inspection of the Strunk-Nyssen brewery in the summer of 1992 indicated that the complex is remarkably intact, including the hipped roof "kiln" room where the malt was cooked, the malt house, and the ice house as compared to the 1895 Sanborn Insurance map of the site. In

addition, Nyssen Lake and the Minnesota River are nearby and both may have provided ice in the days before refrigeration. Another ingredient in the location of this site was the large German population in the Chaska and Shakopee area which provided local markets for the beer produced. However, the present buildings on this site do not reflect early brewing alone, because Nyssen operated the brewery after Herman Strunk sold it. Later technology is reflected in the building complex as it stands today.

According to Herman Strunk's 1904 obituary, the cholera epidemic in St. Louis drove the Strunk family from St. Louis in 1854 after they lost two sons and a daughter to the plague. They came directly to Shakopee in that year and he built the Strunk brewery, the first in the Minnesota River Valley, together with the Strunk-Nyssen house nearby which is on the National Register of Historic Places. This was the nucleus of the plant today. Because he was the only brewer in the Minnesota River area, he made deliveries in a wide area including trips by team all the way to New Ulm. He also built a distillery which he sold to Frank Kranz around the beginning of the Civil War. In 1871 after he sold his brewery to a Mr. Winkler in Shakopee, he opened a drug store in the city with his sons. The improvements at the brewery after 1871 are not associated with Strunk, but with the Nyssen family. Strunk was elected coroner of Carver County in 1867, and ten years later was elected mayor of Shakopee. From 1880 to 1883 he was a city council member of Shakopee from the first ward ("Death of an Old Resident" Scott County Argus, Nov. 19, 1904).

Herbert Nyssen purchased the brewery and brewer's house in 1878 and built a large limestone addition to the brewers house around 1880, living there until his death in 1930. The second floor of this addition was built as a boarding house to accommodate farmers who travelled great distances to haul grain to the brewery (Bloomberg 1979).

According to Sanborn Maps, by 1896, Herbert Nyssen was operating under the name "Shakopee Brewery." The physical plant included beer coolers and several ice house additions. The July, 1925, Sanborn map indicates that the brewery was not in operation. In 1948, the Sanborn map shows that two ice houses and a power house to the north had been removed and replaced by an addition connected to the brewery by a tunnel. It was being operated as the Northwestern Distilleries, Inc. and contained two buildings to the southwest of the property housing a slop tank and dryer and a bottling works in a building whose first floor was stone. These are still there.

Because the description of breweries and brewing written by the Wisconsin SHPO staff is so good, it is quoted at length below.

From: CULTURAL RESOURCE MANAGEMENT IN WISCONSIN: VOL. 2
Historic Preservation Division, State Historical Society of Wisconsin.
June 1986

Historical Background

The brewing industry in America can be traced back to 1630 when the first brewery was established in New Amsterdam (New York City).

Throughout the 1850s and 1860s, small local breweries sprang up in widely scattered localities across the settled areas of the state. . . . primarily where substantial German populations had settled, quickly developed small concerns. Often established along with pioneer sawmills and gristmills in a community, the small brewing concerns continued to dot Wisconsin countryside through the 1880s. The breweries were often sited along natural river ways which provided needed water, ice, and distribution systems. Housed in simple two and three-story structures of wood-frame or brick construction, the early breweries displayed highly utilitarian building forms, including narrow, gabled roof structures and simple sheds, spacious enough to protect the small six to eight barrel brewing kettles which were set over open flames. Underground cellars or hillside caverns were also common features of brewery design well into the 1890s, when mechanical refrigeration supplanted their usefulness.

For the most part, these early concerns served only local markets within the immediate vicinity of the brewery. Despite economic setbacks brought on by the financial panic of 1857, the brewing industry continued to grow throughout the 1860s. The era from 1860 to 1890 in particular witnessed the most dynamic growth of the industry within the state, in both urban centers and smaller communities.

The exponential growth seen in the era between 1860 and 1890 can be attributed to a number of major economic, technological and market factors, all of which significantly affected the industry. Unlike the earlier dark, heavy ales produced by English concerns, the German lager beers introduced in the 1850s and 1860s were much lighter beverages and proved to be more palatable to a growing public--a public that was often introduced to the beverage in one of the many beef gardens or halls established by the breweries during the period as unique marketing tools. Germans and non-Germans alike began to demand larger supplies of the lager beer, particularly after the Wisconsin legislature levied a stiff tax upon distilled liquors (e.g., whiskey) in 1850. The measure was matched in 1862 by a second, federal tax imposed in response to demands placed on the federal treasury by the Civil War. Beer, growing in popular acceptance, became a less expensive alternative as an alcoholic beverage, and vast new consumer markets opened up.

The technological advances of the era, however, provided the industry with the results it truly desired--a wider geographical market. Experiments in Europe and America during the 1870s perfected the pasteurization process, and the Milwaukee brewing industry in particular was quick to exploit the technology of bottling and pasteurizing beer products. As a result, they were

able to ship their products, which had once been consigned solely to local markets, not only to areas across the state, but also to markets as widespread as Chicago, St. Louis, New Orleans, and Europe. Milwaukee's favorable location on Lake Michigan and at the center of Wisconsin's expanding rail network provided ready access to all of these new markets. Other Wisconsin communities located along rail lines or with brewing production. The introduction of "pure yeasts" in the 1880s allowed the larger brewers to provide a consistently superior product, thus adding immensely to their reputation. The "disastrous" Chicago fire of 1871, which destroyed most of that city's brewery concerns, provided Milwaukee and other Wisconsin breweries with the opportunity to expand their market areas.

As a result, Milwaukee brewers experienced a rise in production between 1860 and 1873 from 36,000 barrels a year to 260,120 barrels. The increase in production, which continued through the 1870s and into the 1880s, led to Milwaukee's ranking as the West's leading beer export center and Wisconsin as one of the country's major beer producing states.

The enormous expansion in production and market areas in the 1870s and 1880s effected two major impacts on the rural brewing industry. Many of the smaller local concerns were forced to close due to increased competition from larger companies based in larger population centers. Secondly, the statewide distribution of the products of such Milwaukee firms as Pabst and the Miller Brewing Company required the establishment of elaborate distribution networks, with branch offices, warehouses, and depots scattered across the state. Usually no more than simple storage and distribution facilities alongside rail spurs, the brewery depots became common features to a wide range of Wisconsin communities, and remained so through the early twentieth century (Merk 1916:154). The company beer gardens and beer halls also expanded in number. Beginning in the latter part of the 1800s, breweries increasingly financed and supported chains of saloons and taverns in communities throughout the state and nation.

Increased production demands called for continually larger and heavier equipment and machinery. Huge vats, tanks, boilers, and elevators, as well as massive storage areas for raw materials and finished products, required an enormous amount of new construction. Sturdier, more substantial construction was called for, and iron, steel, and brick brewery construction assumed a new scale. In the larger urban areas, plants became almost tiny communities within themselves, a maze of interconnected facilities including brewing houses, malting and bottling plants, offices, storage elevators, "cellars," stables, repair shop, power houses and distribution areas.

Unlike most utilitarian and industrial sites created in response to the industrial boom of the late nineteenth century, large scale breweries were often quite conspicuous buildings. Complexes were

commonly embellished with architectural details emulating European precedents. In smaller communities, the scale and ornateness of the brewery facility was usually much less grand. Yet, the sites are still easily identifiable, often because of the prominent three or four story brew house tower or adjacent storage elevators. Smooth, solid floors of concrete and tile became increasingly common by the end of the century, and fresh air and light requirements led to the erection of buildings with numerous tall windows. Brewing was a vertical, gravity fed process rather than a horizontal, linear one, and with increasing equipment size, buildings continued to grow in height. The brew house tower was often the highest point within the manufacturing complex. In large scale designs, the towers were often turreted or ornately detailed and almost always carried a flag and/or the company badge or emblem. Because of their scale and the increasing profitability of brewing, the architecture of brewing sites was no longer simply shelter for machinery, but often became an identifiable symbol for both the firm and the community.

By the turn of the century, consolidation of the brewing industry was in full swing. Increasingly pressured by mounting competition from the larger, more efficient concerns, many of the smaller independent breweries were forced to close or were bought outright by the larger firms. Many of the smaller sites were abandoned or taken over by other manufactures. Although the number of concerns continued to drop, production levels continued to soar."

Brewing Process

Brewing employs a gravity fed process. Starting at the top of the brew house tower and working its way to ground level, the brewing process begins with malted barley being boiled in large tubs (120 to 130 degree Fahrenheit) of wood, copper, or stainless steel construction. Converting the dry malt from a starchy material into fermentable sugars and dextrin, these mash tubs (or tuns) required continual mechanical or hand mixing and stirring. Occasionally, portions of the malt mixture were drawn off and boiled separately and later re-added to the mix. The end product of the process--the wort--was then strained to remove any remaining solid matter and brought to the brewing kettles and the mash tubs were the same unit limiting the production levels of the firm.

After boiling, the hops were strained off by a device known as the hop jack, and the wort was passed into cooling vats to prepare it for fermentation. The proper fermentation of lager beer was carried out at temperatures of 45 to 60 degrees Fahrenheit, thus requiring the use of "cold cellars" or caves, natural ice, or mechanical refrigeration. (Ale was processed at higher temperatures of 50 to 70 degrees Fahrenheit). Subsequently, various yeasts which induced the fermentation process over a period of six to 10 days were added to the cooled wort mixture.

After that period, the beer was drawn off from the bottom-settling

yeasts and put into storage tanks or casks where it was kept at a temperature just above the freezing point to allow for a secondary fermentation process. The beer would remain in this stage from 10 days to several weeks before finally being transferred to the packaging plant for bottling or placement into kegs, barrels, or cans. The pasteurization process, widely accepted by the late 1880s, was also carried out at this stage, prior to shipment to various markets. The heating or pasteurizing of beer to a temperature just below boiling killed harmful bacteria and microorganisms, preventing further fermentation or spoilage and thus encouraging expansion of beer bottling for shipment. Pasteurization enhanced both the quality and stability of beer.

Malting

An intrinsic part of the brewing process is the malting of barley grain. In malting, the initial step of grain preparation prior to brewing, the barley is soaked in hot water and allowed to germinate, then it is dried or kilned. The resultant malt is thus able to more readily undergo the chemical changes necessary within the brewing process.

Early malting was often done by local brewers who utilized locally grown crops to provide themselves with a steady supply of raw material. Through the mid-nineteenth century, many firms retained their own malting houses adjacent to their sites. But as the brewing industry in Wisconsin began to expand at a "tremendous" rate in the 1860s and 1870s, malting became increasingly the domain of independent malting companies. The largest number of these firms was located in Milwaukee's Menominee Valley, where fine, locally grown barley and imported eastern grains could both be economically utilized.

Malting Process

The malting of barley grain, performed by both breweries and independent malters, began with the steeping of the grain in large vats of water. After one or two days, the wet barley was spread over the stone or cement floor of the malthouse where it was allowed to germinate. Frequent stirring and turning over of the germinating barley by hand was necessary. Between 1870 and 1880, more efficient mechanical methods for inducing germination were developed, and the floor-malting process was abandoned. Finally, the green (germinating) malt was taken to a kiln house for smoke or air drying. Housed in stove-like towers of buildings, most kiln drying operations in the early nineteenth century were done in smoke-drying kilns. By the 1880s and 1890s, hot air drying kilns were introduced to pump the malt from one perforated steel wire floor to the next. These kilns had perhaps as many as four levels, and thereby aerated the malt and readied it for bagging and shipment to the brewing site (Downard 1980:114-115; Cochran 1948:13-18).

Associated Industries

An industry the size and extent of the brewing industry necessarily generated a number of subsidiary industries closely aligned to its specific needs. In addition to the malting industry there were the coopering, bottling, and ice harvesting industries and the manufacturing of specialized brewing and saloon equipment. Ice harvesting, which was vital to the industry prior to the introduction of reliable mechanical refrigeration at the turn of the century, has been described in a separate study unit. Coopering is discussed in the Wood Products study unit. It is important to mention, however, that most early beer was stored and shipped in casks and kegs of wooden construction. By 1890, Milwaukee alone had approximately 40 firms employing 600 workers in the manufacturing of barrels for beer, flour, and meat products (Merk 1916:154).

The bottling of beer advanced slowly until the pasteurization process, introduced in the 1870s, extended the storage life of bottled beer beyond a scant two to three days. The majority of the early brewers did not do their own bottling. Most firms contracted with outside concerns to carry out the work at adjacent plants. (By 1878 each of the large Milwaukee brewers had associated itself with an independent bottling company: Philip Best Brewing Company with the Stam and Meyer Bottling Company (1876); Joseph Schlitz with Voechting, Shape and Company (1877); and Valentin Blatz with the bottling firm of Torchiani and Kremer.) This unusual situation continued until the 1880s, when the rapidly expanding breweries began erecting and operating their own bottling facilities. Tax laws, however, still required the bottling process to occur outside of the main brewery building. Connecting pipelines and bridges, still visible at many sites, were commonly utilized to link the two operations. With the popular rise in bottled beer consumption in this century, the bottling and packaging plants became vital aspects of the brewery's industrial complex.

INTERPRETIVE POTENTIAL

The Strunk-Nyssen Brewery is located immediately south of the Minnesota Valley Trail. The northern-most outbuildings from this operation are visible from the trail and have been objects of curiosity by trail users. The current owners are not interested in providing public access to the site and the property is not under the management of the DNR. Given the present situation, the interpretive potential of the site must await acquisition by the DNR or a change in ownership.

XVI. MILLS

Introduction

One of the more surprising things about this study is the virtual absence of direct water-powered flour, feed, or saw mills along the lower Minnesota River and near the mouths of its tributaries. Early mills as a property type are practically nonexistent along the lower Minnesota Valley within the DNR study area. The explanation seems to be two-fold: geography and the invention and early use of the portable steam engine as motive power for mills.

The geography and landform along most of the river in the path of the Minnesota Valley Trail is flood plain. From around Shakopee to the mouth of the Minnesota River has been heavily silted in, according to one estimate by as much as 80 feet of deposition. The river in that area has no good water powers. The lower Minnesota River also has relatively small streams and although these have eroded from the bluffs toward the confluence with the Minnesota River, the river itself routinely deposits its load during periods of high water and the tributary streams are not vigorous enough to flush out when they reach the flood plain of the Minnesota. Almost nowhere on the river are there resistant rock outcroppings immediately adjacent to the river's banks, with the exception of the south side of the river in Scott County east of Shakopee and at Little Rapids. In short, mention in the historical record of direct water powered mills usually places them well back from the Minnesota River as is the case with the early mills at Jordan, some two miles or so back from the Minnesota along Sand Creek at the City of Jordan. Frame (1977:16,17) notes that on the Minnesota River, mill sites sprang up on tributaries: the Big Cottonwood and Blue Earth rivers, the Watonwan, Le Sueur, and other smaller tributaries.

As early as 1781, Oliver Evans began to try to induce people to use high pressure steam engines on the western rivers of the United States. He sent his son George to Pittsburg in 1811 to develop and popularize high pressure steam engines for western waters. Oliver Evans' engine was relatively small and compact, weighed less than five tons, and only had the drawback of burning huge quantities of wood, no problem on the heavily wooded river banks of western waters. His Abortion of the Young Steam Engineer's Guide, "gave such detailed instructions that any literate mechanic who followed them and had tools and materials available could produce his own version" (Hawke 1988:82,83). Steamboat design and steamboat engine design continued in flux until around the Civil War. And one of the offshoots of this tinkering was the increasing popularity of steam engines of every sort. In the middle-1850s, Joseph R. Brown, founder of Henderson, designed and built a steam wagon, possibly from Evans' design, which he planned to use to bring goods to Fort Ridgely. But it mired in the mud almost immediately on its maiden trip and was junked.

The same "Yankee ingenuity" was applied to waterwheels and their motive power. In 1795 Oliver Evans also wrote the Young Mill-Wright and

Millers Guide, which by 1850 had gone through 15 editions. Direct water power was subject to the vagaries of ice, floods, droughts, and dams which silted up. In the early nineteenth century, most direct power water wheels could not be depended upon to operate more than 160 days a year. A committee at the Franklin Institute in Philadelphia in 1829, sent out a call to operators around the country to support an investigation which would judge "the value of water as a moving power" (Hawke 1988:195). Precise experiments over the next two years failed to convince American mechanics: the change came as a result of experiments in Europe during the 1830s and 1840s and led to the development of the turbine which quickly replaced the wooden wheel in a matter of a few decades.

According to Frame (1977:62,63), "steam engines were used to power grist mills in Minnesota almost from the beginning" and the settlers in in the 1850s and 1860s in the Minnesota River Valley were no exception. But it was the rapid growth of railroads and uncertain water supplies which made the water wheel face increasing competition from the steam engine after the 1870s. At first, millers used steam as a supplementary source of power in winter and at times of low water. If a dam washed out, they might go over to steam power entirely. Other millers, as Frame has observed, wished to locate near railroads for access to markets. The Minnesota Valley Railroad on the south side of the Minnesota River was built through to Henderson by 1868. This tended to act as an inducement to locate mills away from the Minnesota River. Frame continues: "The flexibility of steam power, subject only to the availability of fuel and water, made such railside locations feasible. Plotted on a map, steam powered mills neatly follow the rail lines across the state (Frame 1977:63)."

Pond Mill

The only direct powered mill structure left along the river is a relatively late grist mill built by the Reverend Samuel Pond's two sons in 1875, Elnathan Judson Pond and Samuel William Pond, Jr., and located in what is now the Shakopee Historic District in the Minnesota Valley Restoration Project (Murphy's Landing) just east of Shakopee in Scott County. This area along the Minnesota River has been entered on the National Register as the "Shakopee Historic District." The nomination describes the Pond Grist Mill as: "historically and architecturally significant as a major grist and flour mill of the area" with architecture "typical of mills which covered the area at the time." But this is not at all accurate. The Pond Mill is actually an anachronism, in more ways than one.

Architecturally, the Pond mill was not particularly typical of the lower Minnesota River area. By 1872-75, few stone buildings were being erected because both Shakopee and nearby Chaska had begun a thriving and expanding brick industry. No settler who could obtain brick nearby so easily and cheaply would build a stone mill unless he felt there would be a serious cost savings or he could do the work himself with stone readily at hand. A stone mill also required a readily available supply of mortar, in this case lime, which was at hand in Shakopee.

The key to this mill's peculiar architecture may lie in George Pond's statement that his brother, S. W. Pond, Jr., performed most of the actual construction work himself and was, in fact, an expert cabinetmaker. It is interesting that when the mill was recorded by the W.P.A. in 1936, the recorder decided that the building could be easily restored and would be a landmark of one of Minnesota's old mills. At that time, it was used as a barn. A photograph from September, 1958, taken by a Kenneth L. Gordier, showed the building in ruins with a leaky roof and some crumbled walls. It apparently remained in poor condition until the Minnesota Valley Restoration Project acquired it in 1968 and instituted a restoration project (Frame 1977:127). This group repaired the stone walls with replacement stone, and stoned-up the north side where the wheel house had been originally built.

Technologically, the Pond Mill was a throwback as a mid-1870s overshot wooden wheel. By 1875, wooden waterwheels were virtually a thing of the past. The new turbine technology had been developed in 1827 almost a half-century before the Pond Mill was built. As Frame (1977:29) has pointed out: wooden water wheels were popular until the introduction of the turbine, the overshot wheel (usually used for heads of water over 10 feet) was only 60 per cent efficient when operating and operated an average of only 160 days a year, and had to operate while being subjected to extremes of very hot and very cold weather, the vicissitudes of the elements, and natural wear. The vertical water wheel was rapidly being replaced by turbines during the 1870s in Minnesota and the Pond Brothers eschewed the new turbine technology when they built their mill. Perhaps the best explanation is the most simple: the Pond Brothers had more time than money, a fondness for the old ways, an ideal site to improve, and a creek with usable water powers and a reliable supply of water. The water source was Faribault Springs less than a mile away.

Other Mills

The research for this study bears out the work done by Robert Frame (1977) on milling in Minnesota. A few examples will suffice. Frame (1977:154-156) tallied the mills by county operating before 1900. He found:

County	Total sites	Water power (or water-steam)	Steam power	other (gas, wind)
Carver	19	5	14	0
Dakota	10	7	3	0
Hennepin*	15	12	3	0
Le Sueur	16	8	8	0
Ramsey	14	8	6	0
Scott	22	10	12	0
Sibley	16	3	13	0

*St. Anthony Falls considered one site.

The chart indicates that steam engines, portable or stationary, were

used overwhelmingly part of the year or year-long by early millers; that millers did not have to rely on the location of natural water powers in siting their mills; that with unreliable natural conditions, millers had no good reason to locate most mills in the flood plain of the Minnesota River or the mouths of its tributaries; and that the Pond Mill near Shakopee is truly exceptional in the DNR study area.

The written record of mills on or near the Minnesota River appear to support Frame's research and ours and suggest five observations:

- 1) If millers in the early period of settlement on the lower Minnesota River, essentially the 1850s and 1860s, attempted to make a "go" of their operations near the Minnesota River flood plain, they quickly changed their minds and moved on.
- 2) The historical record does not suggest that successive millers continued to "beat a dead horse" by relocating mills in the flood plain after the coming of the rails in the mid- to late-1860s.
- 3) The new technology of turbines over vertical wooden water wheels and the acceptance of the turbine released millers from having to locate grist and flour mills (and lumber mills) from sites with good water powers. Mills after 1870 could be located anywhere and as population and commercial centers moved away from the Minnesota River, the mills moved too.
- 4) Like the end of the steamboat landings and paper towns along the river, the demise of mills in the immediate Minnesota River Valley can be explained by a superior mode of transportation and its speedy access to markets: the railroads.
- 5) Early mill sites in the lower Minnesota River Valley flood plain were part and parcel of the spirit of the times. Booming a townsite took a regular course. A townsite company would plat a town on paper, build a hotel, establish a steamboat landing, and start a mill-- either sawmill or flour mill.

Walker's Landing, one of the oldest settled towns along the Minnesota River dating from 1852, was surveyed as Faxon in 1857. The townsite company put up a steam saw-mill "which soon passed into other hands, and ceased operations" a few years later (Neill 1882:433).

Henderson had a steam sawmill, built in 1870 (Neill 1882:426);

The first sawmill in Blakeley township was built by Clingen & Miles "on the Minnesota River in section 18," and was used only a year before it was removed and sent to Blue Earth County (Neill 1882:334). This was undoubtedly a steam-operated mill. Similarly, 1858 saw the erection of a sawmill in section 11 on Finch's Creek southeast of Belle Plaine. Its machinery was removed in around 1870 to the city of Belle Plaine and converted into a grist mill (Ibid.) The "machinery" was probably a steam engine which could be hooked up to either saw lumber into board feet or grain or grist into flour or animal feed. By

the late 1870s, the waterpowers in Carver County were all located on streams tributary to the Minnesota River: on Bevan's Creek approximately a mile and a half or two north of the Minnesota River in San Francisco township, on Carver Creek at Dahlgren a mile and a half west of the City of Carver, and on the South Fork of the Crow River at Watertown (Winchell 1888:139). These were all at least partially run by direct water power for part of each year. The first mill on Bevan's Creek required a canal a half mile long to operate one run of stone with two other run by steam engines. The latter two had heads of water of 14 and seven feet respectively but were located on smaller water courses. In Scott County during the same period of time, mills were fed by springs or were on tributaries to the Minnesota River. Even the Jordan mills on Sand Creek with a head of water of 20 feet used water power during about five months and steam the remainder of the year when the water was low (Neill 1888:139). The Hamilton Mills owned by the Quinn Brothers near present-day Savage was located in Section 31 on the Credit River with a head of water of 12 feet (Neill 1888:139). This mill appears to have been in the floodplain of the Minnesota River but far enough south to have a head of 12 feet, and possibly supplemented by steam.

INTERPRETIVE POTENTIAL FOR MILLS

The interpretive potential for mills is not great. Essentially, there is no discernible pattern to mill sites in the lower Minnesota River Valley floodplain. Most mills were well away from the river on tributary streams. The interesting story to be told about small-scale mills in the lower Minnesota River Region is mostly a story of their transience and the portable nature of most mill machinery.

Pond Mill

The projected path of the Minnesota Valley Trail in the vicinity of the Pond Mill in the Shakopee Historic District suggests that this site, with its repaired stone structure, is the best prospect. Gary Barker, site director, is interested in interpreting this site and possibly getting the mill up and running again. The retrograde nature of the basic technology should be stressed in any interpretive plan. In addition, Murphy's Landing can emphasize the interaction of the setting and location to the function and technology of the mill. As Winchell noted (1888:139):

S. W. Pond's mill: near the Minnesota river, in the northeast part of Eagle Creek, 1 1/4 miles east of Shakopee; head, ten feet; from springs a quarter to a half mile distant, whence nearly as much water flows in the drought of summer as at the wet season."

KNOWN MILLING CULTURAL RESOURCES

Quinn Bros. Hamilton Mills, Savage
Pond Mill, Shakopee Historic District
Clingen & Miles mill site, Blakeley township

XVII. INTERPRETIVE THEMATIC OUTLINE FOR LOWER MINNESOTA RIVER

This section addresses the six major themes in the lower 82 miles of the Minnesota River irrespective of location or ease of interpretation. These themes emerged after the literature and records search was compiled. Some of the sites mentioned here are survivals from pre-literate societies. They can be interpreted in a general way without divulging locations or destroying them.

Within the Metropolitan Area, the Metropolitan Council's Parks and Open Space Commission is beginning work on a concept of a system of interrelated trails which would extend from the Rum River in Anoka County on the north; to the Lower St. Croix National Scenic Waterway on the east; to Crow-Hassan, Lake Rebecca and the Lake Minnetonka area on the west; to the Minnesota River and several regional parks south of the river in Scott County to the south. Of all the recreational areas in this region, the Minnesota Valley Trail being developed by the Department of Natural Resources, Division of Parks and Recreation, Metro Regional Office, is unique in the opportunity it presents to interpret large parts of the early history of the region.

Six major themes are brought together within the area traversed by the Minnesota Valley Trail. They are:

1. PREHISTORIC USES OF THE MINNESOTA RIVER before French exploration in the 1680s
2. EASTERN DAKOTA SETTLEMENTS AND LAND USE along the lower Minnesota River, ca. 1700-1853
3. THE FUR AND INDIAN TRADE
4. EARLY EURO-AMERICAN SETTLEMENTS
5. TRANSPORTATION
6. EARLY INDUSTRY

Woven through these story lines are the tensions between conflicting uses of the lower Minnesota River Valley: tensions which came naturally from the differing visions of groups such as the Dakota and European explorers, missionaries, soldiers, and settlers; the river boat men and the railroad men; the townsite promoters and the surrounding farmers; the politicians and the settlers; and the businessmen in rival river towns. In one case, these tensions led to open hostilities between the Dakota and Euro-American settlers in southern Minnesota in 1862.

Based on the known cultural resources, the lower Minnesota River is not the best place to interpret other important story lines in Minnesota history in the metropolitan area, such as: a) the early American

military presence in the region; b) lumbering; c) the development of water power and the milling industry centered at the Falls of St. Anthony; d) the strategic importance of St. Paul and Minneapolis as major industrial and distribution points for the upper Mississippi River region; e) the U.S. Government-Dakota Conflict of 1862; or f) the importance of the railroad network to the growth of the metropolitan region extending into the Dakotas. These story lines can be done best at other sites such as St. Anthony Falls, the Luce Line State Trail, Lowertown in St. Paul and the St. Paul levee, Stillwater, and historic houses and museums in the metro area.

I. PREHISTORIC USES OF THE MINNESOTA RIVER

- A. Theme: The Minnesota River was used by humans for thousands of years before recorded history. Unfortunately, the surviving evidence of prehistoric activity along the river is limited. Mounds are more prominent survivals from this period, than are lithics and ceramics from the Woodland Tradition (ca. 800 B.C. to ca. 1700 A.D.).
- B. Interpretive potential of the theme: Interpretation may not be warranted.
- C. Sites: The Pond mounds (21SC22) in Shakopee Memorial Park are the most visible mounds because they occur in a parklike setting where the grass is mowed and the mounds are fairly high. The Williams Pipeline (21DK34) is located across the river from the trail on DNR property. It is a prehistoric site with lithics and ceramics: the only known one in the study area.
- D. Discussion: Many of the mounds known to archaeologists have not been relocated since originally mapped by the Northwest Archaeological Survey in the 1880s. In addition, many of the mound groups have been destroyed since settlement within the past 150 years. The function of mounds along the lower Minnesota River is not well understood: some were burial mounds, others which have been potted contain no burials. It is important to convey that these sites are cemeteries and are protected under Minnesota state law. The Williams Pipeline site would be interesting to interpret as an "ancient" village site amidst all of the historic villages and mound sites.

Until more work is done by archaeologists to relocate mound groups, the mounds along the lower Minnesota River have interpretive potential only in consultation with the Minnesota Indian Affairs Council and the four community or tribal councils. In addition, if marked, the mounds are endangered by vandalism or "potting," and are to be protected. This goal takes precedence over interpretation.

II. EASTERN DAKOTA SETTLEMENTS AND LAND USE

A. Themes:

1. The Dakota found the Minnesota River to be an attractive area in which to settle because it provided transportation to the west into hunting grounds, access to the Mississippi River valley to the east, a riverine setting rich in flora and fauna for hunting and gathering societies, river terraces with soil easily worked by agricultural societies, and a natural barrier between their traditional enemies to the north, the Ojibwa.

2. The Eastern Dakota clustered settlements along the Minnesota River for over 150 years starting around 1700. This migration may have had to do with pressures based on land use from surrounding groups. This movement may be an opportunity to discuss the differences between the Eastern Dakota who previously occupied land east of the Mississippi and the other Dakota groups who were in the lower Minnesota and moved west at around this time, according to the written record.

4. Historically, both fur traders and missionaries were attracted to areas of seasonal Dakota habitations and located missions and posts nearby. The fur trade and later "Indian trade" was largely an extractive industry. The trade was complicated: the Dakota were put on a treadmill. Many of the traders received little for their work. A few got well-off or rich. Some of the latter made political careers from their trading basis. Contemporary attitudes of some of the traders, politicians, and tourists toward the Dakota are evident in the chapter on steamboating. These quotations could be used to good effect in any interpretive plan.

5. A major site in the lower Minnesota River valley in Euro-American-Dakota relations is the Dakota Internment Camp at the mouth of the river. It reflects an important part of the story from the Dakota perspective which is missing in interpretation of the area.

B. Interpretive potential: good

C. Sites: Black Dog's Village, and Village at Nine Mile Creek (Penichon's Village), Shakopee's village; and the Dakota Internment camp near Ft. Snelling. The first is located right on the trail if it is where archaeologists think it is. The village at Nine Mile Creek has never been relocated but there are good locational descriptions. It, too, may be right on the trail. Shakopee's village is close to the trail, but has never been relocated, and is presumed to have been destroyed.

D. Discussion: According to historic records, there are at least 12 known "occupation" sites which were situated on the lower Minnesota River. They varied from a few lodges or teepees to Shakopee's village, which was inhabited in 1850 by up to 600

people. Many of the known historic Dakota villages have never been relocated. The three villages mentioned above have been described or sketched in historic times offering fuller interpretive potential than the others on the lower Minnesota River. In addition, the site at Little Rapids might offer another possibility for interpretation pending the outcome and forthcoming publication of Dr. Janet Spector's book about this site. The final choices for interpretation should include discussion with local tribal leaders, archaeologists, and the DNR. The location of some of these villages can be indicated in a general way along the trail and the signage might want to make use of direct quotations: either historic or from the Dakota people themselves. A major opportunity in interpreting the relationship between the Dakota and American settlers is the Dakota Internment Camp. It is an important part of the Dakota story which is missing from the history of the valley.

III. THE FUR AND INDIAN TRADE

A. Themes:

1. The Minnesota River was a major trade route between the prairies to the west and eastern woodlands during the fur trade era from around 1700 to 1853.
2. Both independent and company-affiliated traders set up posts along its entire length, including the French, British, and Americans beginning with Charles Pierre LeSueur who established Ft. L'Huiller at the confluence of the Blue Earth and Minnesota rivers in 1700.
3. During the American period, the fur trade in the lower Minnesota River was dominated by the American Fur Company with headquarters at Mendota at the mouth of the Minnesota River.
4. Licenses to trade, issued from either Mendota or the Indian Agency at Ft. Snelling, were obtained by traders as late as 1850 and continued until the Dakota were removed from the Minnesota River area in late 1853, but these later traders were often townsite promoters or entrepreneurs who established posts in order to legally occupy the land along the river and sell to settlers as well as the Dakota.

B. Interpretive potential: excellent

- #### C. Sites: Ft. Snelling; J. B. Faribault warehouse, Pike's Island; Wilmot, Anderson and Rollette trading post, Pike's Island; Land's End Fur Post, Hennepin County; J. B. Faribault post, Shakopee; Thomas A. Holmes post, Shakopee; the Little Rapids area posts.

- D. Discussion: The above combination are the best choices from the standpoint of good locational information, balance among the variety of company operations (American Fur Company, Columbia Fur Company), and later operators like Holmes who was a townsite promoter and of whose post in Shakopee we know to have been near Huber City Park and the Hwy. 101 bridge. The Pike's Island sites lend themselves to interpretation at Pike's Island. As with Dakota villages, the exact location of many of the trading posts is unknown, but historical records piece together a story which has excellent interpretive potential. Signage along the trail can call out parts of the fur trading story in the general vicinities without knowing exactly where the posts were located. Vivid descriptions from historic sources can make this story come to life.

IV. EARLY EURO-AMERICAN SETTLEMENTS

A. Themes:

1. The lower Minnesota River Valley was settled by Euro-American settlers during the 1850s and many towns were surveyed and platted here which did not develop into permanent communities: these became known as "paper cities" because their existence was little more than the paper plat which was drawn up.
2. Townsites were promoted by early capitalists who had political connections, close associations with the military or fur trade, or advanced information and knowledge of frontier laws.
3. Some of the towns platted in the 1850s grew and thrived but others, known as "paper cities" failed to thrive because they were by-passed by railroads construction in the late 1860s or were washed away by periodic floods.
4. Many of the early settlers in the lower Minnesota River Valley began with a few tools, meager household furnishings, oxen or a horse and wagon, and a willingness to improve their lot.
5. Many early settlers lived on a subsistence economy, as opposed to a cash economy.

B. Interpretive Potential: excellent.

C. Sites: Paper towns (A.1.): Hamilton, Hennepin, St. Lawrence, San Francisco. Promotion by early capitalists (A.2.): Murphy's Landing [Major Richard Murphy]; Prairieville (Skakopee) [Thomas A. Holmes]; Townsites (A.3.): Blakeley, St. Lawrence. Early Settlers' lives (A.4.): Strait House, St. Lawrence; Hooper-Bowler-Hillstrom House, Belle Plaine; Salisbury Hill Road log barn, Blakeley twp.); Strait House, Corbel-Laurens House, and Bisson House, St. Lawrence.

D. Discussion: The lower Minnesota River is unique in having so many towns platted along the river in the 1850s close to the route of the Minnesota Valley Trail. Some of these were "paper cities" which never grew. Others like Shakopee, Chaska, Carver, Henderson, and Le Sueur grew because they had major landing points for steamboats, major roads leading from the river, or were not by-passed by the railroads. The St. Lawrence townsite is an excellent example of a paper town and should be a major focus of interpretation of this theme, especially since the entire area is owned and used for recreation by the DNR.

V. TRANSPORTATION

A. Themes:

1. When the Minnesota River constituted a natural barrier to early settlers, a ferry license was one way for first settlers to get a legal toehold on the new land, earn scarce cash, and boom a townsite.
2. Many early ferry operators had connections to the military or had worked in the fur trade.
3. Ferries fell into two groups: a). those which crossed the river on important early trails and roads and were heavily used and b). those which serviced a strictly local area and were used to get to markets on the other side of the river.
4. The era of commercial steamboating on the Minnesota River had a brief heyday from 1850-1871 during which finished goods, supplies, and new settlers arrived and agricultural and industrial products were taken out to wider markets.
5. Bridges were an important improvement over ferries and were built to be movable into the early 20th century, a holdover from when the lower Minnesota River was used for commercial navigation.
6. Early railroad bridges used stone and structural steel. Later ones were metal truss construction. Several interesting examples of early stone or later metal truss construction survive.

7. The railroad era in the lower Minnesota River Valley began in 1867 with major improvements and new lines in 1881-82. As a result of railroad construction, the focus of commerce and settlement turned away from the Minnesota River banks.

B. Interpretive Potential: excellent.

C. Sites: Major ferry crossings: Ft. Snelling ferry, Mendota ferry, Bloomington ferry, Henderson ferry. Local ferries: Thompson's ferry, Chaska ferry, Bristol's ferry. Steamboat landings: Murphy's Landing, Shakopee (head of navigation).

Early masonry railroad bridges: Chicago, Milwaukee, St. Paul, and Pacific rr bridge (Mendota); Blakeley township rr bridge (St. Paul, Sioux City RR bridge); Blakeley rr bridge. Truss bridges: Savage swing bridge; Chaska swing bridge.

D. Discussion: Ferry crossings have not been relocated with the possible exception of some visual evidence at Murphy's Landing and at Bristol's ferry. Steamboat landings were often no more than a solid bank where steamboats would stop along the river and discharge their passengers and freight via long gangplanks. The best evidence of the railroads along the trail are railroad bridges and the right of way of the St. Paul and Sioux City Railroad along the proposed Minnesota Valley Trail in Blakeley township. The Savage and Chaska swing bridges are within sight or on the trail and offer excellent opportunities to discuss the relationship between bridges and river transportation. There are a plethora of opportunities to interpret transportation-related themes on the lower Minnesota River.

VI. EARLY INDUSTRY

A. Themes:

1. Early manufacturing of lime centered in the Shakopee and Lawrence-Louisville area, lime having been shipped down the Minnesota River by steamer and barges in the 1860s.

2. Limestone quarrying provided an important building material for early buildings at initial settlement and was the raw material of the manufacture of quicklime.

3. Early brewing depended on three factors: a German population and proximity to both ice and markets. All three were present at Shakopee.

4. The brick industry centered in the Shakopee and Chaska area which had plentiful supplies of clay, German brick manufacturers and skilled masons, and transportation by which brick could be shipped to the hinterland.

- B. Interpretive Potential: excellent
- C. Sites: Strunk-Nyssen brewery; two lime kilns east and west of downtown Shakopee, and Schroeder brickyard, the Bisson-Corbel quarries in Lawrence.
- D. Discussion: These important industries furthered the building of houses, commercial buildings, and public buildings. They are all directly within sight of the Minnesota Valley Trail. All constitute fascinating industrial archaeological sites along the river. All should be interpreted. Beside the structures and ruins themselves, there is a wealth of information sources including good visuals such as photographs and maps. These major industrial sites are clustered around Shakopee. The important themes are that the river provided transport rather than good water power sites; settlement was late, so it occurs virtually at the same time as the development of railroads; and the area has been forced to compete with the larger, nearby Twin Cities through its entire period of Euro-American development.

MINOR THEME:

VII. U. S. Government-Dakota Conflict of 1862:

There are surprisingly few opportunities in the lower Minnesota River Valley to interpret this story (formerly known as the Sioux Uprising of 1862 or the Dakota War). The best opportunities are at the east and west ends of the study area: The Dakota Internment Camp at Ft. Snelling State Park at the mouth of the Minnesota River and at Henderson, where the Henderson levee and ferry were important in shipping goods and men to Ft. Ridgely, which was opened in 1853 via the Henderson to Ft. Ridgely Road. The Henderson ferry worked overtime to get settlers fleeing the conflict across the Minnesota River and away from the hostilities. Of these two, the Dakota Internment Camp in the bottoms at Ft. Snelling is the premier site for interpretation. It is a rare opportunity to present the Dakota view of the conflict in the lower valley. Opportunities to interpret this story of the conflict are also available farther up-river at New Ulm, Mankato, and the Lower Sioux Agency, although these sites are largely interpreted, unfortunately, from the view point of the Euro-American settlers.

The Oak Grove Mission/ Gideon H. Pond House site in Bloomington will be the subject of an ongoing effort to interpret from both the White and Indian perspectives. The Euro-American and American Indian perspectives will be integrated at this site and folded into the local curriculum in the public schools. Mr. Gary Cavender is involved in this ongoing project. The same techniques could be used to interpret the Dakota Internment Camp. This site provides opportunity to address the root causes of the 1862 conflict and the grievances on both sides.

XVIII. INTERPRETIVE PLAN FOR THE MINNESOTA VALLEY TRAIL

This section is organized geographically from Ft. Snelling State Park to the City of LeSueur, east to west, and covers 82 river miles along the lower Minnesota River Valley. To facilitate the discussion and to provide discrete management areas for the Department of Natural Resources, the interpretive possibilities are broken out into "reaches," or segments. These reaches are theoretical constructs which include both discrete areas (such as Fort Snelling State Park, Murphy's Landing, the Lawrence Unit, etc.) and linear areas. They are dictated primarily by the geographical distribution of cultural resource sites found during the course of this study and ease of management for interpretive purposes. For general orientation, the DNR has provided a calculation in river miles starting at Ft. Snelling State Park with river mile 1 and going upstream to river mile 82 at the City of Le Sueur. River miles are given here for orientation purposes.

Each of the following geographical areas is divided into Location; Recreational Activities; Interpretive Discussion; and Suggested Plan of Action.

NORTH END OF FT. SNELLING STATE PARK

Location

This area encompasses the immediate environs of Ft. Snelling from Camp Cold Water on the north to approximately the north end of Snelling Lake below the Mendota Bridge. Interpretation is dominated by the Minnesota Historical Society's restoration of historic Ft. Snelling and the ca. 1820s interpretation of the Fort, which is normally open to visitors from May to the end of October each year. The interpretive areas, not including historic Ft. Snelling itself, are located on the west side of the Mississippi River north of the historic fort, and in the bottom lands at Pike's Island and floodplain area south and east of the historic fort. Bus access is provided by the Metropolitan Transit Commission.

Recreational Activities

The area is used throughout the year with recreational opportunities which include:

Warm weather: biking, fishing, golfing, hiking, nature interpretation, picnicking, swimming, boating (boat launch, power boating, canoeing)

Winter: ice fishing, nature interpretation, cross-country skiing, snow-shoeing

Interpretive Discussion

Major sites in this area not yet being interpreted include:

1. Camp Cold Water: This area north of the historic fort is on a trail leading to Minnehaha Falls along the bluff of the

Mississippi River. This corridor connects historic Ft. Snelling with Minnehaha Park and a disjointed group of historic buildings including the relocated Stevens House (1850) operated in warm weather to interpret the story of early Minneapolis; the Princess Depot; the natural setting of Minnehaha Falls; and what may develop in the next few years as the Fish Jones or "Longfellow House," now vacant. Minnehaha Park has no historic interpretive focus at present. It is open year-around for hiking and picnicking, cross-country skiing and snow shoeing.

The Camp Cold Water area is currently designated with a marker. There are two story lines: the military's move from Cantonment New Hope (under the Mendota Bridge) to higher ground in 1820 and the activities which sprang up around the independent trading house of Benjamin F. Baker in the 1830s. There are no monographs on Baker and information on his activities is scattered. Early visitors often sojourned at Baker's and his settlement was on the main road between Ft. Snelling and St. Anthony Falls. In the 1850s, his stone trading house was expanded by the new owner and became the St. Louis Hotel. This area was well-known to travellers in the 1840s, 1850s, and 1860s.

Camp Cold Water is under-appreciated and understudied. The area has been disturbed enough not to warrant additional archaeology until the written record is searched more completely. The site files for this study provide a basis for improved signage at this site and the amenity of an improved rest stop, perhaps picnic tables or park benches.

2. Pike's Island and Picnic Island vicinity is currently under-interpreted from the standpoint of the end user. The building at the park focuses on natural features and nature interpretation. The area of the Dakota Internment Camp is marked. The Pike's Island vicinity provides an opportunity to interpret early historic land uses not well covered by but compatible with the historic Ft. Snelling site. Initial interpretive efforts would most easily and cheaply focus on Picnic Island below the Mendota Bridge and might take the form of a several-sided kiosk to include the Mendota Bridge, Cantonment New Hope, and the Mendota Ferry--all nearby.

2a. Mendota Bridge An unscientific check of users (mostly friends) of Ft. Snelling State Park indicates that most people have questions about the bridge not answered through interpretation. The bridge is overwhelmingly the most dominant man-made structure visible at Pike's Island. Interpretation should address when, why, and who from an engineering standpoint. The site files accompanying this report provide ample information for signage which would address these questions.

2b. Cantonment New Hope Located on Picnic Island immediately southwest of the Mendota Bridge, this is the first occupied area of the military in establishing Ft. Snelling and was occupied briefly

during the 1819-1820 season before the military camp was moved to Camp Cold Water north of Ft. Snelling following a devastating outbreak of scurvy. State-of-the-art archaeological investigations have not occurred at Cantonment New Hope since 1964.

2c. Mendota ferry Mendota ferry had a history extending from ca. 1839 or earlier until 1926 when the Mendota Bridge was opened. The Mendota ferry was the only link in the early period between Mendota and the military fort. Together with the Ft. Snelling ferry across the Mississippi and the Bloomington ferry on the Minnesota it was one of the three most important crossings on the lower Minnesota River. Technologically, it was a rope ferry, a cable ferry, and a gasoline engine ferry. It was an important link connecting the territorial Dodd Road south of the Minnesota River to Mendota and was heavily used by the military, the fur trade, early settlers entering the Minnesota River Valley at settlement, and motorists wishing to travel between Minneapolis and Hennepin County and southeastern Minnesota in the 20th century. It had only four principle ferrymen in its long history and much information is available on these men. The Minnesota Historical Society and Dakota County Historical Society have good historic photographs of the Mendota ferry which could be incorporated into the interpretation of this site.

2d. Dakota Internment Camp, 1862-63 As noted elsewhere, the 1862 conflict is more a story of the upper Minnesota River than the lower. This is the premier site for interpreting the aftermath of the U.S. Government-Dakota conflict and the treatment received by Indians at the hands of the whites. On this site, 1,489 Indians and 112 mixed bloods (including such noted traders as the Faribaults) were imprisoned behind a high board fence during the winter of 1862-63. Public sentiment against the Dakota was at fever pitch, expressed in sentiments such as "Extermination or Removal!" In the cramped conditions, people died of exposure as well as measles and other diseases during the winter of 1862-63, until some of the internees were let go or removed from Minnesota by steamboat in late Spring, 1863. The story of this site is complicated by understandable grievances on both sides. Interpretation should be carefully worked out by Indian and white historians and the story, to be fully understood, should include information on the root causes of the conflict prior to the outbreak. The area of the camp was disturbed by the construction of the Minnesota Valley Railroad ca. 1865 and the area is overgrown.

2e. J. B. Faribault warehouse and buildings; Wilmot, Anderson and Rollette trading post These are two other historic uses of Pike's Island. Archaeologically, the record is very thin on both and neither have been positively relocated. The site files accompanying this report have enough information for some general signage and it is not clear that this signage must be placed in any particular area of Pike's Island. Is evidence of these sites is found through archaeological investigations, the interpretation

could be further defined.

Suggested Plan of Action

Recommendations to the DNR worth considering at the north area of Ft. Snelling State Park follow.

* A large four-sided kiosk at one spot in the vicinity of the northwest area of Picnic Island under the Mendota Bridge could tie together signage with an introductory panel explaining the many historic uses of Pike's Island and the area at the confluence of the Minnesota and Mississippi rivers. The other three sides could be divided, one panel each, to presenting information on the Mendota Bridge, Cantonment New Hope, and the Mendota Ferry, all of which were located in the immediate vicinity. The kiosk would provide year-around information to users.

* The Nature Center on Pike's Island could provide a 11" x 17" fold-out brochure on the varied historic uses of the area in order to convey the historic importance of the area. This would be a relatively inexpensive way to enhance the recreational user's experience at Ft. Snelling State Park. It need not have a map marking the location or suspected location of the various historic sites, which would be a way to protect whatever might remain.

* The Camp Cold Water area is not well interpreted north of Ft. Snelling. It is, however, in the National Historic District. It is also visually stark, and subject to traffic noise from Highway 55 immediately to the west. Interpretation of this area could be improved with both landscaping, better facilities for a rest stop, and expansion of the early focus of the area which go beyond simply the 1820 military camp. To interpret the period of the 1830s-1870s, more historical research should be conducted on the Benjamin F. Baker and St. Louis House periods. The former ties into essence of how different traders split up the fur trade business. The latter ties into the tourist story touched upon at Minnehaha Park.

* Any interpretation at the north end of Ft. Snelling State Park should avoid historic Ft. Snelling per se and attempt to enhance and add new dimensions to the story being told currently at the fort by the Minnesota Historical Society.

* Coordination with MHS and the Minneapolis Parks Board which oversees Minnehaha Park is desirable.

SOUTH END OF FT. SNELLING STATE PARK

Location

The south end of the State Park reaches from the south end of Picnic Island (and north end of Snelling Lake) to Highway 77 framed by Burnsville on the south side of the river and Bloomington on the north. This area includes a boat launch on the east side of Hwy. 77 at

the south end of Ft. Snelling State Park. The Minnesota Valley Trail is projected to run along the north or west side of the river in Hennepin County until it reaches the 494 bridge and then cross over to the west or south side of the river into Bloomington.

Recreational Activities are limited by lack of development, fewer paths or trails, and reduced access, but the major recreational activities are hiking, canoeing, boating, sunshine, and ice fishing. This underused area is available year-around, like the north end of the State Park.

Interpretive Discussion No sites in this area are now being interpreted. This area contains some sites which probably should not be interpreted at this time, because so little is known about them. They include: William's Pipeline (21DK34); suspected area of White Bustard's Village; the Kennealy Creek Village site (221DK35); and what might be the village of Black Dog at the western end of this reach. These are all archaeological sites about which very little is known.

Major sites in this area include: Land's End Fur Post; High Rock Island; and the railroad stop at Nicols.

1. Land's End presents an opportunity to interpret some history of the Columbia Fur Company, principally as a rival to the American Fur Company in the 1830s when Alexis Bailly was operating American Fur and at the time in 1836 that H. H. Sibley took over. It is associated in the 1830s with Joseph R. Brown who was licensed to trade here. Indian Agent Taliaferro's visit to Mr. Lamont the trader there in 1826 strongly suggests that the post was in the river bottoms, not on the bluffs as assumed by the information in the 1976 State Parks report. The Minnesota Valley Trail is projected to go along the north bank of the Minnesota River in this area. The other significance of this site is its relation to Nine Mile Creek as the west boundary of the Ft. Snelling Reserve negotiated with the Indians in 1805 by Zebulon Pike.

2. High Rock Island Across the Minnesota about a mile southeast of Land's End is the sandstone quarry at High Rock Island. From an overlook at Eagan on Highway 13, the High Rock Island site is clearly visible, but trail users are not likely to be in a car travelling in Dakota County through Eagan to take advantage of the view over the river valley. If the proposed route of the Minnesota Valley Trail crosses into Dakota County at I494 as planned, High Rock Island is about a half mile to the east. Although this is floodplain and subject to flooding, a bypath could be developed for access to this site. It is a pleasant area and a path, perhaps partially elevated with a wooden walkway, could be constructed over to High Rock Island.

