

**MNDOT HISTORIC ROADSIDE DEVELOPMENT  
STRUCTURES INVENTORY**

CW-GRC-001  
CS 1804  
Garrison Concourse

<b>Historic Name Other Name</b>	Garrison Concourse	<b>CS # SHPO Inv #</b>	1804 CW-GRC-001
<b>Location</b>	E side of TH 169 at the jct of TH 169 and TH 18	<b>Hwy District Reference</b>	TH 169 3A 233.7
<b>City/Township County Twp Rng Sec USGS Quad UTM</b>	Garrison, City of Crow Wing 44N 28W Sec 13 Garrison Z15 E436550 N5126810	<b>Acres Rest Area Class</b>	1 4
<b>Designer</b>	National Park Serv (Unspecified) Nichols, A R, Consult Land Arch	<b>SP #</b>	169-18-23-4 169-35-23-1 1804-08
<b>Builder</b>	Civilian Conservation Corps (CCC)	<b>SHPO Review #</b>	
<b>Historic Use</b>	Roadside Parking Area	<b>MHS Photo #</b>	013532.09-24 013533.01-11
<b>Present Use</b>	Roadside Parking Area		
<b>Yr of Landscape Design</b>	1936-39	<b>MnDOT Historic Photo Album</b>	Nic 1.12 Nic 1.13 Nic 1.24 Nic 1.31 Nic 5.17 Nic 5.18 Nic 7.33 Ols 1.58 Ols 1.59 Ols 1.60
<b>Overall Site Integrity</b>	Intact/Slightly Altered		
<b>Review Required</b>	Yes		
<b>National Register Status</b>	Eligible, see Statement of Significance		
<b>Historic Context</b>	Federal Relief Construction, 1933-1943 Roadside Development on Minnesota Trunk Highways, 1920-1960		

**List of Standing Structures**

Feat#	Feature Type	Year Built	Fieldwork Date
01	Marker	1927	08-03-97
02	Overlook Wall	1936-39	
03	Curb, Stone	1937-39	
04	Flagpole, Stone	Ca. 1939	
05	Bench(es), Other	Ca. 1939	
06	Other Feature	Ca. 1985	
07	Info Booth	Ca. 1990	
NOTE: Landscape features are not listed in this table			
			<b>Prep by</b> Gemini Research Dec. 98 G1. 25
			<b>Prep for</b> 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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■ BRIEF

The Garrison Concourse is a one-acre site located on the eastern side of T.H. 169 at the junction of T.H. 169, T.H. 18, and Central Avenue on the western shore of Mille Lacs Lake within the City of Garrison. Revised boundaries encompass entire designed intersection; see <http://www.dot.state.mn.us/roadsides/historic/files/wayrep-suppl.pdf> for additional information.

■ STANDING STRUCTURES

**Tauer Marker.** Built 1927. There is a granite headstone-like memorial marker located near the lakeshore about 85' north of the concourse. It consists of a gray, rockfaced granite block with a rectangular text area. The incised lettering reads "This memorial erected in honor of William A. Tauer who sacrificed his life to save others during the storm on Mille Lacs Lake June 10, 1927 by the people of Morgan, Minn." The marker predates the concourse.

**Overlook Wall.** Built 1936-1939 by the CCC. Designed by the National Park Service, led by Edward W. Barber. The Garrison Concourse is a large, stone overlook wall on the western shore of Mille Lacs Lake. The wall is built primarily of huge, randomly-laid, split pink and gray granite boulders, with a few ashlar blocks of gray granite that display blast drilling marks from quarrying. The stones are roughly-cut and the mortar joints are fairly wide. The footing is stone and poured concrete.

