

**MNDOT HISTORIC ROADSIDE DEVELOPMENT  
STRUCTURES INVENTORY**

CK-UOG-046  
CS 1601

Temperance River Roadside Parking Area

<b>Historic Name Other Name</b>	Temperance River Roadside Parking Area	<b>CS # SHPO Inv #</b>	1601 CK-UOG-046
<b>Location</b>	Both sides of TH 61 at the Temperance River	<b>Hwy District Reference</b>	TH 61 1A 80.3
<b>City/Township County Twp Rng Sec USGS Quad UTM</b>	Unorganized Territory Cook 59N 4W Sec 31      59N 4W Sec 32 Tofte Z15 E660060 N5268750	<b>Acres Rest Area Class</b>	4
<b>Designer</b>	Nichols, A R, Attributed Minn Dept of Highways (MHD)	<b>SP #</b>	61-1-45-1 1601-01
<b>Builder</b>	Minn Dept of Highways (MHD) CCC, Suspected Minnesota, State of, Direct Labor	<b>SHPO Review #</b>	96-2434
<b>Historic Use Present Use</b>	Roadside Parking Area Bridge/ Culvert/ Dam Roadside Parking Area Bridge/ Culvert/ Dam	<b>MHS Photo #</b>	013539.20-24 013540.01-25 013541.02-11
<b>Yr of Landscape Design</b>	1935	<b>MnDOT Historic Photo Album</b>	Nic 5.09    Ols 1.40 Ols 1.41
<b>Overall Site Integrity</b>	Very Altered		
<b>Review Required</b>	Yes		
<b>National Register Status</b>	Not Eligible, see Statement of Significance		
<b>Historic Context</b>			
<b>List of Standing Structures</b>			
<b>Feat#</b>	<b>Feature Type</b>	<b>Year Built</b>	<b>Fieldwork Date</b>
01	Bridge/Culvert	1931	10-10-97
02	Wall	Ca. 1935-36	
03	Trail Steps	Ca. 1935-36	
04	Trail Steps	Ca. 1950	
05	Guardrail, Stone	Ca. 1950	
06	Guardrail, Stone	Ca. 1950	
07	Guardrail, Stone	Ca. 1950	
08	Guardrail, Stone	Ca. 1950	
Continued			
<b>Prep by</b>			<b>Prep for</b>
Gemini Research Dec. 98 G1. 79			Site Development Unit Cultural Resources Unit Environmental Studies Unit
<b>Final Report</b>	Historic Roadside Development Structures on Minnesota Trunk Highways (1998)		

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**Continue Table of Site Structures**

<b>Feat#</b>	<b>Type</b>	<b>Year Built</b>	
09	Trail Steps	Ca. 1950	
10	Trail Steps	1970	

NOTE: Landscape features are not listed in this table

■ BRIEF

The Temperance River Roadside Parking Area is located on both sides of T.H. 61 at the Temperance River. The site is located within Temperance River State Park.

■ STANDING STRUCTURES

**Bridge 5088.** Built 1931 by A. Guthrie and Co. of St. Paul. Designed by Minnesota Department of Highways. Bridge 5088 is a single span, concrete arch bridge that carries T.H. 61 over the Temperance River. The bridge has a 40' span and is 52' long. It originally had metal lattice railings and was relatively unornamented. Its tall arch rises above the Temperance River's deep gorge.

The bridge was designed with two viewing platforms to provide an overlook over the rushing river. The viewing platforms were at a lower elevation than the T.H. 61 roadway, and apparently accessed with four sets of concrete steps that had pipe railings. In about 1935-1936, the platforms were lined with stonework, the steps veneered with stone, and the walkways edged with stone. The stone-edged walkways continued down the bridge's northwestern wing wall (and possibly other wing walls) and down the River Boulder Stairway (see below) to the river.

Today, the stone-lined footpaths are gravel, the four sets of stone steps have been removed, the bridge railings have been replaced, and a modern timber and metal guardrail replaces an earlier timber and cable guardrail. (The steps were removed and the walkways covered with asphalt in the 1970s or 1980s.) Only a few remnants of the elaborate stonework that edged the walkways remain. The River Boulder Stairway that extends off the northwestern wing wall is the most intact portion of this early stonework. Iron braces have been added to support the northwestern wing wall.

The bridge, its viewing platforms, walkways, and river boulder stairway are very similar in design to Bridge 5087 over the Cross River, located a few miles away. (See inventory form for Cross River.)

