

**MNDOT HISTORIC ROADSIDE DEVELOPMENT  
STRUCTURES INVENTORY**

CW-GRT-001  
CS 1804  
Garrison Rest Area

<b>Historic Name</b>	Garrison Rest Area	<b>CS #</b>	1804
<b>Other Name</b>	Mille Lacs Lake Wayside	<b>SHPO Inv #</b>	CW-GRT-001

<b>Location</b>	E side of TH 169 .75 mi N of CSAH 26	<b>Hwy</b>	TH 169
<b>City/Township</b>	Garrison Township	<b>District</b>	3A
<b>County</b>	Crow Wing	<b>Reference</b>	232.9

<b>Twp Rng Sec</b>	44N 28W Sec 24    44N 28W Sec 13	<b>Acres</b>	37
<b>USGS Quad</b>	Garrison	<b>Rest Area Class</b>	1
<b>UTM</b>	Z15 E436930 N5125600		

<b>Designer</b>	Martin, V C, Natl Park Serv Nichols, A R, Consult Land Arch	<b>SP #</b>	169-35-23-1 169-23-4A 1804-08
<b>Builder</b>	Toltz King Duvall Anderson Assoc Civilian Conservation Corps (CCC)		

<b>SHPO Review #</b>	89-0434 95-0049 95-3360 98-1867
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<b>Historic Use</b>	Roadside Parking Area	<b>MHS Photo #</b>	013534.10-25 013535.01-04
<b>Present Use</b>	Roadside Parking Area		

<b>Yr of Landscape Design</b>	1937	<b>MnDOT Historic Photo Album</b>	Ols 1.55    Ols 1.56 Ols 1.57
<b>Overall Site Integrity</b>	Very Altered		
<b>Review Required</b>	Yes		

<b>National Register Status</b>	Not Eligible, see Statement of Significance
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<b>Historic Context</b>	
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**List of Standing Structures**

Feat#	Feature Type	Year Built
01	Picnic Shelter(s)	1937
02	Marker	1953
03	Picnic Shelter(s)	1969
04	Restroom Bldg	1969
05	Drinking Fountain(s)	1969
06	Picnic Table(s), Other	Ca. 1969

NOTE: Landscape features are not listed in this table

<b>Fieldwork Date</b>	08-03-97
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<b>Prep by</b>	Gemini Research Dec. 98    G1. 26
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<b>Prep for</b>	Site Development Unit Cultural Resources Unit Environmental Studies Unit
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<b>Final Report</b>	Historic Roadside Development Structures on Minnesota Trunk Highways (1998)
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■ BRIEF

The Garrison Rest Area (also known as the Mille Lacs Lake Wayside) is a 37-acre site located on the eastern side of T.H. 169 on the western shore of Mille Lacs Lake, about .75 miles north of CSAH 26. Most of the rest area is in Section 24 of Garrison Township.

■ STANDING STRUCTURES

***Kitchen Shelter.*** Built 1937 by the CCC. Designed by V. C. Martin of the National Park Service. The kitchen shelter stands on the site's highest hill, in the southern half of the rest area, and has a view of Mille Lacs to the east. It is approached via a washed-out gravel walkway that leads up the hill to the shelter from the southern parking area. The walkway was once lined with large boulders, a few of which are still visible. The kitchen shelter is a Rustic style structure built of massive logs and split boulders (probably lake boulders). Its overall dimensions are about 30' wide by about 45' long. It has an asphalt-shingled intersecting gabled roof that is supported by log purlins and massive log trusses. (The asphalt shingles cover original wood shingles.) The northern and southern sides of the shelter have low walls that are about 2' tall and are made of three courses of logs resting on a poured concrete footing. The logs are approximately 8" in diameter and are held together with long spikes. The eastern side of the shelter is open. The western portion of the structure consists of a gable-roofed kitchen wing made of randomly-laid split boulders. The kitchen wing contains a wide fireplace and chimney that is flanked by stone walls with stone-enframed windows. (There were originally wooden grilles at the windows.) The fireplace has an opening that is about 7'6" wide and a poured concrete hearth that is about 18" above the floor. The hearth originally supported several metal cook stoves. There was originally a sink and counter adjacent to the stoves. The floor of the shelter is paved with granite flagstones that appear to have been made from split lake boulders. The flagstone projects eastward from the walls of the shelter to form a polygonal terrace on its eastern facade. A 6'-long flagstone walkway leads east from the terrace to the geological marker that was added in 1953 (see description below). Historic photos show massive timber picnic tables within the shelter. The kitchen shelter is in poor condition with fire damage (circa 1990s) including burned logs and a hole in the roof. The fireplace cook stoves and the sink and counter have been removed. The grilles have been removed from the windows. The roof has been covered with asphalt shingles. The picnic tables have been removed. Pieces of flagstone are missing from the floor.