The concourse measures approximately 190' east-west and about 335' north-south. It was built on gravel, clay, and stone fill. (A plan sheet dated Sept. 12, 1937 states "Material for fill to be pit run gravel topped with one foot of clay and then 6" of gravel surfacing. Black-top will be placed by the Highway Department after settlement is complete.") The structure projects into the lake about 150' from the shore. The northern, eastern, and southern sides consist of 3'2" walls that rise above a battered base that emerges out of the water. The base is approximately 16' tall. The base is wearing away at the water level in some places so that the boulder core of the structure is visible beneath the split granite veneer. Historic photos show the battered walls of the concourse sitting on dry ground because the water level was extremely low during the drought conditions of the 1930s when the concourse was built. The water level was expected to eventually rise again and did so (Anderson, "Garrison Concourse" 1990:8-4). The concourse walls are 2' thick and are anchored with 3'-square piers. There are catch basins near the southwestern and northwestern corners.

The concourse has a 120'-wide rectangular lookout bay on the eastern side overlooking the water. There are similar 70'-wide rectangular lookout bays near the northwestern and southwestern corners of the structure. Historic photos show that there were originally seven 8'-long benches with poured concrete seats and stone pedestal legs positioned within the lookout bays.

The inner side of the wall was originally lined with an approximately 6'-wide granite flagstone walkway and granite curb. The flagstone walkway widened within the lookout bays to form flagstone terraces. Sometime after 1990 the flagstone was covered with (or replaced by) poured concrete, and the granite curb was replaced with concrete.

**Granite Curbing.** Built 1937-1939 by the CCC. There was once extensive granite curbing throughout the site including west, north, and south of the overlook wall throughout the

Note: additional granite curbing exists; see <http://www.dot.state.mn.us/roadsides/historic/files/wayrep-suppl.pdf> for additional information.

junction of T.H. 169 and T.H. 18. (Complete, original plans that show the extent of the original granite curbing have not been located.)

Two sections of granite curbing remain today. The first section encircles the island that is adjacent to the overlook wall. The second section is a 680'-long length of curbing that extends southward from the overlook wall along the eastern side of T.H. 169. This section begins about 225' south of the southern side of the overlook wall and continues southward along T.H. 169 for about for about 680'. It is interrupted by a 40'-wide curb-cut for an access road onto the lakeshore. Both sections of curbing are comprised of speckled gray and pinkish-gray granite blocks that are about 12" to 30" long. The blocks are rockfaced and appear to be about 8"-12" deep. Some of the blocks were placed so that their blasting tool marks are exposed (a technique seen in other federal relief stonework in the state and presumably used to add interest to the stonework). The inner face of the curb stones was originally 6" tall, but now only about 2" of the curb face projects above the pavement.

**Flagpole Base.** Built circa 1939 by the CCC. In the center of the grassy island is a massive flagpole base built of pink and gray, random ashlar, roughly-cut granite. The blocks of stone are large and the mortar joints are fairly wide. The base has short, stepped buttresses, a stepped top, and a tall metal flagpole. Mounted on the eastern side of the base is a bronze plaque that addresses the history of Mille Lacs Lake. The last lines of the text read "Concourse Designed and Constructed by Minnesota Department of Highways, National Park Service, Village of Garrison, Civilian Conservation Corps." (See full text at the end of this document.) The flagpole base rests on a 16'-square plaza that is paved with pink and gray granite flagstone. A fairly recent poured concrete sidewalk approaches the flagpole from the east (a sidewalk appears in this position on early plans).

**Concrete Benches.** Built circa 1939 by the CCC. There are three curved, poured concrete benches in the site's center island. The seats (about 18" wide and 8'6" long) rest on pedestals that consist of single blocks of granite. Historic photos show that there were originally four of these benches on the island, two near the northern end and two near the southern end.

**Fish.** Built circa 1985. Fabricated by Creative Displays in Sparta, Wisconsin. There is a large fiberglass walleye mounted on poles located directly west of the granite flagpole base in the concourse's center island. There is a wooden base with a "Welcome to Garrison" sign beneath the walleye. The fish is mounted on a rectangle of poured concrete that measures 17'6" by 28'.

