

**MNDOT HISTORIC ROADSIDE DEVELOPMENT
STRUCTURES INVENTORY**

ML-KAN-006
CS 4814
Vineland Historical Marker

Historic Name Other Name	Vineland Historical Marker	CS # SHPO Inv #	4814 ML-KAN-006
Location	E side of TH 169 2.2 mi N of CSAH 26	Hwy District Reference	TH 169 3A 223.2
City/Township County Twp Rng Sec USGS Quad UTM	Kathio Township Mille Lacs 43N 27W Sec 33 Vineland Z15 E441400 N5112240	Acres Rest Area Class	.25 4
Designer	Nichols, A R, Attributed	SP #	4814-25
Builder	Minn Dept of Highways (MHD)	SHPO Review #	
Historic Use Present Use	Roadside Parking Area Roadside Parking Area	MHS Photo #	013530.01-04
Yr of Landscape Design	1952	MnDOT Historic Photo Album	Ols 2.69
Overall Site Integrity	Intact/Slightly Altered		
Review Required	Yes		
National Register Status	Eligible in Near Future, see Statement of Significance Also member of listed NR district: Kathio Historic District Now eligible see http://www.dot.state.mn.us/roadsides/historic/files/wayrep-suppl.pdf for additional information.		
Historic Context	Roadside Development on Minnesota Trunk Highways, 1920-1960		

List of Standing Structures

Feat#	Feature Type	Year Built	Fieldwork Date
01	Marker	1952	08-04-97
			Prep by Gemini Research Dec. 98 G1. 82
			Prep for Site Development Unit Cultural Resources Unit Environmental Studies Unit
NOTE: Landscape features are not listed in this table			

Final Report	Historic Roadside Development Structures on Minnesota Trunk Highways (1998)
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■ BRIEF

The Vineland Historical Marker is located on a .25-acre site on the eastern side of T.H. 169, 2.2 miles north of CSAH 26. It stands at the intersection of T.H. 169 and a local street in the unincorporated hamlet of Vineland in Kathio Township on the western shore of Mille Lacs Lake. The site is on the Mille Lacs Reservation and within Mille Lacs Kathio State Park.

■ STANDING STRUCTURES

Stone Marker. Built 1952 by the Minnesota Department of Highways. The principal feature on the site is a historic marker that is about 14' wide and about 2'6" deep. It was built of random ashlar, roughly-cut, gray and pink granite laid on a stone footing. The stones were carefully selected and skillfully laid. The stones range in size from about 5" by 5" to about 12" by 8". The marker has a rectangular shaft with an aluminum plaque (specified as bronze on the plans) that is mounted in a rectangular niche that is topped by a keystone. The seals of the Minnesota Department of Highways and the Minnesota Historical Society appear near the bottom of the plaque. The text of the marker addresses the Dakota village of Izatys. (See marker text at the end of this document.) The sides of the shaft are buttressed with stone and in front of the shaft are three curving poured concrete steps. The marker rests on a poured concrete plaza that is about 14' wide. Historic photos (and the original plans) indicate that two stone and concrete benches were originally placed on the plaza in front of the marker. The benches are missing.

■ OTHER LANDSCAPE FEATURES AND PLANTINGS

The site has an angled, asphalt-paved, pull-off drive that doubles as a parking area. It is lined with squared concrete curbing. The drive creates a triangular-shaped, curb-lined island in front of the marker. The topography of the site is flat.

Most of the site is planted with grass. The original planting plan specifies 7 Norway Pine to form a backdrop to the marker, 6 Savin Juniper flanking the front of the marker, and 7 Green Ash scattered behind the marker. Most of the ash trees appear to be extant but the evergreens are missing.

■ SETTING

The site is located in a rural setting on the western shore of Mille Lacs Lake (which is barely visible from the site). The site is located within Kathio Historic District, an archaeological district that is a National Historic Landmark and listed on the National Register. The wayside rest is also located on the Mille Lacs Reservation and within Mille Lacs Kathio State Park. The site is surrounded by wetlands extending in nearly every direction, forests in the distance, and T.H. 169 on the west. The Vineland Cemetery and several homes are located about 200' to the east near the lakeshore.

■ **INTEGRITY**

Alterations

The site appears to have been built closely to plan.

The site has been changed slightly. Approximately 10'-14' of the western edge of the site was lost at some point to a T.H. 169 widening. At that time the island's shape was changed slightly and the curbing on the western edge of the site was replaced. The pull-off drive was apparently originally gravel and has been paved with asphalt. (Layers of paving have left only about 3"-4" of the original 6" curb face exposed.) The two stone and concrete benches have been removed. Most of the original plantings are missing. Despite these changes, the site retains integrity of location, design, setting, materials, workmanship, feeling, and association.

Notes on Condition

The marker is in poor condition. Several stones are missing and the benches have been removed. The site appears to be minimally maintained.

■ **HISTORICAL BACKGROUND**

Prior to the erection of the stone marker, a 3' by 5' white steel sign with black lettering was at this site. It had been erected as early as 1930 by the first joint trunk highway marking program that was established by the Minnesota Historical Society and the Minnesota Department of Highways in 1929. The text of the steel sign was identical to the text of the current marker.