**River Boulder Wall and Pedestrian Walk Under Bridge 5088.** Built circa 1935-1936, probably by the CCC. Beneath Bridge 5088 -- and now closed to the public -- is a pedestrian walkway that allowed visitors to walk under the bridge directly along the side of a very deep gorge with rushing water. The walkway is paved with flagstone that is probably made of river boulders. The western side of the walkway adjoins the concrete bridge structure. Along the eastern side of the walkway is a wall built of randomly-laid river boulders that kept visitors from falling into the gorge. The wall (about 18" thick and about 3' tall) and its walkway have a serpentine curve to them.

**River Boulder Stairway.** Built circa 1935-36, probably by the CCC. At the end of the bridge's northwestern wing wall is a stone stairway that is built of mortared river boulders. (A stone-lined walkway originally ran along the wing wall to the stairway.) The stairway stones vary from the size of grapefruits to the size of small watermelons, and are carefully chosen and placed to create an intricate and delicate design. The stones range in color from various shades of gray to pink. There are eight steps in the set and both risers and treads are built of stone. The staircase is about 8' long and the treads are about 4' wide. The

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steps have 1'-thick side walls. The eastern side (river side) of the staircase has an intricate circular drainage hole that is edged with small stones (see photos). The steps are now accessed via a dirt footpath that leads from T.H. 61 northeastward to the western bank of the river near the bridge's northwestern wing wall. The steps are in poor condition and some of the stones are missing. There is a similar staircase at Cross River (see inventory form).

**Gabbro Trail Steps.** Built circa 1930s to 1950s. A long, gracefully curving set of approximately 30 stone trail steps with shallow risers is located at the southwestern corner of bridge. The steps are entered at the southeastern corner of the southwestern parking area. The steps are built of random rubble pieces of brown-black gabbro and they have low side walls. The stones are about cantaloupe to watermelon in size. The bottom three steps in the set are timber. The steps curve from T.H. 61 down to the eastern bank of the river and into the park.

**Gabbro Guardrail Lining Northwestern Parking Area.** Built after 1942 (circa 1940s or 1950s). The northwestern parking area, which is the most shallow of the four parking areas, is most like a highway pull-off. It is lined with a curving stone guardrail made of random rubble pieces of brown-black gabbro. The wall is about 271' long, 20" thick, 1' tall, and is anchored by piers at 20' intervals. A section of the guardrail has been removed near the eastern end (probably to create a walkway or vehicle opening).

**Gabbro Guardrail Lining Southwestern Parking Area.** Built after 1942 (circa 1940s or 1950s). The southwestern parking area is lined with a stone guardrail made of random rubble pieces of brown-black gabbro. The wall is about 165' long, 20" thick, 1' tall, and is anchored by piers at 20' intervals. A section of the guardrail has been removed and replaced by short sections of concrete curbing. This parking area is labeled "Pedestrian Outlook" on the 1935 plans.

**Gabbro Guardrail Lining Northeastern Parking Area.** Built after 1942 (circa 1940s or 1950s). The northeastern parking area is lined with a stone guardrail made of random rubble pieces of brown-black gabbro. The wall is about 20" thick, 1' tall, and is anchored by piers at 20' intervals. Near the northwestern corner of the guardrail is a partial set of concrete trail steps that lead down the eastern bank of the river. The entrance to the steps is flanked by two piers in the stone wall. Near the eastern end of the guardrail is a gap that was probably created for a trail or path. The 1935 plans show a narrow island between this parking area and the T.H. 61 roadway.

**Gabbro Guardrail Lining Southeastern Parking Area.** Built after 1942 (circa 1940s or 1950s). The southeastern parking area is lined with a stone guardrail made of random rubble pieces of brown-black gabbro. The wall is about 20" thick, 1' tall, and is anchored by piers at 20' intervals. A section near its western end has been removed, probably to create a trail opening. The 1935 plans show a narrow island between this parking area and the T.H. 61 roadway.

**Concrete Trail Steps.** Built circa 1940s or 1950s. A set of concrete trail steps leads from the northwestern corner of the northeastern parking area down to the eastern bank of the river. The steps are about 4' wide, and most have worn away. Only about four of the steps exist. This set of trail steps may date from the erection of the stone guardrails along the parking areas.

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**Timber Trail Steps.** Built circa 1970. There are at least four sets of timber trail steps leading from T.H. 61 into the State Park and to the riverbanks. They may replace previous sets of trail steps in the same locations. The four sets are listed below:

- A curving set of timber trail steps at the northeastern corner of the northwestern parking area. These steps lead to the western bank of the river.
- A set of timber trail steps (about 3' wide) located at the northeastern corner of the bridge. These steps lead to the eastern bank of the river.
- A set of wide timber trail steps (about 6' wide) at the southeastern corner of the bridge. These steps lead to the eastern bank of the river.
- A narrow set of timber trail steps at the southwestern corner of the southeastern parking area. These steps lead from the parking area up into the park.