**Information Booth.** Built circa 1990 by the City of Garrison. There is a small, polygonal woodframe information booth on a 12'-square concrete pad in the median between the site's asphalt entrance drive and the T.H. 169 shoulder. The information booth is owned by the City of Garrison.

#### ■ OTHER LANDSCAPE FEATURES AND PLANTINGS

The site contains an asphalt-paved drive that encircles a large oval island. A parking area is located on the western side of the island. Historic photos show that the island was originally landscaped with a formal set of intersecting, gravel or asphalt walkways (both straight and semicircular). Two drinking fountains were apparently constructed circa 1939 within the semicircular seating areas. Four curved concrete benches (three of which remain

today) fit against the curves of the semicircular walks. Historic photos show that by circa 1950 the walkways had been reduced to an east-west walkway that intersected the flagpole base and a more narrow north-south walkway. Today there is no north-south walkway.

Most of the site is planted with grass and widely-spaced shade trees such as birch, ash, oak, and elm (both mature and young). The center island also has clusters of spirea shrubs at the northern and southern ends. There are young ash, poplar, and evergreen trees widely spaced on the median between the site's entrance drive and the T.H. 169 shoulder. The topography of the site is flat.

The 1938 planting plan incorporated existing shade trees at the northern and southern ends of the concourse. The plan specifies eight American Elm to be planted on the island, an additional 55 American Elm to be planted elsewhere in the vicinity, and 384 Garland Spirea, Morrows Honeysuckle, and Dogwood shrubs to be planted on the island. An additional 80 Juniper shrubs, 43 Black Hills Spruce, and 100 Red Rugosa Rose shrubs were to be planted west of the entrance to the site. Some of these original plantings are extant.

North of the concourse is a sandy swimming beach that was also apparently constructed by the CCC. South of the concourse, the shore has been ripped with boulders.

West of the concourse site is a major intersection where T.H. 169 and T.H. 18 meet in a "Y". The intersection was designed with several granite-curbed islands that separated the two highways. The islands have been removed. There was also originally a smaller island in the middle of the site's entrance road that has been removed.

## ■ SETTING

The site was built on the western shore of Mille Lacs at the intersection of T.H. 169 and T.H. 18 within the town of Garrison. It is surrounded by Mille Lacs on the east, the lakeshore and the T.H. 169 right-of-way on the north and south, and Garrison's commercial district on the west.

## ■ INTEGRITY

### **Alterations**

The Garrison Concourse appears to have been built closely to the original plan. (Several different plans for the island layout have been located, at least one of which seems to have been closely executed. This plan was drawn by the highway department and is labeled "Island Layout, Seats, and Wall Return on Concourse at Garrison on Mille Lacs Lake" "Plan No. 9-034".)

The granite and concrete benches have been removed from the concourse's lookout bays. A thin veneer of concrete has been spread on the upper wall of the concourse. Sometime after circa 1990 the flagstone walkway along the inner side of the concourse wall was covered with (or replaced by) poured concrete, and the granite curb was replaced with concrete. The drive and parking area were originally gravel and have been paved with asphalt, partially burying the granite curbing. Increases in pavement thickness on T.H. 169 have partially buried its granite curbing. The small island in the middle of the entrance road has

been removed. The pattern of walkways on the center island had been altered by circa 1950 and has been further simplified recently so that there is just one east-west walkway. One of the curving concrete benches and two drinking fountains have been removed from the island. The fiberglass fish and information booth have been added near the western edge of the site. T.H. 169 and T.H. 18 have been widened west of the site and islands in this intersection have been removed.

Some of the original plantings are extant. Recent plantings appear to be consistent with the original design intent.

Despite the alterations listed above, the site in general retains essential integrity of location, design, setting, materials, workmanship, feeling, and association.

### **Notes on Condition**

The concourse is in fair condition. The base of the concourse is wearing away at the water level so that the boulder core is visible beneath the split granite veneer. The flagpole base is in fair condition and its mortar has been patched. The curbing is in fair condition. The benches on the island are in fair condition. The Tauer Monument is in good condition. The landscaping of the site is well maintained.