***Geological Marker.*** Built 1953. A lectern-style geological marker is located about 6' east of the kitchen shelter on the rest area's tallest hill, with an excellent view of Mille Lacs Lake to the east. A 6'-long flagstone walkway leads from the flagstone terrace of the kitchen shelter to the marker. The marker is built of randomly-laid split boulders (probably lake boulders). It is approximately 3' wide and 4' deep. On the western side of the marker is a 2' by 3' bronze plaque that is mounted at a slant. The text of the marker addresses geology of the region. (See marker text at the end of this document.) The marker is in poor condition with several stones missing. The plaque has been dented and carved with graffiti.

***Picnic Shelters.*** Built 1969. Designed by Toltz, King, Duvall, Anderson and Assoc. North and south of the northern parking area are two identical brick picnic shelters with low-pitched

hipped roofs that are each supported by four brick corner piers which rest on concrete pads. There are two rectangular, poured concrete picnic tables within each shelter.

**Restroom Building.** Built 1969. Designed by Toltz, King, Duvall, Anderson and Assoc. On the western side of the northern parking area is a shed-roofed, brick-veneered restroom building.

**Drinking Fountains.** Built 1969. Designed by Toltz, King, Duvall, Anderson and Assoc. Two brick-faced drinking fountains stand in front of the restroom building and just north of the northern parking area. The fountain in front of the restroom building is flanked by two poured concrete benches.

#### ■ OTHER LANDSCAPE FEATURES AND PLANTINGS

An asphalt-paved park road runs north and south through the eastern side of the rest area along the western shore of the lake. This road is the original alignment of T.H. 169, which was moved west of the rest area and changed to a divided highway just prior to the creation of this rest area.

Near the southern end of the rest area is a rectangular, asphalt-paved parking area that is located immediately southwest of the kitchen shelter. This parking area has been changed in shape slightly from its original design. The Kitchen Shelter is located about 25' above this parking area.

One original plan sheet specifies a wooden sign hanging from a log arm that was to read: "Mille Lacs Lake Wayside -- S.P. 15. Emergency Conservation Work under Direction U.S. Department of the Interior National Park Service Cooperating with State of Minnesota Department of Highways." The log post was to be mounted in a concrete footing. It is not clear whether the sign was designed to mark the rest area or the adjacent CCC camp.

There were originally walking trails, latrines, and picnic tables north and south of the kitchen shelter. The latrines and picnic tables have been removed. 1969 plans show a pump in the woods south of the kitchen shelter. (The pump location was not checked during fieldwork.) Several walking trails now curve through the forest on (or close to) their original paths through the rest area.

The northern portion of the rest area was slated on original plans as an area for future development. A bathhouse and parking areas were proposed for this location in several different configurations on several original plan sheets. They were never built, and the northern portion of the rest area was apparently wooded until 1969. The northern half of the site is now dominated by a large asphalt-paved parking area with a restroom building and a boat launch. The parking area has poured concrete curbs and stops. There is a modern information board just south of the boat ramp. Scattered throughout the northern portion of the site (both north and south of the northern parking area) are about 15 modern circular and rectangular picnic tables (both poured concrete and portable).

Much of the rest area is planted with grassy lawns and widely-scattered, mature deciduous trees. The rest area's many hills are densely wooded. There is a tamarack swamp between two of the hills. The T.H. 169 ditches are grass-planted. No original planting plan has been located.

■ **SETTING**

The site was built along T.H. 169 on Pike Point on the western shore of Mille Lacs Lake. Most of the rest area is in Section 24 of Garrison Township but the northern edge is within the southern limits of the City of Garrison. The rest area is surrounded by Mille Lacs Lake on the east, the lakeshore and the T.H. 169 right-of-way on the north and south, and forested land on the west. T.H. 169 now runs along the western side of the rest area.

■ **INTEGRITY**

**Alterations**

The site appears to have been built close to the historic plans that have been located.

Changes to Kitchen Shelter: The flagstone walkway and geological marker were added in 1953. The wooden grilles have been removed from the kitchen shelter windows. The fireplace cook stoves and sink and counter have been removed. The roof has been covered with asphalt shingles. The picnic tables have been removed. Pieces of flagstone are missing from the shelter's floor. [Note: by the winter of 1998 the kitchen shelter had been partially demolished.]

The southern parking area near the Kitchen Shelter has been paved with asphalt and has been changed in shape slightly from its original design.

In 1969 a restroom building, two picnic shelters, two drinking fountains, a large northern parking area, picnic tables, water and electrical systems, etc. were added in the originally-undeveloped northern portion of the rest area.