High Rock Island was not a limestone quarry, indicating that the limestone quarry for the stone at Ft. Snelling was taken from elsewhere. It was a St. Peter sandstone quarry and is thought to have been the source of stone for one facade of the Jean Baptiste

Faribault House at Mendota, built in 1838. A visit in 1983 by members of Dakota County Historical Society yielded what appeared to be a petroglyph, indicating a possible Ancient Native American use of the island. Winchell (1888) indicated that some sandstone was taken from the island for some of the bridge piers at Ft. Snelling in the 1870s and 1880s.

High Rock Island is a durable site and could be used as an occasion to interpret the geology of the area and the importance of quarrying, as well as the methods or technology of early quarriers, including bringing the stone blocks out in the winter. It could be combined with a rest stop and picnic area.

3. Nicols a railroad stop or flag station, was established on the route of the Chicago, Milwaukee, and St. Paul railroad in 1867. The projected route of the Minnesota Valley Trail passes within a half mile to the west of the original site of Nicols in the northwest quarter of section 17 in the Minnesota River bottoms. Nicols was at an unknown later date moved a mile to the southwest immediately north of Highway 77.

Since Nicols is not an early townsite or "paper city," the theme here might be "nothing is permanent." It was world-famous for molding sand used in metal casting and as an "onion-growing capital" during the early 1900s.

4. This area was undoubtedly used by both pre-Dakota and historic Eastern Dakota people. Since so little is known about sites (including location!) such as Williams Pipeline, White Bustard's village (which might be the same as Black Dog's village); Black Dog's Village; and Kennealy Village site (which also might be Black Dog's village), we suggest that interpretation might be deferred at this time. In any case, not enough is known about these archaeological sites at this time to warrant interpretive suggestions. And site locations should be protected for now.

Suggested Plan of Action

Management recommendations to the DNR worth considering at the south end of Ft. Snelling State Park include:

* Initiating discussions with the Dakota about the interpretive possibilities of several suspected Eastern Dakota villages in the area of the mouth of the Minnesota River. Some areas of interpretation to be discussed might include: the current meaning of this area to present-day Indians; their notions of the sacredness of place; the pre-European use of this area in its relationship to the beginnings of what is now a vast metropolitan area; the exploitation strategies which begin to explain why Dakota villages were found in this area; the seasonal use of the river valley by the Dakota which helps explain why the written historic record has not been a good tool in pinpointing exact locations of the "village" sites.

* Consideration by the DNR on how to make High Rock Island more

accessible to users of the Minnesota Valley Trail, by constructing an improved bypath to the island.

**INTERPRETIVE REACH FROM HWY. 77 (river mile 8) to MURPHY'S LANDING
(river mile 24-25)**

Location

This area of the lower Minnesota River encompasses some 17 miles up river which passes under the I35 highway bridges, the City of Savage, Bloomington Ferry, to the area just east of the City of Shakopee. The Minnesota Valley Trail has not been constructed through this area, but is projected to go along the north side of the Minnesota River in the river bottoms until it reaches Bloomington Ferry at which point it will cross to the south side of the river to Murphy's Landing.

River mile 17.5 to river mile 22 on the north side of the river in the Wilke-Rice Lake area is controlled by the U. S. Fish and Wildlife Service in the area where Highway 18 crosses the Minnesota River at Bloomington Ferry. The City of Bloomington has three parks in the river bottoms on either side of I35: Mound Springs Park approximately two miles east of I35; Hopkins Park on the east through which the trail is projected to go; and Wildwood Park on the west, at which point the trail is projected to pass to the south, close to the north bank of the Minnesota River. Mound Springs Park is the most developed of the three city parks with wood chip trails. The parking lot has been closed off because of concern for teenagers who were "hanging out" in the area. Tiny Hopkins Park and the larger Wildwood Park are unimproved at this time.

Recreational Activities

Warm weather: boating, fishing, canoeing, hiking, (mountain biking at Mound Springs Park in Bloomington)

Winter: snow-shoeing

The nearest boat launches are at the east end of this reach on the east side of Highway 77 (south end of Ft. Snelling State Park) and west of this reach at Huber Park in Shakopee. Recreational amenities in this area are underdeveloped and the river bottoms are presently most accessible by boat. This will change when the route of the Minnesota Valley Trail through this area is fixed and the City of Bloomington completes a planned improvement of the three city parks mentioned above.

Interpretive Discussion

The interpretive story lines in this reach of the lower Minnesota make for a thematically coherent tale of Dakota and non-Dakota uses of the river valley in the early 19th century. In this 17 mile reach are found the post-1838 village of Cloud Man who moved from Lake Calhoun; Penichon's Village (later called Bad People's Village), the Village near Eagle Creek, an area of Indian huts in the 1890s, and the suspected area of Shakopee's Village. This reach also contains the activities of the Pond Brother missionaries at Oak Grove in Bloomington

and Samuel Pond's mission (at the western edge of the reach) on the south side of Hwy. 101 across from Murphy's Landing. Other early 19th century activities include the trading post of Louis Robert and Murry at Savage and that of Archibald Campbell near Bloomington Ferry; another short-lived Indian village near the Credit River at Savage, and the early church of Father Ravoux at Savage (the latter three well-away from the Minnesota Valley Trail. Through Bloomington above the river bottoms are early settlements and settlers houses or house sites dating from the 1850s and 1860s: Martin McLeod and McLeod ferry; the John Brown House, Joseph Dean cabin site at Bloomington Ferry and the Red River Valley Trail route which crossed the river at Bloomington Ferry; and finally, two early townsites from the 1850s at Hamilton (now Savage) and Hennepin.

The exceptions to a major interpretive thrust focussing on the early 19th century in this reach are several 20th century sites: NSP's modern Black Dog power plant, the large Port Cargill and Savage Terminal facilities at Savage, the story of Dan Patch and M. W. Savage's post-1903 activities at Savage, including the Savage Swing Bridge (the Minneapolis, Northfield and Southern bridge) associated with Savage's entrepreneurial activities, and Military Intelligence Service Language School site.

1. Mounds and earthworks do not appear to occur in the river bottoms on the north side of the Minnesota River east of the Bloomington Ferry crossing. West of Bloomington Ferry, the Minnesota Valley Trail is projected to cross to the south side of the Minnesota River. In this area, the Institute for Minnesota Archaeology found two sites (21SC36 and 21SC37) now destroyed, between Hwy. 101 and Fisher Lake; farther to the east is 21SC25, previously located in the area of Hwy. 101; and the Huber Mound Group (21SC1 & 21SC23) on the south side of the river approximately a mile east of Murphy's Landing. The former mound group (21SC25) was identified as 50 mounds in 1884 (Lewis), but Patty Anfinson saw no indication of them in 1978. The Huber site was identified in 1889 as six circular mounds within an earthen enclosure. Elden Johnson indicated that the mounds were visible in 1964. The area is low and swampy. If the Huber group is relocated and visible, this might present an opportunity to interpret mounds.

2. Eastern Dakota settlements Penichon's Village at Nine Mile Creek; Cloud Man's Village; "Indian Huts"; Village Near Eagle Creek; Skakopee's Village: Aside from the interpretation of lifeways in historic Dakota villages (discussed in the previous reach), there is good historic information on why (to remove to a safer place farther away from the Ojibwa) and when (1838) Cloud Man moved his band to the Minnesota River Valley. There is also good historical information on Penichon and Good Road (or Bad People's village) and approximate locational information (within 2 miles or so). The Village near Eagle Creek in 1838 is thought to have been in the area of Bloomington Ferry. The exact location of Skakopee's village is unknown, but there are numerous written descriptions of this site and the general location is known. There are good written historic descriptions and the

Minnesota Indian Affairs Council may be able to supply additional information and insights. These appear to have been summer planting villages as defined by Spector (1993). Shakopee's Village has never been relocated by when the Minnesota valley Trail is located though Murphy's Landing, it certainly merits signage calling attention to its approximate location. Such signage might describe it with a direct quotation from the early 1850s when the village was inhabited by what was described as some 600 people.

3. Fur posts virtually nothing is known about Archibald Campbell's fur post and its location at Bloomington Ferry is based on speculation in 1915 (Holcombe and Bingham). The general area of David Faribault's post is also unknown and may have been anywhere between Shakopee and Savage. Neill (1882) briefly notes that Louis Robert and "Murry" had a post near what is now Savage: nothing further is known. Fur trading interpretative potential in this reach is very poor.

4. Ferry Crossings in this reach date from the early European settlement of the lower Minnesota. There is little information on McLeod's Ferry, Hennepin Ferry, or the ferry at Hamilton. Bloomington Ferry, on the other hand, was a major ferry crossing on the lower Minnesota because the crossing point on the river here had been used since the early days of the Red River Ox Carts. Early European settlers also used this crossing when travelling from Ft. Snelling west toward Shakopee. The Red River Valley trail in this area crossed at Bloomington Ferry to continue west down the south side of the Minnesota River. This should be marked.

5. Townsites of Hennepin and Hamilton are both early settlements along the Minnesota River which both had steamboat landings in the pre-1870 period of European settlement. They should be marked with signage.

6. M. W. Savage The story of M. W. Savage's activities at Savage in the ca. 1903-1916 period, his race track and trotter, Dan Patch, and his electric railway, the Minneapolis, Northfield, and Southern, is a self contained story which is hard to pass up inasmuch as the projected route of the Minnesota Valley Trail passes near the site of the Savage Mansion on the north side of the river. In addition, the Savage Swing Bridge, another of Savage's enterprises, is in an open position and is visible from the trail route in the middle of the Minnesota River. Immediately east of the Savage Swing Bridge is a cultivated field which was the location of the race track. The site of the track is probably not very visible from the trail on the north side of the river. A good spot to interpret the history of M. W. Savage might be with signage at the west or north end of the Savage Swing Bridge.

7. Early settlements and farms within the City of Bloomington including Oak Grove Mission/Gideon H. Pond House, Martin McLeod's farm, early sites at Bloomington Ferry, etc. The projected route of the Minnesota Valley Trail is through the river bottoms through Bloomington. Many of the early settlers, including Pond, built up above the river. The City of Bloomington is actively rethinking interpretation and use of the river valley and its several parks at

this time. The City is applying for grants to redo the trails in the three parks. Thomas Zahn, a planning consultant in St. Paul, has just completed a draft reuse study of the Pond House which should be available in early 1993. Our present report has enough information in the site files to interpret the early European sites in Bloomington along the projected route of the trail, but the DNR may want to touch bases with Bloomington's Natural and Historic Resources Commission in order to coordinate interpretive efforts.

Suggested Plan of Action

Recommendations to the DNR worth considering in this reach follow.

* Because this area has not received systematic archaeological study, several historic Eastern Dakota village sites could be impacted by trail construction. Recommendations are included for each site on the site forms in this report. However, for the entire reach, we recommend a Phase I reconnaissance survey of the projected trail route. In addition, an approximately two mile area on the north side of the river east of I35 and to the east end of Long Meadow Lake should be examined at a Phase 2 level with shovel tests at 5 meter intervals. The same recommendation is made for the area approximately one mile west of the I35 bridge.

* "Indian Huts" were found on an 1898 map located west of I35 and east of Port Cargill on the north side of the river in section 29. The Bloomington Historical Society was not aware of this possible historic site. The DNR should consider some shovel testing in this area as it plans the route of the trail prior to construction.

* The exact locations of various historic Eastern Dakota villages is unclear on the north side of the river through Bloomington. Mr. John Ford is connected with the Bloomington Historical Society. He can be reached at home at 884-3743. He and Gary Cavender, Chris Cavender's cousin, have examined the Bloomington river bottoms area and Mr. Ford believes he knows where several of the Eastern Dakota villages in this area were located. Our suggestion would be to have Mr. Ford go out with DNR archaeologists before April if the snow is not too deep to have him point out his sites. Mr. Cavender works at the University of Minnesota and lives in Prior Lake and is the Chairman of the Dakota Society. Mr. Ford is its president. Both should be consulted and Mr. Ford is willing to show people where he has staked suspected teepee rings in the river bottoms. He believes Penichon's (Penisha's) village was at Nine Mile Creek out of the floodplain. Mr. Ford believes that the village of Cloud Man was just outside the east edge of Hopkins Park near springs and slightly west of the Oak Grove Mission down on the floodplain. Mr. Ford believes that another village, that of "The Drifter" or "Carbedoka [sp?]" was also in that immediate area. "The Drifter" and his son were killed by Hole-in-the-Day, according to Mr. Ford, near Camp Cold Water. He also stated that Mazomani moved from Little Rapids to the Bloomington Ferry area for a few years at one point. Mr. Ford has been doing research on the Lakota at Blue Cloud Abbey in South Dakota and found a reference in 1814 to the village of "He Who Fears Nothing" at Nine Mile Creek, "on a stream of the same

name." I did not record the Dakota translation. This was considered a bad luck spot after "The Drifter" and his son were killed by the Ojibwa.

* Mr. Del Stelling, at the Savage Review, is quite knowledgeable about M. W. Savage and the early history around Hamilton. He should be visited prior to writing signage for the Hamilton/Savage area to see what he might add to the story of Savage which is not already in our site files. He can be reached at P. O. Box 1243, Burnsville, MN. 55337.

* The Father Ravoux Papers at the St. Paul Dioceses' Chancery Building to the east of the J. J. Hill House should be checked to see if further information can be gathered on the Indian village which was located near St. John the Baptist's Church southeast of downtown Savage. Mr. John Ford believes that this 1854 collection of teepees was Grey Eagle's band which moved to the Credit River in 1854. The Ravoux Papers might help to clarify the role of early Catholic missionary history in the area (with a possible outcome of dovetailing with the Pond's Protestant efforts). In addition, the Ravoux Papers might also shed light on the whereabouts of David Faribault in the 1850s and confirm whether he had a fur post near the Credit River. Until this is done, we are not suggesting story lines for these activities.

MURPHY'S LANDING (SHAKOPEE HISTORIC DISTRICT) REACH

Location

Murphy's Landing is in the area of river miles 24, 25, and 26 east of Shakopee along the south shore of the Minnesota River. This area is operated as a living history museum interpreting the early American settlement period from 1840-1890.

Recreational Activities

Access to the river front at Murphy's Landing is limited to fee paying patrons of the Minnesota Valley Restoration Project. Access is controlled by gates and fences, for example at the boat landing. The facility is seasonally open from around Memorial Day to just before Christmas. There are no recreational activities at present during the winter. In the summer, activities include events, interpretation, and picnicking. The Minnesota Valley Trail has not yet been located at Murphy's Landing.

Interpretive Discussion

The Minnesota Valley Restoration program is located at an important spot on the lower Minnesota River. The organization is already interpreting the area as a living history museum, concentrating on the period 1940-1860.

Presently, the Faribault log house, moved in from nearby Faribault Springs, is not being interpreted in its associations with Faribault. The Murphy house or inn is a foundation ruin, and the early activities of Major Richard G. Murphy, his steamboat landing, and ferry are not

emphasized in the interpretive scheme, although the new director is considering offering a working model of Murphy's ferry. The interior of the Pond mill is currently inaccessible to the public as well. Again, the new director is considering making the mill operational some time in the future. Remnant mounds (Pond Mounds, 21SC22) are visible from Highway 101 in Shakopee Memorial Park to the east of Murphy's Landing.

On the south side of Highway 101 and in an isolated position are the foundation ruins of The Reverend Samuel Pond mission at Prairieville. This area is cut-off by the four-lane highway and the future path of the Minnesota Valley Trail. Faribault Springs is visible to the west of the Pond mission as is an aqua-colored house, the present home of the Faribault ancestors.

Had this area developed differently, there are many important historic sites at this point on the river that might have occasioned interpretation.

Suggested Plan of Action

Until matters of accessibility are resolved, we make no suggestions for this area. It is possible that the DNR and Murphy's Landing could work together to provide additional interpretation of Murphy's Ferry, the Battle of Shakopee on the north side of the river, the mounds, and the Pond mill past which the trail would pass if it is located within the existing interpretive area.

SHAKOPEE TO CHASKA REACH

Location

This portion of the Minnesota Valley Trail begins just east of river mile 26 at Huber Park in Shakopee and ends in Chaska just east of river mile 31. Known as the Chaska/ Shakopee Bike Trail, it is paved and heavily used. There are parking facilities at both ends of the Bike Trail: at Huber City Park and at a lot on the east side of State Highway 41. Huber City Park also has a boat launch. The DNR is putting in a new parking lot on the west side of the new T.H. 101 bridge at Shakopee.

Recreational Activities

This reach of the Minnesota Valley Trail is used primarily as a biking and walking trail during the warm months, and also available to joggers, bird watchers, and others. There are numerous benches along the paved trail for rest stops and bird watching. The trail passes through some of the Minnesota Valley National Wildlife and Recreational Area owned by the U.S. Fish and Wildlife Service. Trail users have access to boating, fishing, hiking, biking, horseback riding, and wildlife interpretation along this reach in the summer and nature interpretation and cross country skiing in the winter. Nyssen's Lake west of downtown Shakopee, provides trail access for snowmobiling, horseback riding, mountain biking, and hiking.

In addition, Scott County has plans to complete a regional trail corridor connecting its regional parks, Murphy-Hanrehan, Cleary Lake, and Spring Lake, with the Minnesota River (and Minnesota Valley Trail) somewhere in the vicinity of Huber City Park.

Interpretive Discussion

Major sites in this four mile stretch include Brown's and Holmes' ferry crossings at Shakopee; Thomas Holmes Trading Post site; the Schroeder Brick and Lime Manufacturing Company site; a lime kiln; the Strunk-Nyssen Brewery ruins and house; and the Chaska Swing Bridge at Chaska. The piers of the old Shakopee bridge at Shakopee were torn out in the summer of 1992 for the new T.H. 101 bridge across the river. The interpretive emphasis along this reach is 19th century Euro-American uses along the river.

At Shakopee, Huber City Park, owned and managed by the City of Shakopee Parks and Recreation Department, could become a major interpretive spot on the Chaska/Shakopee Bike Trail, but it needs some work. It is somewhat isolated; not very pretty; needs some landscaping and better parking facilities (paving?); and, on two visits, seemed to attract beer drinkers and some rough characters. In the area of the levee, and at the west end of Huber City Park under the Highway 101 bridge, people have been dumping over the cliff. A substantial building housing the Parks and Recreation Department for the City of Shakopee will be vacant shortly when that office moves into the new city hall. It is in the area of Huber City Park that Thomas Holmes, the founder of Shakopee, had his store and trading house. The Shakopee steamboat landing was also here.

1. Luther Brown's ferry was in the vicinity of the east end of the Schroeder Brick and Lime Manufacturing property. It was short-lived and dated from the middle 1850s to around 1860 or just before. Brown began a long judicial career not long after arriving in Shakopee in 1853 and was better known for his legal career than for his ferry.

2. Schroeder Brick and Lime Manufacturing Company is a relatively intact industrial archaeological site through which the trail passes at the east edge of Shakopee. It operated from 1876-ca. 1941. The area should be cleared of underbrush and some of the trees so that the site can be better interpreted. Brickmaking was seasonal, occurring during the warm months of the year and the process of brickmaking occurred out of doors. Interpretation might stress the clay beds associated with brickmaking, the ready availability of lime for mortar, the need to be close to a railroad, and the industrial process of making brick which would be interpreted from east to west across this site. The making of lime was a related product. Care should be taken to explain that this kiln is not a brick kiln. Since the trail goes so near the lime kiln, lime-making should also be interpreted with information on why lime kilns of that period are often located at the base of bluffs like this one.

3. Thomas A. Holmes Trading Post and the Shakopee Levee were also in the vicinity of the Huber City Park. The post was on the east side of Holmes Street at the top of the river bank. Holmes Street where it crosses the Minnesota River today is Highway 101. Holmes began many townsites, including Shakopee, and his story is one of a frontier entrepreneur who was often in on the ground floor. The site files accompanying this report give much information on Holmes together with a picture of him. The Holmes post was near the east end of the Shakopee steamboat levee in the pre-1870 period. The importance of steamboating and of this major levee on the lower Minnesota River in pre-railroad days can be illustrated with a map of the levee and some statistics about what was loaded and unloaded here when levees were more important than roads and the river was the region's highway.

4. Thomas A. Holmes Ferry crossed the Minnesota River at the west end of Shakopee. Along the paved trail just west of the Rohr elevator, is a park bench on the north side of the trail. It was put there in 1986 by Steve Lewison as an Eagle Project for Troop 346, according to the carving on the bench. North of this bench is a dirt path which leads to the Minnesota River. It comes out at the river opposite an unnamed creek visible on the north side. Holmes Ferry was just east of this creek. This is where Holmes paid John Hare in the 1850s to operate his ferry. Why wasn't this ferry nearer Holmes' trading house at Highway 101? Because, perhaps, Luther Brown's ferry was already operating nearby and ferry licenses were given a mile to a half a mile apart and protected by law. Or because Holmes did a brisk ferry business at the west edge of Shakopee because this is where the road from Chanhassen to Shakopee was and people on the north side of the river had to use the ferry to get to market in Shakopee.

5. Lime kiln ruins are located on the bluff above the Minnesota Valley Trail west of Shakopee. They are visible several hundred feet west of the high tension lines which cross the trail to anyone who glances up. Nothing is known about the owner or history of this kiln, but limestone ledges are visible all the way along the bluff above the trail in this area. The lime kiln could be the occasion to interpret the geology of the region and its importance in early lime production before the advent of concrete. It is remotely possible that this is part of the ruins of the Union Brewery (owned at one time by the Conter family). It does not appear to be the Conter's lime kiln, but a title search on the property was not conducted.

6. Strunk-Nyssen Brewery and Strunk-Nyssen House The brewery, we understand, is still on the market with an asking price of around \$54,000. The northern portions of the brewery complex are visible from the Minnesota Valley Trail. Like the Schroeder brick site, the Strunk-Nyssen brewery site is one of the premier early industrial sites on the lower Minnesota River having operated from ca. 1855-1957. To the south of the brewery on the west side of Chaparral Road is the Strunk-Nyssen house, listed on the National Register of Historic Places. The house is too far from the trail and is on private property to be interpreted directly.

7. Chicago, Milwaukee and St. Paul Railroad Bridge (Chaska Swing Bridge) in 1900 replaced an original 1871 bridge built by the Dakota and Hastings Railroad Company. The interpretation of the bridge should emphasize the hand-operated pivoted span and how it worked and note that the bridge was rarely opened after around 1907 and 1912 because of decreasing river traffic. It did not pivot frequently because of steamboat and large boat traffic which had virtually ceased by the 1890s. In fact, it was probably hand-operated because it wasn't opened much after its construction in 1900, so there was no need for an automatic mechanism.

Suggested Plan of Action

There are many things, including additional research, that should be done along this reach. Recommendations to the DNR worth considering include:

- * Beautifying Huber City Park by working closely with the Shakopee Planning Office and Parks and Recreation Office. The City Planner, Lindberg Ekola, has indicated that the city will resubmit a proposal for Intermodal Surface Transportation Efficiency Act money (ISTEA), some of which might be used to make improvements at Huber City Park. The DNR might consider talks with the city to initiate some interpretation of that stretch of the Chaska/Shakopee Bike Trail.
- * The Hennepin County-Scott County Parks System has planned a regional trail which would connect three Scott County parks south of Savage and Shakopee with the DNR trail and connect eventually to the Hyland-Bush Anderson Lakes Park in Eden Prairie. This would be the major regional trail corridor north-south through Scott County. It would come to the Minnesota River at Huber City Park. In interpreting the history of the Huber City Park area, this new trail corridor should be kept in mind because it will increase the value of Huber City Park as a major crossroads on the Minnesota Valley Trail.
- * The Schroeder Brick and Lime Manufacturing Co. site should be cleaned of brush and undergrowth, the structures staked, and interpretation of the site made available to trail users. Cutting down some trees would help in this endeavor. Narrow gravel paths could be constructed among the ruins of the buildings so that trail users could walk around the various structures and read about the function of each. If the DNR only has the right-of-way along the trail through the Schroeder site, again, it might want to coordinate with city offices in Shakopee to enhance the interpretation of brickmaking. This is warranted, because, although brickmaking was more closely associated with Chaska, the Schroeder site is an intact historical industrial archaeological ruin in remarkably good condition. Our research did not indicate where the Schroeder bricks were used, but presumably, if they followed the same markets as the Chaska brickmakers, they were used locally as well as being sent by rail to other areas. Interesting to the social history of this site is the fact that it was a seasonal occupation for the employed workers, because it was essentially an outdoor manufacturing process. Workers would have been unemployed or would have had to find other jobs during the winter months.

* The area where the Thomas A. Holmes ferry crossed the river in west Shakopee should be marked. Interpretation should occur at the river's edge, not at the park bench nearby on the trail. To do this, a trail needs to be enhanced to the river and some of the trees torn down. A concrete observation deck at the river might be constructed with some signage about the ferry there.

* The DNR should do a title search on the Union Brewery, which we did not relocate, and on the lime kiln west of the high tension lines on the bluff above the river west of downtown Shakopee. Such additional research would go a long way to explaining the history of these two sites and could lead to additional interpretation. It would also settle the question of whether this was one of the kiln operations owned by the Conter Family.

* The Strunk-Nyssen brewery has been for sale the past year for around \$54,000. This is a unique opportunity to interpret an early Minnesota brewery on a state recreational trail. It need not be costly. Exterior signage could tell the bulk of the story as long as the DNR develop a way to keep people out of the ruins themselves. The roofs are bad on the main buildings. If these portions could be reroofed to keep out rain and water, it would stabilize the brick and stone work of the existing walls.

* In conjunction with the Strunk-Nyssen brewery, is Nyssen's Lake between river miles 29 and 30. This might be an opportunity to explain the use of ice before the advent of refrigeration cars and to present additional information at the Strunk-Nyssen brewery site.

Chicago, Milwaukee, and St. Paul Railroad Bridge: With the new research done by Bart Richardson on this structure in late 1992, the date of construction is confirmed as 1900. Interpretation could either focus on the industrial engineering to the bridge itself or on the role of the C., M. St. P. Railroad, which we did not concentrate on in this report. As an engineering structure, its hand-operated design had much to do with the fact that when it was built, there was very little river traffic as far up river as Chaska. The fact that the bridge is hand operated is today silent testimony to the story of how river transportation in the early settlement period, 1850-1870, was so quickly replaced by railroads, which after 1870, hauled both passengers and freight into the agricultural hinterland. Bridge piers should be examined periodically in order to determine what areas may need to be stabilized to insure ongoing operation of this bridge.

CHASKA TO THE NORTH END OF THE LAWRENCE UNIT

Location

This reach encompasses the area from the Chaska Swing Bridge, or approximately river mile 31, to the north end of the Lawrence unit, or river mile 46. Through this stretch, the Minnesota Valley Trail runs entirely on the south, Scott County, side of the Minnesota River.

Recreational Activities

Summer: hiking, horseback riding, mountain biking, canoeing, picnicking, boating, camping and fishing, hunting.

Winter: snowmobiling, cross country skiing, sunshine.

The west side of the river between Chaska and Carver has two boat launch facilities and the east side has a boat launch at Thompson's Ferry. The east side of the river has three canoe campsites, a picnic area at Thompson's Ferry, and a shelter at Louisville Swamp. There is a 5.5 mile loop at Louisville Swamp which is paved for biking and hiking with a parking lot off Highway 169. At the north end of this reach is Gifford Lake with parking north of Highway 41. The Gifford Lake area includes a special use area for field dog trials. Louisville Swamp is part of the Minnesota Valley National Wildlife Refuge owned by the U.S. Fish and Wildlife Service. Carver Rapids is owned by the Department of Natural Resources. Fish and Wildlife has interpretive signs at the Jabs Farm near river mile 37.5. Although this reach is more heavily used in the warm season, it is accessible year-around, especially to snowmobilers. Hunting is permitted on the State Trail portion seasonally, between river miles 31-35 (Gifford Lake area) and 40-45 (south of Louisville Swamp to just above the DNR's Lawrence Unit).

Interpretive Discussion

This stretch of the Minnesota Valley Trail is currently underinterpreted from the standpoint of its history. The Fish and Wildlife Service has opted for interpretation of the Jabs Farm in relation to its later occupation by an early 20th century family, but one of the stone barns was built in 1880. A portion of approximately 1.5 miles south of Chaska in the Gifford Lake area follows the historic route of the former Chaska Ferry Road between the original Merriam Junction railroad stop and Chaska.

Major sites in this area include: the Chaska Ferry Road, Louisville Townsite, mound groups 21SC29 and 231SC30, Merriam Junction mounds 21SC28, Little Rapids, San Francisco Townsite (at approximately river mile 39), Thompson's Ferry site, and Bevan's Landing (approximately opposite the canoe campsite between river mile 44 and 45).

1. Chaska Ferry Road ran from approximately the parking lot northeast of Highway 41 to about the last southwest third of Gifford Lake where it crossed the lake. This is south of where the road crosses the lake today. Interpretive opportunities for the Chaska Ferry road exist at the parking lot off Highway 41 and on the northwest side of the trail at Gifford Lake. At the parking lot, the Chaska side of the river has been bermed with an earthen ring and the Chaska ferry crossing is not visible. The signage at the parking lot could explain that the Chaska Ferry ran from around the 1860s until around 1896 when the Chaska bridge was finally built across the river for vehicles and pedestrians. This ferry was Chaska's first link with a railroad when the Minnesota Valley Railroad built southwest on the south side of the river with a stop at Merriam Junction in 1866. On the trail at river mile 33 is the approximate area where the Chaska Ferry Road headed

inland and southeast crossing Gifford Lake. This would be another place at the south end for signage explaining that citizens and businessmen in Chaska decided to accommodate farmers living on the south side of the river in Louisville and Jackson Townships with a city sponsored ferry until the ne bridge at the foot of Chestnut Street in Chaska was built in 1896. It is unusual that Chaska citizens in Carver county would maintain a road in Scott County. It was in the best interest of people in Chaska to see that the Scott County residents traded and conducted their business in Chaska rather than in Jordan or Shakopee. Chaska maintained this road until around 1937.

2. Louisville Townsite between river mile 34 and 35 in Section 20 Louis La Croix had a log cabin on the bank of the river around 1850. In 1854, H. H. Spencer bought out La Croix's claim and its improvements and the same year, the village of Louisville was surveyed. Before 1858, the village had over 30 buildings, a steamboat landing and warehouse, but it decayed as rapidly as it had grown. Signage could quote a short Minneapolis Journal description (June 6, 1937) of the townsite (See site Sheet for Louisville Townsite).

3. There are three mound groups in the Louisville area: 21SC28, 21SC29, and 21SC30. The group known as 21SC29 contained 22 mounds when surveyed by T.H. Lewis in the 1880s in the north half of the southeast quarter of Section 20 south of Gifford Lake. Nearby is 21SC30, a group of 33 mounds also surveyed by T. H. Lewis and located in the southwest quarter of the southeast quarter of Section 20. The former appear to be on DNR land and the latter on or near DNR land. Both are on a terrace on the east side of the Minnesota River. The last group, 21SC28, is in the southeast quarter of the southwest quarter of Section 29 and consisted of 44 mounds when T. H. Lewis described them in 1887. They may or may not be on DNR property. Their location would be east of the Jabs Farmstead. Interpretive potential depends on relocating and assessing their condition, since none but 21SC28 have been relocated, the last by Patty Anfinson in 1975.

4. Little Rapids (21SC27) consists of an archaeological component including an Eastern Dakota village site, mounds, and fur trade site, and a historic site, the Village of Little Rapids (for which a plat is available). The historic archaeological component has been excavated over the past 10 years or so by the University of Minnesota under the direction of Dr. Janet Spector. Spector could not determine the age or associations of the trade site because of disturbance. In addition, some of the mounds have been heavily disturbed. Optimal protection to the complex known as 21SC27 is probably elimination of access. In any case, we do not recommend interpretation of this complex at this time unless it is done at the wayside or well away from the cultural resources nearer the river.

The Village of Little Rapids, platted in 1856, may be interpreted with signage like that at the Strait House at the Lawrence Unit. The historic plat could be reproduced with a "you are here" marker.

4. San Francisco Townsite at river mile 39 could be interpreted with

signage either on the horseback, hiking, mountain bike trail across the river from the former townsite or at mile 38.5 where there is a canoe campsite. The townsite here was bustling between 1853 and an 1863 flood which destroyed several buildings near the river. San Francisco was the first county seat of Carver County until the seat was moved to Chaska. San Francisco river front is now private land owned by a family who raises poultry. No buildings remain from the former townsite, according to the owner who never heard of San Francisco townsite.

5. Thompson's Ferry has a large archaeological component (21SC32) stretching on both sides of Scott County 9 on the south side of the river. Site extent was determined in the summer of 1992 for the DNR, but no excavations have been done and no diagnostics were found. It is too early to decide how or whether to interpret this large archaeological site. However, DNR personnel at the Lawrence Unit claim to have at least one lithic which the contract archaeologists did not know about in 1992 which might be diagnostic. The historic component is a small foundation. Between 1902-1978, it was associated with the 1902-1978 Peter Stocker, Sr. and Joseph Stocker farm on the site. We do not recommend prehistoric interpretation at this time, but enough is known about the ferry operation to warrant interpretation of this crossing.

A great deal is now known about the historic ferry crossing here which operated on the east side of County 9 from around 1859-1935. The boat launch area east of the bridge is a good place to interpret the historic ferry crossing and will not impact the archaeological component. The site form on Thompson's Ferry details the history of the ferry and how it was operated. Two new historic photographs of the ferry are now available to the DNR.

6. Bevan's Landing, another steamboat-era settlement, never amounted to more than a few houses, but in the 1850s, it was one of many places for steamboats to tie up. It could be marked with a sign at the canoe campsite above river mile 44 or slightly upstream across from the mouth of Bevan's Creek.

Suggested Plan of Action

Management recommendations to the DNR worth considering on this reach include:

- * Marking the Chaska Ferry Road where it matches the trail from the boat launch across from Chaska to Gifford Lake
- * Since a major theme in this reach is early townsites, we suggest marking Louisville townsite, the Village of Little Rapids, San Francisco townsite, and Bevan's Landing. Emphasis of this theme would highlight the crucial role of steamboating before 1871 in the transportation network of the lower Minnesota River Valley and emphasize that these towns did not continue to grow because they were by-passed by the railroads.

* Not enough is known about the prehistoric component of Thompson's Ferry to warrant interpretation. This archaeological component, known as 21SC32, is being impacted by cutbank erosion during periods of high water, especially on the upstream side of the bridge. Artifact concentration in this area was densest between the bank and the trail, suggesting possibly that significant portions of this site have been eroded. This is where the bank should be further stabilized. It is also near the picnic area on the upstream side of the bridge. If the DNR plans more stabilization in this area or if it assesses the site for National Register significance, some test excavations are recommended. See our 1992 report on this site.

* The Sand Dune Site southwest of Thompson's Ferry may be part of Sand Hills (White Sands) village, an extension of Thompson's Ferry site, or neither. Not enough is known about this site for interpretation, but a Phase 2 investigation might explain whether there are any subsurface deposits there. If so, the DNR might consider relocating the trail once site extent is determined. If not, then we suggest no action in this area.

* The Village of Little Rapids plat indicates a warehouse and the area of the LaCroix Ferry. The warehouse may have an intact foundation. We suggest relocating these two historic sites and marking them with an emphasis on interpreting the historic plat, and steering away from the prehistoric component at this time. It appears that the warehouse would be in the area of river mile 38 west of the trail and the historic ferry crossing would have been just below mile 38 nearly across from the top third of Rapids Lake on the west side of the Minnesota.

* The DNR should call Dr. Janet Spector, the Minnesota Indian Affairs Council, individual tribal and community councils, and the staff at the Lawrence Unit to discuss if and how the Little Rapids area should be interpreted or whether to relocate the trail farther from the mounds. Interpretation gently admonishing the trail users and hunters to respect the area combined with closer surveillance from DNR staff may not ultimately protect the cultural resources and sites in the area. If interpretation is considered, the interpretation should occur at the wayside or well away from the cultural resources.

* The stretch of the lower Minnesota River from Chaska to river mile 75 could be the subject of a brochure specifically for canoeists, of which this reach would be a part.

LAWRENCE HEADQUARTERS, ST. LAWRENCE TOWNSITE

Location The DNR's Lawrence Headquarters is located in the Minnesota Valley Trail State Park. This reach stretches from approximately river mile 46 to river mile 52.5 at the north end of the City of Belle Plaine.

Recreational Activities

Recreationally, the Lawrence Unit is well developed with a DNR staff headquarters, boating, canoeing, fishing, primitive group, regular, and walk-in camping sites, canoe camping, equestrian campground, a trail center, picnic area, and extensive trails for hiking, horseback riding, and mountain biking.

Winter activities include: ice fishing, snowmobiling, cross-country skiing, and showshoeing.

Interpretive Discussion

Because the DNR operates the area which included the St. Lawrence townsite, the townsite itself, dating from 1857, can be a major focus. At present only the Strait House is interpreted with signage. Margaret McFarlane, in charge of an project by the Scott County Historical Society, is currently stripping the interior and stabilizing the Strait House with an eye to operating a living history museum by the Society during the warm months. Signage at the Strait House could be expanded to the other known sites associated with the old townsite. The on-the-ground interpretation could easily be expanded with a brochure available to users of the Lawrence Unit to explain the area, the reason for the town, its demise as a result of railroad construction, and the location of the various sites connected with the townsite in the period from 1857-1867, which include:

1. Blacksmith's shop site (later the stone school)
2. St. Lawrence Hotel (site) across from the Strait House (historic photograph available)
3. Strait House (1857)
4. Corbel-Laurens House
5. Bristol's Ferry (north of Corbel-Laurens House)
6. Corbel-Bisson stone quarries
7. Bisson House (on the National Register and with permission of owner)

Suggested Plan of Action

- * Relocate the Corbel-Bisson stone quarries through some historical archaeological investigations. There are probably several spots on these two properties where stone was quarried, which might include the area around Beason Lake and northeast into the Corbel-Laurens property.
- * Draft a National Register nomination on the major properties and sites connected with the town of St. Lawrence. This would be limited to the quarries, the Strait House, the Corbel-Laurens House, and the Bisson House by reference since that is already a single nomination.
- * Use the National Register nomination and historic photos in the site files to develop a brochure for Lawrence Unit users.

- * Include the Lawrence Unit area in a brochure for canoeists from Chaska to river mile 75.
- * Attempt to relocate the steamboat landing area for the St. Lawrence townsite. It should be somewhere directly north of the Strait House and St. Lawrence Hotel site in that stretch of the river. It could then be incorporated into the two brochures for users and canoeists.
- * Mark the various sites at St. Lawrence including the above mentioned as well as Bristol's Ferry. Bristol's Ferry was north of the Corbel-Laurens House and in the summer, the vague outlines of the ferry road can be seen to a point where the Bristol House still stands on the north side of the River. The owner of the Bristol House, Randall Read (7760 187th Street North) is searching for some information on Bristol from when he purchased the house several years ago. He should be periodically contacted to see if he has found the information.
- * Discuss with Charles Nelson, MHS architectural historian, the razing of the non-historic dairy barn behind the Corbel-Laurens House. This barn appears to have been built after 1920.
- * Discuss with Charles Nelson, MHS architectural historian, the rehabilitation work currently being done on the inside of the Strait House. Ideally, arrange for him to make a site visit, and then generate a rehabilitation plan for the house to insure that as much original material as possible is left intact or reinstalled. The existing historic structures report (Tyrrell 1990) is not adequate as a guide to rehabilitating the Strait House and saving its historic fabric. A period of significance should be established to guide the rehab work. Charles Nelson can assist with suggestions and a contract should be let by the DNR to hire a qualified historian and historic architect to write a new historic structures report following SHPO guidelines. At the very least, the roof should be replaced to prevent water from damaging the interior. Consideration should be given to removing the rear non-original kitchen dependency, since the value of this property for interpretive purposes lies in its original use by S. B. Strait in the ca. 1850s and early 1860s at first settlement.

BELLE PLAINE TO HENDERSON

Location

This reach encompasses the lower Minnesota River from the south end of the Lawrence Unit to the north end of the City of Henderson and includes the major settlements of Belle Plaine and Blakeley. It runs from approximately river mile 52 upstream to river mile 74.

This stretch is part of the Minnesota Valley State Trail. Most of this portion of the trail is unorganized and undeveloped. From Belle Plaine to Blakeley, it follows a township road and railroad right-of-way which is partially inaccessible to cars. From Blakeley to Henderson, it follows largely along County 51, a dirt road on the Scott County side of the river which leads past the Blakeley Wayside north of East

Henderson.

The DNR has another possible route for the development of the trail which would run on the north or west side of the Minnesota River via the Blakeley bridge then southwest through the area which was Doheny's Landing and down the west side of the river to the DNR boat access near the Henderson bridge.

Recreational Activities

This stretch of the river includes two canoe campsites, at McCormick's Cutoff near river mile 68 and at North Henderson near river mile 72. The major activities are largely unorganized at this time, but would include canoeing, fishing, boating, hiking, mountain biking, and snowmobiling.

Interpretive Discussion

The major sites to be interpreted along this reach depend on which side of the river becomes the trail route. If the trail remains on the Scott County side of the river major sites would include: the Hooper-Bowler-Hillstrom House in Belle Plaine; Stone-arched railroad bridge at Blakeley; Blakeley Township Stone-Arched Bridge (L-3040); and the Salisbury Hill Road Log Barn. There are three mound groups which would be closest to the Minnesota Valley Trail's projected route on the east side of the River: 21SC12 (3 mounds), 21SC8 and 21SC9 (both single mounds).

If the trail is located on the west side of the River, the Blakeley Ferry, the Blakeley Bridge, Johnson's Landing; Faxon townsite (Walker's Landing); and Thomas Doheny's Landing.

The interpretive signage and development of a brochure for canoeists mean that the sites on one side of the river do not necessarily have to be excluded if the trail runs on the other side of the river.

1. Hooper-Bowler-Hillstrom House, a ca. 1871 two story frame dwelling, built by one of the founders of Belle Plaine, is operated during summer weekends by the Belle Plaine Historical Society. It sports the only two story attached outhouse known in Minnesota. It is located on the west side of a city park with rest rooms and covered picnic area.
2. Johnson's Landing was not a townsite. It was a wooding station operated by the Johnson family for steamers plying the lower Minnesota River during the 1850s and 1860s. It was located just west of an old oxbow in the river between river miles 53 and 54.
3. Faxon Townsite or Walker's Landing was a paper town which flourished between 1852-1860s. In 1856, the post office there was known as "Big Hill." Faxon or Walker's Landing was apparently just downstream of river mile 58. In 1852, the road west from this point was known as the "Walker's Landing to Ft. Ridgely Road," but was renamed and relocated with Joseph R. Brown founded Henderson and after 1853 known as the "Henderson to Fort Ridgely Road." When the Minnesota

Valley Railroad was built on the Scott County side of the river in 1867, Faxon waned.

4. Stone-arched Railroad Bridge at Blakeley ca. 1880 is to the east of the projected Minnesota Valley Trail through downtown Blakeley. It is a low sandstone arched bridge with tracks running over it. The bridge was apparently built by the Omaha railroad and is in their Chicago office as bridge #245.

5. Blakeley Ferry, ca. 1862 and until 1925, intermittently. This was a ferry whose purpose was to service people on the Sibley County side of the river who went to market and traded in Blakeley.

6. Blakeley Memorial Bridge (#4184) was built in 1924-25 after the township boards in Blakeley, and Faxon and Jessenland on the Sibley County side successfully had the road which crossed the river designated a state road. Including the 150 foot approach, this bridge was said to have been the longest bridge in Minnesota at 540 feet when it was completed.

7. The Blakeley Stone-arched bridge (L3040) is on the National Register as a township road bridge, but was probably a railroad bridge, built in 1878 by either the St. Paul and Sioux City railroad or its successor, the Omaha railroad. If the trail passes along the dirt road known as County 51, it will pass over this bridge, which should be preserved. It is similar in materials and design to the railroad bridge in Blakeley.

8. Salisbury Hill Road Log Barn is visible on the east side of County 51 at Salisbury Hill. This log barn dates from post-1855 period. It may represent an original outbuilding on the homestead. It is the only log barn visible from the trail or its projected route.

9. Thomas Doheny's Landing, ca. 1852- ca. 1864, was another small settlement during the steamboat era. It was the nucleus of a small settlement of Irish in this area of Sibley County and rivalled the new settlement at Henderson for a time. Doheny had a trading place and a steamboat landing which supplied the hinterland settlers. It was in the area of river mile 66 down river of High Island Creek. If the projected trail follows County 51, Doheny's Landing site will not be visible to a trail user, but it could be pointed out to canoeists.

10. Mounds: 21SC12, 21SC8, and 21SC9 There are three mound groups along this reach which have all the problems of interpretation attendant to mounds in general. To wit, lack of information and lack of reliable site locations. Of the three mound sites, 21SC8 may be totally undisturbed on the bluff over the river in a wooded area; 21SC9 may be on DNR property; and 21SC12, a group of three mounds in the floodplain, appears to be located near County 51. If the trail moves from its present projected course along County 51, both 21SC9 and 21SC12 should be relocated and field inspected to insure that trail construction does not impact them.

Suggested Plan of Action

Management recommendations to the DNR worth considering in this reach include several items after the route in this reach is determined.

All things will follow from which side of the river the DNR decides upon for the route of the Minnesota Valley Trail. The east side of the river rarely approaches the Minnesota River and the river is largely invisible in this reach. County 51 is possibly slated for improvements and the Blakeley Stone Arched Bridge (L3040) may be in the way of progress.

On the west side, the trail would wind through flood plain, some portions north of Henderson staying well away from the river channel and probably more subject to flooding. If the projected path on the west side of the river is chosen, it will go by the sites of both Johnson's Landing and Doheny's Landing, as well as the Faxon townsite (Walker's Landing). If this route is chosen, the DNR should conduct some shovel testing in these areas before trail construction.

* Our draft maps plotted some additional mound sites between Blakeley and Henderson: 21SC5, 13, 11, 10, and 3. They are not on our final map set because they do not appear to be near enough the trail route on the east side (essentially County 51) to be impacted by trail construction. The DNR should keep this in mind if the trail is located on the Scott County side of the river since these mounds have not been relocated since the 1880s.

* There is a misspelling in both the blue and white "Minnesota River Canoe Route: LeSueur to Fort Snelling" brochure and the brown and white "Minnesota Valley Trail: Summer Trails" brochure. The village of Blakeley has been spelled "Blakely" on both. In 1959, the United States Geographic Board decided that "Blakeley" was the proper spelling (Upham 1920:747). It is also how residents of Blakeley spell both their township and village (Blakeley Centennial Committee 1976).

* This reach is within the area from Chaska to river mile 75 and we recommend including in a new brochure for canoeists containing information on the historic sites along this reach.

* The DNR should arrange to move the projected route of the Minnesota Valley Trail four blocks east to include the Hooper-Bowler-Hillstrom House and adjacent park with its amenities on the trail route. Conversations should be initiated with the Belle Plaine Historical Society to see what other route changes might pass by additional local historic sites in the city.

* Salisbury Hill Log Barn: This site is clearly visible on the east side of the dirt road projected at this time for the Minnesota valley Trail. When the trail is located, signage can point out the log barn and perhaps address the log construction of this structure as a local material hand-crafted by early settlers with little cash and a willingness to make what was needed on the family farm itself. It does not appear that this property is owned by the DNR. However, if the

building is to remain standing, the footings should be checked to see if the sills are rotting on the ground and what the hill to the north may be doing to damage the sills during rains. It is not clear whether title work on the property might yield information on the family who constructed the barn, but it would be worth trying.

HENDERSON TO LE SUEUR

Location

This last reach encompasses the reach from approximately river mile 74 to river mile 82 between the cities of Henderson and LeSueur.

Recreational Activities

Warm Season: boating, canoeing, picnicking, fishing.

Winter: Unknown

The portion of the Minnesota Valley Trail from Blakeley to Le Sueur has not yet been located. The projected route enters the City of Henderson from the north and keeps to the west side of the Minnesota River until it crosses on T.H. 93 into the City of Le Sueur. There is a canoe access point at river mile 75 on the east side of the river just south of East Henderson. At the new bridge on Highway 19 into Henderson is a boat launch on the north side of the bridge. South of Henderson at the Rush River State Wayside is a picnic area with a projected byway from the main trail on the river west to this picnic area. The projected route of the Minnesota Valley Trail enters the City of Le Sueur from the west crossing the Highway 93 bridge. On the west side of the river north of the bridge is a small park with a boat launch and campsite area. This park has a monument consisting of part of the previous bridge (#3945) built in 1923.

Interpretive Discussion

The only interpretive material in this reach along the projected route of the Minnesota Valley Trail is located in the small park on the north side of Highway 93 on the west side of the Minnesota River across from the City of Le Sueur. A monument composed of some of the trusses from the previous bridge (#3945) built in 1923 to replace the original 1894 bridge is located here.

Historic sites along this reach are mostly clustered at the cities of Henderson and LeSueur. Both the City of Henderson and the City of Le Sueur are located away from the Minnesota River and it is difficult for a trail user to imagine what the two towns previously looked like from the river. Henderson sits back from the flood plain and is cut off from the river by an earthen levee, an athletic field north of the bridge, and a trailer park nearby. The City of Le Sueur has low heavily wooded banks which are steeper on the south side of the T. H. 93 bridge crossing the Minnesota River. Visual inspection along the river front at both cities did not show indications of where the frontier ferries were located, although in LeSueur, Ferry Street is a block south of Highway 93.

Outside both cities, there are only two cultural sites. The encampment of Prairie La Fleche may have been in Section 25 just north of the City of LeSueur on the east side of the river. The Village of Red Eagle is presumed to have been in Section 7 just south of or around present-day East Henderson (Henderson Station). Possibly associated with this was a mound group 21LE5 on the bluff north of Henderson Station. These have not been relocated. At present the Minnesota Valley Trail is projected to be routed on the west side of the river bypassing the suspected location of both of these sites.

1. Sites at the City of Henderson include the City of Henderson Commercial District representing the period from 1874-1905; the Henderson Ferry; Joseph Brown steamboat landing; Joseph Brown House.
2. Sites at the City of Le Sueur include the location of at least two LeSueur ferries (1867 and 1861-1928), and a plaque in River Park to the 1923 bridge across the Minnesota River (#3945).

Suggested Plan of Action

Management recommendations to the DNR worth considering in the reach between Henderson and Le Sueur depend, in part, on whether the projected route of the Minnesota Valley Trail remains on the west side of the Minnesota River, and include the following:

* The 1823 Village of Red Eagle, noted by Major Stephen A. Long as having been "recently established" has never been relocated. It is presumed to be in the west half of Section 7 T112N R25W, suggesting a location on the east side of the Minnesota River. Since a mound group (21LE5) was estimated to be in the area of Henderson Station (East Henderson), it is possible that the village might have been in the floodplain in this area near the Chicago and Northwestern railroad tracks. If so, it was not near the projected trail route on the west side of the river. However, south of Henderson the trail is projected to hug the west bank of the Minnesota River heading south and a portion traverses Section 7 in the west side of the river. If the trail is built as projected, the portion of the route in Section 7 should be subjected to Phase 1 shovel testing before trail construction.