### **■ HISTORICAL BACKGROUND**

The site was constructed over a three-year period in 1936-1939 by the Civilian Conservation Corps (CCC) working in cooperation with the Minnesota Department of Highways and the National Park Service. The concourse was built by the enrollees of the Garrison CCC Camp, which was established in 1935 on the southern edge of Garrison. The camp was sponsored by the Department of Highways, supervised by the National Park Service, and operated by the U.S. Army.

The fill on which the concourse was constructed was nearly complete by September of 1936. Most of the concourse wall had been completed by May of 1937, according to dated historic photos. In 1939 (or 1938-1939) several features were added: the flagstone walkway lining the wall was apparently built in 1939; two 8'-long "return" walls were added to the ends of the overlook wall; seven benches were placed in the lookout bays; and walkways, the flagpole base and its flagstone plaza, four curved benches, and two drinking fountains were built on the island. (The plans for the flagstone walkway and "return" walls were drawn Oct. 6, 1937 and approved Dec. 1937, and the plans for the concourse benches and the work on the island were drawn in Nov. 1937 and approved in Oct.-Dec. 1937.) Final landscaping and planting was apparently accomplished in 1939.

The concourse was apparently designed by National Park Service architects led by Edward W. Barber. Many pages of original plans for the concourse area exist. Most of the plans are signed by three officials from the Department of Highways -- Harold E. Olson (Engineer of Roadside Development Division), A. R. Nichols (Consulting Landscape Architect), O. L. Kipp (Construction Engineer) -- and four officials representing the National Park Service -- Agge Thompson (CCC Camp Superintendent), Harold W. Lathrop (Minnesota Department of Conservation Park Authority), Ed Lasey (Inspector), and either Earl C. Grever (Regional Officer) or Donald B. Alexander (Regional Officer). Some of the plans contain the notations "Drawn by Don G. Chapel", "Drawn by Abe J. Sperling", "Checked by E.W.B. [Edward W. Barber]", or the

signatures "H. G. Wells" and "R. W. Law [Reuben W. Law]". The 1937 planting plan contains the notations: "Designed by Minnesota Highway Dept." and "Drawn by Minnesota Highway Dept." Arthur R. Nichols, who was the Department of Highways' Consulting Landscape Architect during the 1930s, may have designed the concourse landscaping. He participated in the design of all of the CCC-built roadside development improvements near Garrison.

### **The Mille Lacs Lake Highway Development Plan and the Garrison CCC Camp**

The Garrison Concourse was built as part of the Mille Lacs Lake Highway Development Plan (also known as the Mille Lacs Lake SP-15 project). Operating between September of 1935 and March of 1940, this project improved many miles of T.H. 169 and T.H. 18 west and north of Mille Lacs to facilitate increased recreational and commercial travel. It was the most extensive roadside development project undertaken by the CCC in the state.

The concourse and other components of the project were planned by the Minnesota Department of Highways and the National Park Service, and were built with CCC labor from the Mille Lacs Lake Highway Wayside CCC Camp (Camp SP-15) that was located on the western side of T.H. 169 on the southern edge of Garrison. The first portions of the plan to be developed were a 4-mile section of T.H. 18 northwest of Garrison, a 5.5-mile section of T.H. 169 north of Garrison, and a 7-mile section of T.H. 169 south of Garrison. A construction plan noted: "Ultimate development of the parkway and connecting waysides is to continue around the entire lake, a distance of approximately 90 miles." The project was never completed to the extent planned. However, between 1936 and 1939 the highway department and the CCC constructed at least seven known standing structure projects in the Garrison area, all of which are extant and are included in this study. They are the following:

- Garrison Concourse
- Garrison Creek Culvert (Bridge 5266)
- Garrison Pedestrian Underpass (Bridge 5265) (Built 1938)
- Garrison Rest Area
- Kenney Lake Overlook
- T.H. 169 Culvert at St. Alban's Bay
- Whitefish Creek Bridge (Bridge 3355)