■ **OTHER LANDSCAPE FEATURES AND PLANTINGS**

The site covers an approximately 1000'-long stretch of T.H. 61 and is located on both the western and eastern sides of the Temperance River. The site's four asphalt-paved parking areas are located at the ends of Bridge 5088. Three of the parking areas have diagonal parking, while the shallow northwestern parking area resembles a widening of the shoulder where cars may only parallel park. Each of the four parking areas is lined with a stone guardrail. There are trail steps (stone, concrete, and timber) and hiking trails leading into the state park from each parking area. Historic photos show that the T.H. 61 shoulder was lined with low timber guardrails that were built in 1938. The 1935 plans show narrow islands between the northeastern and southeastern parking areas and the T.H. 61 roadway.

The site provides spectacular views of the rapids of the Temperance River in its final descent before it enters Lake Superior.

There is mowed grass immediately adjacent to T.H. 61.

■ **SETTING**

The site is located in a thickly forested, state park setting on the Temperance River about .1 mile north of the shore of Lake Superior. (The lake is not visible from the highway right-of-way here.) The site is completely surrounded by mixed evergreen and deciduous forest.

■ **INTEGRITY**

**Alterations**

It is not known how closely the site was built to plan.

The bridge has been altered by the removal of the boulder steps and stone walkways (some of which were removed and covered in the 1970s and 1980s), the replacement of the bridge

railings and the addition of new guardrails, the closing and deterioration of the walkway beneath the bridge, and the addition of iron braces to support the northwestern wing wall.

The four parking lots were originally gravel and are now paved with asphalt. The asphalt paving has raised the elevation of the parking area and effectively reduced the height of the four stone guardrails, serving to diminish their visual importance to the site. The low, log "Rustic Guard Rails" that were built in 1938 have been removed. The narrow islands shown on the 1935 plans have been removed from the northeastern and southeastern parking areas (if they were, in fact, built). The gabbro guardrails were added in the 1940s or 1950s. Short portions of the gabbro walls along the parking areas have been removed to create openings.

The timber trail steps were built about 1970 (they may replace previous steps).

The site retains integrity of location, setting, and association. Its integrity of design, materials, workmanship, and feeling has been compromised by the alterations listed above.

#### **Notes on Condition**

Bridge 5088 is in poor condition. The River Boulder Stairway is in poor condition. The Gabbro Trail Steps are in fair condition. All four gabbro walls lining the parking areas are in poor condition with stones missing, crumbling, and chipped, and mortar is missing. The Timber Trail Steps are in fair to good condition. All stonework on the site has been patched and re-mortared, sometimes poorly.

#### **■ HISTORICAL BACKGROUND**

In the early 1930s, the Minnesota Department of Highways acquired 200 acres of land at the mouth of the Temperance River as part of a roadside development project. (At the same time, the Department acquired 2,300 acres of land near the mouth of the Cascade River, where it established another roadside parking area.)

The features at this site represent several different stages of construction as described below.

#### **1931 Construction**

Bridge 5088 was built in 1931 by A. Guthrie and Co. of St. Paul. (Guthrie also built Bridge 5087 at the Cross River and Bridge 5089 at the Poplar River.) The bridge was designed by the Minnesota Department of Highways.

#### **1935-1936 Construction**

The four parking areas were apparently created in 1935-1936, following plans for a 0.431-mile-long roadside development project that were signed in July of 1935 (S.P. 61-1-45-1). The plans specify three shallow parking areas and one "pedestrian outlook," which is now the southwestern parking area. The parking areas were to be designed with about 1610' of a one-foot-tall "Rustic Guard Rail," to be built with 8" rails or logs mounted on posts. The guardrail was apparently not built until 1938 (see below). The parking areas were probably constructed by the Civilian Conservation Corps (CCC) (which was established in the spring

of 1933). The parking areas were probably designed by Arthur R. Nichols, Consulting Landscape Architect.

The stonework along the bridge's viewing platforms and the River Boulder Stairway were probably built about 1936, probably by the CCC. This stonework features closely and evenly placed river boulders in somewhat delicate designs that differ in style from the site's later gabbro stonework that was built in the 1940s or 1950s. The stonework may have been designed by Arthur R. Nichols, who was Consulting Landscape Architect for the Department in the 1930s. One historic photo showing the stonework on the bridge is labeled "Showing the finished railing above highway bridge at Temperance River, Lakeshore side. S.P. 61-1-45-1. Photo by Rex Green. Taken 4-13-37."