* The possible location of the ca. 1840 encampment of Prairie La Fleche is supposed to have been in the area of Section 25 T112 N R26W in the north portion of the City of LeSueur. If so, it may have been obliterated by construction of Highway 169, the Chicago and Northwestern Railroad tracks, or Highway 112. The Minnesota Valley Trail is slated to run on the west side of the Minnesota River and should not impact this site. If plans change, again, Phase 1 shovel testing is recommended before trial construction.

* In Henderson there is a downtown commercial district on the National Register, but it is well away (approximately 5 blocks) west of the Minnesota River. The Sibley County Historical Society is also located in Henderson and has a small museum open seasonally from late May to late October. It might be advisable to contact the liaison (Sarah

Meffert 1-964-5876) and develop plans in conjunction with the Society to erect interpretive signage at the boat landing on the north side of Highway 19 briefly explaining the history of the Henderson settlement. This might take the form of an overview paragraph explaining that Henderson was first settled in 1852 and platted in 1855 by Joseph Renshaw Brown, who arrived in Minnesota in 1819 at the age of 14 to help the troops build Ft. Snelling, traded with the Dakota Indians, was a territorial politician, and founder of the city (Upham and Dunlap 1912:84).

* The City of Le Sueur has several historical groups. The Le Sueur County Historical Society is located at 112 N. Main Street and open seasonally from Memorial Day through Labor Day. It is approximately a block north of where Highway 93 enters the city from the west. Next door is 188 N. Main Street, the home of Dr. William W. Mayo, noted physician and father of the world-famous surgeons, Dr. William J. and Dr. Charles Mayo. William W. Mayo lived in the house from around 1858 until 1863 and it is operated as a house museum seasonally by the Mayo House Interpretive Society from Memorial Day to Labor Day. The contact is Dorothy Von Lehe (1-665-3250). A chapter of the county society, known as the Le Sueur Historians/ Le Sueur Museum is located a half-mile north of the T.H. 93 bridge at 709 N. Second Street with the same seasonal opening as the other two groups. The contact is Ann Burns at 1-665-2087. If general signage is erected by the DNR at the small park and campsite on the west side of the river at Highway 93, it might direct trail users to these sites within the City of Le Sueur.

* There are several photographs of the 1923 Bridge (#3945). The DNR boat launch at River Park might incorporate one of these photos with the current bridge monument.

* This reach is within the area from Chaska to river mile 75 and we recommend including in a new brochure for canoeists containing information on the historic sites along this reach.

* We have developed in the final report a section on historic Minnesota River floods. The area between Henderson and Le Sueur would be an area where the DNR might consider a series of signs (in the spirit of the old Berma Shave road signs), one for each historic flood giving the date and some salient facts. This might extend from river mile 74 to 82 with the one at mile 74 at the boat launch at Henderson noting the flood of 1852 at Henderson when the first settlers arrived. It would tie in with the earthen levee prominent at that spot. The DNR's Waters Division may have additional information on historic floods on the lower Minnesota River We did not check this source.

XIX. INVENTORY FORMS

Name: MINNESOTA RIVER DAM SITE

County: Ramsey

Site Name/Site Number: none

Legal Description: SE NW SE Sec. 22 T28N R23W St. Paul West

Site Date/Cultural Affiliation: 1893-1909 +

Narrative Description: Beginning in the 1860s, studies were begun to determine the feasibility of lock-and-dam construction on the Minnesota River to allow for commercial river traffic. The Minnesota River could theoretically link Winnipeg to the Mississippi River via the Red River and Big Stone Lake. However, the geography of the river itself, which has a very low profile, and the construction of railroads in the period following the Civil War prevented any of the proposed construction from being started.

Instead, a Congressional appropriation of \$10,000 originally earmarked for the revetment of banks around Belle Plaine, was transferred in 1893 to build a closing dam at the mouth of the Minnesota River on the southeast corner of Pike's Island near Mendota. The dam diverted the river through the channel below Fort Snelling and allowed smaller craft to pass.

However, while the Minnesota River Dam provided the desired backup in the river as far as Chaska and provided a five-foot channel, it also caused spring flooding. The Fort Snelling channel was not large enough for steam boats, and the closing dam was in need of constant repair. The dam was permanently removed in 1909.

Setting: Southeast corner of Pike's Island, on river between Ramsey and Dakota counties near Mendota.

References: Merritt 1979:270-71.

Name: PIKE'S ISLAND

County: Ramsey

Site Name/Site Number: none

Legal Description: Portions of Sec. 21, 22, 27, & 28 T28N R23W
St Paul West

Site Date/Cultural Affiliation: 1805-1824? American Military, Fur Trade Era

Narrative Description: Zebulon Pike, under orders from General J. Wilkinson, led an expedition from St. Louis to the Mississippi headwaters in 1805-06. One of his orders was to obtain land for the erection of a military post at the mouth of the St. Pierre (Minnesota River). Pike camped on the island now named for him from Sept. 21st to the 26th and held a council to satisfy that order on the island with Dakota leaders. He once again camped on the island on April 11th while returning to St. Louis.

In 1810, three fur traders, Thomas G. Anderson, Allen Wilmot and Joseph Rollett, established a stockaded post on Pike Island. Anderson manned the post alone after 1811. There is some dispute about his length of stay but it is likely that Anderson was on the island for about three and a half years or until 1814.

Jean Baptiste Faribault arrived on the island in the spring of 1820 and was asked to leave sometime between 1822 and 1824. Faribault built a residence, and likely, some sort of trading establishment. Snelling's "Map of Fort Snelling and surrounding area, ca. 1824" drawn by J. E. Heckle, shows a large area labelled Public Fields, "M^r Ferribault's Field" and a rendering of a residence labelled M^r Ferribault. The house was on the southern side of the western portion of the island. Joseph Montrieul, a Canadian, recounted living on Pike Island with Faribault where they planted corn, vegetables, and wheat until Faribault was forced out by high water (Bond 1853:237,238). Other accounts suggest that the military asked Faribault to leave the island.

Excavations by amateur archaeologists, Katherine and Verlan Johns, into several stone cairns [possibly cabin chimneys] on the island resulted in the recovery of "early 19th century" artifacts. The excavations apparently were in the vicinity of the house labelled as "M^r Ferribault's" on the 1824 Heckle map (E. Johnson 1992; V. Johns, et. al. 1977). Ceramic analysis of artifacts recovered from the site produced mean dates of 1822.8 and 1823.65. They likely represent the trading post and home of Jean Baptiste Faribault.

T. H. Lewis of the Northwestern Archaeological Survey noted that there "formerly" was an Indian village on the island "opposite Mendota" in an observation dated Oct 28th 1882. Captain Thomas G. Anderson noted that Pike, in 1805, encountered Red Whale with part of his band encamped on

PIKE ISLAND, continued

Pike Island, but Pike did not mention this in his account (Anderson 1882:176). Philander Prescott also mentioned a chief Kee-e-He-i who camped on the island in 1821 (Zeik 1976).

Setting: Island at the confluence of the Minnesota and Mississippi rivers.

Management Recommendations: The exact locations of historic uses of the island has not been conclusively established. The ground area should be protected while the Mendota Bridge is being rehabilitated.

Relocation of the 1977 Johns' excavations and further excavation could provide an excellent interpretive opportunity. Barring that, the recommendation is for no change in the management of the site. The existing trail and activities on the island do not appear to impact the site and it's "hidden" nature probably protects it from vandalism. Reconnaissance level archaeological survey should be conducted prior to any DNR land disturbing activity on currently undisturbed portions of the island.

References: Anderson 1882:176; Bond 1853; Heckle 1823; Jackson 1966:35-40, 118-119; V. Johns et. al. 1977:51-61; Lewis Supplementary Notebook 1:3; Rock 1981:43-66; Smith 1967; Coues 1895; Tohill 1925; Taliaferro n.d.; State Parks Master Plan 1976; Radford and George 1990b; Sibley Papers, Roll 1, Frame 175; Folwell 1921-30 1:437-445; Flandreau 1900:474; Sibley 1902:382-383; Zeik 1976.

Name: MENDOTA HISTORIC DISTRICT

County: Dakota

Site Name/Site Number: DK-MDC-005

Legal Description: E1/2 NE1/4 Sec. 28 & W1/2 NW1/4 Sec. 27 T28N R23W
St. Paul West

Site Date/Cultural Affiliation: 1835-present

Narrative Description: Mendota, established in the 1830s, is the oldest permanent white settlement in Minnesota. It was the headquarters of the American Fur Company in the Northwest under Henry H. Sibley. In 1835 (Smith 1967:2) Sibley built a stone house of limestone blocks which still remains (221DK31). A house built ca. 1840 of local materials by Jean Baptiste Faribault has been preserved and, like the Sibley house, is currently operated as a museum. Other historic buildings in Mendota are the brick house built by Hypolite Du Puis in 1854 and St. Peter's Catholic Church, constructed in 1853 of local limestone and still in use. Also located in Mendota is Pilot Knob, the highest hill in the area and the location of the 1851 treaty council at which the Wapekute and Mdewakanton bands of the Sioux ceded their lands in Minnesota, Iowa, and South Dakota to the United States.

Setting: On the south bank of the Minnesota River at the confluence of the Mississippi and Minnesota rivers.

References: Andreas 1874:231; Curtiss-Wedge 1910:469-483; Grossman 1970a; Gunn 1939:122; Holbert and Holmquist 1966:52-57; Neill 1881a:516; Smith 1967:2; Sibley 1927:352-362; Potter 1916; State Parks Master Plan 1976.

OTHER SITES IN THE MENDOTA HISTORIC DISTRICT

Name: P. J. SCHEFFER MILL: In addition to the structures in the National Register District (Grossman 1970), E. D. Neill mentions that in 1856, a saw mill was erected on the river or slough by P. J. Scheffer. It was a portable engine and was purchased by Eli Pettijohn when he bought the property in 1857. Pettijohn ran a saw mill and flour mill there for a few years before he sold it to Franklin Steele who sold it to other parties (Neill 1881a:516; Curtiss-Wedge 1910:475). The location of this milling activity on the bank of the Minnesota River is unknown.

Name: CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RR BRIDGE

Site Name/Site Number: Bridge No.S-369; (MHS Referral number U-729)

Legal Description: SE NE NE Sec. 28 T28N R23W St. Paul West

Site Date/Cultural Affiliation: 1878

Mendota Historic District, continued

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RR BRIDGE, continued

Narrative Description: Located in the Mendota Historic District, this early surviving stone-arched bridge is also considered a masonry culvert and was built in 1878 as a railroad bridge. It measures 52 feet in length and 30 feet high and 18 feet wide. It has been repaired by the Mendota Township Board. The Minnesota Historical Society has a ca. 1890 photograph.

When this bridge was built, it may have been originally the Minnesota Valley railroad which built a line from the Mendota Junction with the Minnesota Central Railroad up the Minnesota River on the south side to Shakopee, which was taken over by the Saint Paul and Sioux City Railroad between 1866-1870 (Meeks 1957:11,14). This stone-arched culvert would have been an 1878 improvement.

Setting: Near the south channel of the Minnesota River in old Mendota near the Faribault House.

References: Compliance File U-729, State Historic Preservation Office, Minnesota Historical Society.

Name: MENDOTA STEAMBOAT LANDING

Site Name/Site Number: none

Legal Description: N1/2 NE Sec. 28 or N1/2 NE Sec. 29 T28N R23W
St. Paul West

Site Date/Cultural Affiliation: ca. ?-1865?

Narrative Description: The 1865 Minnesota Gazetteer and Business Directory lists Mendota as a regular steamboat stop (Groff and Barley 1865:352).

References: Groff and Barley 1865:352.

Name: MENDOTA FERRY

County: Dakota

Site Name/Site Number: none

Legal Description: SE NE NW Sec. 28 T28N R23W St. Paul West

Site Date/Cultural Affiliation: ca. 1838-1926

Narrative Description: Ferries were a common sight on the Minnesota River from the early days until each was replaced by bridges at various points along the river. Because of periodic flooding, the locations and any visible evidence of the ferries appears to have been destroyed long ago. Few good photographs of the Mendota ferry exist, but those which do indicate that it was a swing ferry which used wooden hooks to guide the ferry across the river on a length of hemp rope secured to each shore. Eventually, the rope was replaced with a steel cable, and hooks made from iron instead of wood were used until motorized propulsion became available. This ferry was called the "War Department Ferry" in Hudak's report (Archaeological Field Services, Inc. 1979:48). It was called "Gamell Ferry" by Michael Smith (1967).

Franklin Steele, sutler at Fort Snelling, established a ferry on the Minnesota River between Fort Snelling and Mendota (St. Peter's) at least as early as 1838 (Vernon, Queripel and Budak 1979:57). The ferry continued under four different operators, including Henry Sibley, until the completion of the Mendota Bridge in 1926. Until the Mendota Bridge was built, this ferry was an important crossing for supplies and troops bound for Fort Snelling and later provided access from Minneapolis into the area southeast through Dakota County. The ledgers of Franklin Steele at Ft. Snelling indicate that in the early 1850s, Francoise Gamell[e] was in charge of the Mendota Ferry. In 1854, the actual ferry operator or ferryman was Frances Gervais, listed as "Gamells ferryman" in the Steele Papers (Steele Papers n.d. Vol. 6:412). In 1860, Sibley hired Trefle Auge to run the ferry for him. Around 1865, Auge bought the ferry and ran it until around 1903, when it was sold to Clarkson. As Trefle Auge got older, his son, James Auge operated the ferry beginning in 1892. C.J. Clarkson owned and operated the Mendota Ferry from around 1903 until it ceased operations with the opening of the Mendota Bridge in 1926. Around 1905, this ferry was fitted with a gasoline engine. Photos indicate that the engine and its wooden housing was attached outside the side rails of the ferry boat. Some time in the 1910s, a new ferry boat was made by the Minneapolis Steel and Machinery Company.

Setting: Minnesota River below Ft. Snelling, connecting Hennepin and Dakota counties.

References: [Auge] 1910; "Snelling-Mendota Ferry Still Transports" 1923; Smith 1967; Gates 1935b; The Minneapolis Journal 1928; Vernon, Queripel and Budak 1979:57; State Parks Master Plan 1976; Archaeological Field Services, Inc. 1979:48; Steele Papers n.d. Vol. 6:412; Lehmann 1926; Winchell 1888:99.

Name: CANTONMENT NEW HOPE

County: Dakota

Site Name/Site Number: 21DK24

Legal Description: N1/2SE1/4NW1/4 Sec. 28 T28N R23W St. Paul West

Site Date/Cultural Affiliation: 1816-1820: American Military

Narrative Description: Lt. Colonel Henry Leavenworth arrived at St. Peters on August 24, 1819 where he began to construct a fort on the south bank of the Minnesota River opposite the slough at the head of Pike's Island to house approximately 200 men of the Fifth Infantry Regiment. A letter from Major Voss to Colonel Leavenworth indicates that significant progress had been made on the fort by late October, 1819.

The fort was long and rectangular in ground plan. Dimensions are unavailable, but Johnson (1964) interpolated the dimensions to be 150 feet by 600 feet. A stockade was constructed and within it were approximately 45 separate quarters for the officers, families, and ranks. The structures were built of logs, chinked with mud, roofed with shingles, and finished with stone fireplaces. Three openings were left in the fort for sally port and a gate. There were 48 rooms, three for each company, a hospital, storerooms, guard house, and officers' quarters. Simple bunks, benches, tables, and floors were built of pit-sawn plank. Each room had one window. Blockhouses, a magazine, and a range of shops could not be completed, and permission was granted to build a Sutler's store on the river bank. Folwell detected traces of the cantonment building in 1908 while on a visit to the site.

Johnson's excavations in 1964 for the Minnesota Historical Society revealed the location of one structure. Artifacts recovered date to the period 1816-1820 and are likely associated with Cantonment New Hope.

Setting: River bottoms at the confluence of the Minnesota and Mississippi Rivers, west of Pike Island and across the river from Ft. Snelling.

Cantonment New Hope is included in the Ft./ Snelling Historic District National Register nomination.

References: Folwell 1921-30 1:137; Vernon, Queripel, and Budak 1979; Johnson 1964; Bormann 1967; Smith 1967; State Parks Master Plan 1967.

Name: MENDOTA BRIDGE

County: Dakota

Site Name/Site Number: DK-MHG-002

Legal Description: Sec. 28 T28N R23W St. Paul West

Site Date/Cultural Affiliation: November 8, 1926-Present

Narrative Description: "The Mendota Bridge is one of the most prominent of the Twin Cities' nationally renowned concrete arch bridges of the 1920s" (Frame 1978). The bridge was built in 1925-26 to replace the Mendota Ferry which, since at least 1838, was the only Minnesota River crossing between Fort Snelling and Mendota. It was designed and engineered by Walter H. Wheeler and C. A. P. Turner Co., Associated (Wheeler 1927), and built by Koss Construction Company of Des Moines, Iowa. The \$2 million dollar cost was financed by Hennepin County.

The significance of the bridge was to connect southeastern Minnesota with Minneapolis by road. The bridge "was officially opened on November 8, 1926 amidst great fanfare. A parade and two huge caravans of an estimated 15,000 automobiles met at the middle of the bridge where the governor untied formal golden ropes. The occasion was marked by a telegram from President Calvin Coolidge acknowledging the bridge's dedication to the "Gopher Gunners" of the 151st Field Artillery who died in World War I."

Setting: The bridge is located at the Minnesota River crossing of State Trunk Highway 55 1.7 miles above the river's mouth, connecting Hennepin and Dakota counties.

References: DeButts 1926:621-623; Work Projects Administration n.d.; U.S. Engineer Department 1928; Over The Years 1991:20,21; Frame 1978; "Mendota Bridge Opens Monday" 1926; Wheeler 1927; "Early Bridges and Pavements Honored" 1974; U. S. Engineers Department 1928:268,269.

Name: FT. SNELLING

County: Hennepin

Site Name/Site Number: 21HE99

Legal Description: portions of Secs. 20, 21, 28, 29 T28N R23W
St. Paul West

Site Date/Cultural Affiliation: 1820-present

Narrative Description: As part of Fort Snelling State Park which was established by the Minnesota Legislature in 1961 and opened in the Spring of 1962, what is known as Fort Snelling takes in a variety of structures and sites in and around the old fort. Construction on the old fort began under Col. Leavenworth in 1919-20 and completed under Colonel Josiah Snelling who arrived in August, 1820. Construction of the fort took four years to complete. In 1857, the fort and its 7,000 acre reservation was sold to Franklin Steele, but was reactivated in 1861 for mustering soldiers into the Civil War. At this time, Steele platted the area into the City of Fort Snelling, a paper town with no real existence (the plat survives). The new fort southwest of the old fort was developed ca. 1870 and added to with new structures well into the present century. From 1866 to 1904, the old fort gradually fell into ruin. A new and larger post grew up west of the fort along the Minnesota River bluffs where troops were trained for the western Indian wars, the Spanish-American War, and World Wars I and II. In October, 1946, Fort Snelling was deactivated and transferred to the Veterans Administration. In 1956, plans for a new freeway placed the remnants of the fort in jeopardy. In 1957-58, the Minnesota Statehood Centennial Commission provided funds for an archeological exploration by the Minnesota Historical Society. Thus began the reconstruction of the old fort which has been an ongoing effort of the Society. In 1960, Fort Snelling was registered by the National Park Service as Minnesota's first National Historic Landmark (Raak 1969) and the Fort Snelling Historic District was placed on the National Register of Historic Places on December 12, 1969 (which included Cantonment New Hope).

For the purposes of the present DNR study, it is not necessary to describe in great detail all of the sites contained in the 2,500 acre Fort Snelling State Park. Some of these have been broken off as separate sides for the purposes of an interpretive plan for the DNR where they are a distinct distance from the fort area.

The area has received a great deal of attention from historians and archaeologists over the past 20 years. The literature on Fort Snelling is voluminous. There were a variety of structures and activities in the immediate vicinity of the fort. Some of the major sites outside the walls of the fort included: Married Soldier's Barracks and Laundry (1821-1826); Early Military Burials (ca. 1823); Indian Agency Structures (1820s-1870s); Council House (1823, rebuilt 1830); Franklin Steele's House and warehouses (ca. 1838-1857); Military Graveyard (late 1830s-late 1890s); Civil War Draft Rendezvous Area (1861-1865); Early Graves on the east bank of the Minnesota River (1819-1820s?); Indian prison Camp at Fort Snelling

FORT SNELLING, continued

(1862-1863); Fort Snelling Gardens (1820s-1850s); New Fort Area (ca. 1870-1976); Restored Fort Snelling and Adjacent Historic Area; Memorial Chapel (1927-present).

Setting: High on the north bluff overlooking the confluence of the Minnesota and Mississippi rivers and adjacent river bottoms.

References: Clouse 1985; Folwell 1921-30 1:422-434, 503-515; Fridley 1956; Grossman and Dybvig 1969; Hansen 1958; Holt 1938; Minnesota Historical Society n.d.b; Minnesota Outdoor Recreation Resources Commission 1965; Raak 1969; Smith 1967; State Parks Master Plan 1967; Wehrman, Chapman, Associates, Inc. 1977.

Name: FT. SNELLING FERRY

County: Hennepin

Site Name/Site Number:

Legal Description: NW SE SW Sec. 21 T28N R23W St. Paul West

Site Date/Cultural Affiliation: ca. 1839-ca. 1880

Narrative Description: Ferries were a common sight in Minnesota from the early days until each in turn was replaced by bridges at various points. Because of periodic flooding, the locations and any visible evidence of the ferries appear to have vanished long ago. The few good photographs of the Ft. Snelling ferry which exist indicate that it was a swing ferry which used hooks to guide the ferry across the river on a length of rope secured to each shore.

Franklin Steele, sutler at Fort Snelling, established a ferry on the Mississippi River to link Fort Snelling with St. Paul at least as early as 1839 (Fort Snelling Papers). The road from to ferry to St. Paul went along the east side of the Mississippi along what is now part of Fort Road (or West Seventh Street). Samuel J. Findley who worked for Franklin Steele operated the ferry in 1850. Findley apparently died in late 1854 or 1855 (Steele Papers n.d. Vol. 4:441,451), but the ferry did an astonishing business under Findley's regime because everything used at Ft. Snelling was hauled from St. Paul via Fort Road to this ferry landing on the Mississippi and then shipped over the ferry to Ft. Snelling.

Its location is shown on Bennett's 1867 Map of Ramsey and Manomin Counties and Hennepin East in the south half of Section 21 together with the road from Ft. Snelling to St. Paul. An 1866 account describes this ferry: "Here is a rope ferry across the [Mississippi] river, leading toward St. Paul, it being reached by a circuitous road running under the bluffs, affording highly romantic views (Disturnelle 1866:56)." The ferry continued through the Civil War period until it was eventually replaced by the Fort Snelling Bridge in 1880. It was a major ferry in the area because it provided transit between Ft. Snelling and the growing town of St. Paul.

Setting: On the Mississippi River below Ft. Snelling between Hennepin and Ramsey counties.

References: Adams 1927:159; Bennett 1867; Bromley 1973:n.p.; Disturnelle 1866:56; "Snelling-Mendota Ferry Still Transports" 1923; Stevens 1890; Marcy 1870 in DNR Newsletter proof; Work Projects Administration n.d.; St. Paul Pioneer Press 1949; State Parks Master Plan 1976; Steele Papers n.d. Vol. 6:441, 451; Upham and Dunlap 1912:222; Mitchell and Stevens 1868:32.

Name: FT. SNELLING BRIDGE

County: Hennepin

Site Name/Site Number: none

Legal Description: NW SE SW Sec. 21 T28N R23W St. Paul West

Site Date/Cultural Affiliation: 1880-1909, 1909-?

Narrative Description: The original Ft. Snelling Bridge was completed by the U.S. Government in 1880 to replace the Ft. Snelling ferry between St. Paul and the fort. The this first bridge was replaced in 1909 by a new bridge with two steel arches spanning over 700 feet combined.

Setting: Across the Mississippi River, connecting Ft. Snelling, Hennepin County, with W. 7th street, St. Paul, Ramsey County.

References: Work Projects Administration n.d.

Name: CAMP COLD WATER

County: Hennepin

Site Name/Site Number: part of Ft. Snelling Historic District

Legal Description: SW NE Sec. 20 T28N R24W St. Paul West

Site Date/Cultural Affiliation: 1820-1850s

Narrative Description: In May 1820, Colonel Leavenworth left Cantonment New Hope to establish a temporary summer camp at a cold spring about two miles up the Mississippi. Here the troops erected tents and bivouacs made of poles covered with bark, which were occupied during the construction of Fort St. Anthony (Ft. Snelling). The camp was called "Camp Cold Water" and the name was retained by squatters in the area.

Camp Cold Water and its proximity to the cold spring, Fort Snelling, and Benjamin F. Baker's independent trading house, enticed many illegal squatters to settle in this area. Many engaged in farming and raising cattle, and had adjacent stables, farms and blacksmith's shops, but the squatters were often harassed by the local military authorities. In 1839, the Secretary of War directed the U.S. Marshall of the Territory of Wisconsin to eject all intruders. Some squatters left the state, but others resettled in the area which would later become St. Paul.

Benjamin F. Baker was an independent trader, who saw an opening to trade with the Ojibwa who frequently came down the Mississippi to visit Ft. Snelling and the Indian mission there. Before 1834, Alexis Bailly of the American Fur Company had traded with the Ojibwa, but after that date, Henry H. Sibley, Bailly's successor was more scrupulous. Baker's opportunity was the result of contracts among the trading outfits promising not to interfere with the Indians of any other trader allied with the company. The intent was to prevent ruinous competition. Baker built a stone store and had a small string of posts, most of them among the Ojibwa, farther up the Mississippi (Gilman 1970:127,128).

Baker's stone trading house, ca. 1835, was sold to Kenneth McKenzie who in 1853 built additions and renovated it into a hotel. This was probably known as the St. Louis House, which was destroyed by fire in the late 1850s.

Setting: On the west Mississippi bluff overlooking the river, approximately one mile northwest of Old Fort Snelling on the east side of Highway 55.

References: Andreas 1874:227; Blegen 1940a:167,171,172; Folwell 1921-30 1:137,138,424ff.; Gunn 1939:122,123; State Parks Master Plan 1976; Ft. Snelling Papers: Maps (Morrill map, 1823; A Topographical View of the Site of Fort St. Anthony, 1823; Smith map, 1838; Thompson map, 1839); Gilman 1970:127,128.

Name: MINNESOTA CENTRAL RAILROAD BRIDGE

County: Hennepin

Site Name/Site Number: none

Legal Description: SE NE NW Sec. 28 T28N R23W St. Paul West

Site Date/Cultural Affiliation: October, 1865-1957

Narrative Description: In 1862 the franchises of the Minneapolis, Faribault and Cedar Valley Railroad Co. became vested in the citizens living along the proposed route from Minneapolis to Iowa. This group organized a company and began negotiations for the construction of a railroad which was to extend from Minneapolis by way of Fort Snelling, crossing the Minnesota River on a bridge built near the fort, to the Iowa border. Work on the railway began in 1863 and in 1865 trains were running between Minneapolis and Faribault. The railway later became the Chicago, Milwaukee, and St. Paul Railway (the Milwaukee Road).

The railway bridge to Mendota and its stone piers was demolished in 1957. The abandoned railroad bed north of the bridge site is now part of the State Park hiking and biking trail to Minnehaha Falls.

Setting: On the Minnesota River below Ft. Snelling and just to the west of Pike Island, connecting Hennepin and Dakota counties.

References: Bromley 1973:n.p.; Meeks 1957; State Parks Master Plan 1976; "First 'Short Line' to Mill City Passe'" 1957; Ft. Snelling Papers, Map # 86 (1869).

Name: MINNESOTA CENTRAL RAILROAD DEPOT

County: Hennepin

Site Name/Site Number: none

Legal Description: NE NE NW Sec. 28 T28N R23W St. Paul West

Site Date/Cultural Affiliation: 1865?-1957

Narrative Description: In 1862 the franchises of the Minneapolis, Faribault and Cedar Valley Railroad Co. became vested in the citizens living along the proposed route from Minneapolis to Iowa. This group organized a company and began negotiations for the construction of a railroad which was to extend from Minneapolis by way of Fort Snelling, crossing the Minnesota River on a bridge built near the fort, to the Iowa border. Work on the railway began in 1863 and in 1865 trains were running between Minneapolis and Faribault. The railway later became the Chicago, Milwaukee, and St. Paul Railway (the Milwaukee Road).

The Ft. Snelling railroad depot is depicted in an illustration of the Minnesota Central Railway Bridge reprinted by the Minnesota Parks and Recreation Interpretation Service and on a map of the Fort Snelling Reservation dated 1885-93 in the Minnesota Historical Society Audio-Visual collection (Map G4144 .M5: 2F39; 1885-1893 2F A19.23).

Setting: On the flood plain of the north bank of the Minnesota River immediately below Ft. Snelling and across from Pike Island.

References: State Parks Master Plan Inventory Form 1976.

Name: FT. SNELLING STEAMBOAT LANDING

County: Hennepin

Site Name/Site Number: none

Legal Description: SE SE SW Sec. 21 T28N R23W St. Paul West

Site Date/Cultural Affiliation: ca. 1823- post-1865

Narrative Description: "On the south [of Fort Snelling] the ascent is steep and a road has been cut by which stores, wood, etc., are conveyed from the landing to the garrison. Between this and the St. Peter's is a fine bottom containing about 14 acres which is out in gardens (From a letter written by Snelling to Jesup, Aug. 16, 1824, Fort Snelling Papers).

This landing is listed in the 1865 edition of the Minnesota Gazetteer and Business Directory (Groff and Barley 1865:352) as a landing 7 miles from St. Paul under "Fort Snelling and Mouth of Minnesota River." Apparently it was also known by some as "Massey's Landing," probably named for Louis Massey a Montrealer born in 1788 and a widely traveled fur trader. In 1828, he settled on the Ft. Snelling reservation and was extremely well-liked by the soldiers. He died in 1887 (Folsom 1888:159-160).

Setting: At the foot of Fort Snelling at the north end of the north Minnesota River channel between Ft. Snelling and Pike Island.

References: Groff and Barley 1865:352; Fort Snelling Papers and J. E. Heckle map (ca. 1823); State Parks Master Plan 1976; Folsom 1888:159,160.

Name: DAKOTA INTERNMENT CAMP

County: Hennepin

Site Name/Site Number: none

Legal Description: NW NE NW Sec. 28 & SW SE SW Sec. 21 T28N R23W
St. Paul West

Site Date/Cultural Affiliation: Winter of 1862-63

Narrative Description: Following the U. S. Government-Dakota War in 1862, a group of approximately 1600 "Indians and half-breeds" were held in custody near Fort Snelling on the bottomland of the Minnesota River. A high board fence was constructed around a parcel of two to three acres of land where the Indians spent the winter of 1862-63. A pitiful diet and overcrowded conditions led to a great deal of sickness and death among the prisoners before they were transported to Fort Randall by steamboat in the spring of 1863. Censuses indicate that the population had dropped from 1600 on December 2, 1862 to 1000 when the steamboat landed at Crow Creek on June 1, 1863. Among the Eastern Dakota incarcerated during the winter were 109 from Eagle Head's band, 61 from Black Dog's band, 98 from Good Road's band, and 214 from the village of Taopi. In addition, 112 half-breeds spent the winter in detention, including Renvilles, Campbells, and David Faribault (Commissioner of Indian Affairs 1863:313-316).

"The life at the camp was permeated with a powerful religious interest brought on by the frequent visits of the missionaries. A great deal of time was spent at nightly prayer meetings where religious and educational work was pursued" (State Parks Master Plan 1976). Governor Ramsey voiced the sentiment of the white population of Minnesota following the War when he called for exterminating the Dakota and half-breeds in the internment camp. The internees who did not die during the winter and those who were not hanged at Mankato, or let go, were shipped by steamer down the Mississippi and out of Minnesota in May, 1863 (Folwell 1921-39 2:258-263).

As Chris Cavender (1988:14) has noted, the Dakota side of the story is that the Dakota were defending their land in the face of "fraud, deception, and greed." He points out that it is good for a people to defend their land, which is what the Dakota were doing in 1862, and that the Germans or Scandinavians of Minnesota would have done no less.

This site is within Fort Snelling State Park.

Setting: Near Fort Snelling on the bottomland of the Minnesota River.

References: Bromley 1973:n.p.; Cavender 1988; Commissioner of Indian Affairs 1863:314-316; Folwell 1921-30 2:252-263; Meyer 1967; Spaeth 1992; State Parks Master Plan 1976, map no. 28.

Name: WILLIAMS PIPELINE SITE

County: Dakota

Site Name/Site Number: 21DK34

Legal Description: [Locational information is confidential] St Paul SW

Site Date/Cultural Affiliation: Late Woodland

Narrative Description: A stone tool, prehistoric ceramic fragments, shell and bottle glass were observed by archaeologists during the excavation of a trench for Williams Pipeline. The site is relatively undisturbed except for the portion excavated during pipeline construction.

Setting: The site is situated on the floodplain of the Minnesota River.

Management Recommendations: A Phase II archaeological investigation to determine site extent and potential significance should be conducted at 21DK34 prior to any DNR land disturbing activity at the site location. Further investigations at 21DK34 would provide useful information about a resource of which little is known since this site is one of the few archaeological sites (excluding mound groups) discovered in the Minnesota River Valley.

References: Unpublished field notes and site form on file at the Minnesota Historical Society, 1988; Radford and George 1990a.

Name: HIGH ROCK ISLAND (Quarry Island/ Waukon Island)

County: Dakota

Site Name/Site Number: none

Legal Description: Govt. Lot 8, SW Sec. 33 T28N R23W St. Paul SW

Site Date/Cultural Affiliation: ca. 1835-47, 1865?, 1880?, 1890s

Narrative Description: High Rock Island has been identified as the location of the sandstone quarry which provided the building materials for the earliest stone structures built in Old Mendota, including the Faribault "hotel." Henry Sibley described the location of the island in an 1886 letter as being "a short distance above Mendota" and indicated that the sandstone for the Faribault house was quarried there.

It should be underscored that the stone at High Rock Island is St. Peter's sandstone, not limestone. Raak (1969) places the operation of the quarry here as ca. 1835-47 when the north and west walls of the J. B. Faribault House were built at Mendota. Stone for the Faribault House was found to have come most likely from the "north" quarry. The "south" quarry on the island is smaller, 20 x 20 feet and three feet deep (Raak 1969:57,59). Winchell (1888:81) indicated that some of the stone used for piers for the Ft. Snelling bridges came from here. This would suggest either or both the Fort Snelling Bridge (the original bridge near West 7th Street or Fort Road, built 1880 over the Mississippi River) or the Minnesota Central Railroad Bridge (1865) over the Minnesota River. In any case, this is not the quarry for the 1820 limestone for Ft. Snelling. "Quarry Island (a misnomer)" seems to have been first used to describe this island by Raak in 1969. Winchell used the term "High Rock Island" and the island, labeled as "High Rock Island," with accompanying stone quarry is noted on the 1890 Map of Ramsey and Hennepin Counties in the west half of Section 33 (C.M. Foote & Co. 1890). Greater information from Kuehn (1983) is found in the site file accompanying this report, including mention of a single petroglyph of a deer with antlers on one of the fallen sandstone slabs.

Setting: Small island in the floodplain a short distance above Mendota on the Minnesota River.

Management Recommendations: The Minnesota Valley Trail passes to the west of High Rock Island and crosses to the east or south side on about a line with the island. This would be a good place for interpretation, because the site is durable and not easily damaged. Signage on the island could interpret some of the history while the spot provides a good resting place for recreational users. The DNR may wish to consider a field inspection before developing the site to insure that any surviving petroglyphs are located first and provisions are made for their preservation.

References: Winchell 1888 I:177,178 II:81,83,84,98,99,100; Raak 1969; Kuehn 1983; C.M. Foote & Co. 1890; State Parks Master Plan 1976.

Name: LAND'S END FUR POST

County: Hennepin

Site Name/Site Number: none

Legal Description: S1/2NW N1/2SW Sec. 32 T28N R23W St. Paul SW

Site Date/Cultural Affiliation: ca. 1820s-1850s

Narrative Description: By 1831, Joseph R. Brown was operating a trading post at Land's End on the north side of the Minnesota River about a mile above Ft. Snelling which had existed there since 1820 just outside the Ft. Snelling military reservation. The Land's End Factory, located at the bottom of the bluffs, was run by "Mr. Lamonts" in April, 1826, when "Major" Lawrence Taliaferro from Ft. Snelling visited there during high waters. Taliaferro found Mr. Lamonts "turned out of nearly all his houses, by the unusual high water -- Some of his buildings were mostly covered with this element" (Taliaferro Papers, 7:66-125). This may be Luther Lamont who also had a license to trade at Little Rapids in 1825-26 (Spector 1993:146). Land's End is also marked on J. L. Thompson's map of 1839 and William Gordon's map of 1852 in the Fort Snelling Papers.

Setting: Smith (1967) describes the location as "about one mile above Fort Snelling at the end of the military reservation on the north side of the river."

References: Andreas 1874:277; Smith 1967; Taliaferro n.d.; Neill 1881a; State Parks Master Plan 1976; Spector 1993:146; Fort Snelling Papers (Maps #3 [Gordon map] and #38 [Thompson map]).

Name: WHITE BUSTARD'S VILLAGE (?)

County: Hennepin

Site Name/Site Number: none

Legal Description: [Locational information is confidential] St Paul SW

Site Date/Cultural Affiliation: 1823, Historic Dakota

Narrative Description: This village was likely temporary and does not appear on any of the major maps of the area. It may be White Bustard's Village mentioned in Thomas Forsyth, "Fort Snelling: Col. Leavenworth's Expedition to Establish It, in 1819" according to Kane et. al. (1978). Brent Olson's study of the location of 19th century Dakota villages suggests that what Forsyth called White Bustard's village was actually Black Dog's village. Christianson (1964:91) mentions that "during local historic times" the chief at Black Dog's Village was "White Bustard" or "L'Outard Blanche" when Zebulon Pike visited the area in 1805. Letterman (1969) in his book, From Whole Log to No Log, mentions that White Bustard seems to have moved around a great deal.

Management Recommendations: A reconnaissance level archaeological survey should be conducted prior to any DNR land disturbing activity in the suspected location of the White Bustard's Village site.

Setting: Likely on terrace adjacent to the Minnesota River on the north side.

References: Christianson 1964:91-93; Kane et. al. 1978:157 (see her footnote also); Letterman 1969; Olson 1986:17.

Name: NICOLS

County: Dakota

Site Name/Site Number: none

Legal Description: NW Sec. 17 and Sec. 18 T27N R23W St. Paul SW

Site Date/Cultural Affiliation: 1867-?

Narrative Description: Nicols was established as a flag stop for the Chicago, Milwaukee and St. Paul Railroad in 1867. The town was named for the owner of the property, John Nicols. Nicols was an early state senator, co-owner of Nicols and Dean wholesale hardware merchants in St. Paul, and early member of the University of Minnesota Board of Regents (Roberts 1978:131). Wallin writes that the most unusual feature of the settlement of Nicols was that most of it was built on a damp, spongy peat bog which caused earth tremors throughout the area every time a train passed.

Other important features of the town included the mining of world famous molding sand used in metal casting throughout the U.S. and Canada until artificially produced silica sand replaced natural sand. The town was also the "onion shipping capital of America" during the early 1900s until a few bad harvest years caused other cash crops to replace onions. The center of onion farming was taken up by Texas which could produce crops nearly year round.

By the late 1950s the town was losing its commercial importance. Wallin writes, "The days when whole trainloads of onions and potatoes left the warehouse were long gone. Most growers either switched to something else or got jobs in town and quit farming altogether. The famous Nicols molding sand was being replaced, rail passenger service was discontinued, and trucks took over the shipping chores from the freights. Buildings such as the warehouse and depot either burned or were torn down. . . . Of all the original commercial buildings only the Nicols Pavilion on the hillside survives." Once an important night spot in the days of prohibition, the pavilion was serving as a plumbing store in 1989.

Management Recommendations: Neill (1881a) placed the location at that time in the northwest quarter of Section 17. This is verified by the C.M. Foote map of 1890 which shows the depot and railroad spur. Wallin (1989) places it in Section 18 where it is today. As a town on the Minnesota River bottoms, it would be at least partially on DNR property. This would be an interesting site to interpret along that stretch of the Minnesota Valley Trail. The Dakota County Historical Society has historical photographs of Nicols.

Setting: On Minnesota River bottomland near the old Cedar Avenue bridge. The former townsite is near a huge sewage lift station today.

References: Wallin 1989; Neill 1881a; Roberts 1978:130-133; Minnesota Historical Society n.d.b; Upham & Dunlap 1912; C.M. Foote 1890.

Name: KENNEALY CREEK VILLAGE SITE

County: Dakota

Site Name/Site Number: 21DK35

Legal Description:[Locational information is confidential] St. Paul SW

Site Date/Cultural Affiliation: 1800-1850 Mdewakanton Dakota?

Narrative Description: Minnesota Historical Society archaeologists for the Department of Natural Resources, David Radford and Doug George, discovered the Kennealy Creek Village site in 1991 while conducting an initial field review of the area. Transferprint pearlware and whiteware ceramic fragments, a blue cane bead, glass, mirror fragments, burned bone, clam shell, animal teeth, and lead casting dross were recovered during a surface survey of a fallow field. The site is in the vicinity of what many early Minnesota River Valley explorers described as Black Dog's Village. The age of the artifacts recovered from the Kennealy Creek Village are consistent with the reported occupation of Black Dog's Village.

Preservationist Dave Fudally informed IMA archaeologists that he collected a copper "trade" necklace and a mid-nineteenth century military button eroding into the Minnesota River at the confluence of Kennealy Creek. The Kennealy Creek Village boundaries as defined by Radford and George encompasses this area.

Management Recommendations: Further investigation is needed to verify any association between Kennealy Creek Village and Black Dog's Village. Phase II archaeological investigations to determine site extent and potential significance should be conducted at 21DK35 prior to any DNR land disturbing activities. If 21DK35 is Black Dog's Village site, it would be only the second Dakota Indian village site discovered in the lower Minnesota River Valley and excavation could provide significant insights into this little known era of the Valley's past.

Setting: Riverine floodplain approximately three meters above the normal summer water level of the Minnesota River.

References: Fudally 1992; Radford and George 1991.

Name: BLACK DOG'S VILLAGE

County: Dakota

Site Name/Site Number: none

Legal Description: [Locational information is confidential] St Paul SW

Site Date/Cultural Affiliation: ca. 1750s-1852 Mdewakanton Dakota

Narrative Description: Much has been written of Black Dog's Village, located at the mouth of Black Dog Creek south of the Minnesota River in what is now Eagan, Minnesota. Black Dog and his male descendants were prominent Dakota leaders during the nineteenth century and were present at the major treaty signings. The village was apparently occupied until the removal of the Dakota to reservations although there is evidence to suggest that the village was moved from the terrace adjacent to the Minnesota River to the [Locational information is confidential].

There are three burial sites associated with the village. One group, 21DK8, was mapped by Lewis and contained 104 mounds since destroyed by development. Winchell (1888) noted mounds here during his geological survey of Minnesota and gave an early contemporary account, noting that they were found in Section 19 and also stretched for two miles, most having been flattened by cultivation. Two "historic" or coffin burial sites are also associated with the village (21DK25 and 21DK26). Neither remain intact due to gravel mining and development. Salvage excavations were conducted at 21DK25 by the University of Minnesota in 1943 and the Minnesota Historical Society in 1977. The skeletal remains and artifacts were re-buried in 1977. Salvage excavations were conducted by the Minnesota Historical Society at 21DK26 in 1968 and the skeletal remains and artifacts re-buried in 1988.

DNR archaeologists have discovered a site in the [Locational information is confidential] called Kennealy Creek Village site, 21DK35. The age and types of artifacts from 21DK35 and its close proximity to the suspected location of Black Dog's Village may mean that 21DK35 is Black Dog's Village site.

Management Recommendations: A reconnaissance level archaeological survey should be conducted prior to any DNR land disturbing activity in the suspected location of Black Dog's Village site.

Setting: The site is located on a terrace adjacent to the Minnesota River and its confluence with Black Dog Creek.

References: Babcock 1945:130; Berthel 1948:185; Christianson 1964:91-93; Folwell 1921-30 1:424ff (map); Harper's New Monthly Magazine 7(3):186-187; Kane et. al. 1978:157; Smith 1967:4,5; Winchell (1888:100); Letterman 1969:190; Lewis 1881: Supplemental Notebook #1 pg.4; Neill 1992:105,293; Olson 1986:17-19; Peterson 1977:99-105; Wilford 1944:93-97; Winchell 1888: Plate 34, pg.100 and 1911:552; Whelan et. al. 1989.

Name: CEDAR AVENUE BRIDGE

County: Hennepin

Site Name/Site Number: HE-BLC-01

Legal Description: E1/2 NW Sec. 13 T27N R24W St. Paul SW

Site Date/Cultural Affiliation: 20th Century

Narrative Description: This steel truss bridge was surveyed by the State Historic Preservation Office in 1981 by Britta Bloomberg. There is no historical information. A photograph shows what appears to be a steel truss riveted bridge of unknown length and unknown number of spans.

Setting: Over a portion of Long Meadow Lake in the Minnesota River floodplain north of the Minnesota River on Cedar Avenue.

References: Minnesota Historical Society n.d.d.

Name: CEDAR AVENUE SWING BRIDGE SITE

County: Hennepin

Site Name/Site Number: none

Legal Description: NE Sec. 13 T27N R24W St. Paul SW

Site Date/Cultural Affiliation: 1890-1980

Narrative Description: The Cedar Avenue Swing Bridge was built as a compromise with St. Paul legislators who protested the location of the proposed Bloomington Ferry Bridge. Both bridges were authorized by the same legislation in 1889. Congress approved the authorization for this bridge on April 28, 1890. The Cedar Avenue Swing Bridge remained in use until the completion of the new Cedar Avenue corridor and bridge in 1980. The bridge was narrow, only 18 feet wide, with a wooden floor. It operated by pivoting the bridge's iron truss on a central stone pier, and in later years a truck needed to be placed on the pivot for balance. In 1962 it became the last hand operated swing bridge in Minnesota.

When the new Cedar Avenue Bridge opened in 1980, the old Cedar Avenue road through the river bottoms in Dakota County no longer carried regular traffic which effectively cut off the already declining community of Nicols from regular commuter traffic.

Management Recommendations: The Minnesota Valley Trail crosses the new Cedar Avenue Bridge (Nos. 9600S, 9600N, and 9600F), because the new bridge is actually three bridges: two parallel one way two lane bridges and a separate 8-foot-wide pedestrian bridge. This vicinity would be a good place for some signage about the old swing bridge, but not as to duplicate the information a visitor could learn farther upstream where the Savage Swing Bridge is still intact and visible in the middle of the river.

Setting: Old Cedar Avenue across the Minnesota River connecting the river bottom areas of Hennepin and Dakota counties.

References: Over The Years 1991:23; Miller-Dunwiddie 1977:16; U. S. Engineers 1928:268,269.

Name: CLOUDMAN'S VILLAGE

County: Hennepin

Site Name/Site Number: none

Legal Description: [Locational information is confidential] Bloomington

Site Date/Cultural Affiliation: ca. 1839- 1850s? Mdewakanton Dakota

Narrative Description: According to Samuel Pond's 1834 Sketch of the Dakota as recorded by N. H. Winchell (Winchell 1911:548), Cloudman was located on the southeast side of Lake Calhoun in Minneapolis. By 1840, Letterman places Cloudman's village as eight miles south of the mouth of the Minnesota on the north side. Samuel Pond stated that after a battle with the Ojibwa in 1839 (the reference is to the Rum River or the Stillwater battles), the band at Lake Calhoun were afraid to stay at the lake. Major Plympton at Ft. Snelling with assistance from Agent Taliaferro decided to move the band off the Ft. Snelling Reserve and Taliaferro selected a site on the Credit River along the lower Minnesota. The Indians were reluctant to move there, and selected a place at Bloomington where Gideon Pond built his mission (Blegen 1940a:167,168).

James Goodhue describes a small village of a half-dozen huts in his account of an 1850 steamboat trip up the Minnesota River (Smith 1967). Lewis mapped an "Indian village" at this location "near the mounds [likely 21HE16] on the edge of the bluff." Smith describes Cloudman's village as "located just upstream from Black Dog's village on the south bank of the river" and Winchell describes a village "eight miles from Fort Snelling, S. side Minn. R." inhabited by Good Road, Roaring Walking Wind, and Track Maker. A private informant, David Fudally (1992), has reported the "remains of an Indian village" below the bluff in the area described by these various reports on the north bank of the river.

Management Recommendations: A reconnaissance level archaeological survey should be conducted prior to any DNR land disturbing activity in the suspected location of the Cloudman's Village site.

Setting: Smith (1967) describes the location as "just upriver from Black Dog's village on the south bank of the river." Because of the confusion about the location of this village or villages, the exact setting is unknown.

References: Berthel 1948:186; Blegen 1940a:167,168; Fudally 1992; Folwell 1921-30 1:155,185; Letterman 1969:163; Lewis Supplementary Notebook #1:2; Neill 1882:105; Smith 1967:4-5; Winchell 1911:552.

Name: OAK GROVE MISSION/ GIDEON H. POND HOUSE

County: Hennepin

Site Name/Site Number: HE-BLC-20

Legal Description: SE NE Sec. 22 T27N R20W, 401 E. 104th Street
Bloomington

Site Date/Cultural Affiliation: 1843-1878

Narrative Description: Samuel W. and Gideon H. Pond established a mission here in 1843 in order to preach to the Indians at Good Road's and neighboring villages. Pond first built a log cabin which stood a few rods southeast of the present house in the winter on 1842-43. Samuel left for Shakopee in 1847, but Gideon remained and in 1856 built a brick house and a church in an area which is now a cemetery (Smith 1967). Martin McLeod also established his home near here in 1846. Both were in Section 22, Gideon Pond's parcel in the NE quarter and McLeod's in the SW Quarter according to Cook's 1860 Sectional Map of Hennepin County.

The Gideon Pond house is on the National Register. It is located at 401 E. 104th Street. Built in 1856 as a two story red brick house, the original portion was added to with a wooden portion in 1910. Pond lived in his new house until he died in 1878.

"Other important elements on the property include the site of the Oak Grove Mission, brick making site, clay deposits used for bricks, early spring used as a water source, early wagon roads, ancillary structures erected by pond, and the graves of Indians buried on the site between 1843-1866 (Miller-Dunwiddie 1977:17.18)."

Management Recommendations: The Wright map of Hennepin county of 1874 shows that Gideon Pond owned all the river bottoms from the southwest quarter of Sec. 13 upstream along the north side of the Minnesota River to southeast quarter of Sec. 22 and co-owned some parcels further upstream. The DNR trail runs through this area and a Hopkins Park in Section 22 along the river may make a good place to interpret some of the Pond story.

Setting: On the bluff on the north side of the river on the east side of Lyndale Avenue in East Bloomington.