Historian Rolf Anderson writes:

The principal design work for the Mille Lacs Lake Highway Wayside projects was executed in the [National Park Service's] Minnesota Central Design Office in St. Paul, which was actually a branch office of the National Park Service Regional Office in Omaha. . . . Principal figures included Edward W. Barber, the chief architect and major designer, V. C. Martin, who designed the Kitchen Shelter [at the Garrison Rest Area], Oscar Newstrom, and N. H. Averill who completed many of the master plans and landscape designs. . . . Park Service engineers and landscape architects had experimented with a variety of styles and eventually concluded that buildings constructed with native materials and designed to harmonize with their natural settings were most appropriate (Anderson, "Mille Lacs Lake Kitchen Shelter" 1990:8-5).

The 1938 *Annual Report* of the highway department's roadside development program summarized work completed that year in the Mille Lacs Lake area:

The construction work on a large masonry concourse overlooking Mille Lacs Lake was begun in 1936 and continued through 1937 and 1938. In addition, some major changes in alignment and design of the roadway have been made, together with the construction of several large drainage structures which were provided with rustic stone headwalls [see Garrison Creek Culvert, Whitefish Creek Bridge, T.H. 169 Culvert at St. Alban's Bay, and the Garrison Pedestrian Underpass (Bridge 5265)]. Grading operations are now in progress, extending from Garrison to 1 1/2 miles south and consist of a divided roadway of two 30 foot lanes with an island of 6 to 90 feet between (*Annual Report 1938:19*).

The next year's *Annual Report* continued: "This project consisted of the completion of [the] concourse by installation of flagstone walk and the landscaping of areas within the corporate limits of Garrison. The lakeshore was also cleared of all brush, dead and down timber and debris. This work was done by the National Park Service with C.C.C. labor from the Garrison Camp. The State furnished a part time stone mason" (*Annual Report 1939:9*).

CCC Camp SP-15, also known as the Mille Lacs Highway Wayside Camp, was located on the western side of T.H. 169 on the southern edge of Garrison. The camp was established in September of 1935 and was one of four CCC camps in Minnesota that were sponsored by the Department of Highways. Camp superintendent was Agge Thompson. The camp's 200 enrollees worked primarily on the Mille Lacs Lake Highway Development Project. Work on the Project ended when the men of CCC Camp SP-15 were transferred on March 31, 1940, to the St. Croix Recreational Demonstration Area (now St. Croix State Park).

The Garrison CCC Camp was one of four CCC camps in the state that were sponsored by the Minnesota Department of Highways. (Most of the state's other CCC camps were sponsored by agencies such as the Department of Conservation's State Parks Division, the U.S. Forest Service, and the Soil Conservation Service.) The first of the four highway department camps was the Spruce Creek Camp that was established on the Cascade River on the North Shore in 1934. The other three highway department CCC camps were established in 1935.

The four CCC camps sponsored by the Minnesota Department of Highways were the following:

- Lakeshore (Camp SP-19), located near Knife River on the North Shore
- Leech Lake (Camp SP-16), located near Whipholt on Leech Lake
- Mille Lacs Lake (Camp SP-15), located at Garrison on Mille Lacs Lake
- Spruce Creek (Camp SP-13), located near Cascade River on the North Shore

The four camps were established specifically for highway improvements and were supervised by the National Park Service. Each camp had approximately 200 enrollees who worked on roadside landscaping and erosion control, and constructed wayside rests, bridges, culverts, and similar highway structures. Rolf Anderson calls Mille Lacs the "largest and most extensive of these [highway CCC camps]" (Anderson, "Garrison Concourse" 1990:8-3).