The property retains integrity of location, setting, and association. However, its integrity of design, materials, workmanship, and feeling has been compromised by the construction of a dominant and very large parking area, boat launch, restroom building, and picnic shelters at the northern end. The overall integrity of the property has been changed considerably.

**Notes on Condition**

The kitchen shelter is in poor condition with fire damage (circa 1990s) including burned logs and a hole in the roof. Window grilles, cook stoves, the sink and counter, and picnic tables have been removed from the shelter. The roof has been covered with asphalt shingles and pieces of flagstone are missing from the floor.

The geological marker is in poor condition with stones missing. Its plaque has been dented and carved with graffiti.

The 1969 structures are in good condition.

The site is well maintained.

■ **HISTORICAL BACKGROUND**

The Garrison Rest Area was constructed in 1937-1938 by the Civilian Conservation Corps (CCC) working in cooperation with the Department of Highways and the National Park Service. The rest area was built by the enrollees of a CCC camp that was located at the northern edge of the rest area on the western side of T.H. 169.

The rest area was built in circa 1935 after T.H. 169 was shifted slightly west from the lakeshore, which opened a parcel of land for the development of this rest area. In 1935-1936, in conjunction with the realignment, the highway department had obtained 53 acres of land in and near the town of Garrison and around Mille Lacs Lake for recreational development. The master plan for the development of the rest area, the Garrison Concourse, and other roadside development facilities nearby was called the Mille Lacs Lake Highway Development Plan (also known as the Mille Lacs Lake SP-15 project). The plan was carried out with CCC labor from the Mille Lacs Lake Highway Wayside CCC Camp (also known as the Garrison CCC Camp) that was located on the western side of T.H. 169 just north of this rest area.

Many pages of construction plans for the rest area exist. Most of the plans are signed by three officials from the Department of Highways -- Harold E. Olson (Engineer of Roadside Development), A. R. Nichols (Consulting Landscape Architect), O. L. Kipp (Construction Engineer) -- and four officials representing the National Park Service and the Minnesota State Parks Division -- 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). V. C. Martin of the National Park Service designed the kitchen shelter and H. O. Skooglun drew many of the plans. Skooglun also designed the nearby Garrison Pedestrian Underpass (Bridge 5265), Whitefish Creek Bridge (Bridge 3355), the Garrison Creek Culvert (Bridge 5266), the T.H. 169 Culvert at St. Alban's Bay, and the Kenney Lake Overlook (all are included in this inventory). A July 24, 1936, "Mille Lacs Lake Wayside" plan was drawn by Dan G. Chapel. A Feb. 4, 1937, grading and road sloping plan was drawn by A. J. Sperling. Arthur R. Nichols, Consulting Landscape Architect for the Minnesota Department of Highways, also participated in the design of the rest area, as well as the design of the rest of the extensive roadside development improvements in and around Garrison.

The Garrison Rest Area was built in conjunction with the Garrison Pedestrian Underpass (Bridge 5265), which was constructed in 1938. (See separate inventory form for bridge.) The bridge was designed under T.H. 169 for pedestrians to move between the rest area proper and the lakeshore, and the land on the western side of T.H. 169 where a picnic area was planned (although never built). At the time of its completion the pedestrian underpass led to the CCC camp on the western side of T.H. 169.

Mn/DOT Site Development Unit files indicate that in 1961 the rest area had a parking area, a well, four tables, three fireplaces, two toilets, two bathhouses, an overlook, and an historical and geological marker. In circa 1964, in addition to the amenities listed above, this site had three picnic shelters, a boat launch, an information board, and telephone. The rest area was improved after the highway department inventoried its rest areas in 1965 and created a list of potential sites for new development as well as a list of existing parking areas that needed modernization. The Garrison Rest Area was one of 35 existing facilities that were modernized. The 1969 improvements were designed by Toltz, King, Duvall, Anderson, and Assoc. of St. Paul. In 1975, the Garrison Rest Area was one of four trunk highway rest areas in which overnight camping was permitted.

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

This rest area 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 project was planned by the Minnesota Department of Highways and the National Park Service and was built with CCC labor from the Mille Lacs Lake Highway Wayside CCC Camp (Camp SP-15) that was located at the northern end of this rest area. 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 roadside development projects (with standing structures) 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)
- 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 Division 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

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roadway of two 30 foot lanes with an island of 6 to 90 feet between (*Annual Report 1938:19*).