References: Andreas 1874:227; Blegen 1940a:172,173; Cook 1860; Miller-Dunwiddie 1977:17,18); Smith 1967:6; Stevens 1890:186; Minnesota History 1925:309; Wright 1874; Zahn 1993.

Name: MCLEOD'S FERRY

County: Hennepin

Site Name/Site Number: none

Legal Description: NW Sec. 27 T27N R21W Bloomington

Site Date/Cultural Affiliation: ca. 1846-60?

Narrative Description: According to Smith (1967:5), this ferry provided transportation across the Minnesota River between Hennepin and Dakota counties until the Lyndale Avenue Bridge was built. But, Ritchey's narrative of Martin McLeod's life published in Minnesota History doesn't mention the ferry, but he does indicate that McLeod was involved in a variety of land development schemes in the mid-nineteenth century, so it is possible that McLeod established the ferry without actually running it.

McLeod's home as of 1846 was located in Section 22 near Oak Grove where the Pond Mission was established in 1842-43 on the bluff overlooking the ferry site. He died at his home in Bloomington in 1860. The Cook map of 1860 shows McLeod's parcel in the SW quarter of Section 22, but does not show a ferry (when other ferries are marked on the same map). The Wright map of Hennepin County from 1874 shows "McLeod" and a house on the NE SE Section 21 -- a likely candidate for the McLeod House, which would put it north of the ferry. The 1874 map shows no ferry or nearby road to connect to the south side of the river. Apparently no ferry ran here in the early 1870s and any previous ferry may have only operated occasionally. The Territorial House and Council Journals from 1850-1855 do not indicate approval of a ferry license for Martin McLeod, but in 1855, George M'Leod was granted a ferry license at or near his property at Traverse in Nicolet County.

John Ford of the Bloomington Historical Society has stated that there was a "Hopkin's Ferry" in this area. It was not a passenger ferry, but was used as a ferry to take garden produce over the river into Hamilton and that it operated during the 1860s-1880s (Ford 1992). It does not appear on any historic maps and hasn't been confirmed in the written record.

Management Recommendations: Martin McLeod's ferry was not a major crossing of the Minnesota River and appears to pre-date 1860, if it existed at all. This appears to have been a minor early crossing, probably eclipsed by the Bloomington Ferry crossing to the west, a major crossing.

Setting: On the Minnesota River floodplain, just downstream from Nine Mile Creek.

References: Cook 1860; Ritchey 1929; Smith 1967:5; Stevens 1890; "County of McLeod...." 1931; Wright 1874; Ford 1992.

Name: LYNDALE AVENUE BRIDGE SITE

County: Hennepin

Site Name/Site Number: none

Legal Description: SE NE Sec. 28 T27N R21W Bloomington

Site Date/Cultural Affiliation: 1920-21

Narrative Description: This drawbridge (razed) was built for one million dollars to connect Minneapolis to the south and western part of the state. It was a rare bascule bridge and was approved by Congress and the War Department in the Fall of 1919. It crossed into Burnsville along Lyndale Avenue South, just upstream of the current I35 bridge which was built in 1957 and widened and repaired in 1984.

Setting: Over the Minnesota River at Lyndale Avenue connecting Hennepin and Dakota counties.

References: Over The Years 1991:22; U. S. Department of Engineers 1928:268,269.

Name: VILLAGE AT NINE MILE CREEK (PENICHON'S VILLAGE)

County: Hennepin

Site Name/Site Number: 21HE95?

Legal Description: [Locational information is confidential]
Bloomington

Site Date/Cultural Affiliation: Mdewakanton Dakota

Narrative Description: Stephen Long notes a Sioux village "called the Old village" on his expedition up the Minnesota River in 1823. Pond describes a village at Nine Mile Creek in 1834, Featherstonhaugh notes the village in 1835, and it appears on Taliaferro's 1835 map of Fort Snelling and the surrounding area on the north side of the Minnesota River. It also appears on Thompson's 1839 Topographical Survey of the Military Reservation. Letterman described Good Road, the son of Penasha III, living at the village by 1840.

A state site number (21HE95) has been assigned to [Locational information is confidential] and the "Type of site" listed as village. P. Anfinson of the Minnesota Historical Society visited the area in May, 1978, and reported "Unable to locate-top of ridge developed with landscaped yards -- bottomlands unlikely to support habitation -- low & wet. Surface check neg-need more info."

Smith (1967) describes it as the "oldest of the Lower Sioux villages, the one from which many of the Indians moved to Wapasha's village at Winona."

Management Recommendations: Archaeological Field Services, Inc. conducted a cultural resources records check and archaeological investigation of the Minnesota River Refuge Lands in 1979 for the U. S. Department of the Interior, U. S. Fish and Wildlife Service. The site 21HE95 was entered on AFS project maps in the [Locational information is confidential] although the narrative description provided on page 74, vol. 1 (AFS 1979) does not indicate that a field check located or defined the site boundaries of 21HE95. Little is known about 21HE95 other than that landowner F. B. Wells suspected that a village site was located near the mouth of Nine Mile Creek according to the state site files at the Minnesota Historical Society. It seems likely that 21HE95 was entered on the State Site File as the possible location of the Village at Nine Mile Creek although formal archaeological field investigations have yet to prove or disprove this assumption or to identify the exact location of either 21HE95 or the Village. It is for this reason that it seems premature to assign a detailed legal description to site 21HE95 or to the Village at Nine Mile Creek. A reconnaissance level archaeological survey should be conducted prior to any DNR land disturbing activity in the suspected location of the Nine Mile Creek Village.

Setting: Probably on a terrace adjacent to the north side of the

VILLAGE AT NINE MILE CREEK, continued

Minnesota River. [Locational information is confidential].

References: Babcock 1930:166n., 1945a:139; M. Eastman 1849:40-44; Featherstonhaugh 1847:285; Folwell 1921-30 1:424ff (map); Kane et. al. 1978:157; Letterman 1969:163; Olson 1986:6-7, 15-17; MHS Miscellaneous File; Smith 1967:5; J.L. Thompson 1839; Winchell 1911:548, 1888:100n.

Name: "INDIAN HUTS"

County: Hennepin

Site Name/Site Number: none

Legal Description: [Locational information is confidential]
Bloomington

Site Date/Cultural Affiliation: 1879

Narrative Description: The Warner and Foote Map of Hennepin County (1879) shows five structures in the southeast quarter of Section 29 between a backwater of the Minnesota River and the river itself. They are labeled "Indian Huts." It appears to be located on the 19 acre John Lauren (indistinct?) property. The 1874 George Wright map of Hennepin County shows that five years before the same parcel belonged to G. H. Pond. Gideon Pond died in 1878. Foote's 1890 map of Ramsey and Hennepin Counties shows the five structures as Wright's 1979 map, but they aren't identified. However, the property owner is clearly "John Lawrence."

The Bloomington Historical Society has no knowledge of this site. Two possibilities present themselves. The first is that these Indians were Christians connected to the Pond's efforts at the Oak Grove Mission two miles to the northeast. The second is that the "Indian Huts" on the 1879 map may be associated with Indians who filtered back into the valley after their 1853 removal and who may have settled near what was formerly their home, Penichon's Village, which may have been in the [Locational information is confidential], but could as easily have stretched into [Locational information is confidential]. By 1881, the owners in section 29 were: T. T. Bazely; John Cooper, R. Hyland, and Moses Ray (Neill 1881b:669,670).

Management Recommendations: The proposed route of the Minnesota Valley Trail is directly along the river through this site. It is recommended that if the trail is located through this area, the DNR conduct shovel testing in the area to determine the presence of possible cultural artifacts or evidence of house foundations. There is a potential for shedding light on possible cultural adaptation and even a possibility that this may have been part of what was formerly Penichon's Village, an earlier occupation. Additional historical research appears to be warranted as well. The interpretive possibilities of this site are at present unknown.

Setting: In the Minnesota River bottoms between the north bank of the river and a slough running parallel to the river.

References: Neill 1881b:669,670; Warner and Foote 1879; G.B. Wright 1874; Foote 1890.

Name: HAMILTON TOWNSITE/ SAVAGE

County: Scott

Site Name/Site Number: none

Legal Description: Sec. 10, 15, 16 T115N R24W, Sec. 31 T27N R24W
Bloomington

Site Date/Cultural Affiliation: 1858-1903 (Hamilton)
1903-present (Savage)

Narrative Description: This town began as part of Glendale township. The first white settler arrived in 1852 and settled at what became Hamilton village (Neill 1882:317). Hamilton was platted in 1858 where the Credit River approaches the Minnesota River from the south. Neill (1882:293) mentions Hamilton: "Starting from St. Paul, two routes or trails offered the traveler his option. He could cross the river to Mendota and follow the trail leading through Black Dog, an Indian village, to the trading post at the camp of the Kaposia band, Chief Eagle Head, sometimes called Eagle band, kept in 1852 by Louis Robert and William Murry [sic?] at Hamilton."

Warren Upham (1920) mentioned Hamilton: "A railway village in the northeast corner of Glendale [St. Paul and Sioux City railroad], after being called Hamilton during many years, was renamed in honor of Marion Willis Savage, who here owned a horse-training farm, with a covered track for practice in racing. He was born near Akron, Ohio in 1859, removed to Minneapolis in 1886, and engaged in manufacture of stock foods; purchased world champion racing horse, Dan Patch for \$60,000, in 1902; constructed the Dan Patch electric railway, from Minneapolis to Savage, Northfield, and Faribault; died in Minneapolis, July 12, 1916, on the next day after his famous horse died. The Dan Patch electric railway soon afterward became insolvent, but in July, 1918, it was purchased by a reorganized company and renamed the Minneapolis, Northfield and Southern railway" (Upham 1920).

Setting: On the south side of the Minnesota River, initially in Dakota County and later in Scott County. Wright's Map of Hennepin County shows Hamilton in 1874 located in the SW Sec. 31 where Savage is today.

References: Upham 1920; Winchell 1888 I:100; Andreas 1874:42,64; Neill 1882:317; Minnesota Historical Society n.d.b; S. Anfinson 1982:31; Sasse 1957.

OTHER SITES AT HAMILTON/ SAVAGE

Name: HAMILTON FERRY

Legal Description: NE NE Sec. 31 T27N R24W Bloomington

Site Date/ Cultural Affiliation: 1898

Other Sites at Hamilton/ Savage, continued

HAMILTON FERRY, continued

Narrative Description: This appears to have been a small ferry which operated after 1879, since it does not appear on the 1879 Map of Hennepin County (Warner and Foote 1879). Apparently, the ferryman lived on the north side of the river in Hennepin County after 1884. His name was Siprian Eidsvold and his house is apparently known as the Goodrich-Eidsvold House (S. Anfinson 1982:29). The Warner and Foote (1879) map shows what appears to be the house on the Hennepin County side of the river. However, Siprian Eidsvold owned no property on the north side of the river as shown on an 1890 map of the area. The 1890 Map of Ramsey and Hennepin Counties (C. M. Foote 1890) indicates that "Syprian Eidsvold" owned most of the north half of Section 8 on the south side of the river at Hamilton east of downtown Savage today. No ferry is shown on Cook's 1860 Sectional Map of Hennepin County, so it is unlikely that there was a very early ferry here.

The Scott County plat book from 1898 (Northwest Publishing Company 1898b) indicates a ferry at Hamilton on Peter Kearney's land in the NE NE Section 31.

Setting: East of the Savage Swing Bridge on the river bottoms.

References: S. Anfinson 1982:29; Warner and Foote 1879; C.M. Foote 1890; Northwest Publishing Company 1898b.

Name: QUINN BROTHERS' MILL

Setting: In Section 31, "At or near Hamilton. . . . at a hight [sic] of 20 or 25 feet above the river (Winchell 2:126)." According to a historic photograph at the Minnesota Historical Society (MS3.9 SV p20: the Quinn residence ca. 1900 was on the site of the 1982 Savage State Bank at what is now 12302 Princeton Avenue S. We found no other locational information on the Quinn Bros. mill. The Fish property was in the Sec. 31 near the river. An undated plat map of Hamilton suggests it was located in Sec. 9.

References: Winchell 2:126; Neill 1882:317.

Name: DAVID FARIBAULT FUR POST?

Narrative Description: Richard Williams (1992) places a fur post run by David Faribault near Oliver Faribault's post, possibly on the Credit River, which may or may not have been in Section 31. No post here can be confirmed save for the mention in Neill (1882:317) of the 1852 Louis Robert and Murry [sic?] post at Hamilton. Nancy McClure was married to David Faribault during the treaty negotiations at Traverse Des Sioux. She left a diary which we have not consulted which may shed more light on the career of David Faribault. She was born in Mendota in 1836, the daughter

Other Sites at Hamilton/ Savage, continued

DAVID FARIBAULT FUR POST?, continued

of an army officer at Ft. Snelling and a Dakota woman, like David Faribault, a mixed-blood. The couple was captured during the U. S. Government-Dakota Conflict in 1862 and held captive at the Dakota Internment Camp at the Fort (Upham and Dunlap 1912:351). Later, she was married to Charles Huggan. For more information, see Minnesota Historical Society Collections, Vol. 6, pp. 439-460.

Interestingly, the Recorder's Office in the Scott County Courthouse in Shakopee has a small book of plats copied in 1871 from the original government surveyor's field notes done in 1853-55 which show a Catholic burying ground and Indian village in the NW SW Section 15 T115N R21W just south and east of the Savage incorporated city limits. This area is in the City of Burnsville, Dakota County, a mile and a half south of the Minnesota River just south of the St. James Lutheran Church today. It is around three-quarters of a mile east of the Credit River. If there was a short-lived 1854 village or encampment here, it well might have attracted traders or a trading station.

The actual field surveyor's notes recount travelling north on a line between Sections 16 and 15 in this place and note: "To an Indian village, to Catholic burying ground and foundation of rock for a church on the west side of line (U. S. Land Surveyor's Field Notes 1853-55)." The Catholic Burying Ground was part of the St. John the Baptist Catholic Church started in 1855 by Father Ravoux and shortly thereafter abandoned (Anzelc 1992). In any event, fur trade posts may have been in the vicinity of this Indian village and the Ravoux Papers at the Chancery Office, 226 Summit Avenue, St. Paul, may shed additional light on the Indian village, church, and posts here in the 1850s.

Setting: Two miles south of the Minnesota River in the southeast area of Savage just outside the city limits.

References: Williams 1992; Scott County Plats and Field Notes 1871:7; Anzelc 1992; U. S. Land Surveyor's Field Notes 1853-55; Upham and Dunlap 1912:351.

Name: PORT CARGILL AND SAVAGE TERMINAL

Legal Description: NE Sec. 31 T27N R24W, W1/2 Sec. 9 T115N R21W
Bloomington

Site Date/ Cultural Affiliation: 1943 (Port Cargill), 1955 (terminal)

Narrative Description: Cargill, Inc. obtained a contract from the Navy to build towboats and ocean-going tankers and picked a site in northeast Savage on the Minnesota River to build the ships. It opened in 1943 and the federal contract required the Corps of Engineers to maintain a 9-foot

Other Sites at Hamilton/ Savage, continued

PORT CARGILL AND SAVAGE TERMINAL, continued

channel in the Minnesota River to mile marker 13. At that time, coal and oil companies were not interested in using barges on the Minnesota River.

In the 1950s, Northern States Power Company built a coal terminal for its new Black Dog generating plant on the Minnesota River. In 1955, the Richards Oil Company built a terminal at Savage (just northeast of the town on the Minnesota River where the Savage Swing Bridge is located) at mile marker 14.5.

References: Merritt 1979:221,222.

Name: DAN PATCH RACE TRACK

County: Scott

Site Name/Site Number: none

Legal Description: W 1/2 Sec. 31 T27N R24W Bloomington

Site Date/Cultural Affiliation: 1903

Narrative Description: In 1903 stock food magnate, Marion W. Savage, bought the trotting race horse, Dan Patch, for \$60,000 in order to use the horse to advertise for the stock food company. In the next few years, Dan Patch broke all one-mile race records, eventually posting a world-record time of 1 minute 55 seconds.

Savage had an ornate stable and 1/2 mile steam heated indoor racing track built near his home in Hamilton, MN (the name of the town was changed to Savage in 1903) on the Minnesota River. Savage bought the famous sulky racer, Dan Patch, in 1902. Both died in 1916. In 1917, part of the main building burned and the covered half-mile track was torn down. In 1928, a grandstand and quarter-mile track were built at the half-mile track location and were briefly used for dog races. In 1938, the grandstand and remainder of the old stable were torn down, according to Scott Anfinson (1982:31).

Setting: Near the south bank of the Minnesota River downstream from the Savage Swing Bridge in a cultivated field east of the access road to the bridge.

References: Grand Forks Herald, August 21, 1903:2; Mn. History 28:192; Dobie 1958:65-6; S. Anfinson 1982:31; Sasse 1957.

Name: SAVAGE SWING BRIDGE

County: Scott

Site Name/Site Number: none

Legal Description: SE SW 4 Sec. 4 T155N R21W

Site Date/Cultural Affiliation: ca. 1907-1910

Narrative Description: The Savage Swing Bridge was built originally for M. W. Savage's Dan Patch Electric Railway which connected Minneapolis to Savage and Northfield, and is the newest of the three swing bridges crossing the Minnesota River in Bloomington (See Hamilton townsite/ Savage, above). The line is known as the Minneapolis, Northfield, and Southern. It was designed to carry both vehicular and rail traffic. It operated by pivoting the bridge's iron truss on a central stone pier to allow river traffic to pass. It was authorized by law in 1904 and plans were approved by the War Department on Sept. 9, 1907. The bridge was the most recent of five center pivot bridges built across the Minnesota River.

Savage speculated that residential development would occur along the railroad right of way, but the development didn't materialize. Instead the railway became popular for visits to the Savage barns and Antlers Park in Lakeville, promoted by Savage to increase passenger use of the line. The trains were pulled by some of the first gas-electric locomotives.

Setting: Crossing the Minnesota River at Normandale Road, connecting Hennepin and Scott Counties.

References: Miller-Dunwiddie 1977:37; U.S. Engineers Department 1928:268,269; S. Anfinson 1982:29; Sasse 1957.

Name: MILITARY INTELLIGENCE SERVICE LANGUAGE SCHOOL

County: Scott

Site Name/Site Number: none

Legal Description: S1/2 SE Sec. 8 and SW Sec. 9 T115N R21W Bloomington

Site Date/Cultural Affiliation: May, 1942-August, 1944

Narrative Description: This Language School run by the U. S. War Department, was where English-speaking Nisei (Japanese-Americans) learned Japanese to serve with Allied forces in the Pacific during World War II and later during the occupation of Japan after the war. It operated at Camp Savage from May 25, 1942 to August 15, 1944. The War Department's Language School was held in successive places in the United States. It was established November 1, 1941 at the Presidio in San Francisco and transferred to Camp Savage in May, 1942. On August 15, 1944 it was again moved, this time to Fort Snelling.

The camp was conceived as a temporary affair and consisted of wooden one story barracks for the students and staff. Construction never stopped at Camp Savage: eventually there were a theater, gymnasium, bachelor barracks, instructor housing, dining hall, and so forth. At first, classes were held in makeshift barns. Classrooms were always crowded and the situation finally forced the War Department to look for other facilities; hence, the move to Fort Snelling where some of the administrative tasks were headquartered.

One interesting outcome of the school's location in Minnesota was a jump in Japanese-Americans in the state. The 1940 federal census indicated 51 people living in Minnesota of Japanese descent. In 1950, that figure had risen to 1,049 when some of the Nisei settled here or brought friends and families.

In 1981 Scott Anfinson (1982:30) inspected the area and determined that: The U. S. Army had taken over an area used in the 1930s as an indigent or welfare camp for the language school. The area to the west served as an administration and maintenance area while the area to the east contained barracks and recreational facilities. He continues: "Most of the buildings were torn down shortly after WW II ended and only one major structure still stands, currently housing a MnDOT truck station. A number of other buildings from the camp survive at various locations, including the Stage Coach Restaurant near Shakopee." Most of the building foundations in the eastern location remained until August 16, 1981 when they were bulldozed. The foundations at the western end were still largely intact in 1981 and were on Minnesota state land.

Setting: Minnesota River bottoms south of the Savage terminal.

References: Ano 1977:273-287; MISLS Album 1946; S. Anfinson 1982:30,31.

Name: M. W. SAVAGE MANSION SITE

County: Hennepin

Site Name/Site Number: none

Legal Description: SW NW SW Sec. 30 T115N R24W Bloomington

Site Date/Cultural Affiliation: ca. 1906

Narrative Description: According to Scott Anfinson, "Savage built his mansion in 1906 as a summer home from which he could view his racing track and stables across the river near the town of Hamilton [changed to Savage in 1903]. While he is most renown for his famous sulky horse Dan Patch, Savage also constructed the first railroad through the area. This railroad was originally called the Dan Patch Line and is now the Minneapolis, Northfield and Southern. After Savage's death in 1916, the Savage estate was torn down in 1950."

It was first bought by the Masons in 1918 (Savage was a Mason) and opened as the Ives House in 1920 after renovation was completed. There was a series of tunnels leading from the house to the floodplain, but they were subsequently filled in by the Administrator of the Masonic Home. The site was visited by G. Joseph Hudak in 1978 and only a small portion of the house foundation remained (Archaeological Field Services, Inc. 1979:204,205).

Setting: North of the wooded floodplain above the river bottoms east of the intersection of Normandale Blvd. and Auto Club Road just below the Masonic Home.

References: S. Anfinson 1982:29; Archaeological Field Services 1979:204,205.

Name: BUILDING FOUNDATION

County: Hennepin

Site Name/Site Number: none

Legal Description: SW NE SW Sec. 4 T115N R21W Bloomington

Site Date/Cultural Affiliation: Unknown, probably ca. 1906

Narrative Description: According to Scott Anfinson (1982:28), "Field survey in 1981 located the foundation of an historic building just east of the curve on Normandale Blvd. at the intersection of Auto Club Road. This may have been an outbuilding of the M. W. Savage estate." Anfinson's information comes from G. Joseph Hudak's interview with the Masonic Home Administrator in 1979 (See Archaeological Field Services, Inc. 1979:204,205).

Setting: North of the wooded floodplain above the river bottoms east of the intersection of Normandale Blvd. and Auto Club Road just below the Masonic Home.

References: S. Anfinson 1982:28; Archaeological Field Services, Inc. 1979:204, 205.

Name: GOODRICH-EIDSVOLD HOUSE SITE

County: Hennepin

Site Name/Site Number: none

Legal Description: NW SE SW Sec. 4 T115N R21W Bloomington

Site Date/Cultural Affiliation: ca. 1873-?

Narrative Description: According to Scott Anfinson (1982:29), "An 1873 map shows a house at this location and the land owner as Ruth H. Goodrich. An 1898 map shows the property as belonging to Mary Vessey. An aerial photograph from 1937 shows the house site clearing, but the house itself is gone. It was probably sold by Goodrich in 1884 to Siprian Eidsvold who ran a small ferry east of the Savage Bridge." This would have been the Hamilton ferry

Setting: On the north side of the Minnesota River just above the floodplain on the east side of Normandale Boulevard.

References: S. Anfinson 1982:29.

Name: JOHN BROWN HOUSE

County: Hennepin

Site Name/Site Number: none

Legal Description: 6630 Auto Club Road SE NE SW Sec. 5 T115N R21W
Bloomington

Site Date/Cultural Affiliation: ca. 1865

Narrative Description: John Brown and his family arrived in Minnesota in 1849. His father was stationed at Ft. Snelling. After John Brown's service with the Mexican War in the late 1840s, he preempted sections 4 and 8 in West Bloomington where he farmed until he entered the service in the Civil War. In 1865, he married Anna Ames and purchased property east of her father's homestead. The east portion of the house may date to 1865, but the west was added on by 1907.

Setting: On Auto Club Road west of the Minnesota Valley Country Club.

References: Miller-Dunwiddie 1977:32.

Name: BLOOMINGTON FERRY TOWNSITE

County: Hennepin

Site Name/Site Number: none

Legal Description: NE Sec.6 T115N R21W Eden Prairie

Site Date/Cultural Affiliation: 1852

Narrative Description: "The Bloomington Ferry was established in 1852 by Joseph Dean and William Chambers. They continued in the company until 1855. In 1855 Mr. Dean sold to a Mr. A. Smith and others from St. Paul his interest in the land at the ferry, but did not include the ferry itself for a town site. . . . The purchasers surveyed, platted, it and built a hotel, but the town refused to grow" (Neill 1881b; Minnesota Historical Society n.d.b). This area was known as "Dean's Landing" in 1953 (Babcock 1930), suggesting that there was a regular steamboat stop here.

Setting: On the north bluff of the Minnesota River where Old Shakopee Road crosses the river.

References: Babcock 1930; Neill 1881b; Minnesota Historical Society n.d.b; Stevens 1890:186; Warner and Foote 1879; United States Land Surveyors' Field Notes 1853-55.

OTHER SITES AT BLOOMINGTON FERRY TOWNSITE

Name: WILLIAM CHAMBERS HOUSE

Legal Description: SW NE Sec. 6 T115N R23W, 7648 Auto Club Road
Eden Prairie

Site Date/Cultural Affiliation: 1855-1868

Narrative Description: William Chambers and Joseph Dean established the Bloomington Ferry in 1852 to provide transportation across the Minnesota River on Old Shakopee Road. Chambers lived in Dean's cabin until Dean sold his interest in the company in 1855. Chambers borrowed the brick molds used to build the Gideon Pond House and using local materials built a temple style, two-story, Greek Revival house which he occupied while operating the ferry until his death in 1868. "Original Greek revival elements remaining include returns at gable ends along with cornices and some fenestration" (Miller-Dunwiddie 1977:33).

In her autobiography Mary Jane Hill Anderson writes that she and her children stayed with the Chambers' at the ferry in Spring 1854 while travelling to their homestead claim about 25 miles west of St. Paul.

Setting: At 7645 Auto Club Road

References: Anderson 1979; Miller-Dunwiddie 1977:33,34.

Other Sites at Bloomington Ferry Townsite, continued

Name: JOSEPH DEAN CABIN SITE

Legal Description: SW NE Sec. 6 T115N R21W Eden Prairie

Site Date/Cultural Affiliation: 1852-1894

Narrative Description: Joseph Dean came to Bloomington with a charter for a ferry during the winter of 1851-52. Dean and his partner, William Chambers, built a one story log cabin of squared logs. In 1977, Miller-Dunwiddie (1977:36) stated that "the cabin site is located west of the present Bloomington Ferry Bridge Road at the foot of the bluffs on the north side of the River. Some evidence of the cabin may remain in the form of a slight depression and foundation stones."

Setting: West of the Bloomington Ferry Bridge Road at the foot of the bluffs on the north side of the Minnesota River.

References: Miller-Dunwiddie 1977:36; Stevens 1890:186.

Name: BLOOMINGTON FERRY HOTEL SITE

Legal Description: Sec. 6 T115N R21W Eden Prairie

Site Date/Cultural Affiliation: 1855-1905

Narrative Description: In 1855 several St. Paul businessmen bought Joseph Dean's property, including William Brewster and Albee Smith. The investors made promises including putting up a hotel. Albee Smith erected the hotel in 1855-56 which served the area as a hotel, store, and post office between 1855-1905. By the time the Camerons acquired the ferry in 1872, the hotel had become the property of the ferry operator. It was located west of the Chambers house where the original road turned south to the ferry crossing.

References: Miller-Dunwiddie 1977:35.

Other Sites at Bloomington Ferry Townsite, continued

Name: BLOOMINGTON FERRY

Legal Description: SW SW NE Sec. 6 T115N R21W Eden Prairie
(SW NW Sec. 6 T115N R21W in 1860)

Site Date/Cultural Affiliation: 1852-1890

Narrative Description: The Bloomington Ferry was established in 1852 by Joseph Dean and William Chambers to provide transportation across the Minnesota River on Old Shakopee Road. They lived in Dean's cabin until Dean sold his interest in the company in 1855. Cook's 1860 Sectional Map of Hennepin County shows the Bloomington Ferry in the SW NW Sec. 6. This ferry crossing and the road on the north side of the river is marked on Cook's 1860 Sectional Map of Hennepin County. Chambers built a brick house which he occupied while operating the ferry until his death in 1868 (Miller-Dunwiddie 1977:33). After Chambers died in 1868, the ferry was sold to James Brown, and then to John Cameron in 1872. Cameron was killed while tending the ferry in 1879 and his son, John Cameron, Jr., took over operations until the bridge was built at the site in 1890, after which he was employed as bridge tender for the new swing bridge. An engraving of the ferry and crossing was done by artist Edwin Whitefield (P.D. Jordan 1949:119).

"The Bloomington Ferry as built consisted of a wire cable stretched across the river by which a flat barge long enough for one good sized wagon and team could be guided and pulled cross the river. The cable was raised and lowered by means of a winch to allow boat traffic to pass (Miller-Dunwiddie 1977:34). The ferry remained in operation until it was replaced by the Bloomington Ferry Bridge which was opened in 1890.

Setting: On the floodplain of the Minnesota River where Old Shakopee Road crosses the Bloomington Ferry Bridge and just downstream of the 1890 bridge.

References: Anderson, 1979:24; Cook 1860; Jordan 1949:119; Miller-Dunwiddie 1977:34,35; Smith 1967; United States Land Surveyors' Field Notes 1853-55; St. Paul Pioneer July 4, 1855.

Name: ARCHIBALD CAMPBELL TRADING POST

County: Hennepin

Site Name/Site Number: none

Legal Description: Sec. 6? T115N R21W Eden Prairie

Site Date/Cultural Affiliation: ca. 1804-05

Narrative Description: Henry Sibley placed Campbell's post as "fifteen miles below Little Rapids" which Holcombe and Bingham speculated was at the present site of Bloomington Ferry. There is no good locational data on this site.

Setting: Speculate location at Bloomington Ferry.

References: Bingham and Holcombe 1915:199; Minnesota History 1935 16:96.

Name: BLOOMINGTON FERRY BRIDGE SITE

County: Hennepin

Site Name/Site Number: none

Legal Description: SW NE Sec. 6 T115W R21W Eden Prairie

Site Date/Cultural Affiliation: 1889-1977.

Narrative Description: The original Bloomington Ferry Bridge was built in 1889-1890 to replace the ferry which had operated there from 1854-1890. Construction of this bridge and the Cedar Avenue Bridge was authorized by the Minnesota Legislature in April, 1889.

Both structures were iron truss construction with wooden decks. They were swing bridges pivoting on an central limestone pier allowing river traffic to pass.

Setting: Minnesota River floodplain.

References: Miller-Dunwiddie 1977:34,35.

Name: VILLAGE NEAR EAGLE CREEK

County: Hennepin or Scott

Site Name/Site Number: none

Legal Description: [Locational information is confidential]
Eden Prairie

Site Date/Cultural Affiliation: Mdewakanton Dakota

Narrative Description: In 1838, Joseph Nicollet mentions a village in this location south of the Minnesota River while Lewis indicates an Indian village in this area "near the Bloomington Ferry P Office" on October 5th, 1882 [this would put it in Hennepin County]. Based on the Lewis information, Anfinson included an "historic" Indian village site north of the river in his discussion of the potential impacts of expansion of County Highway 18 where it crosses the river. Olson contacted a variety of collectors during his 1986 study and describes artifacts observed during construction of the Bloomington Ferry Bridge. Winchell, distilling Pond's 1834 information, describes the village name as Tewapa or Taoapa and the headman as Ruyapa or Eagle's Head.

According to a later source, there was an "old Sioux village" in Eagle Creek township and "on its site David Faribault, brother of Oliver, attempted to found a town to rival [Thomas A.] Holmes' settlement [at Shakopee], but this project failed (The Southern Minnesotan 1931b)."

Management Recommendations: A reconnaissance level archaeological survey should be conducted prior to any DNR land disturbing activity in the suspected location of the Village near Eagle Creek.

Setting: Likely on terrace adjacent to the Minnesota River

References: Anfinson 1977:Fig.12 & 1981:24-26; Bray and Bray 1976:44; Lewis Supplementary Notebook #1:2; Nicollet 1976:43-45; Olson 1986:13-15; Soulen 1944:101; Winchell 1911:548; The Southern Minnesotan 1931b.

Name: HENNEPIN TOWNSITE AND FERRY

County: Hennepin

Site Name/Site Number: none

Legal Description: Townsite: Sec. 34, 35 T116N R22W Eden Prairie
Ferry: SW NW Sec. 35 T116N R22W Eden Prairie

Site Date/Cultural Affiliation: 1852-ca. 1867?

Narrative Description: Hennepin was a short-lived village platted in 1852 and was for several years a shipping point for grain via small Minnesota steamers (Upham 1920:222). John McKenzie with Alexander Wilkin, Secretary of Minnesota Territory, and seven other men platted the townsite. The plat was filed May 17, 1854 in Hennepin County. A sawmill, grist mill, and blacksmith shop, a ferry, and a number of houses were built (Minnesota Historical Society n.d.b). The Hennepin ferry is shown on Trygg (1964, sheet 7), a composite of the original land surveyor's plats from 1854. The townsite, but no ferry, is shown on Cook's 1860 Sectional Map of Hennepin County in the NW quarter of Section 35. However, this map shows the road down to the river along the west edge of Section 35. The ferry and townsite are not shown on either the 1874 or 1879 maps of Hennepin County.

In 1854, the government land office surveyor described it thus: "There is a town laid out in the northwest corner of sec. 35 called Hennepin; have one large house built which is used for a store and tavern. The town plot is handsomely situated on a high prairie; and all that is wanting to make it a fine town is houses and inhabitants" (United States Land Surveyors' Field Notes 1853-55).

Setting: River bottoms on north side of Minnesota River in Hennepin County.

References: Cook 1860; Neill 1881b; Minnesota Historical Society n.d.b; Trygg 1964:sheet 7; Upham 1920:222; United States Land Surveyors' Field Notes 1853-55.

Name: [No Name]

County: Scott

Site Name/Site Number: 21SC36

Legal Description: [Locational information is confidential] Eden Prairie

Site Date/Cultural Affiliation: Woodland Tradition, Early Historic

Narrative Description: A small scatter of subsurface artifacts was encountered during shovel testing for a Phase I survey of the reconstruction of Hwy 18 by the IMA in 1991. Phase II investigations were conducted in 1992 and complete data recovery done in 1992. The results of the data recovery were included in the report of the Phase III investigations of the site (Johnson 1992). Catlinite, sawed bone, fish and muskrat bone, and a leghold trap were recovered from the site as well as a single grit tempered cord roughened body sherd and a small piece of chipped stone shatter of Grand Meadow Chert. Highway reconstruction activities have destroyed the site area.

Setting: On the floodplain of the Minnesota River on sand dunes near Fisher and Rice lakes.

References: Craig M. Johnson, 1992.

Name: [No Name]

County: Scott

Site Name/Site Number: 21SC37

Legal Description: [Locational information is confidential] Eden Prairie

Site Date/Cultural Affiliation: Woodland Tradition, Early Historic

Narrative Description: A small scatter of subsurface artifacts was encountered during shovel testing for a Phase I survey of the reconstruction of Hwy 18 by the IMA in 1991. Phase II investigations were conducted in 1992 and complete data recovery done in 1992. The results of the data recovery were included in the report of the Phase III investigations of the site (Johnson 1992). Recovered from excavations at the site were 169 pieces of chipped stone debris, and 23 grit tempered cord roughened body sherds. Probable gunflint which falls within the range of variability of Dover Flint (a British derived material) was also recovered. Highway reconstruction activities have destroyed the site area.

Setting: On the floodplain of the Minnesota River on sand dunes near Fisher and Rice lakes.

References: Craig M. Johnson, 1992.

Name: [No Name]

County: Scott

Site Name/Site Number: 21SC25

Legal Description: [Locational information is confidential] Eden Prairie

Site Date/Cultural Affiliation: Unknown: Woodland

Narrative Description: Fifty mounds were recorded by the Northwestern Archaeological Survey in Notebook #4 page 10 and surveyed on November 10 and 11, 1884. The site was field checked in May, 1978, by a member of the Minnesota Statewide Archaeological Survey with the initials "PSA." This is Patty Anfinson (1992), an occasional employee of the Minnesota Historical Society. She notes on the State Site File form that no mounds were observed during that check. In Anfinson's opinion most of the mounds were probably destroyed by road construction for Highway 101; the construction of a water treatment plant on the west side of the probable site area; and a pine plantation within James Wilkie Park on the east side of the probable site area. Home construction would have obliterated any mounds south of the highway. Later in 1978 a home south of the highway was razed and the area levelled. Monitoring during bulldozing did not reveal any cultural remains.

Setting: The site may be on a low terrace adjacent to a swamp surrounding Fisher Lake. Fisher Lake is immediately south of the Minnesota River.

Management Recommendations: S. Anfinson (1982) conducted a reconnaissance survey in an attempt to relocate the mounds in 1981. He stated that all of the 50 mounds were no longer evident in 1981. The Minnesota Valley Trail may intersect the northeast corner of this mound group. This group should be field-checked to see if it can be relocated.

References: P. Anfinson 1992; S. Anfinson 1982:21; Winchell 1911:185.

Name: THOMAS DUROSE LIMESTONE QUARRY

County: Scott

Site Name/Site Number: none

Legal Description: NE Sec. 3 T115N R23 Eden Prairie

Site Date/Cultural Affiliation: 1880s

Narrative Description: Winchell (1888) describes this site thus: "Four miles east of Shakopee, on land of Thomas Durose, in section 3, Eagle Creek, this limestone outcrops, and has been slightly quarried, beside a little creek, north of the road and near the river, above which its height is 10 to 15 feet."

Setting: Minnesota River bottoms.

References: Winchell 1888 2:126.

Name: HUBER MOUND GROUP

County: Scott

Site Name/Site Number: 21SC1 and 21SC23

Legal Description: [Locational information is confidential] Eden Prairie

Site Date/Cultural Affiliation: Unknown

Narrative Description: An oblong enclosure with six associated circular mounds was mapped at this location by the Northwestern Archaeological Survey on Sept. 8, 1889 and recorded in Notebook #12, page 34. An archaeologist, P. Anfinson, attempted to field check the site as part of the Minnesota Statewide Archaeological Survey in 1978 (no report). The only undisturbed area at that time was low-lying with dense brush and high grass. Elden Johnson of the University of Minnesota indicates that the mounds and enclosure were visible in 1964. The mound group is mentioned in the 1984 Annual report of the Minnesota Trunk Highway Archaeological Reconnaissance Survey (L.D. Peterson 1985:147) although apparently the site was not field checked at that time.

Management Recommendations: Minnesota State Chapter 307.08 clearly outlines the status of Indian burial mounds and the consequences of disturbing such sites. The mounds at 21SC1 and 21SC23 are most likely on or near DNR property and should be relocated prior to any DNR land disturbing activity in the suspected location of the site.

Setting: On low lying terrace adjacent to the south side of the Minnesota River between two swamp areas.

Management Recommendations: The mounds in this group may still exist and should be field-checked very early in the season.

References: Breakey and Johnson 1989:9; L.D. Peterson 1985:147; Streiff 1972:21; Winchell 1911:190.

Name: BATTLE OF SHAKOPEE

County: Hennepin

Site Name/Site Number: none

Legal Description: [Locational information is confidential] Eden Prairie

Site Date/Cultural Affiliation: May 27, 1858

Narrative Description: The Eastern Dakota were removed from the lower Minnesota River in the Fall of 1853 and placed by the government on the upper Minnesota. "Some of the bands were wont to return in the summer to their ancient homes, where they were tolerated and even welcomed by the whites," wrote Folwell (1921-30 2:24). Minnesota was formally entered into the Union on May 13, 1858. Fourteen days later on May 27, a group of some 150 Ojibwa from Mille Lacs in a surprise foray skirmished with the summer Dakota on the north side of the river in "The Narrows" between Grass and Rice lakes. Four or five Ojibwa were killed. This event has been called "the last battle between the two great Indian nations in Minnesota (Ibid.)." Citizens from Shakopee came out to watch and there are several important contemporary accounts by eye witnesses. But as Folwell noted, "The conflicting reports of the affair and its results afford a striking example of the uncertainty of human testimony, even when there is no motive for misstatement (1921-30 2:25)."

Setting: On the Minnesota River bottom land on the north side across from Murphy's Landing between Rice Lake and Grass Lake.

References: Smith 1967; Collier 1960:38; Folwell 1921-30 2:24,25; "Pioneer saw last Battle..." n.d.; Wilkinson 1946; Daily Minnesotian 1858a, 1858b, 1858c, 1858d; E.J. Pond n.d.; Minnesota History 1917 2:55,1946 27:296.

Name: SHAKOPEE HISTORIC DISTRICT (Minnesota Valley Restoration Project)

County: Scott

Site Name/Site Number: none

Legal Description: Mn. Valley Restoration Project N1/2 Sec. 5 T115N R22W
& Sec. S1/2 Sec. 32 T116N R22W Eden Prairie and SW SW Sec.
31 T116N R22W & NE NE Sec. 6 T115N R22W Shakopee
Pond Mill NW Sec. 5 T115N R22W
Murphy House NE NE NW Sec. 5 T115N R22W

Site Date/Cultural Affiliation: Historic

Narrative Description: When the Shakopee Historic District National Register nomination was written in 1970 (Grossman 1970b), it included 76 acres owned by the City of Shakopee, Memorial Park; the Department of Highways; State of Minnesota; and the Scott County Historical Society. The original sites described in the 1970 nomination included only the following:

1. Indian mounds (21SG24) [Steele Mounds] and a portion of (21SG22)
2. the Oliver Faribault House (moved from across Hwy. 101)
3. site of the Murphy House and Murphy's ferry
4. the Pond grist mill
3. and the Burger Farm complex (slated at the time to be moved in).

This early nomination needs to be reassessed since, in the intervening 22 years, many other early buildings have been moved into the district, known popularly as "Murphy's Landing." It is a living history museum presenting the Minnesota River Valley from 1840-1890. The current buildings which have been moved in come from such places as: Minneapolis, Silver Lake, Shakopee, Cleveland, Chaska, New Prague, Norwood, Wayzata, Mayer, Prior Lake, Marystown, Jordan, Lakeville, and Cleary Lake. Property types include log cabins, stores, a bank, a depot, a church, a schoolhouse, a monastery, farm houses and in-town houses, and some reconstructed new buildings.

There are other sites or potential sites contained within the present district boundaries which were not addressed at the time the nomination was written and there are undoubtedly others:

4. portion of "Steele Mounds" in east parking lot (21DK24) [Locational is confidential] (Helmen 1978) [see below].
5. Hazen Mooers was appointed farmer to Shakopee's band and the site of his house should be in the district somewhere, possibly east of the Murphy's inn site (R. Williams 1992).
6. It is possible that a portion of Shakopee's village was located within the present limits of the Shakopee Historic District (see separate inventory listing below).

Setting: On the bluff overlooking the Minnesota River approximately a mile east of Shakopee and north of Highway 101.

References: Andreas 1874:232; Collier 1960; Frame 1977; Smith 1967;

Shakopee Historic District, continued

Winchell 1888; Helmen 1978; Shakopee Argus 1872-1874; Scott County Argus 1892; St. Paul Pioneer Press 1926 (1936?); Bromley 1900; Flanagan 1969; Minnesota Valley Restoration Project 1978?; WPA 1936-42; L.D. Peterson 1985); R. Williams 1989, 1992.

ORIGINAL SITES IN THE SHAKOPEE HISTORIC DISTRICT

Name: PREHISTORIC BURIAL MOUNDS [Steele Mounds], 21SC24: The 111 prehistoric burial mounds of this group extend for nearly three-quarters of a mile along Highway 101. Approximately thirty of the mounds of the group were destroyed by early construction on T.H. 101 and an additional 30 to 35 were destroyed by the adjacent frontage roads. Twenty-two of the mounds affected by the roads were excavated by Professors Lloyd Wilford and Elden Johnson of the University of Minnesota prior to their destruction in 1940 and 1964. This site is located between the central and western access roads and does not appear to be affected by either. One mound remnant is visible in the "median" between T.H. 101 and the railroad and several others extend into the Shakopee Historic District (L.D. Peterson 1985:150).

Legal Description: [Locational information is confidential]

Name: PREHISTORIC BURIAL MOUNDS, [Pond Mounds) 21SC22 (see separate inventory form): The 28 mounds of this group are located within Veterans Park [Memorial Park] in Shakopee. Although several of the mounds' surface features have been altered or nearly leveled by earth moving, the group is essentially intact, with the southernmost mounds lying just outside the northern T.H. 101 right-of-way limits. The westernmost proposed Canterbury Downs' access road enters T.H. 101 at the southern margin of this mound group, ca. 150 feet south of the southernmost mounds (L.D. Peterson 1985:147).

Legal Description: [Locational information is confidential]

Name: OLIVER FARIBAULT HOUSE/ POST (Moved from original location in center of section 6 T1156 N R22W). The house has been moved into the Shakopee Historic District by the Minnesota Valley Restoration Project.

Name: MAJOR RICHARD G. MURPHY'S (INN) HOUSE, LANDING, AND FERRY

Site Name/Site Number: 21SC31 (Murphy House)

Legal Description: Murphy House NE NE NW Sec. 5 T115N R22W Eden Prairie.

Site Date/Cultural Affiliation: mid-1850s-1860s

Shakopee Historic District, continued

MURPHY'S HOUSE, LANDING, AND FERRY, continued

Narrative Description: Major Richard G. Murphy, Scott County pioneer, owned a complex of business interests owned on the south side of the Minnesota River a mile and a half east of Shakopee on the north side of Hwy. 101. Murphy received a license to operate a ferry on July 3, 1854. He was an uneducated Irishman, born in Tennessee in 1801 who was elected to the Illinois legislature after distinguishing himself in the Blackhawk War in that state in 1832. President Polk named him an Indian agent in Minnesota Territory in 1848. Returning to Illinois, he didn't arrive back in Minnesota until he again became an agent for the Dakota in 1853 and settled at Eagle Creek, now part of Shakopee.

In the mid-1850s, Murphy built a two story stone house or inn, a wharf for steamboats, a huge barn, and farmed 900 acres. Murphy's House foundations are all that remains of the house, but the land surveyor recorded a house owned by Murphy in 1854 in the NE quarter of Section 5 (U.S. Land Surveyors' Notes 1853-55). He started Murphy's Ferry across the Minnesota below his home July 3, 1854 [mentioned in the 1854 Government Land Office survey along with his house] and, according to one story, would stop in mid-stream to collect fares from his passengers. If they couldn't pay, he is said to have personally thrown them in the river. According to Helen Anderson, author of Eden Prairie: The First Hundred Years (1979), the Territorial Assembly in 1856 granted Murphy a ferry license for 15 years to operate from Murphy's Landing and service the north side of the river. County Road 4 was known at an early date as Murphy Ferry Road and went down to the landing on the Eden Prairie side.

The ferry crossing is thought to be directly north of the house foundation at the south edge of the Minnesota River where some paving stones appear to lead toward the house foundations (R.A. Williams 1992). But Cook's 1860 Sectional Map of Hennepin County clearly shows the ferry in the SW SE Section 32 which would place it downstream to the east of the Murphy House foundation by several hundred yards. The latter is the more likely spot for the early ferry crossing because the river banks are lower in this area and the road on the north side would lead down between Grass and Rice lakes in this area. The government surveyor's field notes from 1854, however, have the ferry in the NW1/4 of Section 5 and note that the banks were 10 feet high and the current was gentle (U.S. Land Surveyors' Field Notes 1853-55). There is reason to suspect that ferry crossing locations, including this one, may have moved, perhaps more than once.

During the Battle of Shakopee between the Dakota and Ojibwa on May 27, 1858, guests at Murphy's "inn" or storehouse are said to have watched the battle taking place in Hennepin County across the river. Accounts vary as to the role played by Murphy's Ferry in the Battle of Shakopee. According to one account, two of Murphy's sons, George and Benson, ferried 32 Dakota to the north side of the Minnesota River to meet the Ojibwa (St. Paul Sunday Pioneer Press, July 18, 1854). Atwater and Stevens 1895 History of Hennepin County states that the Dakota took possession of the

Shakopee Historic District, continued

MURPHY'S HOUSE, LANDING, AND FERRY, continued

ferry. An eyewitness that day, one of the Rev. Samuel Pond's sons, E. J. Pond, states simply that the Ojibwa scouts on the north side of the river "placed Hare's [Harry's?] ferry boat on the north side of the river, a short distance west of Shakopee, intending to cross the river at midnight" [to get to the Dakota on the south side]. The next morning they found the boat on the south side of the river. That morning, all the Dakota who were able, ran to the river at Murphy's landing and "in a short time, they crossed the river at Murphy's ferry in boats. The battle began and lasted about two hours (The Southern Minnesotan, 2 (4):8,9)."

Major Murphy died on January 10, 1875. The inn, outmoded by the railroad which went further south bypassing his property, became a farmhouse. In 1900, the Murphy House was abandoned and left to transients and the elements. During 1936, the National Youth Administration refurbished the building. In 1947 it became emergency housing until in 1956 when, while owned by the City of Shakopee, it was again abandoned (Coller 1960:582-583). By 1970, the inn was in ruins because of a fire. In 1984, archaeologists excavated 11 1 x 2 meter units around the inn's cellar foundation and found glass, nails, metal artifacts, coins, and ceramics (Schamber, McCanna, Thurston 1984). There are several good historical photographs of the house or inn at the Minnesota Historical Society.

Setting: Above the Minnesota River in the Shakopee Historic District.

References: Anderson 1979:20); Cook 1860; Coller 1960:582,583; Smith 1967; Martin 1954; Neill 1881b; Folwell 1921-30 2:24, 25; Archaeological Field Services, Inc. 1979; R. Williams 1989; U.S. Land Surveyors' Field Notes 1853-55.

Name: POND MILL

County: Scott

Site Name/Site Number: none

Legal Description: NW Sec. 5 T114N R23W

Site Date/Cultural Affiliation: ca. 1872-1875

Narrative Description: The Pond Mill is a relatively late grist and flour mill built by the Reverend Samuel Pond's two sons in 1875, Elnathan Judson Pond and Samuel William Pond, Jr. located in the Shakopee Historic District. The Shakopee Historic District nomination describes the Pond Grist Mill as: "historically and architecturally significant as a major grist and flour mill of the area" with architecture "typical of mills which covered the area at the time." But this is not entirely accurate.

Shakopee Historic District, continued

POND MILL, continued

The Shakopee Argus announced on August 13, 1874 "Messers. Pond have their new mill, one mile east of this place in operation and are prepared to do custom work in flour and feed." Winchell described the mill (1888:139) as having a head of 10 feet "from springs a quarter to a half mile distant, whence nearly as much water flows in the drought of summer as at the wet season." The source of the creek as spring-fed appears to explain why the mill was built to run on water power in an age when the portable steam engine was much more efficient and had been for several decades. According to Frame (1977:127), it was built as a custom mill with one run of stone "powered by a single ten horsepower Houston turbine. The mill ran until sometime before 1919 when it was sold and some of the equipment destroyed. . . . There is no milling equipment left in the mill."