Nine sites constructed by these camps are included in this Historic Roadside Development Structures Inventory (see individual inventory forms):

- Built by the Spruce Creek Camp
  - Cascade River Overlook (includes Bridge 5132)
  - Spruce Creek Culvert (Bridge 8292)

Built by the Mille Lacs Lake Camp  
Garrison Concourse  
Garrison Creek Culvert (Bridge 5266)  
Garrison Pedestrian Underpass (Bridge 5265)  
Garrison Rest Area  
Kenney Lake Overlook  
T.H. 169 Culvert at St. Alban's Bay  
Whitefish Creek Bridge (Bridge 3355)

No properties built by the Lakeshore or Leech Lake CCC camps are included in this study. (One of the principal accomplishments of the Lakeshore Camp is the elaborate Knife River Historical Marker on old Highway 61 several miles northeast of Duluth. The site is intact but in fragile condition. It is no longer on right-of-way and is now within the jurisdiction of St. Louis County Highway Department. No standing structures built by the Leech Lake CCC Camp, which operated for only six months, are known to be extant.)

#### ■ PREVIOUS SHPO REVIEWS

There apparently have been no previous SHPO cultural resource reviews of this property.

#### ■ STATEMENT OF SIGNIFICANCE

The Garrison Concourse, built in 1936-1939 by the CCC, is one of 37 stone overlook walls recorded in this inventory. It is one of 14 sites in the inventory known, or suspected, to have been built by the CCC. The concourse was designed by an unidentified landscape architect from the National Park Service (NPS), and is one of eight sites in this study that were designed by NPS designers. A. R. Nichols, Consulting Landscape Architect for the MHD, also collaborated with the NPS on the site design.

This property has been evaluated within the historic context "Roadside Development on Minnesota Trunk Highways, 1920-1960." It is recommended that the Garrison Concourse is ELIGIBLE for the National Register under this historic contest because it meets the following registration requirements:

Rare Federal Relief Property Type. The Garrison Concourse is ~~one of only two overlooks in this study that project out into large lakes. (The other is the Lake City Concourse.)~~ <sup>the only overlook to project into a lake</sup> It is also an unusually large roadside development structure. (It is one of the three largest stone structures included in this study. The other two are the Gooseberry Falls Concourse and the Thompson Hill Overlook.) The site contains one of only four stone flagpole bases recorded in the inventory. (National Register Criterion A.)

Significant to the History of Roadside Development. The Garrison Concourse is one of nine properties in this inventory that were built by the four CCC camps in Minnesota that were sponsored by the MHD. (All four camps were dedicated to roadside development.) The MHD-sponsored CCC camps improved many miles of trunk highway, as well as constructing 9 of the 68 Depression-era properties in this inventory. These numerous New Deal-era sites represent the MHD's first large-scale effort to construct roadside development facilities in the state. Garrison Concourse is an excellent example of the distinctive and well-constructed public facilities, built by the MHD in partnership with federal relief agencies, that met the

Note: see <http://www.dot.state.mn.us/roadsides/historic/files/wayrep-suppl.pdf> for additional correction information.

objectives of roadside development while providing essential work and job training to the nation's unemployed during the Depression. (National Register Criterion A.)

Furthermore, the concourse is significant as one of seven sites that were built near Garrison by the CCC as part of the Mille Lacs Lake Highway Development Project. This 4 1/2-year-long roadside development project improved and developed T.H. 169 and T.H. 18 near Garrison for recreational purposes. It was the most extensive roadside development project undertaken by the CCC in the state. The seven properties near Garrison are rare in the state for their variety, design quality, degree of integrity, and close geographic proximity. The properties are testimony to the success of the partnership between the MHD, the National Park Service, and the CCC that produced functional, long-lasting, and aesthetically-superior roadside amenities that continue to enhance the experience of the traveling public today. (National Register Criterion A.)

**Design Significance.** The Garrison Concourse is a massive structure with a well-executed design that is unique in this study. The concourse is an excellent example of the application of the "National Park Service Rustic Style" to a stone overlook structure. It has masonry of excellent quality. The site originally included one of the most elaborately-landscaped parking area "islands" in this inventory. The property displays the special labor-intensive construction techniques and distinctive use of indigenous materials that characterize both the Rustic style and federal relief construction in Minnesota. (National Register Criterion C.)