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 Minnesota Department of Conservation (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 are listed below:

- 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 roadside development 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 department-sponsored 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 for each):

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**

Three separate Section 106 reviews have been conducted in preparation for the proposed demolition and/or stabilization of the kitchen shelter: SHPO #89-0434 in 1988-1989, #94-0049 in 1994, and #95-3360 in 1995. In a letter to C. Kachelmyer dated Nov. 22, 1988, the Minnesota Historical Society concluded that the kitchen shelter was eligible for the National Register (Gimmestad 1988). The structure's eligibility is reiterated in subsequent letters. A letter from D. Gimmestad to J. Hudak dated Nov. 1, 1994, also states that the demolition of the kitchen shelter would constitute an Adverse Effect. Subsequent plans and discussions concluded that no federal funding would be involved in the demolition and that a Section 106 review was not mandated, and that the structure would be photographically documented prior to demolition (Bloomberg 1997). The documents that chronicle these Section 106 reviews contain several items of correspondence between Mn/DOT and SHPO staff and various reports.

Another Section 106 review, this time for a Mn/DOT undertaking that would reconvey a 4,500'-long parcel of the T.H. 169 right-of-way across the highway west of the Garrison Rest Area, was initiated in 1995 (SHPO #96-0323). Mn/DOT conducted a Phase I archaeological survey of the Area of Potential Effect and identified four potentially significant sites. One is the site of the Mille Lacs Lake Highway Wayside CCC Camp and three are Native American habitation and burial sites. The rest area itself has apparently not been surveyed archaeologically. In a letter to Mn/DOT's J. Hudak, D. Gimmestad states that, based on a review of the results of the Phase I archaeological survey, "we feel that all four sites which were identified merit a Phase II survey in order to determine their National Register eligibility" (Gimmestad 1995). At the time of this writing (November 1997), the Phase II survey work had apparently not been completed. The documents that chronicle this Section 106 review contain several items of correspondence between Mn/DOT and SHPO staff and items from the Phase I archaeology report.

A Section 106 review was conducted in 1998 in preparation for a Mn/DOT project to construct a new geological marker at the rest area (SHPO Rev #98-1867). The existing marker would be left in place. The review occurred while this Mn/DOT Historic Roadside Development Structures Inventory was underway, and a draft version of the inventory form was submitted to the Minnesota Historical Society (MHS) as part of the review. In a letter to Allyson Brooks (Mn/DOT) dated April 27, 1998, Britta L. Bloomberg (MHS) concurred with the Inventory's recommendation that the rest area is not eligible for the National Register (Bloomberg 1998). The documents that chronicle this Section 106 review contain a few items of correspondence.

■ **STATEMENT OF SIGNIFICANCE**

The Garrison Rest Area, built in 1937-1938 by the CCC and altered in 1969 by the MHD, is a roadside parking area with a complex site design. It is one of 14 sites in the inventory known, or suspected, to have been built by the CCC. The stone kitchen shelter was designed by V. C. Martin of the National Park Service (NPS). It is one of eight sites that were designed by NPS designers. The kitchen shelter at the rest area is the only structure of its



type documented in this inventory, and it has "no known counterpart" in the Minnesota state park system (Anderson, "Mille Lacs Lake Kitchen Shelter" 1990:8-1). The rest area is one of nine properties in this inventory that were built by the four CCC camps in Minnesota that were sponsored by the MHD. It is one of seven sites that were built near Garrison by the CCC as part of the Mille Lacs Lake Highway Development Project, the most extensive roadside development project undertaken by the CCC in the state.

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 rest area as a whole is NOT ELIGIBLE for the National Register under this historic context due to loss of integrity.

The kitchen shelter at the rest area was determined to be eligible for the National Register by the SHPO during late 1980s. (The SHPO determination did not address the eligibility of the entire rest area.)

#### ■ OTHER COMMENTS

This property may require further evaluation for potential archaeological resources.

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

The text of the geological marker is associated with the Mille Lacs region. It is not specifically associated with the site of the wayside rest.

#### ■ REFERENCES

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

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#### ■ **ADDITIONAL BACKGROUND INFORMATION AND TEXT OF GEOLOGICAL MARKER**

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. 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."

#### **Text of Geological Marker**

"Geology of Minnesota. Mille Lacs Lake Region.

"This part of Minnesota was covered by glacial ice, several thousand feet thick, on at least four occasions during the last million years. As the glaciers moved in from Canada they

brought with them enormous quantities of glacial drift -- clay, sand, gravel, and boulders of granite and limestone --which was deposited in sheets or in irregular hills and depressions along stationary ice fronts. One such zone, a terminal moraine, formed during the last or Wisconsin stage of glaciation 10,000 years ago, encircles Mille Lacs on the west and south, from Nicholas to Isle, and effectively dams the water to form the second largest lake in the state.

"Mille Lacs is 18 miles long and 14 miles wide. Its surface is 1,249 feet above sea level and its depth -- 30 to 40 feet -- is quite uniform throughout. The overflow of the lake is discharged through the Rum River which flows from Vineland to Anoka about 70 miles to the south, where it empties into the Mississippi.

"Erected by the Geological Society of Minnesota in cooperation with the Department of Highways, State of Minnesota, 1953."