Architecturally, the Pond Mill was not typical of the lower Minnesota River. It was built of stone at a time when brick was readily available and more widely used. The key to the building material may lie in George Pond's statement that his brother, S. W. Pond, Jr., performed most of the actual construction work himself and was, in fact, an expert cabinet maker. It is interesting that when the mill was recorded by the W.P.A. in 1936, the recorder decided that the building could be easily restored and would be a landmark of one of Minnesota's old mills. At that time, it was used as a barn. A photograph from September, 1958, taken by a Kenneth L. Gordier, showed the building in ruins with a leaky roof and some crumbled walls. It apparently remained in poor condition until the Minnesota Valley Restoration Project acquired it in 1968 and instituted a restoration project (Frame 1977:127). This group repaired the stone walls with replacement stone, put on a new roof, and stoned-up the north side where the wheel house had been originally built.

Setting: Near the mouth of the creek in the northwest part of the Minnesota Valley Restoration Project near the Minnesota River.

References: Bromley 1900:808; Frame 1977:127; Shakopee Argus, Aug.14, 1873; Neill 1882:316; Winchell 1888:139.

Name: POND MOUND SITE

County: Scott

Site Name/Site Number: 21SC22

Legal Description: [Locational information is confidential] Eden Prairie

Site Date/Cultural Affiliation: Mdewakanton Dakota and Ancient Native American

Narative Description: Twenty-eight mounds were mapped in the [Locational information is confidential] by the Northwestern Archaeological Survey and recorded in Notebook #2, pages 50-51 on October 13, 1882. Most of the mounds have been destroyed or disturbed during building and highway construction. Several remain in Memorial Park just east of Shakopee. One mound was inadvertently disturbed by park maintenance crews in 1976.

Setting: On a terrace on the south side of the Minnesota River.

References: Breakey and Johnson 1989:9; Dobbs 1987; Dobbs and Breakey 1989; Lewis Notebook #2:50-51; Peterson 1985:147; Wilford 1940:unpublished notes on file; Winchell 1911:189.

Name: [No Name]

County: Scott

Site Name/Site Number: 21SC33

Legal Description: [Locational information is confidential] Eden Prairie

Site Date/Cultural Affiliation: Prehistoric; Euro-American

Narrative Description: Field archaeologists with the Institute for Minnesota Archaeology conducted archaeological investigations along the portion of the Minnesota Valley Trail from the T.H. 169 bridge in Shakopee to the eastern edge of Murphy's Landing for the Department of Natural Resources in 1989. Shovel testing along a portion of the proposed trail produced lithic debitage, charcoal, mussel shell and a hand forged nail. The shovel testing was confined to the trail corridor and the site boundaries have not been established.

Management Recommendations: Phase II archaeological investigations should be conducted prior to any DNR land disturbing activities in the vicinity of 21SC33 to determine the boundaries and potential significance of the site.

Setting: Lowest Minnesota River terrace adjacent to the northern loop in the river.

References: Breakey & Johnson 1989.

Name: POND MISSION (PRAIRIEVILLE MISSION)

County: Scott

Site Name/Site Number: none

Legal Description: SW NE Sec. 6 T114N R22W Shakopee

Site Date/Cultural Affiliation: 1847-1891

Narrative Description: The historic marker reads: "Pond Mission -- These foundations mark the site of a two story frame building erected by the Reverend Samuel W. Pond in 1847. It served as a Presbyterian Mission to the Shakopee Sioux, and as Pond's home until his death in 1891. An eight foot stockade enclosed the house and a half acre garden. The building was wrecked about 1907." Only the repaired stone foundation remains south of T.H. 101 across the highway from Memorial Park. The lumber for the house was purchased at Point Douglas and brought up by oxen to Ft. Snelling where the millwork was prepared (Blegen 1940a:174).

Pond brought the lumber for this house from Point Douglas to Ft. Snelling by oxen across the ice on the Mississippi River. It was framed at Ft. Snelling and then transported by barge up the Minnesota River to its location (Stevens 1890:57).

Setting: South side of T.H. 101 south of Memorial Park and east of Faribault springs.

References: Blegen 1940a, 1940b; Smith 1967:8; WPA 1936-42; Folwell 1921-30 1:194-198; Adams 1922; R. Williams 1989; Stevens 1890:57.

Name: OLIVER FARIBAULT FUR POST/HOUSE SITE

County: Scott

Site Name/Site Number: none

Legal Description: Center of Sec. 6 T115N R22W Shakopee

Site Date/Cultural Affiliation: ca. 1844

Narrative Description: Oliver Faribault was appointed Indian Agent to Shakopee's village in 1839 and may have lived there on a semipermanent basis beginning at that time. Sources usually indicate that Faribault settled there in 1844 on the west side of Faribault Springs. The Helm family, his descendants, still live there today almost 150 years later. Richard Williams (1989) questions whether the Faribault fur post or house, which has been moved into the Shakopee Historic District north of T.H. 101 is the 1844 log house of tamarack logs, an 1850 house, or an 1855 house mentioned in Janet Pond's diary (daughter of Samuel Pond). The family claims that the post was in several sheds back of the house.

Setting: On the south side of T.H. 101 east of Shakopee and west of Faribault springs.

References: Smith 1967; "Faribault House Is Shakopee's Landmark." 1930; Breakey and Johnson 1989:25,26; R. Williams 1989.

Name: SHAKOPEE'S VILLAGE AND SKAKOPEE MOUNDS SITE

County: Scott

Site Name/Site Number: Mounds: 21SC2

Legal Description: [Locational information is confidential] Eden Prairie

Site Date/Cultural Affiliation: Mdewakanton Dakota and Ancient Native American

Narrative Description: Twenty-eight mounds were mapped in the NE quarter of section 6 T115N R22W by the Northwestern Archaeological Survey and recorded in Notebook #2 page 48 and in November, 1884. Most of the mounds have been destroyed or disturbed during building and highway construction.

There are numerous written references to an historic Dakota village located somewhere in the vicinity of the NE quarter of Sec. 6 inhabited by up to 600 individuals between 1834 to 1853. The village has never been relocated although several excavations have been conducted in search of it. Wilford failed to relocate the village in 1940 and various investigations by the IMA have yet to establish the location of the village with any certainty.

Many Minnesota River explorers (i.e. Featherstonhaugh, Long, Taliaferro, Nicollet among others) describe the village, sometimes on the north side of the river and sometimes on the south. Likely, the village was originally constructed on the north side and later moved to the south perhaps for safety reasons as warfare with the Chippewa intensified.

The best historic description of the village comes from a passenger on the Anthony Wayne which travelled up the Minnesota River in 1850:

At Sha-ko-pe-s village, forty miles by water, above Fort Snelling our boat made its first landing. This is the frontier village of the M'dewakanton Sioux, and numbers about six hundred souls. It is situated on a high prairie, back from the river about one-fourth mile. The lodges are scattered over the plain, and probably embrace an area of thirty acres. The fields of corn and potatoes are planted adjacent. . . . (Minnesota Chronicle and Register 1850a).

Management Recommendations: It is unlikely that either intact village site deposits or mound remnants remain in the area of the Minnesota Valley Trail investigated by Breakey and Johnson (1989). The recommendations at the completion of that project (Breakey and Johnson 1989:19) remain valid today. If future proposed trail routes fall outside of the area investigated during that project or if the DNR proposes any land disturbing activities in the vicinity of the Shakopee Village or Shakopee Mounds group not already investigated, a reconnaissance level archaeological survey should be conducted.

Setting: Back from the first terrace on south side of Minnesota River.

SHAKOPEE'S VILLAGE AND POND SHAKOPEE SITE, continued

References: Babcock 1945a:140; Babcock 1930:168; Bray & Bray 1976:45; Breakey and Johnson 1989:9; Borrett 1928; Dobbs 1987; Dobbs and Breakey 1989; Featherstonhaugh 1847:287; Kane et. al. 1978:157-159; Lewis Supplementary Notebook #1:2; Olson 1986:11-13; L.D. Peterson 1985:147; Neill 1882:292; Smith 1967:6,7; Wilford 1940:unpublished notes on file; Winchell 1911:190; "Our Shakopee Correspondence"; Woolworth 1970; Minnesota Chronicle and Register 1850a; Daily Minnesotian, May 27, 1858.

Name: PRAIRIEVILLE TOWNSITE (SHAKOPEE)

County: Scott

Site Name/Site Number: none

Legal Description: Sec. 6 T27N R22W Shakopee

Site Date/Cultural Affiliation: ca. 1854-1855

Narrative Description: Prairieville townsite is geographically part of northeast Shakopee today. Prairieville is what the Reverend Samuel Pond called his mission east of Shakopee in the north half of Section 6. Prairieville was platted in 1854 by James Case (Minnesota Historical Society n.d.b).

The Abandoned townsite file contains information that confuses the location and name of Prairieville and Shakopee. For example, the historical society lists Prairieville as Section 6 T27N R22W in Jackson Township, but it is actually Section 6 T115N R22W and is located in Eagle Creek township.

Prairieville may well be the rival town which David Faribault, Oliver Faribault's son, together with Henry Rice, Franklin Steele, and others tried to start "a little below the Indian village and only one and a half miles below Shakopee (Neill 1882:297." But this description appears to be farther east of Shakopee than Section 6, possibly in Section 5 of Range 22. In any case, nothing came of the Faribault town scheme. Another source mentions the arrival of Thomas A. Holmes in 1851 who settled in Section 1, T115N R23W, In the Spring of 1852, others came to the Holmes site. Collier continues: "This strengthened Holmes' townsite in the rivalry with the proposed settlement near Faribault Springs, which never did materialize (Collier 1960:567,568)."

Setting: On the south side of the Minnesota River just east of downtown Shakopee.

References: Andreas 1874:63,232; Collier 1960:567,568; Neill 1882:297; Upham and Dunlap 1912; Minnesota Historical Society n.d.b; Williams 1989:28.

Name: CITY OF SHAKOPEE (HOLMESVILLE in 1865; HOLMES LANDING)

County: Scott

Site Name/Site Number: none

Legal Description: Sec. 1 T115N R22W Shakopee

Site Date/Cultural Affiliation: 1851-present

Narrative Description: The Minnesota Year Book and Travelers' Guide of 1853 describes Holmesville (now Shakopee) as a town which "has grown up within a few months, at the first Rapids of the Minnesota. The river is always navigable to this point, and this, if nothing else, will make it a town of some importance (LeDuc and Rohrer 1853:20)."

The first settler at Shakopee [actually east of Shakopee] was Samuel W. Pond, who lived at Shakopee near Chief Shakopee's band of Eastern Dakota. Pond arrived in Shakopee in 1847. In 1851, Thomas A. Holmes (March 4, 1804 - July 2, 1888) erected a trading post and platted a townsite in Section 1. Holmes started new ventures many times. He built the second house in Milwaukee; bought the site and platted the town of Janesville, Wisconsin; lived at Sauk Rapids, Minnesota Territory, where he was elected to the Territorial Legislature; bought the site and platted the town of Itasca, just north of present-day Anoka; organized a group of men to search for gold in Montana in 1862; and departed Shakopee circa 1878 to settle in Cullman, Alabama, where he died in 1888.

The first post office at Shakopee was established Dec. 10, 1853 (The Southern Minnesotan 1931, p. 11). The village of Shakopee was platted in 1854 and incorporated as a city in 1857.

Setting: Minnesota River bottom lands.

References: Andreas 1874:63,232; Collier 1960:108,566-570; Smith 1967; LeDuc & Rohrer 1853; "Pioneer Visions..." 1931; Groff & Barley 1865; Densmore 1919. The Southern Minnesotan, 1931; Melville 1891; WPA 1938-42; Minnesota History 1930 11:168; LeDuc and Rohrer 1953:20.

SITES IN THE SHAKOPEE AREA

The following sites are organized from east to west:

Name: LUTHER M. BROWN'S FERRY

Legal Description: NW NW Sec. 6 T115N R22W Shakopee

Site Date/Cultural Affiliation: 1855

Narrative Description: Smith (1967:9) cites Neill's description from

City of Shakopee, continued

LUTHER BROWN'S FERRY, continued

History of the Minnesota River Valley (Neill 1882:297[sic]), which describes Brown's Ferry as "located at the eastern end of the original town plat, one half mile below Holmes Street. Luther M. Brown operated a ferry here beginning in 1855." The ferry is not shown on the 1860 Sectional Map of Hennepin County (Cook 1860) when both the Murphy's Ferry and Holmes Ferry to the east and west are shown. Presumably, Brown's Ferry was short lived. This appears to be a minor ferry crossing for strictly local use.

Archaeological Field Services (1979) places this ferry at the western end of the original town plat of Shakopee where Thomas Holmes operated his ferry at the bottom of Cass Street), but "below" would suggest that Brown's ferry was located at the eastern edge of what is now Shakopee. Luther Montraville Brown was born in Vermont in 1823 and died in Shakopee in 1886. He was an early settler to present-day Shakopee. He came to Minnesota in 1853 and was admitted to the bar, settling almost immediately in Shakopee. He was the first judge in Shakopee (Melville 1891), the first county attorney in Scott County, a representative in the last Territorial Assembly, a representative in the 1874 State Legislature, and a judge in the Eighth Judicial District, 1870 and 1875-77 (Upham and Dunlap 1912:84). The first bridge in Shakopee across the Minnesota River (begun in 1878 and completed in 1880) probably put an end to the need for this ferry.

Setting: On the Minnesota River bottom land at Shakopee.

References: Cook 1860; Smith 1967; Archaeological Field Services, Inc. 1979; Melville 1891; Upham and Dunlap 1912:84; Neill 1882:304,305; Andersen 1975-76:36).

Name: SCHROEDER BRICK & LIME MANUFACTURING CO.

Site Name/Site Number: 21SC34

Legal Description: NW Sec. 6 T115N R22W Shakopee

Site Date/Cultural Affiliation: 1876-ca. 1941

Narrative Description: Bricks and lime were made at this site starting in 1876. Brickmaking continued until after 1941. This industrial site processed brick from east to west, beginning with raw clay and sand. The clay and sand were mixed and lumps were ground out in the building which appears on the south side of the trail at the southeast end of the site as the coal-fired engine house on the 1925 Sanborn Insurance map.

The 1880 Census of Manufacturers (Roll 12 Frame 137, MHS) contains this description: "Herman and Henry Schroeder, Brick yard. \$3000 capital

City of Shakopee, continued)

SCHROEDER BRICK & LIME MANUFACTURING CO., continued

invested. 14 employees paid \$1.25/day, total wages for one year - \$2600. 600 cords wood used. Total value of all materials \$2200. 1,000,000 bricks valued at \$5000.

Winchell (1888) describes the mixture thus: "The recent alluvial clay of the Minnesota river is used with admixture of one part of sand to two of clay." They describe the bricks as "red, and of good quality (Winchell 1888:141)."

Bricks were formed through extrusion and cutting at the brick machine house on the north side of the trail at the east end of the drying sheds. Then they were stacked for from 10 days to two weeks in the drying sheds and air-dried. Next the bricks were fired in a scove kiln at the west end of the site on the north side of the trail.

The lime kiln, probably dating from 1876, was an adjunct, related business at the site, producing lime for mortar. The kiln may have ceased operations in the 1900-1920 period with the introduction of Portland cement. The brick yard has no rail siding, so the fired, finished bricks were probably taken by wagon up the bluff into the Shakopee depot for transportation. An 1892 newspaper article mentions Schroeder's loading on "cars", i.e., railroad cars.

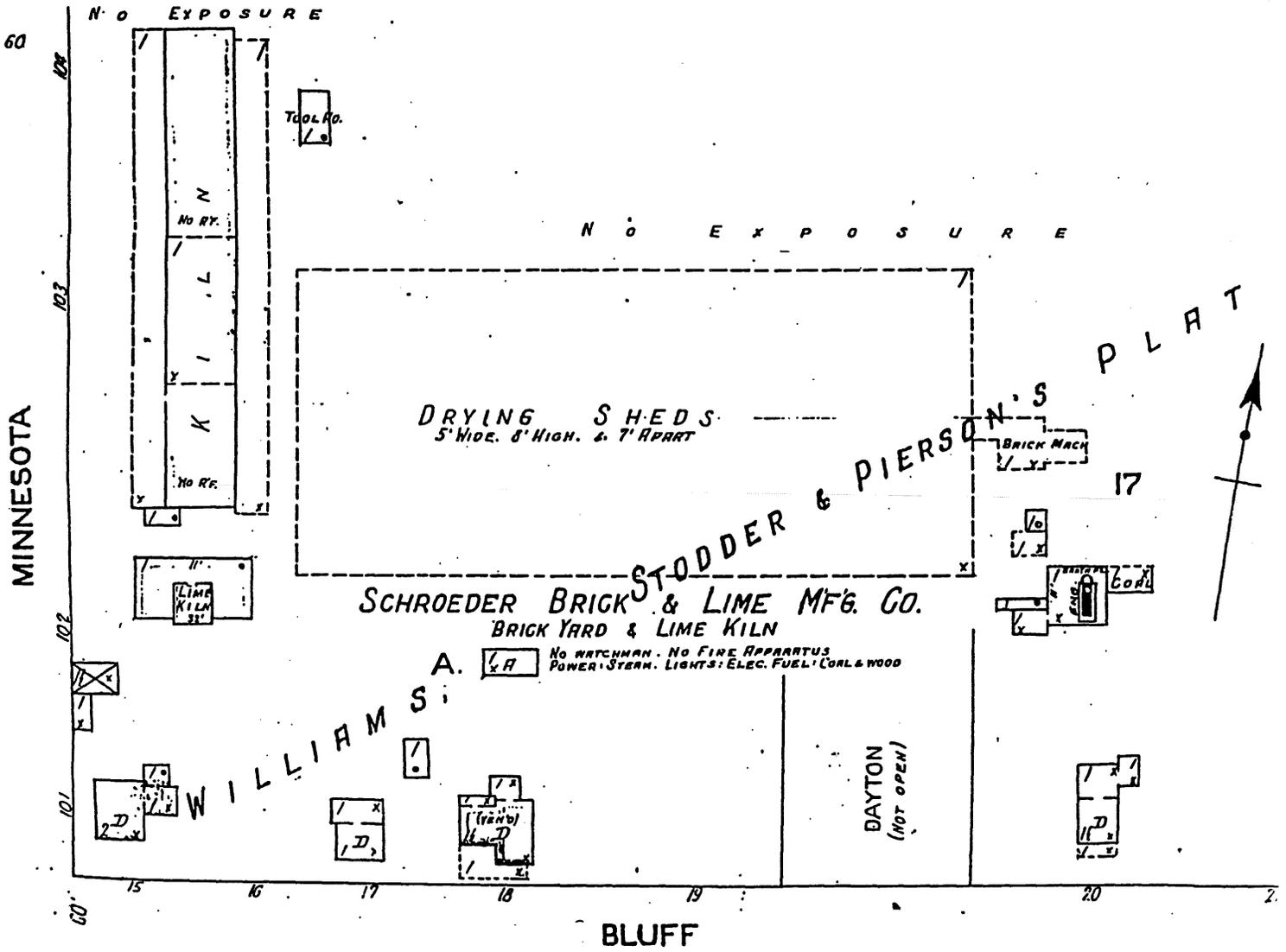
No attempt has been made to find local informants who could add information on this site.

Field inspection indicates that the site extends from Minnesota Avenue on the west, eastward to where the trail curves north toward the river. It would be logical to find the clay beds in this area east of the structures, and the ground does drop off toward the river, indicating possible excavation in the past. Vegetation was too high to get a good impression. The Minnesota River trail runs directly over the north wall of the wood-framed metal clad structure which surrounded the stone kiln chimney. The presence of this kiln suggests that lime might have been burned there most of the year. The paved trail also runs over the south wall of the drying sheds.

We measured from the northeast corner wall of the lime kiln structure. The engine house is 361 feet east of that point. The southeast corner of the site is 390 feet east of the east corner of the lime kiln wall. At Minnesota Avenue, the site extends north from the north edge of the paved trail 235 feet to a point on the trail located on the west side of Minnesota Avenue.

Setting: On first set of terraces south of low lying area adjacent to a loop in Minnesota River. Elevation: 710'.

References: Coller 1960:224; Census of Manufacturers, 1880; Winchell



Sanborn Insurance Map (1925)

City of Shakopee, continued

SCHROEDER BRICK AND LIME MANUFACTURING CO., continued

1888; Shakopee Courier 1892; Minnesota Editorial Association 1941. Schroeder Brick Yard file, DNR Parks. "Schroeder, Adolph," p. 450, Who's Who in Minnesota, 1941; Radford and George 1990.

Name: OLD SHAKOPEE BRIDGE

County: Scott

Site Name/Site Number: none

Legal Description: Sec. 1 T115N R23W Shakopee

Site Date/Cultural Affiliation: 1878-1880 (razed in 1992)

Narrative Description: In 1878, the Shakopee Bridge Committee instructed their contractor not to use stone from the Jordan quarries. This put citizens of Jordan in an uproar since they felt that Jordan stone was good enough for a courthouse at Jordan. On December 12, 1878, the Jordan newspaper announced that stone from A. Bisson's quarry in St. Louis (sic St. Lawrence) township near Shakopee was to be quarried for the bridge piers (Andersen 1975-1976:36). According to Helen Anderson, author of a history of Eden Prairie (1979:20), the first bridge across the river at Shakopee was called the "St. Lewis Bridge" and was opened in 1880 servicing people in Eden Prairie.

Setting: Near the foot of Holmes Street in Shakopee in the Minnesota River bottoms.

References: Andersen 1975-1976:36; Anderson 1979:20.

Name: THOMAS ANDREW HOLMES TRADING POST

Legal Description: SW NE Sec. 1 T115N R23W Shakopee

Site Date/Cultural Affiliation: 1851

Narrative Description: The first building within the original townsite or plat of Shakopee was the Thomas A. Holmes trading post. It was a log trading house, built in the late summer of 1851, on the east side of Holmes Street at the top of the river bank. Holmes brought the building material for this post on the flatboat "Wild Patty" from Itasca, a paper town north of the present city of Anoka on the Mississippi River, where he had had a former post. The building was built on land that included the levee when the original townsite was platted. It was a 16 x 22 foot building only nine feet high at the eaves containing two stories. The first eight feet was the first story, plus an attic with sleeping rooms

City of Shakopee, continued

THOMAS ANDREW HOLMES TRADING POST, continued

with walls one log high and so low that a man could not stand erect. The building stood north-south with the front entrance facing the river. In the spring of 1852 a one story log kitchen was added to the south side with a lean-to roof.

Setting: Top of the river bank in the original townsite of Shakopee.

References: Melville 1891; "One of the Pioneers" 1860; "Thomas A. Holmes...." 1933.

Name: LEVEE (STEAMBOAT LANDING), SHAKOPEE

County: Scott

Site Name/Site Number: none

Legal Description: SW NE Sec. 1 T115N R23W Shakopee

Site Date/Cultural Affiliation: 1852-ca. 1870

Narrative Description: Smith (1967) cites Hughes (1905), which describes this site as "located at the foot of Holmes Street. The landing was established by Holmes in 1851," and was near his log trading house. On the original plat of Shakopee in 1852, the steamboat levee included all land from Spring Street to the river, but a subsequent plat reduced the width of the levee to a narrow strip of land along the river bank "commencing a block below the bridge and extending a distance of seven blocks up the river (Melville 1891)." The remainder of the original levee was platted into some 150 lots which sold for very high prices before the Panic of 1857.

Setting: River bank at Shakopee.

References: Smith 1967; Hughes 1905; Melville 1891.

Name: THOMAS ANDREW HOLMES FERRY

Legal Description: West edge NW 1/4 Sec. 1 T115N R23W

Site Date/Cultural Affiliation: 1854-ca. 1860

Narrative Description: Smith (1967) cites Coller's 1933 History of Shakopee, Minnesota, which describes this site as "located at the foot of Cass Street. Thomas A. Holmes, founder of Shakopee, operated a ferry at that point in the 1850s." Melville (1891) also locates the ferry at the "foot of Cass Street --upper town --and it was attended by John Hare,"

City of Shakopee, continued

THOMAS ANDREW HOLMES FERRY, continued

meaning that Holmes did not operate the ferry himself. It was begun in the summer of 1854. Cook's 1860 Sectional Map of Hennepin County shows the ferry crossing at the west edge of Section 1. This ferry served to connect Shakopee to the road running directly north away from the river into Chanhassan. This ferry would have been much busier than Luther Brown's ferry to the east.

Setting: On the Minnesota River bottoms at the west edge of Shakopee.

References: Collier 1933; Cook 1860; Smith 1967; LeDuc & Rohrer 1853; Melville 1891.

Name: LIME KILN

County: Scott

Site Name/Site Number: none

Legal Description: NW SW SE Sec. 2 T115N R23W Shakopee

Site Date/Cultural Affiliation: Historic

Narrative Description: The DNR has been calling this site the [J. B.] Conter lime kiln. However, photographs of Conter's lime kiln in the Minnesota Historical Society photo archives show a kiln at water's edge. This site is well up the bluff, and hence may not be Conter's kiln. It is certainly not the one in the historic photograph. The original owner and operation of this lime kiln remains undetermined. In 1979, the site was not considered eligible to the National Register (Archaeological Field Services, Inc. 1979 1:131).

Management Recommendations: Since this ruin is visible from the Shakopee to Chaska bikeway, we suggest that the DNR do some title research to determine the history of this structure. It is possible that it may be associated with the Conter's-owned Union Brewery, which we did not relocate.

Setting: At the top of the bluff on the south side of the Minnesota River west of Shakopee and immediately south of the Minnesota Valley Trail.

References: Collier 1960:75-77,106, 107, 138, 470; Winchell 1888:140; Spaeth & Frame 1978; Archaeological Field Services, Inc. 1979 1:131.

Name: UNION BREWERY (Shakopee)

County: Scott

Site Name/Site Number: none

Legal Description: Sec. 2 T115N R23W Shakopee

Site Date/Cultural Affiliation: ca. 1890

Narrative Description: The 1890 Sanborn Insurance Map, sheet 1, describes the Union Brewery as "1 mile west of Court House." It has not been relocated. Since a field examination was done in the vicinity of the Minnesota Valley Trail, it may be farther up the bluff away from the Minnesota River. The standard written Shakopee and Scott County sources do not mention this site.

Setting: Possibly above the bluff on the south side of the Minnesota River west of Shakopee.

Management Recommendations: This site must be in ruins. It was not relocated. The two maps indicate that it was on the south side of the railroad tracks farther from the river than the Minnesota Valley Trail. Given the fact that a half mile west is the Strunk-Nyssen Brewery with standing buildings, this site does not appear to be important for interpretation at this time.

References: 1890 Sanborn map; Northwest Publishing Company 1898b:11.

Name: STRUNK-NYSSEN BREWERY AND STRUNK-NYSSEN HOUSE

County: Scott

Site Name/Site Number: none

Legal Description: Brewery NW Sec. 11 T115N R23W
House SE NW NW Sec. 11 T115N R23W Shakopee

Site Date/Cultural Affiliation: ca. 1855-6 to ca. 1957

Narrative Description:

THE BREWERY

Herman Henry Strunk (May 14, 1818 - November 15, 1904) founded this brewery ca. 1855 on land he preempted in 1856 from the United States Government. Known as the Shakopee Brewery locally, it was later sold and operated as a brewery by the Herbert Nyssen family. This was the first brewery in the lower Minnesota River Valley. Much of the old brewery is still standing, though not in good repair.

The 1860 Census of Manufacturers (Roll 11, Frame 42, MHS) refers to "H. H. Strunk, Brewer, \$1300 capital invested, 1040 bushels of barley \$364, 390 lbs of hops \$195, 52 cords wood \$156, 500 Bbls beer valued at \$3000." H.H. Strunk's obituary noted that the "Being the only plant in the valley his territory covered a wide area and delivery trips by team were made all the way to New Ulm ("Death of an Old Resident" 1904). In 1877, Strunk was elected Mayor of Shakopee and was on the city council as an alderman from the first ward from 1880-1883.

In 1860, Strunk built a distillery a short distance west of the brewery, which he sold to Frank H. Kranz in 1862. Strunk sold the brewery to Andreas Winker in 1871 ("Death of an Old Resident 1904; Collier 1960:629), moved into Shakopee, and went into the drugstore business in that city ("Death of an Old Resident" 1904; Neill 1882:312). By 1884, the brewery was known as the Nyssen Brewery (Sanborn Insurance Map 1884), and ownership was transferred to Hubert Nyssen in 1889. Nyssen was still operating the brewery as the Shakopee Brewery in 1910, but by 1925 it had ceased operations. In 1934, the owner was Northwest Distilleries, Inc. and this firm still operated the facility as such in 1948 under the name Shakopee Brewery. But by 1948 it was producing both bourbon and whiskey and had added bottling capacity to the operation. In 1957 it was sold to the present owner and the complex is now in near ruin.

The day this site was photographed and field checked, we believed that it was on DNR property (it was so indicated on quadrangle maps provided by the DNR). As a result, we only had time to quickly look around and snap pictures. Currently, the property is being offered for sale by Realty World by an agent, Mr. Chris Kubas at 445-9110. The owner is currently (December 1992) asking \$54,000 for the property.

The brewery reflects the second phase of technology in American

STRUNK-NYSSEN BREWERY AND STRUNK-NYSSEN HOUSE, continued

refrigerated brewing. The first was reliance on natural cooling in underground cellars; the second on natural ice in above-ground ice houses; and the third on fully developed artificial refrigeration in mechanically cooled above-ground stock houses. German-style lager beer required a special need for cool temperatures and became increasingly popular over English-style beer during the nineteenth century. German immigrants in the United States were responsible for the rising popularity of the lagers. The oldest buildings at the Strunk Brewery reflect the German style of brewing practiced by both Strunk and Nyssen in that the buildings were low, no more than two stories tall, and spread out. Typical of these operations, the kiln (with the hipped roof) originally had a tall louvered cupola for ventilation, and the buildings were constructed with traditional materials and techniques. The original equipment is not in the brewery, but might have been hand-operated at first and arranged to facilitate a partially gravitational flow in the development of the product (see Appel 1990).

The white stucco addition on the southeast side of the kiln and malting house is a non-historic addition. We believe this is associated in this century with the distillery and not with either Strunk or Nyssen. The two story hipped-roof kiln structure was for cooking the malt. It is a stone building with a deteriorated roof. The malt house, also of stone, is on the south side of the property and the brick corbelling on the gabled roof has deteriorated. It has had orange doors and a newer entry built on the east wall near the southeast corner of the malt house.

Management Recommendations: The complex appears to be intact enough for interpretation, although we did not look at the north side (trail side) where the older ice house structures were removed and a new addition put on which shows up on the Sanborn Insurance Map of 1884. If it is interpreted as part of the trail, the 19th century period of beer brewing should be emphasized. The complex is in better shape than a first impression suggests. Our recommendation would be for the DNR to consider buying it and simply stabilizing the complex by installing new roofs. The white stucco addition on the east side could also be removed since it is non-historic. A less costly alternative would be for the DNR to interpret the site with signage along the trail since the northernmost buildings which are roofless are immediately along side the Minnesota Valley Trail.

THE STRUNK-NYSSEN HOUSE

The Strunk-Nyssen house is listed on the National Register. Its nomination form (Bloomberg 1979b) describes it as constructed in two sections, ca. 1856 and ca. 1880. The earliest section, built by Strunk, is the two story red brick section to the west. The later addition, built by Nyssen and lived in until his death in 1930, is the rubble stone larger portion with red brick corner quoins. There is a small red brick smoke house on the property. The house is located south of the brewery and south of the railroad tracks within a few hundred yards of the brewery. It is on the west side at the north end of Chaparral Road north of T.H. 169 and is not visible from the Minnesota Valley Trail.

STRUNK-NYSSEN BREWERY AND STRUNK-NYSSEN HOUSE, continued

Setting: On the bench above the Minnesota River immediately south of the Minnesota Valley Trail approximately a mile west of Shakopee. The house is located on the west side of Chaparral Road north of T.H. 169 and south of the railroad tracks.

References: Collier 1933, 1960:629-635; "Death of an Old Resident" 1904; Bloomberg 1979b; Ackley 1958; Bryant 1882; Appel 1990; Neill 1882:301,312; "Shakopee Drugstore More Than Century Old" 1858; Sanborn Insurance Maps 1884, 1890, 1895, 1902, 1910, 1925, 1925 corrected to 1948; "Scott County Settlements Date to Early Forties" The Southern Minnesotan 1931c; Melville 1891.

Name: CHICAGO, MILWAUKEE, AND ST. PAUL RAILROAD BRIDGE
(CHASKA SWING BRIDGE)

County: Carver

Site Name/Site Number: S-334 (in State Archives, Bridge Records)

Legal Description: NE NE SE Sec. 9 & NW NW SW Sec. 10 T115N R23W
Shakopee

Site Date/Cultural Affiliation: 1900

Narrative Description: The original bridge was built in 1871. The Chaska Valley Herald (August 17, 1871) says of it that "the draw is being built by the well known Bridge builders Boomer & Co. of Chicago." Hess, Roise and Company (1991) describe the original bridge as including a wood and iron Howe-truss swing span that "rotated on a stone pier to open clear channels of about 110 feet...."

The present swing span is an all-metal, pin-connected through Pratt-truss structure built in 1900. Hess, Roise (1991) describes the current bridge as having a swing span "of the rim-bearing type with 40 rollers. When the span pivoted, the bottom of the turntable slid over the rollers, which in turn rolled along a metal track bolted to the top of the pier." Changes to the bridge include a north abutment rebuilt with concrete in 1905 and a new riveted Pratt-type fixed span, which Hess, Roise (1991) describes as probably dating to the same year of 1905. The significance of the hand-operated opening mechanism lies in the fact that the Minnesota River was scarcely used for navigation after the close of the steamboat era around 1870, so there was no need for a steam-operated mechanism. The bridge was last opened in 1907 or 1912. This section of the Milwaukee Road was acquired by the Minnesota Department of Natural Resources in 1978, and is now part of the Minnesota Valley Trail (Richardson 1992).

The first bridge was built by the Hastings and Dakota Railroad Company. In 1872 this line was taken over by the Milwaukee and St. Paul Railroad (which later became the Chicago, Milwaukee, and St. Paul Railroad or "Milwaukee Road"). The current bridge was built by the Milwaukee Road. The 1928 List of Bridges Over Navigable Waters notes a Milwaukee Road railroad bridge of two spans authorized by Congress and the state in 1866. This refers to the first bridge (U. S. Engineers Dept 1928:268,269).

The Shakopee Argus of July 12, 1900 and the Shakopee Tribune of July 13, 1900 describe a 35-man construction crew in the process of erecting the current bridge on the Milwaukee line.

Setting: East of downtown Chaska crossing the Minnesota River on the route into Shakopee.

References: Hess, Roise & Company 1991; Chaska Swing Bridge n.d.; Chaska Valley Herald 1871; Minneapolis Tribune 1881; U.S. Engineers Department 1928:267,268; Andersen 1975-76:277; Shakopee Argus, July 12, 1900; Shakopee Tribune, July 13, 1900; Richardson 1992.

Name: CITY OF CHASKA

County: Carver

Site Name/Site Number: none

Legal Description: NW Sec. 9 and E1/2 Sec. 8 T115N R23W Shakopee

Site Date/Cultural Affiliation: Historic

Narrative Description: Chaska was first settled in 1851 by Thomas Holmes, who also started the city of Shakopee. Holmes is supposed to have built a house and trading post along the Minnesota River at Chaska, around which the settlement of Chaska built up. However, Barac (1976:30) states that Holmes sought a license to trade along the entire lower Minnesota River from Major Nathaniel McLean, Indian Agent at Ft. Snelling, but was denied one and was given instead a license for two sites in the spring of 1851. However, Chaska was the secondary site and Holmes never actually built or operated a post at Chaska. In 1852, Holmes sold the townsite to the Chaska Land Company, a group of St. Paul business people, who operated until the Panic of 1857.

Among the earliest sites in the Chaska area were two fur posts, a Catholic mission, a steamboat landing, and a ferry (see below). The Minnesota Democrat of April 4, 1857 suggests what may have been there early on: "Those interested in the antiquities of our Territory can find a problem or two in this county. At Chaska there are remains of palisades, and other marks of a large settlement. It is said by some that they are the remains of an old French Catholic Mission, planted here eighty years ago. Can any of your correspondents throw any light on this subject?" This article contains no reliable information, but it suggests some early survivals that could be observed at Chaska in 1857.

The steamboat landing at Chaska was an important terminus of river travel up the Minnesota in the ca. 1850-1870 era because at times of low water steamers frequently could not travel above Little Rapids. The Minnesota Gazetteer and Business Directory listed the landing at Chaska and that at Carver three miles farther upstream in its list of regular stops (Groff and Barley 1865:352).

Setting: On the west bank of the Minnesota River adjacent to the river.

References: Andreas 1874:232; Smith 1967; Elke 1933; Hess 1982; Groff & Barley 1865; Stevens 1890; Lofstrom & Spaeth 1978; Minnesota Democrat 1857; "Building a city: The story of Chaska" 1982:13-17; Barac 1976:30.

Chaska Area Sites

Name: WALNUT STREET HISTORIC DISTRICT

Site Name/Site Number: CR-CVC-055

City of Chaska, continued

WALNUT STREET HISTORIC DISTRICT, continued

Legal Description: W1/2 NW Sec. 9 T115N R23W Shakopee

Site Date/Cultural Affiliation: Prehistoric- 1920.

Narrative Description: This district is not in the DNR study area. The nomination includes 17 residences, eight commercial buildings, one church, one industrial structure (city garage), and burial mounds located in the public square. The sites represent Chaska's commercial, industrial, religious, and residential development.

The downtown portion of Chaska is fairly isolated from the Minnesota Valley Trail, because the city sits in the river bottoms behind an earthen flood control berm. Consequently, the city's early history as connected to the river has either been destroyed or is not visible to trail users.

Setting: Downtown City of Chaska.

References: Spaeth 1978; Loftstrom and Spaeth 1978:69-77.

Name: OLIVER FARIBAULT POST (prior to his post at Shakopee)

Site Name/Site Number: none

Legal Description: Unknown: vicinity of Chaska

Site Date/Cultural Affiliation: ca. 1838-early 1840s

Narrative Description: Smith (1967) cites an entry in the WPA Writers' Project, Box 218, MHS Manuscripts Division) and quotes it as saying this site was "located on the west bank of the river at the present site of Chaska. The WPA records, often collected by amateurs, is frequently misleading. It states: "Faribault was operating a fur post and a large farm here in 1842; two years later he moved to Shakopee."

In 1828, Jean Baptiste Faribault built a new trading post at Little Rapids trading there until 1838 when the Faribaults, presumably including Oliver, built a new post on the left bank of the Minnesota River at Little Prairie near the modern City of Chaska (Bray and Coleman 1976:38). Oliver was licensed to trade for the American Fur Company at Little Rock on the Minnesota River in 1836 and in 1838 both J.B. and Oliver Faribault were licensed for the "Entry (modern Mendota)." Little prairie was considered part of the Little Rapids trading area (R. Williams 1989:22).

Father Augustin Ravoux wrote in 1842 that J. B. Faribault and his two sons, Oliver and David, had a trading post for the Indians of Shakpe or Shakopee and also for the Sioux of another village at or near Carver that year (R. Williams 1989:23).

City of Chaska, continued

OLIVER FARIBAULT POST, continued

Setting: Bank of the Minnesota River at Chaska.

References: Smith 1967; R. Williams 1989:22; Bray and Coleman 1976:38.

Name: MISSION OF ST. FRANCIS XAVIER

Site Name/Site Number: none

Legal Description: Unknown: City of Chaska

Site Date/Cultural Affiliation: June, 1843-spring, 1844

Narrative Description: Smith (1967) cites Sister Mary A. Norton, Catholic Missionary Activities in the Northwest 1818-1864, 78-79, which says that this site was "located at Chaska on the west bank of the river. It was known as the Sioux Mission of St. Francis Xavier and operated barely a year. The mission house, a 15' x 30' structure, was built by the Catholic missionary, Father Augustin Ravoux in 1843. He and Father Anthony Godfert conducted a school -- apparently for both the Indians and for the children of the half-breeds employed by Faribault. "Father Ravoux returned to Little Prairie in 1845 and found no Indians there because Oliver [Faribault] had moved to Shakopee the previous year. The mission building then was moved to Shakopee but never used. In 1846 the building was moved to Wabasha (R. Williams 1989:23)."

Setting: Unknown: City of Chaska

References: Smith 196:10-11; Stevens 1890:59; R. Williams 1989:23.

Name: STEAMBOAT LANDING

Site Name/Site Number: none

Legal Description: NW SW and NW Sec. 9 T115N R23W Shakopee

Site Date/Cultural Affiliation: ca. 1850-1871

Narrative Description: In 1865, the Minnesota Gazetteer and Business Directory listed a landing at Chaska as one of the major steamboat stops on the lower Minnesota River. This landing and the one three miles upstream at Carver were often the termini of traffic in times of low water on the Minnesota River when the boats could not negotiate the Little Rapids area. No vestiges of the landing are visible today because of earthen flood control dikes between the river and the downtown.

Setting: River front at the City of Chaska.

City of Chaska, continued

STEAMBOAT LANDING, continued

References: Groff and Barley 1865.

Name: THOMAS A. HOLMES TRADING POST (1851)

Site Name/Site Number: none

Legal Description: Unknown

Site Date/Cultural Affiliation: 1851

Narrative Description: Started by Chaska founder Thomas Holmes, this fur post is described by Smith (1967) from an entry in WPA Writer's Project (Box 218, MHS Manuscript Division): "located on the west bank of the river at the present site of Chaska. Holmes established his post in 1851 -- the same time as he built his post in Shakopee." Barac (1976:30), however, states that Holmes never actually built or operated a post at Chaska, preferring to settle at Shakopee, but he was granted two licenses to trade on the lower Minnesota River. He sold his Chaska holdings in 1852, a year after acquiring them.

Setting: Unknown

References: Lofstrom and Spaeth 1978; Smith 1967; Barac 1976:30,31,86.

Name: CHASKA FERRY

Site Name/Site Number: none

Legal Description: NW SW Sec. 9 T115N R23W Shakopee

Site Date/Cultural Affiliation: Historic 1860s-ca. 1896

Narrative Description: There were a series of ferries across the Minnesota River in the vicinity of Chaska. The first ferry license granted at Chaska was to Samuel Allen in the early 1850s at the foot of Walnut Street. A ferry operated there until the Chaska bridge was built, but whether Allen actually established a ferry service there is unknown (Barac 1976:31). During the 1860s, several men operated a ferry service at the foot of Walnut Street: either Ezekiel or George Ellsworth who sold to Philip Reynolds, who within two months sold to Timothy Barker at the beginning of 1863. Barker had two homes, one near the river where he lived during the ferry season so that he could hear the bell, and one away from the river. Barker kept the business until around 1868 and then sold it to Fred Iltis, Shakopee brewer, after the Civil War for \$250.00. The Minnesota Valley Railroad was the first down the Minnesota River and was located on the south side. In 1865 it completed a line from Mendota to

City of Chaska, continued

CHASKA FERRY, continued

Shakopee; in 1866 to Belle Plaine and in 1867 to Henderson. In 1868 an important road was opened from Fred Iltis' ferry landing to the nearest railroad stop at Merriam Junction in Scott County. This was Chaska's link with the rails in the early years. Apparently, based on an agreement with the railroad, any company which sent half or more of its freight by rail (as opposed to steamer) would get reduced ferry rates. In 1892, the ferry site was changed to Chestnut Street and in 1896 the Chaska bridge was built (Barac 1976:86).

The last Chaska Ferry was put into operation ca. 1880s when the citizens of Chaska decided to accommodate farmers and people living on the south side of the Minnesota River in Louisville and Jackson townships in Scott County. On the Chaska side of the river, it was located near the foot of Walnut Street where Fred Iltis had operated the original Chaska ferry. Iltis was a well-known Chaska brewer. The road from the hinterland of Jackson and Louisville townships to the ferry crossing crossed Gifford's Lake and the river bottoms. In later years, this road served as a connection between Chaska on the north side and Jordan and Shakopee on the south side of the river. It is not clear how long this ferry operated to serve the rural Scott County residents with a way to get to Chaska markets, but the Chaska bridge at the foot of Chestnut Street was dedicated August 15, 1896 and probably put an end to the need for the Chaska ferry ("Historic Old Ferry Road" Chaska Valley Herald, January 23, 1936).

Setting: River bottoms at Chaska, variously at the foot of Chestnut and foot of Walnut streets.

References: "Historic Old Ferry is Passing from City's Care" 1936; Groff and Barley 1865:352; Northwest Publishing Co. 1898b:9; Barac 1976:86; Lofstrom and Spaeth 1978:23.

Name: CHASKA FERRY ROAD

County: Scott

Site Name/Site Number: none

Legal Description: SW Sec. 9, NW and SW and SE 16, SW Sec. 15 T115N
R23W Shakopee

Site Date/Cultural Affiliation: ca. 1868-1896

Narrative Description: The former Chaska Ferry Road runs along the Minnesota Valley Trail in Scott County for approximately a mile and a half. Citizens of Chaska around 1880 or so decided to accommodate the people of Louisville and vicinity, including Jackson township, "by providing a roadway over which they could reach the ferry landing on the south bank of the Minnesota [across from Chaska]. This particular point on the muddy stream was at that time a colorful and active one. It was the spot at which steamboats paused in their journey upstream. It was the place where Fred Iltis had been operating the old ferry at the foot of Walnut Street [in Chaska]. A familiar sound to the neighborhood was the clang of a bell as travellers came down the old road, then a mere cartway, and pulled on the ferry bell to give notice of their desire for service across the river. When the road was first built, it served primarily as a route for the people living back in the hills on the south side of the valley and those along the route of the road as it would along past the present location of the Jaenecke and Boegeman farms, across Gifford's lake and through the bottom lands. In later years it served as a connection with Shakopee and Jordan ("Historic Old Ferry Road is Passing From City's Care" 1936)." The road in the river bottoms was constantly flooded and was less and less used after Chaska put in a bridge in 1896. When the ferry ceased operations at that time, the northern end of the road was shifted from the "present site of the Valley auditorium to the West, where a new bridge was dedicated on August 15, 1896." In the early 20th century the Chaska Ferry Road acted as a cut-off between state highways north and south of the river and was kept in fairly good condition. Around 1937, Chaska gave up the cost of maintaining the road and the burden passed to Scott County (Ibid.)

This road may have taken approximately the same route as early as 1868 when the Minnesota Valley Railroad was the only rail link to Chaska on the other side of the river. At that time, the closest rail line passed down the south side of the Minnesota River with a stop at Merriam Junction in Scott County. This early road ran from Fred Iltis' ferry landing and through an agreement with the railroad, any company sending at least half its freight by rail rather than by steamer could get reduced ferry rates (Barac 1876:86).

Management Recommendations: This is an unusually fine opportunity for interpretation for the DNR. Approximately 1.5 miles of the Minnesota Valley Trail southwest of Chaska on the south side of the Minnesota River appears to match the route of the old Chaska Ferry Road. The old ferry road may not cross Gifford Lake in Section 16 exactly where it did in the

CHASKA FERRY ROAD, continued

1890s. The significance of this road is that it was an attempt, apparently successful, to draw customers to Chaska businesses who might otherwise have traded in Shakopee. This old ferry road provides an excellent opportunity to interpret this area of the trail whose north and west portions are on DNR land.

References: Barac 1976:86; "Historic Old Ferry Road is Passing From City's Care" 1936);" Northwest Publishing Company 1989b.

Name: LOUISVILLE TOWNSITE

County: Scott

Site Name/Site Number: none

Legal Description: Sec. 20 & 29 T115N R23W Shakopee and Jordan East

Site Date/Cultural Affiliation: 1854-1861

Narrative Description: Neill (1882) describes this site thus: "This town[ship] lies on the Minnesota river. . . . It was first settled by Louis La Croix, a Frenchman, who built a log cabin and established a trading post on the bank of the river in section 20 about the year 1850. . . ." In 1854, H. H. Spencer bought the claim and buildings of Louis La Croix and moved his Shakopee store and family to Louisville. "In 1854 J. O. Fuller surveyed the village of Louisville on land owned chiefly by H. H. Spencer in sections 20 and 29. Mr. Spencer named the village in honor of Louisville, Kentucky, where he had previously lived. . . . The village of Louisville grew very rapidly for about four years, but about 1858 it began to decay as rapidly as it had grown up. At one time there were over thirty houses in the place. . . ."

A WPA typescript in MHS' Abandoned Townsite file on Louisville (Minnesota Historical Society n.d.b) quotes the Daily Minnesotian of May 19, 1854, which describes Louisville as being named for "Capt. Louis Roberts, who first claimed the site."

The Minneapolis Journal, June 6, 1937 says of Louisville: "Started as trading post by Louis La Croix, a Frenchman, on the Minnesota River in 1850, Louisville flourished with the times, became a settlement of some 30 homes a few stores, two saw mills, a schoolhouse, a grist mill, a post office, then fell into decay and all but vanished within a decade.... The H. H. Spencer home is the only structure of Louisville still standing." Because there was no water power there, the three mills were steam operated. There was an excellent steamboat landing and a warehouse at the river's edge.

Management Recommendations: There are a series of conundrums about the Louisville townsite area. The historical record consulted shows little information about where sites are located. The DNR owns approximately half of Section 20 and another owner is the U. S. Fish and Wildlife Service. Fish and Wildlife has done very little cultural resource work since the Archaeological Field Services, Inc. contract in 1979. The agency interpretation of the Jabs farmstead is very interesting to users of the Minnesota Valley Trail, despite the fact that the original owners (and those who built the structures there) are not known. This suggests that DNR need not spend a great deal of money to get to the bottom of the historic record on every site along the Minnesota Valley Trail in order to make the trail interesting to users. But, if DNR interprets the area, it doesn't want to proffer mis-information. On balance, DNR might want to contract to do some additional records searches on the area with Fish and Wildlife in order to answer some questions about sites which have not been

LOUISVILLE TOWNSITE, continued

destroyed by nearby stone quarry operations.

Setting: Minnesota River bottom land at the foot of Little Rapids.

References: Neill 1882; "Louisville, Minn...." 1937; Chaska Valley Herald 1936; Northwest Publishing Co. 1898b:9; Babcock 1930:169; MHS Abandoned Townsite Files n.d.b; "Historic Old Ferry Road...." 1936; Northwest Publishing Co. 1898b:9; Minnesota Historical Society 1980.

SITES IN THE LOUISVILLE AREA

Name: H. H. SPENCER HOUSE AND GRIST MILL

Site Name/Site Number: none

Legal Description: Sec. 20 T115N R23W Shakopee and Jordan East

H. H. Spencer House and grist mill, continued

Site Date/Cultural Affiliation: early 1854-56

Narrative Description: The Southern Minnesotan (1931c:18) says of this site that H. H. Spencer came north from Louisville, Kentucky and established a store in Shakopee in 1852, then bought the claim and _____ buildings of Louis La Croix, founder of Louisville in 1853. This source says that Spencer named Louisville for its namesake in Kentucky, and that he built a dwelling in section 32. (Other sources mention that Spencer settled in Section 20 and that the town was named for Louis Robert. See below.) Then in the spring of 1854 Spencer built a new frame house a few rods east of the first one. This was, says the source "a two-story frame structure, substantially built and well furnished for that period." This Greek Revival style home, which Spencer used for a house, inn, and store, was shelter to the Richard Farrell family in 1937 (The Southern Minnesotan 1931c:18).