The SHPO also determined that the Garrison Concourse was eligible for the National Register during a study of federal relief-built structures in Minnesota conducted in 1990 ("Federal Relief Construction, 1933-1943" historic context).

The property may also be associated with the "Tourism and Recreation in the Lake Regions, 1870-1945" historic context.

#### ■ OTHER COMMENTS

This property may require further evaluation for potential archaeological resources.

It is recommended that the site's interpretation be updated for historical accuracy and cultural sensitivity, perhaps in consultation with Mille Lacs Band historians.

The text of the historic marker on the flagpole base is associated with the general area, not specifically with the site of the wayside rest.

T.H. 169 past this site is very busy during the summer months.

#### ■ REFERENCES

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

Anderson, Rolf T. "Garrison Concourse." National Register of Historic Places Registration Form. Oct. 9, 1990.

Anderson, Rolf T. "Mille Lacs Lake Kitchen Shelter/Garrison Wayside Shelter." National Register of Historic Places Registration Form. Oct. 9, 1990.

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 and 1939.

Harris, Moira F. *Monumental Minnesota: A Guide to Outdoor Sculpture.* St. Paul: Pogo Press, 1992.

Hella, U. W. Letter to Rolf Anderson. April 20, 1990.

"Master Plan Report -- Minnesota S.P. 15 -- Mille Lacs Lake." Circa 1930s. Copy in Mn/DOT Site Development Unit flat files.

*Minnesota State Park and Recreational Area Plan.* Minnesota Department of Conservation. Division of State Parks. March 1939.

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

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

#### ■ **ADDITIONAL BACKGROUND INFORMATION AND TEXT OF PLAQUE ON FLAGPOLE BASE**

Mille Lacs is the state's second-largest lake in square area and has approximately 150 miles of shoreline. T.H. 169 follows the shore of Mille Lacs Lake for about 20 miles.

The Mille Lacs area has a long tradition of Native American habitation. By the mid-1600s, Mille Lacs was called "Mde Wakan" by the Dakota and was an important religious and cultural center. The Ojibwe called the lake "minsi sagaigon" meaning "everywhere lakes" because of the many lakes located in the vicinity. The French translated the Ojibwe name into "Mille Lacs" meaning "thousand lakes." Mille Lacs is now the cultural center for the Mille Lacs Anishinabe. The Mille Lacs Anishinabe band currently has about 2,800 members.

The town of Garrison was named for Oscar E. Garrison, a land surveyor, who homesteaded in the area in 1882. An earlier town at this location was called "Midland."

#### **Local Stone**

The granite used to construct this site was probably obtained from two sources: quarries near Isle (a community located on the southeastern shore of Mille Lacs Lake) and quarries near St. Cloud. (Notes on a document in the Site Development Unit flat files mention problems obtaining some St. Cloud granite.) The Isle-Warman Creek granite region contains outcroppings of red, gray, and black granite that were quarried by various companies. The Cold Spring Granite Company, for example, operated a quarry about five miles south of Isle as early as 1935. Light gray granite quarried at this site was named Isle Granite and was also marketed under the name of Cold Spring Pearl White granite. The St. Cloud-Cold Spring

granite region in Stearns County produces a fine-grained granite that ranges in color from black, to red and pink, to a clear white. Granite quarrying began in Stearns County in the 1860s.

**Text of Plaque on Flagpole Base**

"Mille Lacs Lake. Named from the fur traders' phrase 'The Thousand Lake Region,' this lake is 1250 feet above sea level and covers about 200 square miles. It formerly included much low ground and several adjacent lakes. When visited by DuLuth in 1679, Sioux Villages, now indicated by numerous grounds[?], lined the lakeshore. Concourse Designed and Constructed by Minnesota Highway Department, National Park Service, Village of Garrison, Civilian Conservation Corps."