Historic photos show several additional structures that were built within the highway department's 200 acres at Temperance River by the Department in circa 1936 (S.P. 61-1-45-1 and S.P. 61-1-45-2). These structures include an "upper log bridge" (photo dated Aug. 1936), a "lower log bridge" (photo dated Nov. 1937), and a stone picnic fireplace (photo undated but labeled "61-1-45-2" and taken on same roll as Nov. 1937 photos). The photo of the stone picnic fireplace is labeled "photo by Law." Rueben W. Law was an inspector for the National Park Service, which supervised the work of many CCC camps in the state, suggesting CCC construction.

### 1938 Construction

The four parking areas were lined with 1530' of rustic guardrail in 1938 (S.P. 1601-01). The guardrail was probably designed by Arthur R. Nichols, Consulting Landscape Architect. The 1938 *Annual Report* of the Roadside Development Division states:

Near the Temperance River on the North Shore of Lake Superior, between the highway and the lake, an automobile parking concourse was constructed several years ago. This year rustic guard rail [sic] was placed around this parking area clearly defining the traffic lanes (*Annual Report* 1938:16).

This was a "State Direct Labor" project. The 1938 *Annual Report* briefly describes State direct labor projects:

The State direct labor projects consisted of the development of roadside parking areas, perpetuation of historic markers, and landscaping of available right of way. These improvements were located in areas where no relief labor was to be had and where we had requests from civic organizations and the District and District Maintenance Engineers (*Annual Report* 1938:2).

### 1940s or 1950s Construction

The four gabbro guardrails that line the parking areas were apparently constructed in the 1940s or 1950s. In contrast to the site's earlier river boulder stonework, the design of the walls is less complex and they are more crudely constructed. The stone guardrails postdate August 1942 photographs of the site, and were probably constructed after World War II. They were probably not built by a federal relief program such as the CCC or the WPA (these programs ended in 1942 and 1943). It is possible that the walls were built in 1957 when the state park was created. The guardrails may also have been designed by Nichols, who

served as Consulting Landscape Architect for the State Parks Division of the Minnesota Department of Conservation from about 1953-1960.

A marker may have been located at or near this site. The text of a possible sign or plaque appears on page 40 of Vol. 1 of the Site Development Unit's Olson photo album. The text as typed in the photo album reads: "Temperance River. So named because, unlike most streams on the North Shore, it has no bar at its mouth. Walk north along side of river, cross footbridge, return on other side. At one point five falls are visible" (Olson album ca. 1942/ca. 1954).

The highway department's 200 acres of land at the Temperance River was transferred to the State Parks Division in 1957 and became Temperance State Park.

Site Development Unit files indicate that in 1961 this site had parking areas, guardrails, bituminous surfacing, picnic tables, fireplaces, toilets, a footbridge, and a historic marker.

The early and mid-1930s development of this site is very similar to that at the Cross River Rest Area. (See Cross River inventory form.)

#### ■ PREVIOUS SHPO REVIEWS

A Section 106 review of Bridge 5088 was conducted in 1996 in preparation for the proposed replacement of the bridge (SHPO rev. #96-2434). As part of the review, and in association with the Mn/DOT Historic Bridge Inventory, consultant Hess-Roise and Co. evaluated the National Register eligibility of the bridge and determined that it does not meet National Register eligibility criteria due to loss of integrity (Hess-Roise 1996). In a letter to Dick McAtee (Mn/DOT) dated June 11, 1996, Britta L. Bloomberg of the Minnesota Historical Society concurred with the determination (Bloomberg 1996). The file that chronicles this Section 106 review contains several items of correspondence and the findings of the Hess-Roise evaluation.

#### ■ STATEMENT OF SIGNIFICANCE

The Temperance River R.P.A. was built in the mid-1930s through 1950s, probably with CCC labor. It is one of 14 sites in the inventory known, or suspected, to have been built by the CCC. It is one of more than 60 sites that were designed by, or whose design is attributed to, Arthur R. Nichols. It is one of 68 Depression-era roadside development facilities believed to have been built in partnership with federal relief agencies. It is also associated with the building of the scenic highway T.H. 1 (now T.H. 61) along the North Shore.

This property has been evaluated within the historic context "Roadside Development on Minnesota Trunk Highways, 1920-1960." It is recommended that, despite the factors listed above, the property is NOT ELIGIBLE for the National Register under this historic context due to loss of integrity.

During a previous review in 1996, Bridge 5088 was determined to be ineligible for the National Register. (See Previous SHPO Reviews above.)