Of the grist mill, Neill (1882:318) says that Mr. Spencer built the first grist mill in the town in 1856. It was steam powered because there were no water powers at the site. The mill was, according to Neill, removed in 1863.

The 1931 article in The Southern Minnesotan (1931c) states that Spencer built his frame house in section 32. However, this was undoubtedly mistaken, because Neill (1882) notes that Spencer bought Louis LaCroix holdings in section 20 and that LaCroix subsequently built himself a house in section 32. In the Spring of 1854, Spencer built a new frame house a few rods east of the one [formerly La Croix's] he had lived in that winter.

In 1871, H. H. Spencer started a store at Merriam Junction on the St. Paul and Sioux City railroad and he was appointed postmaster in the spring of

Louisville Townsite, continued

H. H. SPENCER HOUSE AND GRIST MILL, continued

1872 when the post office was established there, but he soon resigned (Neill 1882:319).

Setting: East side of Minnesota River.

References: "Accessions" 1925:397; Neill 1882:318; Southern Minnesotan 1931c:18; Minnesota Historical Society n.d.b.

Name: LOUIS LACROIX FUR POST

Site Name/Site Number: none

Legal Description: [Locational information is confidential] Shakopee

Site Date/Cultural Affiliation: ca. 1850

Narrative Description: Smith (1967:11), citing Neill (1882), says of this site: "Located in section 20, Louisville Twp., Scott County, on the east bank of the river. Here La Croix built a [log] cabin which he used as a trading post in 1850. This post has archaeological and interpretive possibilities," he continues. Neill (1882:318) notes that the LaCroix post was on "the bank of the river in section 20." Holcombe and Bingham note that La Croix was "an intelligent Sioux-French half breed" who entered his land in 1850 and then sold it to Louis Robert, William P. Murray, Sam S. Eaton and F. Aymond, all from St. Paul, who laid out a townsite, but never built on it or promoted it. The townsite plat, dated 1856, does show a "LaCroix Ferry" across the Minnesota River in Section 32, but this could either be a short-lived venture or the wishful thinking of the townsite promoters.

References: Neill 1882; Bingham and Holcombe 1915:233; Smith 1967.

Name: [No Name]

County: Scott

Site Name/Site Number: 21SC29

Legal Description: [Locational information is confidential] Shakopee

Site Date/Cultural Affiliation: Unknown

Narrative Description: This mound group is clearly on DNR property. T. H. Lewis recorded 22 mounds "25 to 35 feet above the river" in Notebook #12 page 40 during the Northwestern Archaeological Survey. P. Anfinson (1992) of the Minnesota Statewide Archaeological Survey field checked the

Louisville Townsite, continued

[No Name], 21SC29, continued

mounds and reported on the 21SC29 State Site File form that the site area was in cultivation and there are five possible remnants. Anfinson corrected the legal description to [Locational information is confidential]. This mound group is very near 21SC30.

Management Recommendations: Minnesota State Chapter 307.08 clearly outlines the status of Indian burial mounds and the consequences of disturbing such sites. The mounds at 21SC29 are most likely on or near DNR property and should be relocated prior to any DNR land disturbing activity in the suspected location of the site.

Setting: The site area is on a terrace adjacent to the east side of the Minnesota River.

References: P.Anfinson 1992; Winchell 1911:185.

Name: [No Name]

County: Scott

Site Name/Site Number: 21SC30

Legal Description: [Locational information is confidential] Shakopee and Jordan East

Site Date/Cultural Affiliation: Unknown

Narrative Description: "A group of 33 mounds 60 to 80 feet above the river" was mapped by the Northwestern Archaeological Survey and recorded in Notebook #12 pages 41 and 42 on September 23, 1889. The site was field checked by P. Anfinson (1992) of the Minnesota Statewide Archaeological Survey. She notes on the 21SC30 State Site file form that eight mound remnants are visible in a cultivated field. There is no date associated with these comments. The group may be an extension of the mound group at 21SC29 although Winchell points out that 400 feet separate Mound #22 of 21SC29 from Mound #33 of 21SC30.

Management Recommendations: Minnesota State Chapter 307.08 clearly outlines the status of Indian burial mounds and the consequences of disturbing such sites. The mounds at 21SC30 are most likely on or near DNR property and should be relocated prior to any DNR land disturbing activity in the suspected location of the site.

Setting: The site area is on a terrace adjacent to the east side of the Minnesota River.

References: P.Anfinson 1992; Winchell 1911:185.

Louisville Townsite, continued

Name: MRS. M. A. SPENCER'S LIMESTONE QUARRY

Site Name/Site Number: none

Legal Description: SE Sec. 20 or SW Sec. 21 T115N R23W Shakopee

Site Date/Cultural Affiliation: ca. 1888

Narrative Description: Winchell (1888:140) describes this site thus: "In Louisville, Mrs. M. A. Spencer owns a quarry . . . which has been worked fifteen years with annual sales from \$200 to \$950. The stone is in layers from one to three feet thick, hard and compact, except that small cavities sometimes occur in it. It has been used for much of the bridge masonry of Scott and Carver counties, including the railroad-bridges at Chaska and Carver."

Setting: On the east side of the Minnesota River in the bottom lands.

References: Andreas 1874:64; Winchell 1888:123,140; Northwest Publishing Co. 1898b.

Name: CARVER HISTORIC DISTRICT (CITY OF)

County: Carver

Site Name/Site Number: CR-CVC-104

Legal Description: Sec. 18 T226N R38W Shakopee

Site Date/Cultural Affiliation:

Narrative Description: Spaeth (1978) describes Carver as a "well-preserved Minnesota River town dating from 1852-1900.... The Village of Carver was first settled by a Norwegian immigrant, Axel Jorgenson, in the winter of 1851-52."

Of the Carver Historic District, Spaeth says: "The 100 buildings and structures within the district represent the most significant and best preserved concentration of commercial, religious, residential and social buildings in Carver County. In addition Carver contains the most concentrated number of architecturally distinguished buildings in the county."

Setting: West bank of the Minnesota River, 32 miles upstream from St. Paul.

References: Andreas 1874:232; Groff & Barley 1865; Spaeth 1978.

Name: VILLAGE OF CARVER, STEAMBOAT LANDING, AND FERRY

County: Carver

Site Name/Site Number:

Legal Description: SE SE Sec. 18 and NE Sec. 19 T115N R23W Shakopee

Site Date/Cultural Affiliation: 1857

Narrative Description: The village of Carver was surveyed in 1857 and for a few years rapidly grew as the head of navigation just below Carver Rapids or Little Rapids. The village was platted on land originally filed on by first settler Axel Jorgenson who in 1854 sold his 415 acre claim to a seven-man land company, one of whom was Alexander Ramsey the first governor of Minnesota Territory. The steamboat landing here was used to ship grain to the mills at St. Anthony and settlers and finished goods into the valley. During the 1860s and early 1870s, farmers in the hinterland would bring their wheat by wagon to be transferred to barges at the landing and transported to mills at Minneapolis. In the 1870s, some 160,000 bushels of wheat were shipped from Carver annually. The Minnesota Gazetteer and Business Directory (Groff and Barley 1865) lists Carver as one of the major steamer stops on the lower Minnesota River.

A ferry was run sometime during the early part of this century at or near Carver which crossed the Minnesota River somewhere in the vicinity of Bridge L2977 or downstream. According to the Jabs family who lived near the Louisville Swamp, the ferry was "by the hotel" and the place that was the hotel was the Green farm (U. S. Fish and Wildlife 1982:7). This would place the ferry in the southeast quarter of Sec. 20 T115N R23W. Interestingly on the west side of the river in Carver County there is a vestige of a road which runs from the river northwest toward the City of Carver through sections 19 and 20 which may well be this ferry road into Carver. It was an all-manual affair and the ferryman pulled it across the river on a cable hand over hand. It had wooden plugs to guide the cable. How long this ferry operated at Carver is unknown, but it appears to have serviced people living the the southern portion of the Louisville area. When this ferry was not running, the people on the Scott County side would walk across the Minneapolis and St. Louis railroad trestle to do their marketing in Carver (U. S. Fish and Wildlife 1982).

Setting: Bend in the Minnesota River at City of Carver.

References: Neill 1882:367,368; Carver-on-the-Minnesota, Inc.1981:4-6; Holcombe and Bingham 1915:230; Groff and Barley 1865:352); U. S. Fish and Wildlife 1982:5.

Name: MINNEAPOLIS & ST. LOUIS RAILROAD CO. BRIDGE (L2799) at Carver

County: Carver and Scott

Site Name/Site Number: Bridge #2799

Legal Description: SW SW SW Sec. 17 T115N R23W Shakopee

Site Date/Cultural Affiliation: 1899?

Narrative Description: The MnDOT inventory form on this railroad bridge describes it as built in 1899, with six steel main spans with limestone block piers and six 6 timber approach spans. Its total length is 356 feet. This line is presently operated and the bridge owned by the Chicago and Northwestern Railroad Company. However, In March, 1915, the Minneapolis and St. Louis Railroad (owner), whose main line crossed on a pivot drawbridge here "in service more than twenty years" described this bridge as in need of replacement "to accommodate modern motive power and equipment" and since the draw had not been opened in many years, the railroad thought it a waste of money to rebuild as a draw bridge (Bridge Records 1907-1916: Letter from Newman Erb to Hon. L.M. Garrison, Sec. of War, 2 March 1915).

In an interview with the Jabs family in 1982, the Fish and Wildlife Service learned that in the early 20th century there was still a ferry at Carver and that when the ferry did not run, people from the Little Rapids area in Scott County would walk across the Minnesota on this railroad trestle (U. S. Fish and Wildlife 1982).

Setting: In the Minnesota River bottoms across the river at the City of Carver.

Management Recommendations: The Minnesota Valley Trail is on the east side of the river across from the City of Carver, but this long and imposing railroad bridge is visible to anyone who walks off the trail and on to the sandy beach on the east side of the river. This beach is also used by recreational boating parties at this stretch of the river. Perhaps some signage is appropriate here. On the Carver County side of the river is a boat launch and part just northeast of downtown where the bridge is also visible.

References: Minnesota Historical Society n.d.e; U. S. Fish and Wildlife Service 1982; Bingham and Holcombe 1915:228; Bridge Records 1907-1916.

Name: JABS FARMSTEAD

County: Scott

Site Name/Site Number: none

Legal Description: SE SW SW Sec. 29 T115N R23W Jordan East

Site Date/Cultural Affiliation: pre-1880

Narrative Description: Jabs is not the name of the original family who owned this property or put up the surviving stone buildings. Nonetheless, the Fish and Wildlife Service has done an excellent job with signage which reflects the history of the Jabs family who farmed here earlier in this century. The stone barn on the Jabs property has a date carved in one corner "1880." Clearly, the history of this property is not really known.

MHS' abandoned townsite file show unoccupied masonry buildings in various states of repair from substantially weathertight to ruined.

Management Recommendations: A visit to the nearby stone quarry near Carver Rapids Wayside yielded the name of Gary Hartmann, a local quarryman who has hunted in the area for some years. He has noted many old stone foundations in the woods while deer hunting and is willing to take DNR or other people to them. He can be reached at 496-1449, but obtaining locational information on the telephone proved useless.

Setting: On Fish and Wildlife property along the Minnesota Valley Trail on a high rise south of Louisville Swamp.

References: U. S. Fish and Wildlife Service 1982.

Name: MERRIAM JUNCTION MOUNDS

County: Scott

Site Name/Site Number: 21SC28

Legal Description: [Locational information is confidential] Jordan East

Site Date/Cultural Affiliation:

Narrative Description: Forty-four mounds were mapped at Merriam Junction by the Northwestern Archaeological Survey and recorded in Notebook #4 pages 54-55 on August 25, 1887. The mounds were field checked in 1975 by P. Anfinson (1992) of the Minnesota Statewide Archaeological Survey. Anfinson notes on the 21SC28 State Site File form that mound numbers "1-7 may be undisturbed -- most appear to be cultivated -- some damage from farm road to 2 mounds." Anfinson corrected the legal description to read the [Locational information is confidential].

Management Recommendations: Minnesota State Chapter 307.08 clearly outlines the status of Indian burial mounds and the consequences of disturbing such sites. The mounds at 21SC28 are most likely on or near DNR property and should be relocated prior to any DNR land disturbing activity in the suspected location of the site. This site may or may not be on DNR property.

Setting: The site is probably located on a bluff overlooking Louisville Slough to the north. The Minnesota River is just to the west of the slough.

References: P. Anfinson 1992; Winchell 1911:187.

Name: LITTLE RAPIDS

County: Scott

Site Name/Site Number: 21SC27

Legal Description: [Locational information is confidential]
Jordan East and Jordan West

Site Date/Cultural Affiliation: Middle Woodland; Wahpeton and
Euro-American

Narrative Description: The first archaeological investigation at the site complex known as "Little Rapids" was a part of the Northwestern Archaeological Survey. T. H. Lewis mapped the mound group on August 24, 1887. He observed 29 circular mounds and one enclosure. One of the circular mounds is flat topped and Nos 6 and 7 are "at least partially composed of stone."

Indian agent, Lawrence Taliaferro, describes a "Wahpeton band numbering 325 persons under the chieftainship of Mazomani." living at Little Rapids in 1834 (Babcock 1945b:140) Grace Lee Nute (1949:72) recounts that "Fort Lewis was the name given in 1826 to the fort at the Little Rapids of the St. Peter's River adjoining the [Locational information is confidential]. This was a trading post of J. B. Faribault." Spector and Whelan (1982) suggest that the Dakota lived in the Little Rapids area from ca. 1802-1853 and, during that time, at least seven different traders operated posts in the vicinity. Not all of these traders were necessarily at what we know as Little Rapids today. Richard Williams, for example, believes based on his research that Little Rapids is an area on both sides of the Minnesota River as much as several miles long. The historic record indicates that a several traders referred to Little Rapids as their area of operation. Francois LaBathe may have had a trading post at Little Rapids as early as 1787, employed by Charles Patterson, who operated near the mouth of the Redwood River (Barac 1987:18). Louis Provencalle was a licensed trader at Little Rapids in 1826-27; J. B. Faribault, Joseph Renville, Jr., and James "Bully" Wells in 1833-34 to name a few (Neill 1882:155,156). Since no maps have come to light on where these posts were, it is possible that the location of these outfits will never be known for sure.

Relic collectors and amateur archaeologists have known of the site since the 1930s and articles by K. K. and Paul Klammer (1949) describing their investigations and artifacts recovered from the site appeared in the Minnesota Archaeologist as early as 1935. Lloyd A. Wilford, University of Minnesota Professor or Anthropology, visited the site in 1941, 1956, and 1957. He attempted to visit in 1951 but failed. Records of his visits are on file at the University of Minnesota's Archaeological Laboratory. Wilford inspected the site but did not conduct formal investigations.

The University of Minnesota began excavations at the site in 1980 under the direction of Dr. Janet Spector (Spector 1985, Whelan 1987, Withrow 1989). These excavations at the site failed to identify the fur post site

LITTLE RAPIDS, continued

because it had been so badly disturbed. Spector's manuscript on the Little Rapids site, tentatively entitled What This Awl Means, is due to be published by the University of Minnesota Press in 1993 (Spector 1992).

Euro-American historical component:

The Village of Little Rapids was laid out on the [Locational information is confidential] of the Minnesota River and [Locational information is confidential] and platted with a paper town filed on July 1, 1856. Proprietors were: Louis Roberts, S. S. Eaton, F. Aymond, William Pitt Murray, and Louis LaCroix. In 1850 Louis LaCroix, "an intelligent Sioux-French half breed," conducted his trading in a log trading house there and in 1853 he entered the land, which he sold to Louis Robert, Wm. P. Murray, Sam S. Eaton, and F. Aymond, all St. Paul men, who laid out the town. Not a single house in addition to La Croix's log cabin was ever built in the "Village" of Little Rapids (Holcombe and Bingham 1915:233). The St. Paul men were speculators and never attempted to found a town there. However, the actual plat (Little Rapids 1856) shows the following 1856 cultural sites (whether built or not):

Levee: (steamboat landing) and Warehouse: approx. SW SW NE Section 31 on the east bank of the Minnesota River.

Structure: northeast of the levee and warehouse on the top of the bluff, SE SW NE Section 31

LaCroix Ferry: north of the levee, NE NE Section 31.

This levee was listed as a regular steamboat stop in 1865 (Groff and Barley 1865).

Field Inspection: Kim Breakey, Institute for Minnesota Archaeology; Norene Roberts, Historical Research, Inc.; and David Berg, DNR Parks Specialist, visited the site on July 29, 1992, entering from the north past the "Jabs farmstead," which is owned by the U. S. Fish and Wildlife Service.

We examined and photographed the Jabs Farmstead. This area also includes mound group 21SC28, which is included in the present study because of its possible proximity to DNR property. The group of 44 mounds was mapped by T. H. Lewis on August 25, 1887, and is located in the [Locational information is confidential] (Lewis Notebook 4:54). The area surrounding the Jabs farmstead was cultivated for decades, according to local informants. The mounds ring the cultivated area and extend along the bluff edge in what was then woods. Dense vegetation precluded any mound relocation, but it seems likely that mounds remain in the largely undisturbed wooded area along the bluffs.

We continued on the the habitation area of the Little Rapids site. This portion of the site complex appears to be in excellent condition. The extremely dense vegetation precluded exact relocation of each of the excavated blocks. We were able to see several shallow depressions that are likely backfilled excavations. We did not observe any evidence of looting or other damage to this area of the site complex.

LITTLE RAPIDS, continued

We then proceeded to the fur trade portion of the site complex. University of Minnesota informants had mentioned that many units had not been backfilled following excavations here. We confirmed this information and saw approximately a dozen squared shallow depressions about 2 x 2 meters in size. Many of these depressions were next to small hummocks that are likely the original screened fill. The hummocks are deflated and, in the dense vegetation, difficult to locate. Our recommendation is that the units be filled with trucked-in dirt to avoid inadvertently disturbing intact portions of this part of the site complex. Once again, we did not observe any evidence of recent looting or other damage here.

Next we visited the earthen enclosure. We relocated the excavated and backfilled trench and two shallow depressions that may have been excavation units. Three wooden stakes, two in place and one lying on the ground, remained at this portion of the site complex. These should be removed if they are not datums. Otherwise the enclosure area appears to be in excellent condition and, in midsummer vegetation, scarcely detectable to even trained eyes.

We concluded the evaluation of the Little Rapids site complex with a visit to the mound group. We did not attempt to relocate all 29 mounds due to dense vegetation. There is a series of five fairly regularly spaced circular shallow depressions just north of the mound group. The function of these depressions is unclear. If the depressions were excavated by looters, it appears that they refilled the holes. Perhaps the depressions represent shovel test investigations by the University of Minnesota.

In a 1956 memo describing the Little Rapids mound group, Lloyd A. Wilford, University of Minnesota Professor of Anthropology, notes that "I located the mounds nearly all of which have been disturbed." We confirmed this observation. Many of the mounds that we were able to locate have depressions. Some contain mature trees indicating that the disturbance occurred some time ago.

An exception is mound 6 or 7 as numbered by Lewis. There are two areas of disturbance on the mound. The largest is a circular excavation approximately one meter deep and three meters in diameter on the very top of the mound. The excavation appears to be fairly recent as evidenced by the scarcity of vegetation within the excavation. The second excavation is located on the north side of the mound. This disturbance is much smaller in diameter and shallower. It is also circular and appears to be fairly recent. Perhaps these excavations merely expanded on existing disturbance.

This mound is located within 10 meters of the trail and is quite obviously not a natural feature. A University of Minnesota datum is located nearby. It is a metal pipe extending out of the ground about three feet. We recommend that the datum be lowered to ground level where it will be less obvious.

LITTLE RAPIDS, continued

The mound group is immediately adjacent to the trail and the trail runs along the bluff edge in this area. The mounds are quite prominent even in midsummer vegetation.

Management Recommendations: Optimum protection for the complex of sites known as "Little Rapids" or 21SC27 is probably eliminating access to the site area. The sites are well known to area relic collectors and the trading post and mound sites have been repeatedly looted. The mound site especially is very visible on the landscape and this, along with the remote nature of the area, may provide temptation difficult for relic seekers to resist. An alternative might be a major program of interpretation with signage gently admonishing trail users to stay away from the sites and diligent DNR surveillance.

In addition, DNR might check with Dr. Spector to determine whether the datum near mound 6 or 7 is a vertical control or a datum.

References: Babcock 1939, 1945b; Groff and Barley 1865; Holcombe and Bingham 1915; Hughes 1927; Paul Klammer 1935; Klammer and Klammer 1949; Little Rapids 1856; Nute 1949; Neill 1882:155,156; Smith 1967; Spector 1992; Spector and Johnson 1985; Spector and Whelan 1982; Winchell 1911; Withrow 1989; The Southern Minnesotan 1931c:17; Minnesota Historical Society n.d.b; Minnesota Historical Society n.d.d; Alexis Bailly Papers Vol. 60, MHS Archives.

Name: "INDIAN GRAVE YARD"

County: Scott

Site Name/Site Number: none

Legal Description: [Locational information is confidential]
Jordan East

Site Date/Cultural Affiliation: This notation appears on the Government Land Office surveyor's notes from 1854 with no gloss describing the site.

Narrative Description: none

Setting: On the east side of Johnson Slough west of the Minnesota Valley Trail in [Locational information is confidential]

References: U. S. Land Surveyors' Notes 1853-54

Name: LOUIS ROBERT FUR POST

County: Scott

Site Name/Site Number: none

Legal Description: [Locational information is confidential] Jordan East

Site Date/Cultural Affiliation: 1850s

Narrative Description: A post of Capt. Louis Robert "near Louisville," this was a stop on the Minnesota Valley oxcart trail in the 1850s. The last stop on the Belle Plaine prairie, the log house seemed to "guard the portals" of the Big Woods (Gilman, Gilman and Stultz 1979:53).

Robert (January 21, 1811 - May 10, 1874) was a prominent citizen of the territorial and early statehood periods in Minnesota. He owned a good part of the land that St. Paul now stands on and platted and laid out the original plat of that city in 1848. His honorific of "Captain" is associated with the steamboat fleet which he owned. He apparently also piloted the boats, but probably not often. When Robert died in 1874 he was worth around \$500,000. Robert Street in St. Paul is named for Louis Robert.

Robert, of French descent and a native of Missouri, had several posts on the lower Minnesota as well as an interest in a steamboat during the early 1850s. He was often referred to in the valley as "Captain Robert." According to one source, Robert had a full brother, Joseph, and two half brothers. Joseph and Louis Robert at one time operated 19 trading posts on the Minnesota River. One of Louis Robert's trading posts was located on the west half of the northwest quarter of section 12 in Belle Plaine township (Working 1933 "Noted Louis Robert..."). He had other posts at Redwood Falls, Yellow Medicine, Belle Plaine, and Jennetteville (Andrews 1890:133-134). Nelson Robert, a brother who arrived in the Belle Plaine area during the 1840s, had a post on a creek near Belle Plaine as well. When Louis Robert died in 1874, his brother, Nelson, became his successor in the "Indian business" ("Death of Captain Louis Robert" 1874). Louis Robert had another post at White Sand Dakota village at Little Rapids which he established in 1850 (unless the reference is to this one) (Minnesota Chronicle and Register 1850a).

Setting: Between Blakeley and Belle Plaine.

References: Smith 1967; Newson 1886; Gilman, Gilman, & Stultz 1979; Neill 1881c:598-599, 1882; "St. Paul Indebted to Louis Robert" 1915; Andrews 1890:133-135; "Death of Captain Louis Robert...." 1874; Minnesota Chronicle and Register 1850a).

Name: SAN FRANCISCO TOWNSITE

County: Carver

Site Name/Site Number: none

Legal Description: S1/2 Sec. 31 T115N R23W and NE Sec. 6 T114N R23W
Jordan West

Site Date/Cultural Affiliation: 1854-ca. 1863

Narrative Description: Neill (1882:372,373) says that San Francisco "was laid out in 1854 on land owned by William Foster. In 1855 the first board of county commissioners held their meeting at this place as the county seat, and also the first meeting in 1856, after which they moved to Chaska.... The buildings then consisted of a warehouse about forty feet long, one story, for transferring freight on account of the rapids, the store of Foster & Davis 20 x 25 feet, one and a half stories, and a few shanties uninhabitable in inclement weather. Such was the first county seat of Carver County."

Working (1927a) found no evidence of settlement on this site in 1927. He notes that the village had "nine years of fairly active existence . . . [and was] abandoned when a flood swept away a large warehouse and several other buildings in 1863."

"This situation," observed Working, "demonstrates that the pioneers in this part of the country were victims of the townsite mania in a virulent form."

Named for the California city, San Francisco had a steamboat landing.

Setting: The Minnesota River bottoms near Little Rapids. Access from the west is from East Union in Carver County east on County Road 50 which ends in a private drive down to the Minnesota River.

References: Working 1927a; Holcombe & Bingham 1915; Neill 1882; Carver County Statehood Centennial Committee 1958; Neill 1882; Minnesota Historical Society n.d.b.

Name: THOMPSON'S FERRY SITE

County: Scott

Site Name/Site Number: 21SC32

Legal Description: [Locational information is confidential] Jordan East

Site Date/Cultural Affiliation: Multi-component: lithic scatter, historic river crossing, historic-period farm

Narrative Description: This site includes the historic ferry crossing, historic farmstead with building depression, and archaeological site 21SC32.

In 1986, an archaeological survey was conducted for a vault toilet to be located on the west side of Scott County Highway 9 on the south shore of the Minnesota River. David Radford conducted the investigation as part of the State Park and State Forest Cultural Resource Reconnaissance Surveys of the Minnesota Historical Society.

A single 50 X 50 cm test unit was excavated to a depth of 1 meter in the project area [Locational information is confidential]. Ninety-nine flakes and a biface fragment were recovered from the test. Artifacts were also observed on the ground surface and in the exposed south bank of the river. The boundaries of this component of the site have now been established.

In June, 1992, The Institute for Minnesota Archaeology conducted an additional archaeological investigation to determine site extent as part of this current project. One hundred sixty-six shovel tests revealed that the site extends approximately 160 meters along the river shore both east and west of the Thompson Ferry, or Co. Highway 9, bridge. Ancillary to this report is a separate report by Craig Johnson, entitled "Archaeological Reconnaissance Investigations at the Thompson Ferry Site (21SC32)" which documents the 1992 investigation and provides further management recommendations.

Thompson's Ferry/ Jordan Ferry: This was the site of a historic ferry crossing in the period ca. 1859-1935 and of a historic farmstead owned by two generations of a Stocker family between 1902-1978. The farmstead component may well date into the 19th century. Neill (1882:373,374) describes the ferry crossing thus: "In 1859 Peter Thompson secured a ten year charter to operate a ferry across the Minnesota, and located it where the Carver and Jordan road crosses the river in section 7.... Mr. Thompson retained the ferry until he sold to Peter Peterson, who still operates it [in 1882]." Radford's 1986 investigation found much of the historic component at the site was destroyed.

Bingham and Holcombe (1915:233) provide some additional information: "In 1859 Peter Thompson obtained a ten-year license for a ferry over the Minnesota and located it where the Carver and Jordan road crosses the river, in the southwest quarter of section 7. Trouble and litigation over

THOMPSON'S FERRY, continued

the ownership of the Carver side of the ferry ensued because of the transfer of the site, when the land of which it was a part was sold to Andrew Anderson. Mr. Thompson retained the site until he finally sold it to Peter Peterson, who operated it for several years. The bridges over the river have, since their existence, removed the former necessity of ferries."

In 1986, DNR archaeologist David Radford spoke to Joseph Stocker's nephew, A. Stocker, about the Stocker family's 20th century ownership of the ferry. Joseph Stocker has since died. Radford noted that "much of the historic component of the site has been destroyed by Scott Co. T.H. 9 construction and a former house location."

In 1992 and early 1993, Norene Roberts contacted Mrs. Joseph Stocker, who provided additional information and two photographs of the ferry boat. The ferry, according to Mrs. Joseph (Rosalia) Stocker, was located on the east side of the current bridge. It was operating in 1930 when she was married and was a flatboat ferry with railings, operated by a cable across the river. The house also had a barn which was partially destroyed in the 1965 flood and subsequently torn down. In 1960, Mr. and Mrs. Joseph Stocker moved a new house to the site from Stevens Avenue S. in Minneapolis and lived there until 1978 when the farm was sold to the DNR and they retired to Jordan. This new house was located south of the older house and complex of outbuildings and barn. The depression which survives today on the east side of the Co. Hwy. 9 bridge is possibly one associated with an outbuilding on the farm. Mr. Stocker also recalled that the large gambrel-roofed barn on the site also had a foundation (Stocker 1993).

There have been at least two houses on the site, although the location or existence of an even earlier house or houses associated with either Peter Thompson or his successor ferry operator are unknown. The location of Thompson's ferry and the later Jordan Ferry was just east or down river of where Co. Hwy. 9 crosses the Minnesota River. The last ferry family to own the site was the Stocker family. Peter Stocker's family lived on a farm south of Jordan in the late 1890s. Peter Stocker (b. ?- d. June 29, 1942) married Elizabeth Hoffman (b. July 24, 1867- d. December 12, 1941) from Benedict, Minnesota, on October 11, 1887. In 1902, Peter and Elizabeth Stocker bought the Thompson's Ferry farm site and lived there until 1927, according to Mrs. Joe Stocker. The ferry road ran between the house on the east side of Highway 9 and the highway. The location of Peter Thompson's house is unknown. It may have been what Mrs. Stocker refers to as the "old house" which was near the river or the "old house" may have been a later structure. This "old house" was there in 1902 when Peter and Elizabeth Stocker bought the farm. Together with the barn and outbuildings, this house is shown in an accompanying photograph taken from the river in 1952 looking southeast at the farmstead. This house had two shed roofed additions on the east and west sides in the 1952 photograph. The Stocker family had 189 acres and raised cattle on their farm by the river. Their son, Joseph Stocker, was born on this farm in 1907 and married Rosalia Stocker in 1930. They operated the farm through their working lives. In 1960, they moved in the new house from south

THOMPSON'S FERRY, continued

Minneapolis and located it back from and south of the barn, outbuildings, and old house nearer the river. The old house was torn down and the large barn was damaged by the flood in 1965 and torn down. Joe and Rosalia Stocker sold their property to the Department of Natural Resources in 1978 and moved into Jordan where Mrs. Stocker still resides. The DNR razed the buildings and put in a boat landing where the ferry crossing had been (Stocker 1993). IMA found an old cellar hole south of the current boat landing. This may have been a remnant of one of the many outbuildings on the property, but its function is unknown and historical photographs do not identify which foundation it might be.

When Mr. Joseph Stocker's father, Peter Stocker, got older, he had a Herman Westlund family on the north side of the river actually operate the ferry (Stocker 1992). Herman Westlund operated the ferry until it ceased running in 1935 when the Co. Hwy 9 bridge was built across the river. Mrs. Ferdinand Westlund stated that prior to that the ferry served cars and wagons and allowed people from East Union on the north to cross the river.

Ferdinand Westlund, son of the ferry operator, Herman Westlund, stated that his father moved to a house on the north side of the Minnesota River on the east side of Co. Hwy. 9 in 1924, from a house one mile southwest of East Union on Highway 40 known as the Patterson House (probably in the vicinity of Bevan's Creek). The ferry boat was repaired. It had been laying in the river somewhere around Bevan's Creek in the mid-1920s and had not operated for a number of years. When the Blakeley ferry to the west ceased operations with the construction of a new bridge in 1925, some of the operating parts of the Blakeley ferry were moved to Thompson's Ferry to get the latter up and running again, according to Westlund (1993a). Westlund recalls that the south side of the river at Stockers had a steep bank which has been shaved down and regraded since the boat landing was put in (Westlund 1993a).

The ferry ceased operations in the Fall of 1935 when the bridge at Co. Hwy. 9 was built. Herman Westlund was killed around September, 1952 and his obituary carries a photo of him and the ferry. In 1935, the Westlund house on the north side of the river east of the bridge was sold to Vernon Hall who lived in it a few years. Then the house was vacant and burned down in 1971. About 150 feet east of the bridge and road, Ferdinand Westlund believes the house foundation might still be found. He also confirmed that the ferry was on the east side of the present highway bridge (Westlund 1992, 1993a).

According to Ferdinand Westlund (1992, 1993a), Peter Stocker rebuilt the ferry boat himself. It was long enough for two cars and had drop aprons on each end with counterweights because the aprons were made of heavy planking. It operated by steel cable attached to two pulleys with leads attached at each end of the boat.. This ferry was never motorized. The ferryman would use a "ferry club" to move it by hand from one side of the river to the other. Mrs. Stocker supplied a ca. 1915 photo of the ferry with the operator, Peter Stocker, brother to Joseph Stocker, leaning

THOMPSON'S FERRY, continued

on the ferry club. It appears to have been made of wood, about two and a half to three feet long and capable of gripping the cable. At the end the club was notched out and had a channel that would grip the cable. The ferryman would hold the club with two hands, grab the cable with the club and pull the club toward him, thus moving the cable and the ferry boat across the river. After each stroke, he would release the club from the cable and grab the cable again causing the boat to move across the river. Thus was the ferry propelled across the river.

On each shore was a "dead man" or heavy anchor measuring 12" x 12" and placed up the river bank, which anchored the steel cable. At the river edge was a deadman on each side by which the ferry cable was held with clamps which could be adjusted as the river rose and fell. The winch was on the south side of the river and consisted of a large and small metal cog built on a squared timber frame with a shaft and two bearings. The smaller cog would turn the larger cog which was two or two-and-a-half feet across with the 1 inch cable run on a spool. The small cog had a square end with a crank which would move the winch to release the cable when the water level in the river was down (Westlund 1993a, 1993b). The winch would keep the cable taut when the ferry was in operation.

Herman Westlund was not paid directly by the Stocker family for operating the ferry. Instead he was paid by the Commercial Club in Jordan (precursor to a Chamber of Commerce). When he began to operate the ferry in the mid-1920s, Jordan paid him \$25.00 a month. Later, he received no salary, but kept the ferry toll of .25 cents a ride. The ferry served people on the north side of the river in and around East Union who wished to market in Jordan rather than travel the longer routes to Belle Plaine or Chaska. Ferdinand Westlund stated that in the Peter Stocker days, the ferry had much business when East Union settlers took their wheat and grain in wagons to the many mills in Jordan for grinding. The Jordan Independent may have additional information on this ferry (Westlund 1992).

The City of Jordan's subsidy of the earlier Thompson's Ferry had an was apparently common to cities along the river. Jordan businessmen in 1879 also subsidized the operation of Bristol's Ferry in St. Lawrence in order to attract people in the area north of the river to trade in Jordan (Andersen 1975-76:40). Ferdinand Westlund's son, Randall Read, now owns the August Bristol House on the north side of the river across from St. Lawrence.

Two other items were found on Thompson's Ferry reproduced from the Jordan Independent. According to the first in 1894:

The Thompson's Ferry across the Minnesota River is being furnished with a new boat, and will be better and safer for teams and loads than before. This will be a great accommodation to the public, for the ferry will be ready for use at all times. It will benefit Jordan business, as heretofore many a farmer on the other side of the river has been compelled to go to Carver, Chaska or Belle Plaine because of unsafe or impassable condition of the ferry (Andersen 1975-76:263).

THOMPSON'S FERRY, continued

According to the second item in January or February, 1896:

At a meeting of the businessmen Saturday it was agreed to operate a free ferry (Thompson's) on the Minnesota River the coming season. During the time the ferry ran last season it brought a large patronage to this city [Jordan] (Andersen 1975-76:277).

In the earliest days of ferry operation here, the Thompson ferry also served people at the townsite of San Francisco. Working (1927a), notes: "One institution vividly reminiscent of the activities of the village [San Francisco] is the Jordan ferry, which is located just about where Peter Thompson operated a ferry in the late 50's and early 60's. Thompson's Carver County landing was in Section 7 of San Francisco township and the ferry formed the "water hazard" of the Jordan-Carver road." In any case, Thompson's Ferry was a local affair and benefitted merchants in Jordan by making the city accessible to people on the north side of the river.

Management Recommendations: The Stocker and Westlund families were not located and interviewed until near the end of this study. Mrs. Joseph Stocker donated photographs of the ferry and the old Stocker house for photocopying. Mr. Ferdinand Westlund was reached at: 1015 Holtz Lane, Chaska 55318, tel. 448-3754. He has been sent a copy of the historical ferry information in this report. The owners or operators of the Thompson's Ferry crossing are known from 1859-1882 and then there is a 20 year gap in historical information. In 1902, the Stockers then purchased the property. The DNR might want to conduct some additional historical research on the ferry through the Jordan Independent newspaper and in city offices. The boat launch area on the east side of Co. Hwy. 9 at Thompson's Ferry presents a good place to interpret the historic ferry crossing. There is sufficient information herein to do this. The area of the boat launch on the east side may be a good place for interpretation of the ferry crossing. It is disturbed by the boat launch construction and will not impact the archaeological component.

Setting: Archaeological site 21SC32 is located on the [Locational information is confidential]. The Stocker and Westlund houses were located on the east side of Co. Hwy. 9 on the south and north sides of the river, respectively.

References: Andersen 1975-76:40,263; Neill 1882; Radford 1986; Smith 1967; Working 1927a; Northwest Publishing Co. 1898a; Rosalia Stocker 1992; Westlund 1992, 1993a, 1993b.

Name: SAND DUNE SITE

County: Scott

Site Name/ Site Number: None

Legal Description: [Locational information is confidential] Jordan West

Site Date/ Cultural Affiliation: Woodland

Narrative Description: DNR park personnel reported artifacts along the south shore of the Minnesota River and back from the river in an area of sand dunes approximately 1/4 mile west of 21SC32.

IMA personnel observed but did not collect two shell tempered ceramic fragments and numerous pieces of flaking debris in the area in May, 1992.

Setting: The Sand Dune Site is located on the south shore of the Minnesota River in an area of continuously shifting sand dunes.

Management Recommendations: The Department of Natural Resources established a trail used for horseback riders through this area around 15 years ago. The trail passes through the Sand Dune site and is often used by horseback riders. The trail is an unpaved path through the sand dunes and trail use may be impacting the site. A Phase II investigation would confirm whether there are intact subsurface deposits at the site, the site boundaries, and the site's potential significance. If such an investigation indicates no intact subsurface deposits, the site can be left as is.

References: none

Name: SAND CREEK, SAND HILLS, OR WHITE SANDS VILLAGE (near Jordan)

County: Carver or Scott

Site Name/Site Number: none

Legal Description: [Locational information is confidential] Jordan West

Site Date/Cultural Affiliation: Mid-nineteenth century Wahpeton

Narrative Description: Several explorers refer to this village although descriptions of the actual location of the village vary by several miles. It was the home of a small band under Chief Red Quillion. Joseph Nicollet (1838) and Featherstonhaugh (1835) indicate that the village is located on the south side of the Minnesota River. Long describes a village in the Sand Creek vicinity at some length in 1823 (Kane et. al. 1978). It is likely that there were a series of Wahpeton villages in the Little Rapids area. This series of villages has been described as "the Sand Creek village." The creek on the north side of the Minnesota River later became known as Bevan's Creek. Berthel (1948:187) may be referring to this village in her article on the 1850 trip up the river of the steamer Anthony Wayne.

Louis Robert had a post which he established at White Sand Dakota village at Little Rapids (this area ?) in 1850, according to the Minnesota Chronicle and Register (1850a).

Management Recommendations: A reconnaissance level archaeological survey should be conducted prior to any DNR land disturbing activity in the suspected location of the Sand Hills Village site.

Setting: Exact location unknown.

References: Babcock 1945a:140-141; Berthel 1948:187; Bray & Bray 1976:46; Featherstonhaugh 1847, reprint 1970:291; Kane et. al. 1978:159; Olson 1986:7-10; Smith 1967:12; Minnesota Chronicle and Register 1850a.

Name: BEVANS' LANDING

County: Carver

Site Name/Site Number: none

Legal Description: E1/2 SW Sec. 11 T114N R24W Jordan West

Site Date/Cultural Affiliation: (ca. 1852-?)

Narrative Description: Cordyon D. Bevans and his brother, Henry L. Bevans, were living in St. Paul in 1850. Cordyon had advertised in the Minnesota Pioneer, November 22, 1849, as a dealer in stoves and manufacturer of various tin and copper ware. In 1853, the Bevans brothers had settled at Bevans' Landing, a regular place for steamboats to tie up.

In an article entitled "Steamer Clarion, bound up the Minnesota River " (Minnesota Democrat, April 27, 1853) described Bevans' Landing as follows: "This is a second Bloomington in appearance [the meaning here is: very small and not developed]. One or two comfortable looking houses set in the side of the hill constitute the town; but what interests me a thousand times more than the town itself, is the fact that a fine large farm upon the uplands is being fenced and broken. Mr. Bevins (sic) knows that if he has a town, he must have support from the country, and he takes the lead most wisely in developing the agricultural value of the lands about his river property."

Setting: On the Minnesota River at the mouth of Bevans' Creek (known earlier as Sand Creek).

References: Smith 1967; Neill 1882:372-373; The Minnesota Democrat, April 27, 1853; Babcock 1930:169.

Name: AUGUST BRISTOL'S FERRY

County: Carver

Site Name/Site Number: none

Legal Description: NE SW Sec. 21 T114N R24W Jordan West

Site Date/Cultural Affiliation: 1877-

Narrative Description: Neill (1882:373) says of this site: "Mr. Bristol located in section 21 near the bank of the river, where he lived until his death in the fall of 1880. He established a ferry in 1877 near his place, is still operated by his son." The Jordan newspaper reported in 1879 that Jordan businessmen had leased Bristol's Ferry across the Minnesota for a year "to provide free crossing for all. Much wheat comes in from farmers across the river to Jordan mills (Andersen 1975-1976:40)."

At the approximate ferry crossing on the north side is a new house and private drive to the river. Not far to the east of this is an old house with a stone foundation which might have been Bristol's ferry house and farm. A family named Randy Read lives there at address: 7760 187th Street N. Read is the son of Ferdinand Westlund whose father ran the Thompson's Ferry or Jordan Ferry. Read, according to his father, does not have any information on Bristol and the last of August Bristol's sons recently died.

Setting: On the Minnesota River bottom land on the north side of the river across from the Lawrence Unit of the DNR and north of (behind) the Corbel-Laurens House. From the west and north side of the river, the ferry landing site is accessible from Co. Road 40 east along 187th Street.

References: Neill 1882; Smith 1967; Andersen 1975-76:40; Northwest Publishing Co. 1898a; Westlund 1992.

Name: ST. LAWRENCE TOWNSITE

County: Scott

Site Name/Site Number: none

Legal Description: Sec. 22 T114N R23W Jordan West

Site Date/Cultural Affiliation: 1857-

Narrative Description: Neill (1882:326) describes St. Lawrence thus: "The village of St. Lawrence was surveyed in the fall of 1858, and located on section 22, both sides of the Minnesota River. It was owned by Strait, Stodder, Pierson and DeCamp. It has all become vacated. Building began in 1857. A large four-story stone hotel was erected; one store and one sawmill; about six dwellings. The sawmill was built by a man named Childs, and later Samuel B. Strait bought a third interest. . . . This sawmill burned in 1861. The cause of the decline of the village was the construction of the Chicago, St. Paul, Minneapolis & Omaha railroad, which runs a mile south of the village, and draws trade in another direction. At present only the stone hotel building is left, which is now used for a barn."

Of the fate of St. Lawrence, the writer of an article in the St. Paul Pioneer Press ("Old Hotel Building".... 1925) said: "Even the genius of Samuel Burton Strait, successful stock raiser with a thousand acres, had not saved St. Lawrence when the hard times came in 1858 [a reference to the Panic of 1857].... The last hope for St. Lawrence had vanished when the Omaha railroad was laid a mile to the south. Stage and river transportation had declined rapidly."

Stone Hotel (razed): The hotel burned in February, 1958, when an adjacent barn on the Edward Leibbrand farm across the street from the Strait House caught fire ("Historic Old St. Lawrence Hotel..." 1958). According to a 1958 article on the fire in the Belle Plaine Herald, "The hotel was located at the junction of the road to Bristol's ferry, another early-day enterprise. The hotel was a three story building with basement and three big rooms on the first floor, six bedrooms on the second floor, and a ballroom on the third floor (Ibid.)." The "St. Lawrence Hotel," built in 1857 the same year as the Strait House, stood across the street from the Strait House just south of the existing farmhouse. This farm opposite the Strait House belonged to Edward J. Leibbrand, proprietor of Cedar Lawn Hatchery, a chicken raising operation active during the 1920s and 1930s. In 1926, Leibbrand was using the stone hotel next to his house as a barn (Working 1926). The Leibbrand farm was owned by Jacob Leibbrand; his son, Edward; and his son, William, who farmed there in 1958.

Stone School (razed): There was an 1859 stone school (School No. 25) which has since been torn down and sat about a half mile east of the Strait House on the south side of what is now Park Boulevard. According to a newspaper article (Belle Plaine Herald? 1970), this school was originally a blacksmith's shop and Mr. Edward Leibbrand, age 82 in 1970, remembered when it was converted to a school. The building was bulldozed

St. Lawrence townsite, continued

some time after 1974.

Levee: The location of the levee at this point on the river is unknown, but it may have been north of the Strait House and hotel or in that area.

Francis N. (Coats) Strait Tombstone: This tombstone has been moved from its original location in the middle of a field on the Harry Barlage farm (a DNR 1970 aerial map shows the Harry and Dorothy Barlage farm in Govt. Lot 6 southwest of the Strait House) and was apparently a single grave originally. The stone reads: "FRANCES N Wife of GEO. F. STRAIT DIED Dec. 21, 1860 AGED 19 years 2 ds.". George Strait was a nephew of Samuel Burton Strait. Frances N. Coats may have been the sister of Samuel Burton Strait's second wife, Delight Coats Kennicutt, as well, according to the Strait family genealogy (L. Smith n.d.). George Franklin Strait was the son of Samuel Burton Strait's brother, Isaac Strait. According to Neill (1882), George F. Strait was born March 22, 1832 in Columbia, Pennsylvania, came to Scott County in 1856, and engaged in farming and lumbering at first. In 1864, he went into the milling business in Jordan with Horace Burton Strait (Samuel Burton Strait's son) and D. L. Dow. Eight years later, a mill was built at Chaska, which George sold the following year in order to become a miller in Shakopee. George F. Strait married Frances N. Coats in 1857 when she was 15 or 16 and she died right after her 19th birthday (L. Smith n.d.). Strait descendants have no idea whether Frances Strait died at such a young age of disease, accident, or childbirth.

Management Recommendations: It might be fruitful to go through the Belle Plaine Enquirer which paper was closest to St. Lawrence townsite and was published until 1861. This research might turn up additional information on the early townsite of St. Lawrence. Specific recommendations are listed for each individual site in St. Lawrence.

Setting: The south side of the Minnesota River on the first terrace.

References: "Town & Vicinity" 1878; Andreas 1874; Working 1926; "Old Hotel Building..." 1925; Winchell 1888:139; "Unforseen Development..." 1931; Neill 1882:325-326; Northwest Publishing Co. 1898b:20; Working 1926; Minnesota Historical Society n.d.b; L. Smith n.d.; Belle Plaine Herald? 1970, 1974; "Historic Old St. Lawrence Hotel..." 1958.

Name: SAMUEL BURTON STRAIT HOUSE

County: Scott

Site Name/Site Number: SC-SLW-001

Legal Description: NE NE SW Sec. 22 T114N R24W Jordan West

Site Date/Cultural Affiliation: ca. 1857-1860

Narrative Description: Samuel Burton Strait was born December 14, 1813 in Bradford County, Pennsylvania, went to Indiana in 1846, and came to Minnesota in 1855. The Strait house was built ca. 1857. Today it is owned by the Minnesota DNR, and is located within the Lawrence Unit of the Minnesota Valley National Wildlife Refuge. The significance of the Strait House lies in its early association with the founding of St. Lawrence townsite. Its period of significance is 1857, date of construction, to 1860, only three years, when Strait then moved into Shakopee. The Panic of 1857 put an end to the growth of the townsite, but S. B. Strait apparently continued to farm, giving up in 1860 for other pursuits. This is a brief span.

When Pierson, Stoddard, and Strait platted the townsite of St. Lawrence they also built the stone hotel and the dwelling across the street in which S. B. Strait lived for several years. The hotel cost \$5,000 in gold and according to one source, the stone was quarried locally for the buildings. The hotel doors were black walnut and had been brought up the river by steamboat because the St. Lawrence saw mill did not produce the finished millwork needed ("Old Hotel Building..." 1925). Since the Strait House and hotel were built together by the townsite company, it is likely that the millwork was similar for both buildings.

Resistivity and Magnanometer Readings:

John Muehlhausen at IMA conducted remote sensing on the tall grass in a 30 square meter area north of the house in July, 1992, and found evidence of several anomalies using resistivity and magnanometer techniques in a two-day field inspection in attempting to locate outbuildings which may have been north of and behind the Strait House. A separate report by Dobbs and Muehlhausen, "Geophysical Archaeology at the Strait House Site: A Pilot Study" (1992) is ancillary to this study.

Architectural and Historical Field Inspection:

The house gives some evidence of its history. The front facing gable and wide wooden fascia marks the house at an excellent example of the Greek Revival style. The lower side wing (to the east) is further evidence of this style as are the symmetrical arrangements on the front gabled portion of the house. It is possible that Strait used the wing for an office. The next likely original use would have been as a parlor, but the office theory is probable because of the separate entrance into this wing from the front. The window sashes do not appear to be original and Margaret MacFarlane, Scott County Historical Society, agrees. The window stools

STRAIT HOUSE, continued

may be original, however.

One of the nicest original features of the house is the main front door. It is a heavy four panelled door with thick molding. All it needs is a good sanding and new enamel primer and paint since it is solid, possibly oak. Historical sources indicate that the house and hotel across the street were put up at the same time. The hotel had black walnut doors and the front door of the Strait House may be walnut as well.

S. B. Strait had some wherewithall. The windows are large and required transportation of panes of glass when the house was built in 1857. These would have come up the river by steamboat to the St. Lawrence townsite landing. The house is significant in its association with S. B. Strait only in that he was one of the townsite promoters. According to 82 year-old Edgar Leibbrand whose farm was across the street from the Strait House, the Strait House (owned in 1970 by the John Nash family) was once a stage stop and post office for St. Lawrence (Belle Plaine Herald? 1970).

Norene Roberts inspected the interior of the house on August 5, 1992. Apparently the house was heated by stoves as evidenced by the chimneys, stovepipe holes in the interior and lack of fireplaces. Stovepipes are evident in the main room and on the east wall of the "office" between the two last windows toward the rear. Flooring appears to be wide pine where original. The front door on what may have been the office on the east side has the same material and design as the inside of the big front door and is likely original. The screen doors are not.

Margaret MacFarlane has secured the property with a new hasp and lock and the key is at the headquarters building at the Lawrence unit. She or her group is currently working on the inside of the house as of July and August, 1992. So far there have been several recent alterations to the interior:

1. Wallpaper is being removed. The walls are being gouged in the process and the original liming on the walls is being damaged. The process of removing wallpaper should be monitored as demolition work is carried forward.
2. An original wall has been removed sometime in the past in the main room on the first floor between the cellar stairs and the back kitchen addition. This is evident by looking at the original flooring. This does not seem to be a recent removal.
3. Original baseboards and molding are being removed on portions of the walls in the original main room at the north end just outside the kitchen. Is the removed material being numbered and saved?
4. Unfortunately, original plaster and lath on the parlor ceiling is being removed. Some of it appears to have been pulled down. A small area seems to have just fallen down.

The wooden kitchen dependency in the rear had open eaves and rafters.

STRAIT HOUSE, continued

The clapboard is 4" wide. This dependency was probably built in the 1920s. For interpretative reasons, it would be nice to remove this non-historic appendage so that the house itself gives mute evidence of the abandoned townsite.

This house is not mapped in Andreas 1874:74. Edgar Alonzo Strait, one of S. B. Strait's sons, owned this farm in 1898 (Northwest Publishing Co. 1898b).

Lee Smith is a descendant of Samuel Burton Strait. According to Dr. Smith of Minnetonka, the house and land was owned by Edgar A. Strait, a son, after S. B. Strait moved to Shakopee. Edgar's wife, Elizabeth Schutz Strait (Schutz was a Swiss family from Shakopee) owned the house until 1916. The house stayed in the Strait family until the 1920s (L. Smith 1992). It was a working farm, but Margaret MacFarlane, local historian, stated that Edgar's son ran around 30 head of cattle on the property. She does not recall that there were many associated outbuildings and has no historic photographs. An article in the St. Paul Pioneer Press ("Old Hotel Building..."1925) notes that across the street from the old hotel and stretching to the river, i.e., the Strait property, was put into wheat at the time. Research into the agricultural census for Scott County would settle the question of what was produced on the Strait farm. Smith has a family photograph and can be reached at 4301 Woods Way, Minnetonka, MN. 55345, tel. 945-0360.

Management Recommendations: Charles Nelson, historic architect at the Minnesota Historical Society, should be consulted about generating a plan with the DNR to guide the local group which is currently working on the interior. We suggest that the DNR prepare a National Register district nomination to include the Strait and Corbel-Laurens houses, the Bisson House by reference, and the Corbel-Bisson stone quarries if the latter can be relocated.

Setting: On Park Boulevard east of the DNR Park Headquarters back from the Minnesota River.

References: Tyrrell 1990; Headley 1884; Neill 1882:312; Minnesota Historical Society n.b.e; Northwest Publishing Company 1898b; Smith 1992; "Old Hotel Building..." 1925; Belle Plaine Herald? 1970.

Name: CORBEL-LAURENS HOUSE

County: Scott

Site Name/Site Number: SC-SLW-001

Legal Description: SE SE SE Sec. 21 T114N R24W Jordan West

Site Date/Cultural Affiliation: post-1874?

Narrative Description: This is the stone house which the DNR has called the "assistant manager's house" and is located between the Strait House and the Bisson House on the east and west, respectively. The first owner of this house is not definitely known, and the house is not mapped in Andreas 1874:64. If the DNR Abstract of Title is the correct one for this property (and it should be because Corbel filed on the southeast quarter of Section 21), the original government land patent was filed to Philip Corbel who owned the property until he sold it to John Laurens by warranty deed in 1881. Philip Corbel from the Isle of Jersey moved to St. Lawrence in 1854. Around 1840 he married Nancy Laurens who died January 8, 1880. Philip Corbel died in the spring of 1881 (Neill 1882:325,327). John Laurens was a nephew of Mr. and Mrs. Philip Corbel, born July 18, 1843 on the Isle of Jersey, and had lived with his aunt and uncle since the age of four. He went with them to Ohio in 1852, then to Iowa, and in 1854 to St. Lawrence. John Laurens held the office of town clerk prior to Neill's 1882 History of the Minnesota Valley. Laurens married a local woman, Elizabeth Goodman, on December 30, 1879. They had one son when Neill's history (1882:327) was published. Corbel and Bisson operated stone quarries in this area in the middle 1880s according to Winchell (1888). John Laurens owned this farm in 1898 (Northwest Publishing Co. 1898b). In 1912, he warranty deeded the property to Herman Kerkow. Kerkow owned the property until he died in 1927. The Abstract shows that interestingly the Henry Simons Lumber Company placed a lien on the property in 1926 which may have been when the dairy barn and the ca. 1920 improvements were made to the house. A son, Herman W. Kerkow, and his wife Lucille owned the property until they sold it in 1970. This couple took out a \$6,000 mortgage in 1953 and an \$18,000 in 1956 which are likely possibilities for further improvements to the house.

It is somewhat speculative, but if the Andreas Atlas is correct, and it may not be if the owner was not a subscriber, Corbel might have built the original stone front portion of the house between 1874-1881. Like the Bisson situation, the Corbel-Laurens House may have been a permanent replacement for an original house, possibly a log cabin. The Bisson House is on the National Register of Historic Places. The Corbel-Laurens House has a large two story addition on the north. A field inspection gives no ready clues as to the date of this addition. However, the property was sold to Richard and Mary Klehr on a warranty deed in 1961. A 1970 article possibly in the Belle Plaine Herald quotes Dick Klehr who "pointed out an addition to the original building which was made about 30 years ago with stones taken from the original quarry just behind the house. The superior craftsmanship of the original masonry is apparent in contrast to the more recent work" Belle Plaine Herald? 1970). This comment would put

CORBEL-LAURENS HOUSE, continued

the north addition at around 1940 and the quarry from which the stone was taken somewhere to the north of the house.

Field Observations: A stone house measuring 36 feet across the front (south facade) and 36 feet 2 inches along the east wall which includes the two story rear addition to the north. The scoring on the mortar is more recent and may have been repaired around 1910 to look more like new concrete blocks. The windows have segmented stone lintels with masonry openings 3'2" wide by 5'8" tall. The roof has returned eaves and a wooden fascia -- hallmarks of the Greek Revival style of architecture. The west facade has a double arched Italianate style door on the second floor which is probably original and should be preserved.

The house has some replacement windows and a front door with vertical muntins in the windows. These indicate improvements ca. 1920-1935 and were probably done about the time the barn was erected. Because the Depression began in 1929, it is a likely that major improvements were made to this farmstead ca. 1920s, including some of the house windows and dairy barn.

The west entry porch has wooded clapboard sheathing with metal corners and a concrete slab floor. It appears to date from ca. 1940-1950 but not earlier than around 1935.

The dairy barn has a gambrel roof with a ca. 1950s shed addition to the west. The foundation is concrete block with a concrete stave silo on the west. The barn appears to have been built after 1920.

Major alterations to the property were apparently done in the 1920s and again in the 1950s. The rear stone addition to the house is difficult to date from an exterior visual inspection, but a former owner placed the construction of this addition to around 1940 (Belle Plaine Herald? 1970).

According to Margaret MacFarlane, the Scott County Historical Society used to meet in the house from time to time and she may have additional information on this property.

Management Recommendations: The Corbel-Laurens House and the Bisson House are both post-St. Lawrence townsite buildings, unlike the Strait House which was built ca. 1857. Nonetheless, the three properties together make an unusually fine cluster of early stone farmhouses and the Corbel-Laurens and Bisson houses are tied together by the additional significance of the stone quarries both families operated on a small scale (Winchell 1888). Corbel-Laurens stone quarry has not been relocated but would have been in the SE quarter of Section 21. It would be nice to relocate this quarry, however, it is not the quarry in Section 28 where the quarry picnic area is north of Park Boulevard. This, by a process of elimination, must be the Bisson quarry.

Recommendations for the Corbel-Laurens site include the following: the dairy barn is not associated with the two first owners and is a

CORBEL-LAURENS HOUSE, continued

non-historic run-of-the-mill dairy barn, associated with the Kerkow family. It would be safe to remove it. A historic structures report on the house is recommended to help narrow possible dates of construction. This should include a census and agricultural census search of both the Corbel and Laurens family to determine how the first owners made their livelihood. An attempt might also be made to try to locate the Kerkow and Richard Klehr families who owned the property most recently with an eye to conducting an oral interview to piece together the more recent history of the property. An archaeological investigation of the land immediately surrounding the house might produce below-ground structures associated with the early 1854-1912 use by the Corbel and Laurens families. The DNR should explore nominating the Strait and Corbel-Laurens houses in a multiple-property format which would include by reference the Bisson House already on the National Register. If the Corbel and the Bisson stone quarries can be located through archaeological investigation, these sites could also be included in such a district nomination. A final interpretative plan and signage could then be worked out to tie all three stone houses together.

Setting: All site buildings are in the DNR Lawrence Unit south of the Minnesota River.

References: Neill 1882:325-327; Minnesota Historical Files n.d.e; Abstract of Title; Belle Plaine Herald? 1970.

Name: BISSON AND CORBEL LIMESTONE QUARRIES

County: Scott

Site Name/Site Number: Bisson's and Corbel's Limestone Quarries

Legal Description: SE Sec. 21 and NW Sec. 28 T114N R24W Jordan West

Site Date/Cultural Affiliation: ca. 1868-1888

Narrative Description: These are undoubtedly two separate sites, but they probably were in close proximity. Dates are approximate and based on only two sources. Winchell (1888:139) notes:

Quarries in the limestone at St. Lawrence are owned by Abraham Bisson and Philip Corbel, both renting to others the privilege to quarry for 50 cents a cord. The stone is sold at \$3 or \$3.50 per cord, the first of these quarries supplying fifty cords yearly [Bisson's] and the second about twenty cords yearly [Corbel's]. Mr. Bisson's quarry has been worked about twenty years [1868?]. Its area is some 150 by 100 feet, with a depth of 5 to 7 feet."

Although Philip Corbel died in 1881, Winchell noted the quarry as Corbel's instead of that of his nephew and the 1888 owner, John Laurens. The last stone was apparently taken from one site on the Corbel-Laurens property around 1940 when the two story rear addition to the Corbel-Laurens House was built, according to Richard Klehr the property owner in 1970 (Belle Plaine Herald? 1970). Klehr stated that the quarry was "behind the house," which may place it north of the house.

The following notice appeared in the Scott County Advocate, December 12, 1878: "Workmen are now engaged in quarrying stone from A. Bisson's quarry, St. Lawrence, for the Shakopee (which is the county seat) bridge."

Management Recommendations: The first task is to relocate both quarries and see where they sit in reference to recreational uses at the DNR St. Lawrence Unit. From 1857-1890, Bisson owned the NE quarter of Section 28 and Government Lot 1 (along the river) in the NW quarter of the same section. The ledge north of the houses which runs northeast through Beason Lake and a smaller lake on the Corbel property is a possibility for the location of both quarries. And the DNR "Quarry Campsite" may well be part of the old Bisson quarry (although no drill, chisel or hammer marks were found where David Berg thinks the quarry was in this area just north of the road). The Corbel quarry should be in the SE quarter of Section 21, which was Corbel's property, possibly north of the house. If a stone expert could identify the stone used at the Strait House, Bisson House, and Corbel-Laurens House, it might be possible to locate the source and use this information to further interpret the St. Lawrence area.

Setting: Above the Minnesota River, north of Park Boulevard, possibly between the Bisson and Corbel-Laurens Houses or north of them.

References: Winchell 1888:139; Scott County Advocate, December 12, 1878; Belle Plaine Herald? 1970.

Name: ABRAHAM BISSON HOUSE

County: Scott

Site Name/Site Number: SC-SLW-005

Legal Description: SE NE NE Sec. 28 T114N R24W Jordan West

Site Date/Cultural Affiliation: 1884

Narrative Description: Bloomberg's (1979a) National Register nomination describes the Bisson house as a "two story building of random ashlar St. Lawrence sandstone quarried on the site. A corner stone carries the date of 1884." Other structures on the property include a ca. 1920s barn, a water pump, a windmill (moved to the site by the present owner), a frame granary (ca. 1910), and a tin shed.

Bloomberg's significance statement on the nomination reads in part: "Abraham Bisson settled on this location in 1857 and quarried stone on his property for buildings in nearly St. Lawrence and Jordan. He built the present house in 1884 as a replacement for an earlier structure."

This site is not mapped in Andreas 1874:64. "Abram Besson" owned the property in 1898 (Northwest Publishing Co. 1898b). The name appears to be pronounced "Bee-son" and Beason Lake is named for this pioneer.

Britta Bloomberg's research notes on the Title indicate that the original government patent was issued to Abraham Bisson for the NE quarter and government lot 1 of the NW of Section 28 in August, 1857. The patent was filed June 2, 1890. Walter Bisson and his wife, Louise, quit claimed the property in March, 1919, to Alex Ruppert. It then passed from owner to owner between 1919-1945. When the property was nominated in 1979, the owners were Mr. and Mrs. Henry E. Hyzer. According to the survey notes, the Bisson family built the house in 1884. Their first house was a log cabin. The Bissons came from the east and lived there until around 1910. A syndicate of two Shaeffers, a Sullivan, and Rupert (shown in the Title notes) owned it in this century and used it as a hunting preserve. Heizers bought it from this syndicate around 1943. An article in the Jordan Independent (April 8, 1976) indicates that the Hyzer family had owned the house for 32 years and that the quarry where the stone was taken for the house was located behind (to the north) of the house and that there was allegedly stone quarried there for a brewery.

Setting: At the DNR Lawrence Unit, south side of Minnesota River.

References: Bloomberg 1979a; Northwest Publishing Co. 1898b; Jordan Independent 1976 (with photo).

Name: BELLE PLAINE (City of)

County: Scott

Site Name/Site Number: none

Legal Description: Sec. 8 T113N R25W
Belle Plaine North and Belle Plaine South

Site Date/Cultural Affiliation: 1854-present

Narrative Description: The Minnesota Gazetteer and Business Directory of 1865 (Groff and Barley 1865:29) describes Belle Plaine as "A post village of Scott county . . . by land 48 miles from St. Paul and 96 by the River route. The Minnesota Valley Railroad is graded to this point. The village was laid out in 1854, and now contains one large flouring mill, one saw mill, three hotels, several stores, and a population of about 800."

Belle Plaine was the terminus of the Southern Minnesota Railroad from the fall of 1866 to the fall of 1867 when the rails finally reached Le Sueur.

The steamboat landing at Belle Plaine was a major stop for steamers up and down the Minnesota River in the 1850s and 1860s (Groff and Barley 1865:352). The exact location of this landing has not been identified.

Other early structures near the river included a foundry and the Belle Plaine Company grist mill, but their locations are unknown as well.

Setting: On the bottom land of the Minnesota River.

References: Andreas 1874:232; Bloomberg 1979c; Groff & Barley 1865:352; "When the Railroad Came to Belle Plaine." ca. 1945; Working 1930a, 1930b, 1933.

SITES IN THE BELLE PLAINE AREA

Name: HOOPER-BOWLER-HILLSTROM HOUSE

Site Name/Site Number: SC-BPC-022

Legal Description: Court and Cedar Streets, W1/2 NW Sec. 6 T113N R24W
Belle Plaine North

Site Date/Cultural Affiliation: ca. 1871-present

Narrative Description: This house is on the National Register. Bloomberg's nomination (1979c) describes it as occupying "an entire city block in a residential neighborhood northeast of downtown Belle Plaine" and as "a two story frame house sheathed with white clapboard siding.... The three sections of the house form a "T." The original house, dating ca. 1871, is designed in a simplified version of the Italianate style.... The 1 1/2 story section on the north side was added shortly after the

Belle Plaine, continued

HOOPER-BOWLER-HILLSTROM HOUSE, continued

house was built. A large front porch supported by turned posts runs across the entire east [front] facade and successfully joins these two sections. The section forming the leg of the "T" was added by the house's second owner during the late 1880s.... The two-story outhouse was also constructed at this time."

The two-story outhouse on the rear or west side of the house is rare and famous in its own right. The property is owned by the Belle Plaine Historical Society and faces a city park on the east with covered picnic tables and rest rooms.

Management Recommendations: The DNR might want to coordinate interpretation of sites at Belle Plaine with the Belle Plaine Historical Society and divert the trail to pass by this site and park which offer picnic amenities and possibilities for interpretation. This would involve moving the projected path of the trail through Belle Plaine four blocks to the east.

Setting: On the hill above the Minnesota River at the corner of Court and Cedar streets.

References: Bloomberg 1979c.

Name: BELLE PLAINE TRUSS BRIDGE, #5260

Site Name/Site Number: none

Legal Description: SW Sec. 31 T113N R24W
Belle Plaine North

Site Date/Cultural Affiliation: 1934

Narrative Description: This camel-back truss bridge was, according to the bridge plate, built in 1934 by the Minneapolis Bridge Company.

Setting: Over the Minnesota River at Carver County 40 into Belle Plaine.

References: none

Name: BROKEN ARM OR LIVELY SPIRIT VILLAGE (near Belle Plaine)

County: Scott

Site Name/Site Number: none

Legal Description: [Locational information is confidential]
Belle Plaine North

Site Date/Cultural Affiliation: Mid-nineteenth century Wahpeton

Narrative Description: Joseph Nicollet and Featherstonhaugh describe this village on the east bank of the Minnesota River near what is now the town of Belle Plaine. The chief was named Waknhandi Orhanko (Vivid Lightning) in 1838 according to Nicollet and/or Wakondoanka (Lively Spirit) in 1835 according Featherstonhaugh. Both explorers explained that the chief was commonly referred to as Broken Arm. This village may be the one Berthel (1948:187) notes which was mentioned by the 1850 trip of the steamer Anthony Wayne up the Minnesota River. It was the village of the lower band of the Wahpeton. The upper band was at Lac Qui Parle (Folwell 1921-30 1:183).

Management Recommendations: A reconnaissance level archaeological survey should be conducted prior to any DNR land disturbing activity in the suspected location of Lively Spirit's Village site.

Setting: Unknown

References: Babcock 1945a:141-142; Berthel 1948:187; Bray & Bray 1976:46; Featherstonhaugh 1847:(1)293-294; Smith 1967:13; Winchell 1911:548; Nicollet 1976:46; Folwell 1921-30 1:183.

Name: JOHNSON'S LANDING

County: Sibley

Site Name/Site Number: none

Legal Description: Sec. 36 T114N R25W

Site Date/Cultural Affiliation: post-1865

Narrative Description: A 1917 source ("John L. Johnson...." 1917) described this landing as on the Minnesota River "just across from Belle Plaine." "This place," said old settler John L. Johnson, "was known in old steamboat days as Johnson's Landing, and nearly all the boats stopped there for wood, which we supplied from our homestead, sometimes getting as much as \$2 a cord." Apparently the landing took its name from John L. Johnson's family.

Setting: On the west bank of the Minnesota River most likely in Sec. 36.

References: "John L. Johnson...." (1917).

Name: FAXON TOWNSITE (WALKER'S LANDING)

County: Sibley

Site Name/Site Number: none

Site Date/Cultural Affiliation: 1852-late 1860s

Narrative Description: No description given, but mentioned in passim in Minnesota Democrat (April 27, 1853). The first settlers of Faxon Township were three brothers, Joseph, Cornelius, and Hartwell Walker and their cousin, Levi Walker, all from Maine. They first arrived in 1852 and may have settled on claims then. The site of Faxon village was first called Walker's Landing and was a steamboat stop. A post office was established in 1856, called "Big Hill" because of the terrain there with Hartwell Walker as the first postmaster. In April, 1857, a townsite company was formed and a town surveyed in sections 4 and 5 embracing 600 acres. The name Faxon was chosen to honor one of the incorporators by that name. A large warehouse was erected and was used to store steamboat shipments. In the late 1860s, the village waned when the railroad came through the valley. The site reverted to farmland. The present owners along the river own a chicken farm and have never heard of either Faxon village or Walker's Landing. The road west to Fort Ridgely was first known as the "Walker's Landing to Fort Ridgely Road" in 1852, but was renamed the "Henderson to Fort Ridgely Road" in 1853 when Joseph R. Brown of Henderson promoted his town in 1853 (Reddemann 1976:1). In 1888 there were minor sandstone quarries at Faxon (Winchell 1888).

Another account concerning Faxon is found in the 1976 Blakeley history book (Blakeley Bicentennial Committee 1976:76), according to which the demise of Faxon was partially attributable to the coming of the railroad on the east side of the Minnesota River through Blakeley and the realization that Faxon was on the wrong side because of the demise of steamboat traffic. A stage and post route was laid out on the Sibley County side of the river, known as the "Blakeley and Hancock Road." As a result of this established road, the first ferry boat was bought by A. D. Ferris of Faxon and launched at Blakeley. The business people of Blakeley paid for the ferry and knew it was not a "going proposition," but the ferry operated on and off until the Blakeley bridge was put across the Minnesota River at Blakeley in 1924.

Setting: On the west side of the Minnesota River in the river bottoms.

References: Andreas 1874:133,249; Smith 1967:14,15; Groff & Barley 1865; Schueler, Murphy and Brennan n.d.; Minnesota Democrat (April 27, 1853); The Southern Minnesotan 1931d; Reddemann 1976:1); Sibley County Centennial Commission n.d.; "Faxon Pioneers..." 1928:1,2; Southern Minnesotan 1931d:13-14; Babcock 1930:169; Minnesota Historical Society n.d.b; Blakeley Bicentennial Committee 1976:76; Winchell 1888.

NELSON ROBERT AND LOUIS ROBERT FUR POSTS

County: Scott

Site Name/Site Number: none

Legal Description: W1/2 SW Sec. 12 T113N R25W Belle Plaine South

Site Date/Cultural Affiliation: ca. 1852

Narrative Description: One or two posts. Nelson Robert (1830 - Sept. 22, 1877) established a post here ca. 1840 and Louis started his post in 1852 according to Working (1930a,1933). Nelson was the nephew of Louis Robert.

Setting: Exact location unknown. On Robert Creek. The location for the Louis Robert post puts it about two miles south of the Minnesota River on the east side of Robert Creek above the bluff in the area now transected by Highway 169.

Management Recommendations: The site of this and the other trading posts operated by Louis Robert may be verified if a search is done in the Louis Robert Papers at the Minnesota Historical Society.

References: Working 1930a,1933; Upham and Dunlap 1912.

Name: BLAKELEY TOWNSITE

County: Scott

Site Name/Site Number: none

Legal Description: Sec. 8 T113N R25W Belle Plaine South

Site Date/Cultural Affiliation: ca. 1853

Narrative Description: In 1882 Neil (1882:334) described the village as "on land owned by E. F. Drake and I. N. Dean in the northeast quarter of section 8. In 1853, this area was known as "Dean's Landing." Blakeley post-office was established in the fall of 1867, and I. N. Dean appointed postmaster.... The business interests of the village are, four general stores, one drug store, one shoe shop, one blacksmith, three cane mills, two elevators, three saloons." The ferry at Blakeley was operated by a Mr. A. D. Ferris, who acquired it when it served Faxon township, and moved it to Blakeley in 1862.

When the U. S. Engineers surveyed the Minnesota River in 1867, they referred to a place near here as "Dean's Landing," which may have been closer to the townsite of Faxon (Davis 1868:56).

Setting: In the Minnesota River bottoms on the east side of the river.

References: Neill 1882:333-334; Sibley County Centennial Commission n.d.:9; Northwest Publishing Co. 1898b:26; Minnesota Historical Society n.d.b; Davis 1868:56.

SITES AT BLAKELEY

Name: BLAKELEY FERRY

Legal Description: NW NE Sec. 8 T113N R25W Belle Plaine South

Site Date/Cultural Affiliation: 1862-1925

Description: A. D. Ferris moved his ferry from Faxon to Blakeley in 1862. Thereafter, there were six different ferry boats for four generations of citizens on the Scott and Sibley county sides of the Minnesota River which used the ferry until the last one ceased operation in the Spring of 1925 when the present Blakeley Memorial Bridge was opened. The last operator draped the ferry in black for that opening and sank the ferry boat in the middle of the river.

A peevish account of the cost of the ferry and its purpose is found in the Blakeley history (Blakeley Bicentennial Committee 1977:76), possibly reprinted from a ca. 1925 article in the Belle Plaine Herald, according to which the Blakeley ferry was established by A. D. Ferris after the Blakeley-Hancock Road was established in the early 1860s:

As a result of this established road, the first ferryboat was bought of A. D. Ferris of Faxon and launched at Blakeley. This was the

Blakeley Townsite, continued

BLAKELEY FERRY, continued

beginning as well as nearly the end of Blakeley. We all knew and fully realized that the ferryboat and system of operation never was and never would be a paying proposition.

Blakeley citizens considered the ferry a "public obstruction to business, traffic and welfare" which "cost the business people of this fair village a fortune to operate and replace this ancient and prehistoric means of conveyance." One of the six ferry boats at Blakeley was owned and operated by D. A. Kelly. The citizens also tried building two pontoon bridges over the river, but the boats of one of these bridges washed away in high water. The permanent solution to the crossing came with the present 1924-25 bridge. A. D. Kelly died August 15, 1924. He had bought and paid for the last ferry boat which was purchased around 1899-1900 after the people of Blakeley had ceased paying for running the ferry for a number of years.

Setting: On the Minnesota River bottoms in the vicinity of the current Blakeley Memorial Bridge.

References: Blakeley Bicentennial Committee 1976:39,73,74,76,80.

Name: BLAKELEY MEMORIAL BRIDGE, #4184

Legal Description: NW NE Sec. 8 T113N R26W Belle Plaine South

Site Date/ Cultural Affiliation: 1924-25 to present

Description: The present bridge is apparently the first permanent bridge to span the Minnesota River here. Prior to 1925 when it was opened, the citizens had paid to operate a ferry dating back to 1862, and had erected two pontoon bridges which proved unsatisfactory.

The current bridge is a three span through truss camel-back with a newer wooden deck, blacktop, and concrete bridge abutments. It was originally built for \$50,000 after the township boards of Blakeley, Faxon and Jessenland were successful in designating a state road at the river crossing. A Mr. Blaine, of the Pittsburg-Des Moines Steel Company, supervised the erection under Superintendent of Construction F. C. Jackson of St. Joseph, Missouri. Each span was 140 feet in length, and when built, the bridge was said to be the longest bridge across the Minnesota River at a total length of 570 feet, including the 150 foot approach. The east abutment was in poor shape in 1938 and there was talk of replacing it at that time. At a later date, there was discussion about constructing a new south approach of 150 feet for the bridge which apparently was done. The 1976 Blakeley history gives no dates of this work.

Setting: On the Minnesota River bottoms just west of downtown Blakeley.

Blakeley Townsite, continued

References: Blakeley Bicentennial Committee 1976:76-83.

Name: STONE-ARCHED RAILROAD BRIDGE
(Chicago, St. Paul, Minneapolis and Omaha Railroad Bridge at
Blakeley, Chicago-Northwestern Bridge No. 245)

Legal Description: SE SW NE Sec. 8 T113N R25W Belle Plaine South

Site Date/ Cultural Affiliation: ca. 1880

Description: This is a low stone-arched railroad bridge with the tracks still running over it and is in good repair. It spans what in 1898 was known as Big Possum Creek (Northwest Publishing Company 1898b) and may date to 1878. Blocks are sandstone. It is just east of Chatfield Drive near the river and south of downtown, visible from what is projected to be the Minnesota Valley Trail through the area. It is extremely similar to the so-called Blakeley Township Stone-Arched Bridge (L3040) farther south. There is no keystone date on the west side of the bridge facing Chatfield Drive and it has been repaired with new stone caps. As such it does not have quite the integrity of the Blakeley Township Stone-Arched Bridge (L3040), but it does provide a evidence that the former was not a township bridge, but, rather, a railroad bridge.

Keith Eich of the Bridge Department of the Chicago and Northwestern Railroad in Chicago (312) 559-6140 notes that this stone-arched bridge in the town of Blakeley (a 12-foot stone arched bridge numbered #245) was built in 1880, according to the Omaha railroad bridge books in Chicago (Eich 1992).

Management Recommendations: Signage at Blakeley could be put up near the bridge which is in plain sight of the projected Minnesota Valley Trail through the village of Blakeley. The trail is projected to head south out of town on Chatfield Drive within 50 feet of this early stone bridge.

Setting: On the east side of Chatfield Drive south of downtown Blakeley.

References: Northwest Publishing Company 1898b; Blakeley Bicentennial Committee 1976:70; Eich 1992.

Name: RUSSELL'S LANDING

County: Scott

Site Name/Site Number: none

Legal Description: NE Sec. 18 T113N R25W Belle Plaine South

Site Date/Cultural Affiliation: 1850s-1860s?

Narrative Description: This site is not mentioned in the secondary literature and records. Smith (1967:14) makes a bare mention of it based on the citation from E. D. Neill, (Neill 1882:334) who wrote that its owner, Edward Russell, left the area for Dakota County in 1862. Smith (1967) went into the Louis Robert Papers at the Minnesota Historical Society archives and found that Louis Robert's two steamers, "Time and Tide" and the "Jeanette Roberts" (named for his daughter), used Russell's landing as a regular stop during the 1850s and 1860s. Contrary to Smith, this was not a major steamboat stop on the lower Minnesota River in the 1850s and 1860s (Groff and Barley 1865). Louis Robert may have been provisioning his nearby posts from this landing. We found no precise locational information in the northeast quarter of section 18. This site has a very low interpretive potential in comparison with other, better-documented landing sites from which settlers embarked and debarked.

Although the northeast quarter of Section 18 is in both Scott and Sibley counties, Neill (1882:333) places the Russell's property in Scott county. Margaret MacFarlane of the Scott County Historical Society has never heard of Russell's Landing (MacFarlane 1992).

Setting: On the Minnesota River bottom land.

References: Neill 1882:334; Smith 1967:14; MacFarlane 1992; Groff and Barley 1865.

Name: CLINGEN AND MILES SAWMILL

County: Scott

Site Name/Site Number: none

Legal Description: Sec. 18 T113N R25W Henderson

Site Date/Cultural Affiliation: 1850s

Narrative Description: Neill (1882:334) says "The first sawmill in the township was built by Clingen & Miles. It was situated on the Minnesota river in section 18, and was in use but a year when it was removed to Blue Earth county."

Setting: On the Minnesota River bottoms. Exact location unknown.

References: Neill 1882; "Scott County Trail Blazers." 1925.

Name: [No Name]

County: Scott

Site Name/Site Number: 21SC12

Legal Description: [Locational information is confidential] Henderson

Site Date/Cultural Affiliation: Unknown

Narrative Description: Three mounds, one elongated, were mapped by the Northwestern Archaeological Survey on Sept. 28, 1889 and recorded in Notebook #12 page 45. The mound group was field checked by P. Anfinson of the Minnesota Statewide Archaeological Survey in 1975 (P. Anfinson 1992) in 1975. At that time she noted on the 21SC12 State Site File form that Mound #1 had been potted, Mound #2 had been cultivated and the archaeologist was unable to locate Mound #3.

Management Recommendations: This site should be field checked if the Minnesota Valley Trail transects this area. The trail appears to follow the existing road through this area. Minnesota State Chapter 307.08 clearly outlines the status of Indian burial mounds and the consequences of disturbing such sites. The mounds at 21SC12 are most likely on or near DNR property and should be relocated prior to any DNR land disturbing activity in the suspected location of the site. The trail follows the existing road in this area.

Setting: The site is located on the bluffs "approximately 100 feet above the river" on the south side.

References: P.Anfinson 1992; Winchell 1911:193.

Name: ROCKY POINT STONE QUARRY

County: Scott

Site Name/Site Number: none

Legal Description: Near middle of west side Sec. 30 T113N R25W Henderson

Site Date/Cultural Affiliation: ca. 1888

Narrative Description: Winchell (1888:119) describes the St. Lawrence limestone and this site: "The lowest formation of the Lower Magnesian group exposed in this valley is a yellowish and reddish massive dolomite, named the St. Lawrence limestone, from the township in Scott county where extensive ledges of it are first found in ascending the river. Below its outcrops which are quarried in this valley at Judson and Hebron, ten miles west of Mankato, its next exposure is at Rocky Point in Scott county, near the middle of the west side of section 30, Blakeley, at the extremity of an eastward bend of the river."

Setting: Near middle of W1/2 Sec. 30 T113N R25W at extreme eastward bend in the river. Exact location unknown.

References: Winchell 1888:119.

Name: BLAKELEY TOWNSHIP STONE-ARCH BRIDGE, L3040

County: Scott

Site Name/Site Number: SC-BLK-7

Legal Description: NW SW NW Sec. 30 T113N R25W Henderson

Site Date/Cultural Affiliation: 1878

Narrative Description: This site is on the National Register as the Blakeley Township Stone-Arched Bridge, L3040 (Hess 1988). The nomination describes it as "a single-span stone-arch bridge that carries an unpaved north-south road over a dry streambed." The bridge has flared stepped wing walls, a semicircular arch, and a span of 15 feet. It is listed as "a rare example of 'permanent' highway construction" and as "also significant as the state's oldest, known, surviving, stone-arched highway bridge." The key stone on the east side has a carved "1878." However, the nomination acknowledges that the design and construction of this bridge needs clarification and that as a highway bridge this one would be considered an "unusual event," built with a quality of material and workmanship "usually reserved for more visible municipal and railroad bridges (Hess 1988)."

There are indications that the nomination is erroneous and that this bridge is, in fact, a railroad bridge. Hess (1992) stated that this bridge did not appear in the Scott County Board of Commissioner's minutes, making it suspect as a county highway bridge. Keith Eich of the Bridge Department of the Chicago and Northwestern Railroad in Chicago (312) 559-6140 finds no mention of this bridge in the company's Omaha railroad bridge books, but did note that the stone-arched bridge in the town of Blakeley (a 12-foot stone arched bridge numbered #245) which is similar was built in 1880, two years after this one. He suspects that the Blakeley Township Stone-Arched Bridge was built by the Omaha or possibly its predecessor railroad company, the St. Paul and Sioux City. Eich suggests that the current steel bridge just to the west replaced the stone-arched bridge probably between 1880-1890 (Eich 1992).

Setting: Blakeley Township, just above Minnesota River floodplain.

References: Hess 1988, 1992; Eich 1992; Blakeley Bicentennial Committee 1976:70.

Name: RACoon RAPIDS LIMESTONE QUARRY

County: Scott & Sibley

Site Name/Site Number: none

Legal Description: Sec. 25 T113N R26W Henderson

Site Date/Cultural Affiliation: 1888

Narrative Description: Winchell mentions a quarry at Racoon Rapids about a half mile southwest from the Rocky Point Quarry. Nothing else is known about this site near the Minnesota River.

Setting: Minnesota River bottoms. Exact location is unknown.

References: Winchell 1888:119,120.

Name: SALISBURY HILL ROAD LOG BARN

County: Scott

Site Name/Site Number: 21-SC-35

Legal Description: SE SW SW Sec. 30 T113N R25W Henderson

Site Date/Cultural Affiliation: Historic, pre-1900?

Narrative Description: This farmstead, of which the only survival is the barn, does not show up on the 1874 Andreas' Atlas. This indicates that it was settled by an average homesteader. The log building which remains visible about one block east of the proposed trail is not a log cabin, as indicated on the Minnesota State Site Form (21SC35, D. Radford 1990). It is a log barn with an upper half story comprising a hay loft. This is the only log barn visible from the lower Minnesota Valley Trail and was once a common building type. There is a 1940 photograph of this barn (labeled as such) at the Minnesota Historical Society (MS5.3/pl taken by Paul Klammer and identified as "barn, southwest of Blakely, Minn 3 miles"). This 1940 photograph shows a split rail fenced enclosure east and adjacent to the barn in which are standing what appear to be cows.

From the State Site Form, the associated house (now razed) was a Cube or American Foursquare style which appears to have dated from around 1900. The barn is clearly older and may represent an original outbuilding on this homestead. A field check by Roberts and Roberts (June, 1992) indicates that the log barn has had a replacement roof and possibly replacement rough sawn gables. It has also been rechinked with some care at the first story. The 1940 photo confirms our field observations. Less chinking at the second story near the roof may indicate that the owner wanted air to circulate in the hay loft. The roof in the 1940 photograph is the present one, but it was recently put on in 1940 and had a new metal flashing at the ridge pole. The gabled planking appears the same today as in the 1940 photo and may be original.

We disagree with the State Site Form: the barn's condition is not "poor." The building is structurally sound and the condition is good. If the bottom course of logs is sitting on the ground, the building will eventually collapse from the ground up. Since the barn is nestled south of and at the bottom of a small hill, the base of the log walls on the north side may be subject to water and rot. Trenching along the north side and around the east and west sides would help alleviate this problem.

Management Recommendations: The projected route of the trail could call attention to the barn, clearly visible from the road. Title research may shed additional light on the family associated with the structure.

Setting: East of the projected route of the Minnesota Valley Trail at northeast corner of Scott County 51 and Salisbury Hill Road.

References: Smith 1967; Schueler, Murphy & Brennan n.d.; Radford and George 1990; Minnesota Historical Society n.d.c and n.d.e.

Name: [No Name]

County: Scott

Site Name/Site Number: 21SC8

Legal Description: [Locational information is confidential] Henderson

Site Date/Cultural Affiliation: Unknown

Narrative Description: The "single mound 160 feet above the river" was mapped by the Northwestern Archaeological Survey and recorded in Notebook 17 page 59. The mound was 30 feet in diameter and 2 feet high when mapped in 1889. The site area was field checked in 1978 by Patty Anfinson (1992) of the Minnesota Statewide Archaeological Survey (no report). She notes on the 21SC8 State Site File form that half of the site area was in two foot high alfalfa and half in woods. Both areas were checked and the mound was not relocated. In the opinion of Anfinson the mound is "probably in cult field." There is evidence of another field check (no date available) conducted by the Minnesota Historical Society where the field archaeologist is of the opinion that the mound is "probably completely undisturbed in wooded area along bluff."

Management Recommendations: Minnesota State Chapter 307.08 clearly outlines the status of Indian burial mounds and the consequences of disturbing such sites. The mounds at 21SC08 are most likely on or near DNR property and should be relocated prior to any DNR land disturbing activity in the suspected location of the site.

Setting: Bluff top adjacent to the floodplain along the south side of the Minnesota River.

References: P.Anfinson 1992; Winchell 1911:193.

Name: [No Name]

County: Scott

Site Name/Site Number: 21SC9

Legal Description: [Locational information is confidential] Henderson

Site Date/Cultural Affiliation: Unknown

Narrative Description: A "single mound 60 feet above the river bottom" was mapped by the Northwestern Archaeological Survey and recorded in Notebook #17 page 59. The original Lewis Notes list the mound in the [Locational information is confidential] although Winchell and the State Site File list the location in the NW, NW. If Lewis is correct, this mound is on DNR property. This is the only information available at this time.

Management Recommendations: Minnesota State Chapter 307.08 clearly outlines the status of Indian burial mounds and the consequences of disturbing such sites. The mounds at 21SC09 are most likely on or near DNR property and should be relocated prior to any DNR land disturbing activity in the suspected location of the site.

Setting: On a bluff adjacent to floodplain on south side of the Minnesota River.

References: Winchell 1911:193.

Name: THOMAS DOHENY'S LANDING

County: Sibley

Site Name/Site Number: none

Legal Description: Sec. 13 T113N R26W Henderson

Site Date/Cultural Affiliation: 1852 -- ca. 1864

Narrative Description: Thomas Doheny, a Jessenland pioneer, operated a warehouse and store on the river bank opposite the Jessenland Church from around 1852-1864. He arrived on the steamer Black Oak in Sibley County on July 9, 1852 and claimed an area by blazing the trees (Neill 1882:411). In the Spring of 1853, he returned with several Irish families to start an Irish settlement. At his trading place and landing, he received his supplies by steamboat and from overland freighters and traded a wide variety of goods with the settlers in the surrounding hinterland. Doheny's Landing was a rival to the City of Henderson as a trading place for a while. Since the Jessenland Church was St. Thomas Catholic Church, Doheny's Landing must have been along the west side of the Minnesota River somewhere in Section 13.

The United States Land Surveyors' Field Notes (1853-55) of June, 1855, notes that Thomas Dehoney's [sic.] claim of 10 improved acres were on a line between Sections 12 and 13.

Setting: In the Minnesota River bottoms and possibly up the draw.

References: Schueler, Murphy & Brennan n.d.; Working 1928b; Neill 1882:411; The Southern Minnesotan 1931d:13-14; Sibley County Centennial Commission n.d.:8; United States Land Surveyors' Field Notes 1853-55.

Name: CITY OF HENDERSON COMMERCIAL DISTRICT

County: Sibley

Site Name/Site Number: none

Legal Description: NW NW NW Sec. 12 T112N R26W Henderson

Site Date/Cultural Affiliation: first settled 1853; National Register district represents the period from 1874-1905

Narrative Description: This site is a National Register district. Johnson's (Liz Holum Johnson 1987a) nomination describes it as "located along a two-block portion of Main Street, Henderson's main commercial thoroughfare, between Fourth and Sixth Streets. The district, comprised of twelve contributing and one non-contributing structures, encompasses about two-thirds of Henderson's downtown business district." The district comprises a distinctive collection of late 19th century commercial buildings representing the period from 1874-1905.

The village of Henderson was founded in 1852 and platted in 1855 by Joseph R. Brown who lived there for several years and edited the Henderson Democrat between 1857-1861. Henderson was the first county seat of Sibley County until 1915 and was incorporated as a city in 1855.

Setting: West of the Minnesota River about one-half mile in downtown Henderson.

References: Johnson, L.H. 1987a; "General Minnesota Items." 1928; Giddens 1979:221; Sibley County Centennial Commission n.d.:29-34; Southern Minnesotan 1931:9-10,1931d:13; "Celebration Marks 90th Anniversary...." 1942; "Steamboat and Ferries...." 1931; Smith 1967:15.

SITES IN THE HENDERSON AREA

Name: HENDERSON FERRY

County: Sibley

Site Name/Site Number: none

Legal Description: Sec. 12 T112N R26W

Site Date/Cultural Affiliation: William Smith ferry near Henderson, 1856-1861.

Narrative Description: The Henderson Independent ("Old Bridge Built...." 1931) describes the ferry at Henderson thus: "For 25 years, from the time of Henderson's foundation to 1877, passage across the Minnesota River here was effected by means of ferries and rowboats.... After the building of the Minnesota Valley railroad the need of a bridge was felt keenly, and .

Name: City of Henderson, continued

HENDERSON FERRY, continued

. . . an iron bridge . . . was constructed in 1877...." J. M. Ayer ran a ferry at Henderson in 1854 (Andreas 1874:249).

A remarkable picture (HS5.9 HN P4, Minnesota Historical Society n.d.c) of the Henderson ferry shows a small ferry on a cable across the river, with the village in the background. It was a flatboat ferry with wooden rails capable of carrying one wagon and team and additional passengers or goods across the Minnesota River. In 1855, the ferry operated on the road between St. Paul and Ft. Ridgley via the town of Henderson, making this a busy and important river crossing. The road is mentioned in the original government land surveyor's notes from 1855 (U. S. Land Surveyors' Field Notes 1853-55). Before the building of the Minnesota Valley railroad on the east side of the Minnesota River in 1867, the business of the Henderson ferry was not great. After the railroad was built, there was a heavy demand on the ferry at Henderson. The need for a bridge at Henderson was keenly felt and the first iron bridge was finally built in 1877 for \$17,000 by the city of Henderson ("Old Bridge Built. . ." July 31, 1931 Henderson Independent). John Hepp was the ferry operator when the first Henderson bridge was built in 1877. After the ferry ceased operations, the old ferry house was moved onto a nearby farm to become a tool house ("Henderson Bridge Has Weathered" Feb. 8, 1929 Henderson Independent).

The Henderson ferry operated with a rope or cable. The angled aprons at both ends simply pulled close to the river bank on each side.

Setting: Minnesota River bottoms at Henderson. Exact location unknown.

References: Andreas 1874:76,249; Schueler, Murphy & Brennan n.d.; "Major Jos. Brown Arrived in 1852" 1931; "Old Bridge Built...." 1931; Minnesota Historical Society n.d.b; Y. S. Land Surveyors' Field Notes 1853-55.

Name: JOSEPH R. BROWN STEAMBOAT LANDING (Henderson)

County: Sibley

Site Name/Site Number: none

Legal Description: Sec. 12 T112N R26W Henderson

Site Date/Cultural Affiliation: 1852

Narrative Description: Smith (1967:15) says that "in 1852 Joseph R. Brown established a steamboat landing and built a cabin on the bank of the river. This landing served as the beginning of the cross-country

City of Henderson, continued

JOE BROWN STEAMBOAT LANDING, continued

wagon road to Fort Ridgely. The landing and Brown's store was the base of the settlement of Henderson during the 1850s.

Setting: At the river front at Henderson.

References: Groff & Barley 1865; Smith 1967; "News & Comment" 1930; "Major Jos. Brown Arrived in 1852" 1931.

Name: JOSEPH R. BROWN HOUSE

County: Sibley

Site Name/Site Number: none

Legal Description: S. 5th Street in Henderson, Sec. 12 T115 N R26W

Site Date/Cultural Affiliation: 1850s?

Narrative Description: This site may have been relocated in the city of Henderson (Kennedy 1965:272-277). The search was so poorly written up by Kennedy, however, that we have no confidence that he actually found the house. We did not retrace his research, as it was outside the scope of this study, nor did we attempt to relocate it in the field. This house is not to be confused with "Farther and Gay Castle," Joseph R. Brown's 1861 house, the ruins of which are located in Renville County at the Joseph R. Brown State Wayside, seven or eight miles down stream on the Minnesota river from the Upper Sioux Agency.

Brown was Henderson's founder, and involved in building the road to Fort Ridgely and other points west.

Setting: City of Henderson

References: Lindeman & Nystuen 1969; "General Minnesota Items" 1938; Kennedy 1965; "1860 Steamwagon..." 1921.

Name: HENDERSON-EAST HENDERSON BRIDGE #4567 (razed)

County: Sibley

Site Name/Site Number: #4567 SB-HNC-036

Legal Description: SE SE SW Sec. 1 T112N R26W Henderson

Site Date/Cultural Affiliation: 1931-pre-1987

City of Henderson, continued

HENDERSON-EAST HENDERSON BRIDGE #4567, continued

Narrative Description: This crossing is on Highway 19 between Henderson and East Henderson and has been the location of three bridges since 1877. The current concrete and steel bridge (No. 40001) is fairly new and is known as the Tyrone Township Bridge.

The previous bridge, #4567, was completed in 1931. A newspaper story about the dedication gives the following details: "The new structure is 420 feet long and consists of three 140 foot high truss steel span with sub-structure of reinforced concrete and super-structure of structural steel and reinforced concrete slab.... Contractor for the bridge was let on November 12, 1930, and was awarded to Nolan Bothers & Erler of 20 North Second Street, Minneapolis, Minnesota, for the sum of \$48,800 ("The New Bridge Just Completed" 1931)." The 1931 bridge replaced a badly outdated 1877 structure. When it was surveyed in 1987, the 1931 bridge had been torn down ("Bridge #4567" 1980).

Setting: On the Minnesota River bottoms east of the City of Henderson.

References: Work Projects Administration n.d.; "Old Bridge...." 1931; "Steamboats and Ferries...." 1931; "Bridge #4567" 1980; Liz Holum Johnson 1987; "The New Bridge Just Completed" 1931; Minnesota Historical Society n.d.e.

Name: EAST HENDERSON (HENDERSON STATION)

County: Le Sueur

Site Name/Site Number: none

Legal Description: NW Sec. 7 T112N R25W Henderson

Site Date/Cultural Affiliation: 1877

Narrative Description: Platted December 22, 1877, Henderson Station was a small village with a railway on the east side of the Minnesota River, opposite Henderson (Upham 1920:301). It was by the St. Paul and Sioux City Railway Company (Gresham 1916:538).

According to Randen (1977:82): "One of the first settlers in East Henderson was William Smith who operated a ferry across the river to Henderson from 1856 to 1861. The ferry continued in operation until the Henderson bridge was built in 1877.... In 1867 when the railroad arrived it did not cross the river and the station was built at East Henderson. This increased the ferry business.... Stage routes carried the mail from Henderson to points west."

Setting: East of Henderson on the east side of the Minnesota River.

References: Upham 1920; "Celebration Marks 90th...." 1942; Gresham 1916:538; Randen 1977:82-83.

SITES IN THE EAST HENDERSON AREA

Name: WILLIAM SMITH FERRY (See Henderson Ferry, above)

County: Le Sueur none

Site Name/Site Number: none

Legal Description: Le Sueur

Site Date/Cultural Affiliation: crossed MN R. near Henderson, 1856-1861.

Narrative Description: The William Smith Ferry was operated on the south [sic, east] side of the Minnesota River in the vicinity of the city of Henderson but on the Le Sueur County side from 1856-1861. Smith was an early settler of Le Sueur County (Gresham 1:440). This was the first of what was known as the Henderson Ferry.

Setting: On the Minnesota River, east side, across from Henderson

References: Smith 1967; Gresham 1916.

Name: VILLAGE OF RED EAGLE (near Henderson)

County: Le Sueur

Site Name/Site Number: none

Legal Description: [Locational information is confidential] Henderson

Site Date/Cultural Affiliation: Mid-nineteenth century Wahpeton

Narrative Description: In 1823, Major Stephen Long mentioned a "recently established" village that would have been in the area of present-day Henderson. This may be the village of Red Eagle mentioned by Joseph Nicollet in 1838 and Featherstonhaugh in 1835. All agree on the name of the village chief. A footnote in Kane et. al. indicates the village was on the east side of the Minnesota River.

Management Recommendations: A reconnaissance level archaeological survey should be conducted prior to any DNR land disturbing activity in the suspected location of the Village of Red Eagle site.

Setting: Unknown; near Henderson

References: Bray & Bray 1976:47; Featherstonhaugh 1847:295; Kane et. al. 1978:160n.; Smith 1967:15.

Name: INDIAN ENCAMPMENT AT PRAIRIE LA FLECHE

County: Le Sueur

Site Name/Site Number: none

Legal Description: Sec. 25? T112N R26W Le Sueur

Site Date/Cultural Affiliation: Historic: 1840

Narrative Description: An obscure reference to this site is its sole claim to existence in our study. Randen (1977:n.p.) says that trader Martin McLeod wrote in December 7, 1840 that he "went to an Indian encampment of seven lodges near Prairie la Flech, eight miles distant, and returned at 3 p.m." Randen says that McLeod's "Prairie la Fleche" was "most probably along a river of the same name, a river of our county now known as the Le Sueur Creek north of town."

The McLeod diary entry reads: "Went to an Indian encampment of 7 lodges near Prairie la flech 8 miles distant and ret^d at 3 p.m. (Nute 1922:425)" Martin McLeod was then presumably at Traverse de Sioux and the editor's note indicates that "Nicollet's map, accompanying his Report (serial 380), shows the Prairie la Fleche River, which appears to be the stream now known as Spring Creek in Le Sueur County (Nute 1922:425)." McLeod described the prairie as follows: "Over an immense forest of many miles in extent the eye ranges and embraces with distinctness the distant outline of the beautiful Prairie Lafleche 30 miles in circumference surrounded with timber (Ibid.)."