■ OTHER COMMENTS

This property may require further evaluation for potential archaeological resources.

The features on this site are located within Temperance River Park and are linked to, and integrated with, walkways, footbridges, etc. within the park. Only the features adjacent to the T.H. 61 roadway are described here. Features located several feet from the roadway were considered to be within the park for the purposes of this inventory.

T.H. 61 past this site is very busy during the summer months, making parking, entering, and leaving the site difficult.

■ REFERENCES

Anderson, Rolf T. "Federal Relief Construction in Minnesota, 1933-1941." National Register Multiple Property Documentation Form. Oct. 9, 1990, amended Aug. 30, 1993.

Anderson, Rolf T. "Minnesota State Park CCC/WPA/Rustic Style Historic Resources." National Register Multiple Property Documentation Form. Sept. 3, 1988.

*Annual Report of the Accomplishments of Roadside Development Along the Trunk Highways in Minnesota.* Minnesota Department of Highways. 1938.

Bloomberg, Britta L. (MHS). Letter to Dick McAtee (Mn/DOT). June 11, 1996.

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Meyer, Roy W. *Everyone's Country Estate. A History of Minnesota's State Parks.* St. Paul: Minnesota Historical Society, 1991.

Olson, Harold E., comp. *Historical Markers in Minnesota.* 4 vols. Prepared by the Roadside Development Division, Minnesota Department of Highways. Ca. 1942, updated ca. 1954.

Rose, Nancy E. *Put To Work. Relief Programs in the Great Depression.* New York: Monthly Review Press, 1994.

Site Plans. Minnesota Department of Transportation, St. Paul.

Thiel, George A. and Carl E. Dutton. *The Architectural, Structural, and Monumental Stones of Minnesota.* Minneapolis: University of Minnesota Press, 1935.

Tweton, Jerome D. *The New Deal at the Grass Roots. Programs for the People in Otter Tail County, Minnesota.* St. Paul: Minnesota Historical Society, 1988.

■ ADDITIONAL BACKGROUND INFORMATION

The Temperance River was called "Kawimbash" River, meaning "deep hollow," by the Ojibwe. By 1871, it was referred to by Euro-Americans as "Temperance River" because it is the only

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North Shore stream with no bar at its mouth. It is one of the longest streams within the North Shore watershed. The rapidly-falling river has cut deep potholes in the soft lava of the river bed, creating a narrow deep gorge. The Temperance has a number of spectacular waterfalls, including the Hidden Falls.

Temperance River State Park was established in 1957 when the Minnesota Department of Highways transferred 200 acres of land to the Minnesota Department of Conservation's Division of State Parks. The park has camping areas and hiking trails lining both sides of the river. Some of the trails that lead to the west link up with the Cross River trails. Other trails are linked to the Tofte-Lutsen trail system and the Superior Hiking Trails.

The Superior National Forest was established in 1909 when 36,000 acres were set aside for preservation. Today the forest covers nearly 3 million acres. On the north, the forest parallels the Canadian boundary for 150 miles. Approximately 1,250,000 acres of the forest are within a State game refuge. The forest contains over 5,000 lakes.

**Lake Superior and T.H. 61**

Lake Superior is the largest body of fresh water in the world. The lake is 383 miles long, 160 miles wide, and is 489' to 1,400' deep. The Ojibwe called the Lake "Kitchigumi," meaning "Great Water." The early French traders called the lake "Lac Superieur" because it was located at the head of the Great Lakes. By the early 1920s, Duluth and the North Shore area had become a mecca for tourists.

Trunk Highway 1 along the North Shore was built during the 1920s and 1930s and named the "Lake Superior International Highway" by the highway department in 1926. Its number was changed from 1 to 61 in 1934. The highway was the only thoroughfare to serve North Shore towns in Minnesota and to provide access to the Canadian North Shore from the state. It was specifically designed (and in some places, realigned) to provide outstanding views of the lake. Between Duluth and the Canadian border, T.H. 61 travels approximately 165 miles through three counties: St. Louis, Lake, and Cook. With the completion of the highway, recreation and tourism became important components of the North Shore economy.

**Local Stone**

Duluth gabbro was used to construct the walls lining the parking areas. Gabbro is an igneous coarse-grained rock containing dark minerals that give it its dark color. The stone is commercially referred to as "green granite," "black granite," and "trap rock." Gabbro was quarried as early as 1896 in and around Duluth. During the early 1930s, a growing demand for "black granite" resulted in a number of new quarries opening near the city. Gabbro was used to construct many buildings in Duluth as well as roadside development features and state park structures along the North Shore.