There is no Spring Creek or Prairie La Fleche River on current maps of Le Sueur County and neither stream is mentioned in Minnesota Geographic Names (Upham 1920). We have mapped the site near the mouth of Le Sueur Creek just north of the city of Le Sueur, but it is largely a wild guess based on Randen. This is not a site which shows up in any other than the McLeod source as far as we have been able to determine. However, Randen (1977:35) mentioned in his county history that "Up to 1857 the Indians outnumbered the white population in Le Sueur according to an eyewitness account published in the August, 1873 paper, Northwestern Chronotype edited by Mrs. Belle French. Their teepees frequently occupied the ground where the depot now stands on Oak Street west of Main Street."

Management Recommendations: A reconnaissance level archaeological survey should be conducted prior to any DNR land disturbing activity in the suspected location of the Indian encampment at Prairie la Fleche. It is not even certain on which side of the Minnesota River this encampment might have been located, but probably the east side in the city.

Setting: Possibly near Le Sueur Creek, down river (north) of the city of Le Sueur. The area for this site is entirely unknown and is only suspected to be near Le Sueur Creek.

References: Randen 1977:35; Nute 1922:425.

Name: LE SUEUR, MIDDLE LE SUEUR, LE SUEUR CITY TOWNSITE

County: Le Sueur

Site Name/Site Number: none

Legal Description: E 1/2 Sec. 35 and W 1/2 Sec. 36 T112N R26W Le Sueur

Site Date/Cultural Affiliation: 1858+

Narrative Description: The first claim in what became Le Sueur was that of George W. Thompson, who had squatted on a site a mile down river and been pushed out by claim jumpers. He built a cabin in what is now the business district of Le Sueur ("Pierre Le Sueur Gives Names to Pioneer County" 1931).

What is now the city of Le Sueur began with initial settlement in 1852 and, at one time, included three separately platted townsites: Le Sueur and Le Sueur City, both platted in 1858, and Middle Le Sueur. They were united in a borough town in 1867 by the Minnesota legislature (Upham 302).

HISTORIC SITES AT LE SUEUR

Name: LE SUEUR FERRIES

Upper Le Sueur Ferry (1867)

Marion Ferry (1861-1928, George M. Tousley)

County: Le Sueur

Legal Description: Sec. 35? T112N R26W

Description: Le Sueur was a major river crossing, and ferries operated at more than one point there. At least three different ferries operated in the area of what is now the City of Le Sueur: Upper Le Sueur Ferry (1867), a ferry near the levee at one of the two steamboat landings, and the Marion Ferry (1868-1928) operated by George M. Tousley for many years. The Upper Le Sueur Ferry was operated in 1856 by a man named Bigelow, in 1870 by one Peter N. Smith, and later by a Matt McDonald. Just southwest of the downtown mall in Le Sueur, there is a Ferry Street and then a Smith Street. This may have been the general location of Peter Smith's Ferry. However, the river bank is wooded and very steep and no evidence of this ferry crossing was found in a recent field check. It would have been several hundred feet upstream of the present bridge across the Minnesota River.

Setting: East side of the Minnesota River at Le Sueur

References: Andreas 1874:249,252; Groff & Barley 1865; LeDuc & Rohrer 1853; "Pierre Le Sueur Gives Names to Pioneer County" 1931; Babcock 1930:170; Randen 1977:26-31,54-57,76-87,108-111,128-133,208-209,217.

Name: TRUSS HIGHWAY BRIDGE, #3945 (razed)

County: Le Sueur

Site Name/Site Number: none

Legal Description: NE SE Sec. 35 T112N R26W Le Sueur

Site Date/Cultural Affiliation: 1923

Narrative Description: This is a historic river crossing at the City of Le Sueur over T.H. 93 for bridges, of which the present one is apparently the third or fourth. The first was an iron bridge built in the Spring of 1876 by Soulerin & Lord, bridge builders, with one span which could swing open. It was a through-truss with stone piers (Minnesota Historical Society n.d.c). The second bridge was opened in 1894, according to a plaque in the adjacent park (but no additional information is available). The third bridge was a truss bridge (No. 3945), built in 1923. The DNR has a small park on the northwest side of the present concrete highway bridge and a monument which incorporates a portion of the 1923 bridge and a plaque.

Management Recommendations: The DNR has River Park on the west side (Sibley County side) of the river at the northwest corner of the present bridge crossing overlooking the City of Le Sueur to the east. This would be an opportunity to interpret the historic river crossings, including several ferry crossings whose exact locations are unknown. A photograph at the Minnesota Historical Society shows two bridges at this crossing previous to the present 1984 bridge. Neither of the former bridges were built in 1894 and the plaque in the DNR park appears to be incorrect. Further research should be conducted before additional interpretation is considered.

Setting: On the Minnesota River bottoms west of the City of Le Sueur.

References: Minnesota Historical Society n.d.c, n.d.e.

XX. GENERAL RECOMMENDATIONS

The following are some general considerations in terms of future work along the lower Minnesota Valley Trail. They are divided into two groups.

MANAGEMENT OF ARCHAEOLOGICAL PROPERTIES: GENERAL CONSIDERATIONS

Specific management recommendations have been provided, as appropriate, on the site forms which are part of this report. This section discusses some general problems with the management of archaeological properties and specific comments about management of sites along the Minnesota Valley Trail.

In some ways, the management of archaeological properties can be guided by one simple maxim: do no harm. Ideally, the best management is to protect sites from vandalism and leave them alone. Sites that have been cultivated can be maintained under grass or pasture. Where sites are in a forested area, periodic removal of trees to prevent damage to the site when trees are uprooted may be necessary. In some cases, protection against erosion may also be necessary. Where above ground remains are present, some stabilization of these features may be required. While such stabilization may require some technical assistance, this kind of expertise is available from the National Park Service, the State Historic Preservation Office, and other sources.

However, in the case of the Minnesota Valley Trail, site management is complicated by the fact that the precise location of many sites is not known and there are undoubtedly many ancient Native American sites that have yet to be discovered. This study has shown that the boundaries and characteristics of many recorded sites are unclear and may be much larger than has been assumed, as evidenced by our study to determine the site boundaries at Thompson's Ferry. Although several sites, such as Fort Snelling, Little Rapids, and the Sibley House, have received a great deal of attention, there has not been an ongoing interdisciplinary program of regional research and investigation in the lower Minnesota River Valley. As a result, much of the data required for management and interpretation of the cultural resources along the Minnesota Valley Trail has not yet been gathered.

We suggest that there are three basic steps that must be taken to provide information for management and interpretation of archaeological sites along the trail.

* First, a comprehensive program of reconnaissance level (Phase 1) survey needs to be undertaken, both along the Trail corridor and in other parts of the floodplain. Discoveries at several areas during the last year have clearly demonstrated that there are numerous unrecorded archaeological properties present in this area and it is essential that as many of these as possible be identified in advance.

Phase 1 survey must be coupled with careful geomorphological study of the valley and the trail corridor. The river has changed dramatically during the last 9,000 years and during the last 100 years has deposited three to six feet of sediment over the floodplain. Geomorphological research will help to delineate areas where buried sites may be present, areas where the river has changed so dramatically that survey is unnecessary, and provide a framework for understanding and interpreting cultural sites within the Valley.

Because many sites may be relatively thin, we also recommend that where shovel testing is used as a discovery technique, five meter intervals be employed between shovel tests.

* Second, Phase 2 site evaluation surveys are needed at most sites. Such Phase 2 investigations should carefully delineate the boundaries of the site, evaluate the potential for intact subsurface deposits of cultural material across the site, and determine the relative significance of the site when compared to other similar properties in the region.

Geophysical methods may be very helpful on more recent (post 1700 A.D.) sites. Such methods also have the potential to be effective on earlier sites, although we suspect that soil magnetism may be more effective than soil resistivity at Woodland and earlier sites.

* Finally, there is a need for synthetic studies of various site types and artifact classes in the lower Minnesota River Valley. Such studies could provide a detailed culture-historical, chronological, and geographic framework for this particular region that would be very helpful in management and interpretation. Obviously, such synthetic studies will need to be based on the results of the Phase 1 and Phase 2 investigations described above.

Archaeological investigations of the type described above are labor-intensive and can be quite expensive. For this reason, the DNR may wish to develop a staged approach to such studies, examining only certain segments of the Trail at a time. Similarly, other researchers or institutions may be interested in working cooperatively with the DNR to develop and implement a long-term program of survey, evaluation, and research. Such a program of carefully staged investigation, synthesis, and interpretation could be most beneficial to cultural heritage along the Minnesota Valley Trail.

GENERAL RECOMMENDATIONS FOR FUTURE INTERPRETATION

On the assumption that state funds are "tight" in Minnesota, we have not suggested a plan which would involve lavish expenditures of money in order to provide some interpretation at various sites along the lower Minnesota River Valley. For example, it would be easy to recommend a living history approach at the Lawrence Unit in order to interpret settlement history in the valley, but this is being accomplished at Murphy's Landing. We believe that the case has been made to spend additional funds for more archaeological and historical

research along the trail route since so little has been done in the Valley. We do not view pure research as the responsibility of the DNR, however.

For the most part, there is ample material in this report and in the supporting files to enhance trail users' appreciation of past uses of the valley. It falls to the DNR to decide what the formats should be. We have suggested throughout this report that the two most useful formats are brochures and signage. Existing brochures are informational and regulatory. There is good reason to develop additional material presenting the history of the region.

1. Dakota people (through the Minnesota Indian Affairs Council and the individual tribal or community councils) should be sought to help write markers for any of the Indian communities or mounds and earthworks along the trail, once these sites have been selected. Perhaps Gary Cavender at the University of Minnesota could be approached about his understanding of Eastern Dakota village sites and associated lifeways on the lower Minnesota.

2. This report really does not address the adaptations of the Dakota people to the floral and faunal resources in the region. For example, tubers and roots were used as food sources and for medicinal purposes, and several sloughs and areas near the river supported wild rice in the pre-1855 period. How and what the pre-literate people used in their yearly cycle could well be an entirely separate study.

3. Many trail users do not recognize various trees and shrubs along the Minnesota Valley Trail. Where the river banks are heavily wooded, perhaps an area could be selected to identify some of the plants and trees, especially the common ones. This suggestion is made in the same vein as our suggestion to identify and mark some of the historic high water levels along the lower Minnesota.

4. The DNR might consider applying for an LCMR grant to write cut lines and select visuals (maps and photos) for interpretive sites along the Minnesota Valley Trail. These grants might also fund some original research, especially archaeological investigations, on the lower Minnesota.

5. We did not consult the Bureau of Ethnology Bulletins. In fact, apparently, past investigators on the lower Minnesota River have not consulted this source. Some of this material goes back to the early 19th century and might prove very fruitful.

6. Given the fact that Louis Robert and his kin had some 19 trading posts on the lower Minnesota, we feel that the Louis Robert Papers at the Minnesota Historical Society might be a fruitful source to consult to try to clarify late (ca. 1850-1853) trading posts on the lower Minnesota.

7. Rewrite Minnesota Valley Trail Summer Trails brochure. "Blakeley" is the correct spelling.

8. Rewrite "Minnesota River Canoe Route" brochure. "Blakeley" is the correct spelling. An alternative would be to expand this brochure in order to highlight some of the information contained in this report. Our impression was that canoeing mostly occurs between Belle Plaine and Le Sueur and our recommendations in the interpretive plan reflect this. However, canoeing is an activity which occurs to some extent along the entire lower Minnesota River. Additional campsites for canoeists, not accessible from land, should be considered in the area from Chaska to Mendota, if possible.

9. In an attempt to preserve trees and shrubs and cut down on maintenance, the DNR has blocked off much of the Minnesota River from the view of trail users, especially in the heavily-used area on the bike way between Shakopee and Chaska. Since so much of the history of the lower Minnesota is associated with the river itself, it would be nice to open up some vistas to the river. The major place where this would facilitate interpretation would be just north of the Ruhl elevators at the point where the Holmes Ferry was located. If the DNR decides to erect interpretive signage for the settlements at Hennepin, San Francisco, Walker's Landing, Johnson's Landing, and Doheny's Landing, an effort to open vistas would be necessary.

10. Various agencies have an interest in the Minnesota Valley Trail corridor. These groups range from the Metropolitan Council and U.S. Fish and Wildlife Service to affected counties and county historical societies to individual cities, such as Bloomington and Shakopee. The DNR continues to work in concert with these groups. Of immediate interest to interpretation and preservation of cultural resources along the Minnesota Valley Trail corridor will be the immediate plans of the City of Bloomington to redo its three city parks near the river and begin a long-range interpretive scheme for the Gideon Pond House. At Shakopee, the city will be upgrading Huber City Park which has the potential of becoming a major area for interpretation of the surrounding early history.

11. Note: There are five mound groups in Scott County south of Blakeley which we noted on our draft Henderson quadrangle map, but did not map on the final maps and for which there is no site information in this report: 21SC5, 21SC7, 21SC13, 21SC11, and 21SC10. These are not located within the 100 foot limit of the projected Minnesota Valley Trail. But their presence may indicate that there were more mounds in this area prior to Euro-American settlement.

12. Mr. John Ford, Bloomington Historical Society member (884-3743) indicated that he had a great deal of knowledge about the Bloomington area around the I-35 bridge across the Minnesota River. He stated that the DNR trail down the Hopkins Road goes through the south end of Cloudman's Village slightly east of the east edge of Hopkin's Park and that there were springs there. He also stated that Dave Fudally has photographed a site with 20 teepee rings and one fire ring. Mr. Ford

believes he knows where Penichon's Village is, having done some research at Blue Cloud Abbey, South Dakota in a Benedictine Monastery there. Mr. Ford is willing to take DNR staff on a tour after the snow cover melts. Mr. Ford is President of the Dakota Society and MR. Gary Cavender is Chairman. Cavender is also very familiar with the Louisville Swamp area, according to Mr. Ford. When reached in November, 1992, it was too late to take Mr. Ford up on his offer of a tour, but as the DNR locates the trail through Bloomington, it would be advisable to contact the Dakota Society and have Mr. Ford show the DNR the sites he is familiar with.

13. The DNR's files at the Division of Waters should be checked for possible additional history on historic Minnesota River floods.

14. Much of the information on management of the lower Minnesota River by the Corps of Engineers, St. Paul District, was not reviewed. Some of this is at the St. Paul Corps office. This history would include the entire sequence of interest in dredging operations to keep a navigable channel open since 1867. Especially valuable are the Corps maps to the present. We have provided the DNR with G. K. Warren's 1867 Corps survey of the lower Minnesota River. Unfortunately, this source included little cultural resource information. Other Corps material has been transferred to Kansas City. No history of the lower Minnesota River management by the Corps will be complete until these agency records are thoroughly reviewed. This could be a separate contract in itself.

15. One of the intriguing pieces of information from looking at the Government Land Surveyor's Notes in the early 1850s is the practice of planting Orange Osage seeds as natural markers during the government surveys. This plant apparently is found as far north as northern Missouri and Kansas. The historic garden at Ft. Snelling State Park might present an opportunity to grow some Orange Osage (if it was or is winter-hardy in Minnesota) to help interpret the story of government surveying. It would also be interesting to determine if any of it can still be found along the Minnesota River valley by taking the surveyors' notes into the field. It is possible that farmers' diaries might mention this plant, particularly during the first decade of homesteading and breaking the land for agriculture.

16. The DNR might consider funding an oral history project to tape record people with first-hand and research knowledge of the human uses of the lower Minnesota River. Such a project might include:

Del Stelling, publisher, Savage Review
Ferdinand Westlund, son of Thompson's Ferry operator
Arlo Hasse (Cologne), collector of Indian artifacts in the area
Mr. John Ford, Bloomington Historical Society
Dr. Lee Smith, Scott County Historical Society and relative of
S. B. Strait

17. As archaeologist Doug George astutely noted in his February, 1993 review comments of the draft report, the presence of government agencies in the study area was continuous from the arrival of Zebulon

Pike in 1805 to the present. Governmental interests have shifted from establishment of a frontier border against the British in the old Northwest to navigation concerns on the Minnesota River, to park establishment and wildlife protection in this century. This progression could form an additional theme not addressed specifically in this report because this theme has more to do with large land areas and less to do with specific sites, with such notable major exceptions as sites around Fort Snelling. However, information for such a theme runs through our report and information compiled as part of this contract could form the basis for an additional theme worthy of interpretation on the lower Minnesota River without additional research.

18. Another area we did not focus on is the uses of the valley for industrial purposes in the last 50 years. Exceptions are the ship building activities during WW II at Savage and the Japanese Internment Camp in the same area. During the course of the work, it seemed more valuable to identify pre-1940 more fragile sites. Were there button factories along the river? Other industrial uses not uncovered because many of the sources we consulted did not involve industrial censuses with the exception of manufacturing census records around Shakopee?

19. In order to develop the theme of Fur Trading more fully, a review of the Alexis Bailly Papers at the Minnesota Historical Society would be useful for information on early fur traders in the ca. 1820s-30s before H. H. Sibley took over operation of the American Fur Company. Janet Spector's book on the historic fur trading era at Little Falls is disappointing in this regard since she relied almost wholly on Neill (1882), a secondary source.

20. The lower Minnesota River valley region cries out for intensive ethno-geographic research on the Dakota, including oral interviews and a literature search of the Bureau of Ethnology Bulletins, among others. Mr. John Ford of the Bloomington Historical Society believes that he has traced original Dakota settlement sites in their original language to later English monikers in the lower Minnesota River area by consulting the archives at Blue Cloud Abbey in South Dakota. Ford is among the people who should be interviewed.

21. There seems to be a difference between the early European written record in Minnesota historiography and current views of the Dakota on when the Eastern Dakota first settled in the lower Minnesota River valley area. Some of the earliest written records suggest that the Oto or Ioway groups used the valley before the coming of the Eastern Dakota around 1700 when they moved west of the Mississippi River. We understand that some of the Dakota view the confluence of the Minnesota and the Mississippi as a "creation" area. It would be interesting to consult the Iowa State Historic Preservation Office archaeologist and Iowa historians on their views on the subject and on the written record of Native American movements in the early historic period in Iowa.

22. The Blakeley Township Stone-Arched Bridge in Scott County is on the National Register as a township road bridge (L3040) based on

inconclusive research. Our inquiry indicates that it was probably a railroad bridge, although the railroad records in Chicago are not conclusive either. It is site number SC-BLK-7. We have corresponded with the Minnesota SHPO on this structure. Local informants, conversations with Jeff Hess, the nominator, and the history of the City of Blakeley suggest it was a railroad bridge. Interpretation at this time is unwarranted. It is not up to the DNR to sort out the facts on this structure. The nomination appears to be incorrect.

23. The Minnesota Historical Society's children's magazine, Roots, has some issues which cover in readily understandable form, some aspects of the themes in this report. They include:

Going to Town Vol. 10, No. 3/Spring 1982

Before Statehood Vol. 20, No. 1/Fall 1991

The Dakota Vol. 12, No. 2/Winter 1984

Early Indian People Vol. 7, No. 2/Winter 1979

Life in Minnesota Territory Vol. 13, No. 2/Winter 1985

Farming in Minnesota (Settlement Years) Vol. 15, No. 3/Spring 1987

Fur Trade Vol. 10, No. 1/Fall 1981

Caring for Minnesota's Resources: Forests, Rivers, Lands

Vol. 18, No. 1/Fall 1989

These Roots issues provide supplementary reading to young people on topics covered in this report.

24. Three original plat maps of "paper towns" were not located at the Shakopee County Courthouse in Scott County or at the Le Sueur County Courthouse. Additional research might locate these plats. It can't be assumed that early plats of towns on the south side of the river, say, in Scott County, might not be found today in counties on the north side of the river. The missing plats in Scott County are Albright (across the river from Faxon) and Clarksville (across the river from Henderson). The missing plat in Le Sueur County is Forest Prairie north of the city of Le Sueur (Hess 1982:15).

25. Conduct a serious relocation effort based on the Hill-Lewis, Brower, and Winchell-identified mounds in the floodplain of the Minnesota River Valley. [Let's forget the mounds on the bluffs for the present.] Where are they? What were their functions, size, shape, and distribution? Are they really associated with the Big Woods (Anfinson 1984)? Known historic Santee Dakota habitation sites? Do they still exist? How many have been destroyed? Who owns the land they are located on today? How should they be protected and interpreted? Are they close to the Minnesota Valley trail?

26. Determine original ownership of the so-called "Conter's lime kiln" (possibly a misnomer) west of Shakopee. An Abstract of Title search on this site and additional research to locate the Union Brewery should be done. A kiln is visible from the Minnesota Valley Trail west of Shakopee. Not enough is known to interpret this site.

27. The sources of written information consulted in this report on locations of historic Dakota settlements on the lower Minnesota River is by turns, confusing, vague, and scattered. Additional literature

searches, especially archival, in conjunction with consultation with Dakota historians would fill in the gaps. No archaeological work in the lower Minnesota River area has conclusively tied archaeological sites to these historic settlements.

28. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) contains "enhancement" funds for acquisition, planning and other enhancements to historic sites. ISTEA monies may be available for interpretation along the Minnesota Valley Trail corridor. In Minnesota, grants of not less than \$50,000 are available. Application is through Minnesota Department of Transportation (MnDOT).

29. Before the intensive Euro-American settlement of the lower Minnesota River Valley at around 1850, the vegetation of the area and the human adaptation and utilization of the eco-system of the valley is unknown. Before the DNR decides that a study of the vegetation sequence in the valley, especially before 1850, is worth attention, the DNR should consult Eric C. Grimm's (1981) dissertation on the Big Woods region. It may be more profitable to do this piecemeal as sites are subjected to intensive investigation. This is one of many issues which this study was not able to address.

SPECIFIC RECOMMENDATIONS FOR MAJOR DNR-MANAGED SITES

Recommendations for DNR-managed sites are more fully discussed on the separate inventory sheets and in the action agenda of the interpretive plan.

30. The Dakota Internment Camp site at the base of Fort Snelling is especially overgrown. It now bears no similarity to the one existing photograph of teepees taken during the winter of 1862-63 during the Dakota internment. Some of the general public has more historical imagination than others, but this site is very hard to visualize in its present state. Robert Clouse or others in the Department of Archaeology at the Minnesota Historical Society may know more about how much recent research has been done on this site, but our impression is none. Brushing-out activities in this area, at the least, might facilitate interpretation.

31. The DNR should consider writing a National Register of Historic Places nomination on the surviving cultural resources from the St. Lawrence Townsite. Include an historical archaeological attempt to relocate in the field the Bisson and Corbel stone quarries before writing the nomination. Include additional newspaper research in the Belle Plaine Inquirer prior to 1861 for information on the St. Lawrence townsite. The Inquirer was the closest newspaper to St. Lawrence published in that time period.

32. The Scott County Historical Society is undertaking some work at the Strait House at St. Lawrence, including removal of original plaster and lath. Both the Strait House and the Corbel-Laurens House need historic structure reports to determine what is original and how best to preserve them. The Strait House needs some emergency repairs. Most

pressing is a new wood shingled roof. The report by Tyrell (1990) is not an adequate historic structures report on the Strait House because it addressed very few issues which speak to how to most effectively preserve the historic fabric of the building.

33. Little Rapids site: Mound 6 or 7 identified during the Hill-Lewis surveys in the 1880s has been recently disturbed according to the 1992 field check by IMA. This suggests that disturbance continues and that the site is not secure. Nearby is a datum or possibly a vertical control probably left by the University of Minnesota excavations. The same study left several units open which need to be backfilled. See the Little Rapids site form.

34. The Sand Dune site west of Thompson's Ferry has not been assigned a state site number. Robert Clouse has the state inventory form.

XXI. BIBLIOGRAPHIC ESSAY

In conducting a broad literature and records search along some 82 miles of the lower Minnesota River from Mendota upstream to the city of LeSueur and spanning a time period from early European accounts to the present, the researchers have come across sources more and less useful to the identification of sites in the study area. Ideally, such a search would be clear-cut. Written records would indicate exact and discrete locations and enough information to establish generally-agreed significance. Unfortunately, this is only an ideal goal of historical inquiry. The reality always falls short.

This essay is not meant to be exhaustive, but is written to leave markers on what we found in the major sources, which ones proved reliable, and some of the attendant problems encountered. Sources of information on the lower Minnesota River are very scattered. Monographs which focus on the river are few and those which exist are not well documented with footnotes and supporting information. Like those works which came before us, this report is neither exhaustive or definitive. There is a wide variety of sources which were not consulted because of the usual contractual restraints.

It is worth keeping in mind that the purpose of this study was to develop a usable collection of material for an interpretive plan for the Department of Natural Resources' Minnesota Valley Trail. The beginning point was a series of quadrangle maps with the existing trail and the projected trail marked. The literature and records search did not attempt to include the area from bluff to bluff in the lower Minnesota River Valley.

The focus of the literature and records search was to be as comprehensive as possible about identifying archaeological and historical sites which might be located in areas impacted by trail construction or which might be proximate to the trail and, therefore, good candidates for interpretation by the DNR. With that in mind, this essay is a series of signposts on what we encountered during our search for material.

ARCHAEOLOGICAL SOURCES

A. J. Hill, T. H. Lewis and the Northwestern Archaeological Survey

Alfred J. Hill, civil engineer, was an early member of the Minnesota Historical Society and a member of the Committee on Archaeology. He formed a partnership with land surveyor, T. H. Lewis, in 1881: Hill would devote up to ten per cent of his financial resources to fund an extensive survey of ancient earthworks in Minnesota and "such portions of the adjoining states, territories, and provinces as might be deemed desirable and practicable." The survey was named the Northwestern Archaeological Survey. The partnership continued for 15 years and thousands of earthworks in Minnesota, Wisconsin, North and South Dakota, Iowa, Illinois, Indiana, Nebraska, Missouri, Kansas, and

Michigan and the province of Manitoba were mapped and recorded in a set of 36 leather-bound field survey notebooks and five additional leather-bound supplemental notebooks by T. H. Lewis.

Hill died in 1895. The Northwestern Archaeological Survey ceased, and the valuable notebooks ultimately came into the possession of the Minnesota Historical Society. A compilation of Lewis' work in Minnesota was produced by Newton Horace Winchell and published by the Minnesota Historical Society in 1911.

Lewis' field maps and data are, overall, of amazing accuracy. Dobbs (1991:9-10) outlines five potential sources of error:

- 1.) Lewis used an open traverse method of surveying that does not provide an "internal check for accuracy," an open surveyor's compass that had an accuracy of plus or minus one degree; and his distance measurements can contain small errors. None of these is a serious problem alone or when mapping small groups. But error margins have been detected when comparing existing large mound data to Lewis data.
- 2.) Lewis measured his angles from magnetic north: the relationship between true and magnetic north has fluctuated significantly during the last hundred years and may vary at any given time in the Midwest.
- 3.) Lewis' legal descriptions are sometimes, of his own admission, in error.
- 4.) Lewis did not always identify every mound in a group probably because, much like today, weather and vegetation cover controlled his ability to recognize individual mounds.
- 5.) Lewis was intentionally secretive about his work and may have suppressed some information intending to divulge it in the final reporting that was never written.

Despite these shortcomings, the Northwestern Archaeological Survey is often the only source of information about ancient earthworks in many parts of the upper Midwest. While there are occasionally discrepancies between the actual locations of mound groups and Lewis' data, overall the data is extremely reliable.

All of the data generated by the Northwestern Archaeological Survey is on microfilm at the History Research Center of the Minnesota Historical Society, 345 Kellogg Boulevard W., St. Paul, MN 55102-1906.

Newton Horace Winchell and "The Aborigines of Minnesota"

Newton H. Winchell (1829-1914) was born in New York State, held a graduate degree in geology and other natural sciences from the University of Michigan, and worked with the Geological Survey of Michigan and Ohio. He was hired by William Watts Folwell, president of the University of Minnesota, in 1872 to head the newly formed Minnesota

Geological and Natural History Survey connected with the new university. Winchell edited 24 volumes of the Annual Reports of the Minnesota Geological and Natural History Survey between 1872 and 1899. His interest in archaeology began in 1876 and he contributed to Minnesota archaeologist J. V. Brower's "Kakabikansing" in 1902 (Brower 1902; Hudson 1976).

The Minnesota Historical Society appropriated funds for the publication of the Northwestern Archaeological Survey data at the urging of J. V. Brower in 1903. In 1906, the Society appointed Winchell as head of its Archaeology Department and commissioned him to publish the work ultimately entitled The Aborigines of Minnesota (Dobbs 1991). Using the work of Hill, Lewis and Brower, Winchell produced a monumental volume most of which describes earthworks in the state of Minnesota. Other chapters of the book contain general information on the Dakota and Ojibwa Indians and "History, Treaties, Missions, Reservations, of the Dakota in Minnesota" along with reproductions of many pictographs and carvings in the state. Much of Winchell's work is reprinted from other publications or condensations of journals and diaries of early Minnesota inhabitants and explorers.

While The Aborigines of Minnesota is an invaluable compilation, the mound descriptions should not be considered a primary source for mound data. As with any transcription endeavor, human error introduces mistakes into the source material. Winchell's drafter was not always true to Lewis' original maps and landmarks and physical descriptions were occasionally misinterpreted.

The Aborigines of Minnesota is currently out of print but copies are available for use at the Minnesota Historical Society Research Center and most of the major libraries in the Twin Cities. Interestingly, both Winchell's Geological Survey of Minnesota and The Aboriginies of Minnesota used to be given as gifts for joining the Minnesota Historical Society, but many copies were destroyed as a result of paper drives to aid the war effort during World War II (Elden Johnson 1986). Occasionally copies are available for sale at second-hand book stores, but tend to be expensive.

Minnesota State Archaeological Site Files

Archaeological sites in the state of Minnesota are documented on a State Site File form and filed with the State Archaeologist's Office (SAO).

The State Archaeologist assigns archaeological sites a number using a nationwide system designed in the 1930s by the Smithsonian Institution. The designation may be divided into three parts: the first two numbers represent the state in which the site is located. The numbers were assigned to the states sequentially by alphabetical order. Therefore, Michigan is 20, Minnesota 21, etc. Two letters follow that represent the county in which the archaeological site is located and the final number is assigned sequentially by county. So the ninth archaeological site reported to the State Archaeologist's

Office in Scott county was assigned the number 21SC9.

The State Site Files are currently housed at the State Archaeologist's Office in the Research Lab Building at the University of Minnesota-Duluth. Copies are at the Minnesota Historical Society's Fort Snelling History Center and at the State Historic Preservation Office (SHPO) located in the Minnesota Historical Society's History Center. There is some concern that the copied sets at Fort Snelling and the SHPO office are not complete or up-to-date.

The method of filing State Site File forms has evolved through the decades. Early site forms are labelled "University of Minnesota Department of Anthropology Archaeological Site Survey." These forms have a minimal amount of information, no maps attached and, generally, no date or name of filer.

The mound groups discussed as part of this project were mapped by T. H. Lewis of the Northwestern Archaeological Survey in the 1880s, published by N. H. Winchell in The Aborigines of Minnesota in 1911, and filed with the state and assigned a State Site Number using the University of Minnesota forms. The state site numbers were assigned based on the work of Lewis and Winchell and not on a field check of the sites themselves. The date when these numbers were assigned to the mound groups is unknown.

Occasionally, comments are entered on the early University of Minnesota site forms. This occurred frequently on the forms recording the nine mound groups that are part of this project. The comments reflect "field checks" and describe the condition of the mound groups and are in a consistent style of handwriting, sometimes initialized, sometimes designated as part of the Minnesota Statewide Archaeological Survey (MnSAS), and sometimes dated. It has been verified that the notations were written by "P. Anfinson" (Patricia Anfinson, Spring, 1992). Patty Anfinson, occasional employee of the Minnesota Historical Society, indicated that she had indeed field checked many mound groups in the metro area as part of MnSAS in the late 1970s. She had also made notations on the State Site File forms. No formal report or maps of the groups were prepared. In many cases, Anfinson's comments on the mound groups in the metro area are the only information available about the groups since they were mapped in the 1880s. While an interesting and helpful starting point for assessing the current condition of the mound groups, these comments are largely useless today after nearly two decades of agricultural activity and development have probably altered the conditions of the mound groups.

Cole Report

Uta C. Cole from the University of Minnesota pulled together one of the earliest modern prehistoric cultural resources studies in 1968 in a report entitled "Prehistoric Archaeological Sites: Minnesota River Valley" based on the University's Archaeology Site Files. Cole mapped prehistoric sites from the mouth of the Minnesota through Redwood County to around Big Stone. Her mapping effort is on file at the

Department of Archaeology, University of Minnesota. Apparently the site files were checked and mapped and included all of the present study area. However, there was no accompanying text. This work has been superannuated by subsequent studies, records, and work in cultural resources and was not found to be particularly useful once we began to use more recent sources.

Spector's forthcoming book

Dr. Janet Spector, Department of Anthropology, University of Minnesota, has been directing archaeological investigations at Little Rapids in Scott County for ten years. Her book, What This Awl Means, was made available to us in manuscript form and was used as background information on the Little Rapids site. The book is due to be published by the University of Minnesota in 1993. The timing of this publication is unfortunate in the sense that Little Rapids is the only site in the lower Minnesota River Valley which has received intensive investigation and it is one of the more important multi-cultural sites spanning the pre-history and early history of the lower Minnesota River. We used Spector's work sparingly and with her permission. But some of her insights were not incorporated into our study. The final work will, however, be available to the DNR and the public shortly.

HISTORICAL SOURCES

The situation with written sources is quite different from that of prehistoric and historic sources from peoples without a written language where the durable artifacts and structures of those people must stand as evidence of their activities. By definition, history is written; that is, it has a writer or author: a historian. And the written record is extensive. However, the core problem in dealing with historical sources lies in assessing their accuracy and reliability.

The earliest written records are European: from Charles Pierre LeSueur, French explorer of the Minnesota River. It is still not clear how the Minnesota River, for example, got its French name: Riviere Saint Pierre. Some sources propose that it was named for LeSueur. In any case, the Saint Pierre became the Minnesota River by joint resolution of Congress on June 19, 1852 (Folwell 1921-30 I: 353). Any history of the Minnesota River suffers from a lack of focus by the dedicated historians like Grace Lee Nute in the 1930s and 1940s, or Theodore Blegen in the 1950s and 1960s or Lucille Kane in the 1960s and 1970s. Consequently the history of the river is scattered in many primary sources and in some secondary ones which have never been scrutinized by later professional historians. Unlike the Mississippi River, there is no reliable footnoted early monograph on this river and, certainly, no later ones.

The earliest useful written accounts are from various explorers, none of which as a corpus have been brought together in one archive. This holds true for early explorations, early fur trading, and even early settlement. Even early maps and the explorations of Featherstonhaugh,

Carver, Pike, Jean Nicolet and others have not been assessed by recent historians focussing on the Minnesota River itself. Evan Jones' monograph on the Minnesota River, The Minnesota: Forgotten River, is a 1962 recognition of this fact, but it is a largely amateur effort, unfootnoted, but containing some useful information.

Given this fact, the present effort is very modest. It focuses primarily on broad themes and topics and on the cultural resources themselves, which dictated the sources consulted. Most of the literature and records search was done in the Winter and Spring of 1992 when many of the six county historical societies were closed. As a result, the major effort was concentrated on information at the Minnesota Historical Society.

A serious attempt was made to search out information in sources heretofore unexamined by previous researchers and by the Department of Natural Resources who has used several interns over the past couple of years to research sites in the lower river valley. To this end, the Franklin Steele and Martin McLeod Papers were examined as well as early newspaper sources in the six counties. A University of Minnesota intern working for Historical Research, Inc. was given the task of researching the topic of ferries, since nothing has been written on this common property type in Minnesota or on the Minnesota River. The Willoughby Babcock Index to Minnesota newspapers at the Minnesota Historical Society was consulted, by both site name and general site type, as well as Federal and State Census records on sites such as lime kilns and brick yards at Shakopee and the Strait House at St. Lawrence township.

Regional and county histories:

The Reverend Edward Duffield Neill wrote a history of the Minnesota Valley in 1882. He also wrote histories of Dakota and Hennepin counties. Neill was an old-time denominational (Presbyterian) cleric who became the chancellor of the University of Minnesota from 1858-61 and president of Macalester College in 1873 and was widely respected. However, Neill was a scholar who used secondary earlier sources for the most part and wrote early county histories which are not reliable in some respects. These histories were "boilerplate" and one has the feeling that he was not a first-rate scholar, that he relied on old pioneers with little attempt to check information for accuracy. The county histories on the Minnesota River were done at a time when county histories were written by subscription. That is, an entrant paid for an entry and Neill relied on many primary histories, such as John H. Steven's first two histories of Minneapolis, for his information. Roberts found that Neill was often less than accurate in his accounts of the early history of St. Anthony and the University of Minnesota (Roberts 1978). Neill is therefore an early source which should be taken with a "grain of salt." Nonetheless, some of the sites found in the present study were only mentioned in Neill's history of the Minnesota valley. Therefore he is an important contemporary late 19th century source.

After 1900, another generation of county histories was written. Many of these were done in the 'teens, principally between 1910-1916 for counties on the lower Minnesota River. They include the Compendium of History and Biography of Carver and Hennepin Counties (Holcombe and Bingham 1915), Compendium of History and Biography of Minneapolis and Hennepin County, Minnesota (Holcombe and Bingham 1914), History of Dakota and Goodhue Counties (Curtiss-Wedge 1910), and History of Nicollet and LeSueur Counties (Gresham 1916). In general, these histories incorporate information from the earlier histories, especially the period of exploration and the fur era; are as racist as the earlier histories when covering the Eastern Dakota; and concentrate on the "sacred time of origins" of white settlement, principally the 1850s and 1860s. They add surprisingly little new information in the time period from 1881 to their dates of publication, and where they do, they dwell on the beginnings of institutions and businesses in the established towns and cities, not on the countryside. From the standpoint of understanding the location and significance of cultural resources along the lower Minnesota River, these sources are not particularly useful because the railroads drew most activity away from the river by the time these histories were written.

Around the time of the country's bicentennial celebrations in 1976-77, a new generation of county and city histories began to appear. These vary widely in quality and were usually compiled and written by local history groups. Two particularly useful books of this type are Chaska: A Minnesota River City (Barac 1976) and LeSueur: Town on the River (Randen 1977). Both are carefully researched and fairly well documented, and use a variety of primary sources, such as diaries, newspaper articles, and reminiscences. These two are especially good sources on ferries at or near their respective towns. Books in a similar vein include Jordan Minnesota, a Newspaper Looks at a Town in two volumes by the Jordan Bicentennial Committee (Andersen 1975-76); Helen Holden Anderson's 1979 Eden Prairie: The First Hundred Years by the Eden Prairie Historical Society and Eden Prairie Historical and Cultural Commission; and a history of Blakeley Township written by the Blakeley Bicentennial Committee (1976).

Major Cultural Resource Studies on the lower Minnesota River Valley:

Since the Historic Preservation Act of 1966, the focus of overview histories has been on the cultural resources themselves. In 1976, a report came out from the State Parks. The cultural resources information and the cultural overview was very well done and has been used in this report. In 1979, at the beginning of contract cultural resource studies by consultants, a part of a larger effort on the Minnesota River by Fish and Wildlife was compiled by Archaeological Field Services, Inc. This report primarily focussed on a records search of the State Historic Preservation files, both archaeological and historic, on the State Archaeologist's files then at Hamline University in St. Paul, and on the University of Minnesota archaeological files. It did not consult all the sources listed in its bibliography, but it was the last comprehensive cultural resource compilation on the lower Minnesota River and was accomplished for the

U. S. Fish and Wildlife Service. It does not correspond with the present effort which included a more comprehensive effort to identify cultural resources on the lower Minnesota River, but in a more circumscribed geographical area. Joe Hudak (Archaeological Field Services, Inc. 1979) focussed on Fish and Wildlife lands and the area upstream in the Minnesota River Valley and onto the river bluffs above the valley from Mendota to Shakopee. His report, therefore, contains sites at the top of the river bluffs well away from the Minnesota Valley Trail corridor not included in this present study. It also transcribed each entire National Register district nomination form, including, for example, Ft. Snelling. We have summarized these nominations instead and have put photocopies of the nominations themselves in the site folders.

There are five other important cultural resource studies on parts of the lower Minnesota River which were done in the years between 1967 and 1986. These studies are important secondary documents because before the 1966 Historic Preservation Act signed under President Nixon, historians, either professionals or amateurs, did not focus on the cultural resources themselves. Of course, this is a specialized form of history and can be skewed by concentrating on sites, but such studies do attempt to discover the exact location of historic sites which previously had been of secondary interest to academic historians. On the other hand, these early studies and even later ones sometimes suffer from being written or compiled by authors who do not have a national perspective on American history. To cite one example, a staff member at the Minnesota Historical Society in 1978 defined a historic site as "a place history happened:" as if the site itself is significant aside from the historian who interprets the past. History has to have a historian. If it is a good one, the history is good. If it is a poor one, the history suffers. Cultural resource writers and archaeologists used to dealing with cultures who did not leave written records need to keep this in mind.

The first of these early cultural resource studies was compiled and written in 1967 by Michael J. Smith and entitled "Historic Sites in the Minnesota River Valley." This is an unusually excellent early effort, although incomplete. It is unclear who commissioned this study or who Smith was or how he came to compile his work, but Hudak (Archaeological Field Services, Inc. 1979) references the Smith report as having come from the Department of Natural Resources Trail Report. Hudak used it in the Fish and Wildlife study in 1979 on the Minnesota River, but, by 1992, the typescript had been misfiled in one of the standing structure county files at the State Historic Preservation Office. The Smith typescript covered the Minnesota River from its mouth to Lac Qui Parle.

The second study was done for the City of Bloomington by Foster Dunwiddie and staff of Miller-Dunwiddie Architects, Inc. in 1977. This study was a local effort which brought together the City of Bloomington, the Bloomington Historical Society, an ad-hoc survey committee and the contractor (Miller-Dunwiddie 1977). The focus was to identify remnants of 19th century historic sites within the city's

boundaries, but prehistoric sites were also included. The report is carefully documented and includes many unpublished sources in the possession of the Bloomington Historical Society and is accompanied by clear maps.

The third typescript, of 45 pages, with cultural resource sites and individual cultural resources, was done in 1979 by Linda Wolle under the title "The History of the Lower Minnesota River Valley." It is not bad, but a decided amateur effort with incomplete citations and no footnotes on the individual sites, making it hard to re-track. It built on Michael Smith's 1967 report and used primary and secondary sources, but no archival papers at the Minnesota Historical Society. It should be considered a second-class effort. The bibliography has many errors and omissions.

The fourth effort to study the sites on the lower Minnesota River was done by Richard F. Rock in 1981 entitled "M'dota Historic Sites," and was done under the auspices of the Minnesota Historical Society. This typescript of 123 pages concentrates on the mouth of the Minnesota River around Fort Snelling, Mendota, and Pike's Island, including the Land's End trading post upstream on the Minnesota River from Fort Snelling. It relied on the Smith typescript, the 1979 Archaeological Field Services, Inc. report, and extensive use of government documents, interviews and primary archival sources. It is excellent on the mouth of the Minnesota River, but has limited geographic scope. In addition to secondary sources, Rock examined St. Paul and Minneapolis newspapers, the MHS Scrapbooks, collections and recollections of early explorers and fur traders, Reports of the U. S. Army Chief of Engineers, pertaining to Ft. Snelling bridges, and Laws of Minnesota from 1849-1879 for information on bridges and ferries. Rock also did an exhaustive search on information about Ft. Snelling itself at the Minnesota Historical Society, and relied on contemporary maps of the area going back to 1824. Ideally, what Rock did for the mouth of the Minnesota River should be done for the entire river. This was not possible in the present 82 mile study.

The last and most recent effort to study sites on the lower Minnesota River is a typescript report by Brent Olson (1986) entitled "An Assessment of the Location of Nineteenth Century Dakota Villages in the Twin Cities Area Based on the Reports of Contemporary Observers." Olson, a then graduate student for Dr. Janet Spector, Professor of Anthropology at the University of Minnesota, consulted 20 primary sources including the records of early explorers, Indian agents at Fort Snelling, missionary records, and maps in an attempt to pin down site locations of Eastern Dakota villages on the lower Minnesota River. The manuscript is accompanied with marked quadrangle maps with suspected site locations. Olson's study of site locations is a good secondary effort in which he speculates on the most probable location of sites because the historic records are not very clear on locations. We did not transfer his mapped locations to our master set of site maps for the present study. In areas of potential disturbance, the DNR may want to consult Olson's manuscript before initiating land-disturbing activities near the Minnesota Valley Trail. It is useful to remember

that many scholars have researched these villages over the years, for example Diane Christianson (1964), etc., but few of the village locations have been field verified, as is the case with this present study.

Individual National Register of Historic Places surveys have also been done in many areas along the lower Minnesota River. These were done by SHPO staff at the Minnesota Historical Society or by independent contractors working with SHPO files. They include reconnaissance standing structure surveys by Lynne Van Brocklin Spaeth for Carver County in 1978, by Britta Bloomberg in 1979 for Scott County, by Norene Roberts in 1987 for Eden Prairie, and by Liz Holum Johnson for Sibley County in 1987. An intensive survey by Kurt Schweigert is presently being conducted for Eden Prairie, but was not available for this study.

Newspapers and Magazines:

One useful source of information came from articles in Minnesota History magazine. The volumes of Minnesota History are not consistent in their span of months. Some run with the year, so that one volume equals one year. Others run from Spring to Spring. This makes it difficult to rely on identifying articles from the volume number. The most accurate citations for this magazine rely on identifying the month and year rather than the volume number. In some cases, the volume number has been omitted from our "Works Consulted" to avoid confusion. Good leads on information were also picked up from the issues printed primarily in the 'teens, 1920s and 1930s when Minnesota History included a section in each issue on material of interest usually published in Minnesota newspapers, new books, or elsewhere. The references in Minnesota History to this material is not always accurate. For example, an article in the Sibley Independent for 1916 might be quoted as being in the Henderson Independent. The paper changed names in 1922. Our "Works Consulted" lists the correct names of these newspapers.

Another good source proved to be the Willoughby M. Babcock Newspaper Transcripts Index at the Minnesota Historical Society's library in St. Paul. These are typed transcripts of early newspaper articles on a variety of subjects dating back to the late 1840s with a concentration in the 1850s. Typescripts were done presumably by the Minnesota Historical Society staff. This source was searched by general topic, such as "steamboating," "Minnesota River," and "industry," for example, and under names of specific sites: "Russell's Landing," "Thomas A. Holmes," "Shakopee's village," etc. Some valuable contemporary accounts were gathered, especially from steamboat travellers during the 1850s and 1860s.

Plat maps and early maps of Minnesota:

Historic maps were another source used in identifying sites along the lower Minnesota River. Many of the historic plat maps of counties are filed in the Map Room of the Minnesota Historical Society and date from the 1850s to the present. The earliest of these used was an 1860 map

of Hennepin county. We concentrated on plats of the 19th century ending in 1898. Since the Minnesota Historical Society no longer allows original plat maps to be photocopied, we obtained photocopies of these plats from other regional libraries.

Other maps were also used for this study. Robert Clouse had photocopied all the maps pertaining to Fort Snelling which are found in the Fort Snelling Papers at the Minnesota Historical Society. Clouse keeps these copies in a loose leaf binder at Ft. Snelling. The entire notebook was photocopied and is an important source for ca. 1820-1870 sites in and around the Fort and the confluence of the Minnesota and Mississippi rivers. Filed plats of paper towns were more difficult to find. Some paper towns shown on tourist maps from the late 1850s appear not to have had actual plats filed at the county courthouses. We looked for plats of early paper towns at the recorder's office in the Shakopee Courthouse for Scott County, but were unsuccessful in discovering many new ones not already available in the DNR files. The DNR had also photocopied all the original Government Land Office surveyor's notes on file at the Secretary of State's office in St. Paul and provided us with a key map and transcriptions of the original field notes. These were checked for cultural resources and checked against William Trygg's "Composite map of the United States Land Surveyors' Original Plats and Field Notes."

Archives searches:

The Records of the State Drainage Commission were checked. This was not a useful source because it includes reports on state ditches and their maintenance from 1899-1918 (ditches built to drain swamp land to make these areas viable farmland) and none located south of Sauk Center, Minnesota. There was no useful cultural resource information.

The Minnesota Department of Drainage and Waters was checked to see if cultural resource information was included in this collection. This material consisted of information on how to calculate flood flows, tables calculating flood flows, tables of square miles of principal drainage basins in Minnesota and adjacent states, and a breakdown of drainage basins into individual rivers.

The Records of the United States Water Resources Commission was checked. Again, no information was found on cultural resources. A 1937 publication entitled Drainage Basin Committee's Report for the Upper Mississippi Basins was found and the pages on the Minnesota River photocopied. But the commission was essentially interested in sources of pollution, flood control, and hydrologic data: in essence the development of a comprehensive water plan for the Minnesota River basin.

We contacted all the historical societies in the study area for unpublished archival material, but the most useful archival material came from Dakota County. Had time permitted, we would have looked through the collections of the Bloomington Historical Society, especially manuscripts. This should be done some time for sites in the

Bloomington area. We were also unsuccessful in making contact with the Belle Plaine Historical Society and the Sibley County Historical Society. The Scott County Historical Society's officers were all contacted, but they have very little printed material collected. The publications of these societies were also searched at the Minnesota Historical Society.

Once we had a list of specific sites in the study area from other printed sources and local informants, we made a "triage" decision to look at a limited number of archival collections: ones not examined by previous cultural resource studies on the lower Minnesota River. These included: the Franklin Steele Papers, especially two of his ledger books from the sutler's store in the late 1840s and early 1850s; the Taliaferro papers; the United States Engineer Office, Bridge Records, spot checked for 1907-1918 for additional information on bridges on the lower Minnesota; and the W.P.A. Minnesota County Records, for notes, historic sites and buildings. The most useful of these was for Scott County.

Hudak's staff went through the Minnesota Historical Society's guides to personal papers and manuscripts and listed the archival collections pertaining to the lower Minnesota River (Archaeological Field Services 1979). We made no attempt to go into these papers, because it is very time-consuming. There is virtually no reason for the DNR to dig into all of these citations at this time. But if occasions arise where the DNR needs more information on specific sites, it is worth remembering that this was not a source we checked. Also, the DNR has had interns looking at archival information on the Pike's Island area. To avoid redundancy, we chose to put our efforts into less-studied areas of the lower Minnesota River Valley rather than the Pike's Island sites.

Local Informants

Local informants were also used sparingly, because of the time involved in tracking down leads. Many of the sites in this study are over 100 years old. Local informants were interviewed by telephone when specific gaps appeared in the written record. In addition to the officers and staffs at the local historical societies, people were tracked down and interviewed concerning the following specific sites or areas: the Credit River area at Hamilton/Savage; Shakopee Historic District; Thompson's/ Jordan Ferry; St. Lawrence Townsite; "Indian Huts" near Oak Grove Mission; the Jabs Farmstead at Louisville; Bristol's Ferry across from St. Lawrence; the Samuel Burton Strait House; and Little Rapids. The DNR staff at the St. Lawrence Unit was particularly helpful with information gleaned over the years in the course of managing that part of the trail.

XXII. WORKS CONSULTED

"Accessions"

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