The current site was developed in 1952 by the Minnesota Department of Highways. The plans were drawn in February of 1952. The plans were signed in the spring of 1952 by Harold E. Olson (Engineer of Roadside Development), R. J. Wolfangle (Engineer of Plans), A? B. Christlieb (Assistant Engineer of Lands and Right-of-Way), Walter Schultz (Assistant Engineer of Plans and Survey), G. G. Gladman (Engineer of Plans and Surveys), and O. L. Kipp (Chief Engineer).

Although it was not built until 1952, the site was probably designed by, or its design strongly influenced by, Arthur R. Nichols who served as Consulting Landscape Architect for the Roadside Development Division of the Department of Highways during the 1930s. Nichols designed most of the roadside development structures built during the 1930s and 1940s. The original plans do not list Nichols' name as designer, yet the Vineland design strongly resembles sites designed by Nichols. It may be that Nichols prepared preliminary sketches of the Vineland marker that were not transformed into final drawings until the 1950s. It is also possible that the Vineland site was designed by Fred Vogt, staff Landscape Architect for the Roadside Development Division, who worked closely with Nichols during the 1930s and early 1940s.

The granite for the marker was obtained from a quarry near Isle, a community located on the southeastern shore of Mille Lacs Lake. 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 from the site was called Isle Granite and was marketed under the name of Cold Spring Pearl White granite.

Retired Roadside Development employees Ken Madole and Godfrey Love indicated during interviews for this study that they worked on the Vineland Historical Marker.

Site Development Unit files indicate that in 1961 this site had drinking water, two tables, and two fireplaces.

■ PREVIOUS SHPO REVIEWS

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

■ STATEMENT OF SIGNIFICANCE

The Vineland Historical Marker was built in 1952 by the MHD. It is one of 18 stone, free-standing, shrine-type historic markers recorded in this inventory. It is one of more than 60 sites in the inventory that were designed by, or whose design is attributed to, Arthur R. Nichols.

This property has been evaluated within the historic context "Roadside Development on Minnesota Trunk Highways, 1920-1960." The site was built in 1952 and therefore does not meet the registration requirements' 50-year age criterion. However, it is recommended that the property WILL BE ELIGIBLE for the National Register under this context when it is 50 years old, because it meets the context registration requirements listed below:

Non-Federal Relief Property That Closely Resembles a Federal Relief Property. The Vineland Historical Marker is an excellent example of a Non-Federal relief property, built during the decade immediately following the end of the federal relief programs (1943-1953), which strongly represents a continuation of the design principles and philosophy of the federal relief-built roadside development sites. The Roadside Development Division's stonemasons continued the federal relief era's tradition of excellent craftsmanship when they constructed the marker. (National Register Criterion A.)

Design Significance. Built in 1952, the Vineland Historical Marker has stonework of excellent quality. The site is a good example of the MHD Roadside Development Division's small pull-off style roadside parking areas that incorporate a shrine-type historic marker. Built by the Division's own stonemasons, the marker is an intact example of the application of the "National Park Service Rustic Style" to an interpretive marker. It 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 property is located within the Kathio Historic District, a rich archaeological historic district that was named a National Historic Landmark in 1964 and was listed on the National Register in 1966. The wayside rest is a non-contributing element within the historic district.

The wayside rest 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 interpretation of the site be updated for accuracy and cultural sensitivity in consultation with Mille Lacs Band historians.

The text of the marker is associated with village of Izatys. It is not specifically associated with the site of the wayside rest.

This marker is very similar in design to the Otter Tail City Historical Marker, also in this study.

T.H. 169 is fairly busy past the site. The traffic noise and motion are somewhat intrusive.

■ REFERENCES

Buffalohead, Roger, and Priscilla Buffalohead. *Against the Tide of American History: The Story of the Mille Lacs Anishinabe*. Cass Lake: Minnesota Chippewa Tribe, 1985.

Guide to Historic Markers Erected by the State Highway Department, Cooperating With the Minnesota Historical Society. Prepared by the Minnesota Historic Records Survey, Division of Professional and Service Projects, Works Projects Administration. St. Paul: May 1940.

Mille Lacs Local Curriculum Committee. *Against the Tide of American History: The Story of the Mille Lacs Anishinabe*. Cass Lake: Minnesota Chippewa Tribe, 1985.

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 INFORMATION AND MARKER TEXT

Izatys and Vineland

The Mille Lacs area has a long tradition of habitation by indigenous peoples dating back thousands of years. By the mid-1600s, the Santee Sioux (or Eastern Dakota) occupied northeastern Minnesota west and south of Lake Superior, with Mille Lacs Lake (known by the Dakota as "Mde Wakan") serving as a religious and cultural center. Izatys was the largest Dakota village at Mille Lacs and was located near the current site of Vineland. When the French explorer Duluth wrote of his travels to this area, he referred to the village name "Izatys", which was later transcribed incorrectly by historians as "Kathio."

Before Euro-American contact, the Dakota in Minnesota are thought to have enjoyed a relatively abundant life which utilized the area's rich resources in a mixed woodland and plains culture. The Dakota economy depended on fishing, hunting, trapping, and gathering, with limited cultivation of corn and squash. By the late 1680s, two of the bands, the Sisseton and

Wahpeton, had begun to move onto the plains of southwestern and western Minnesota, attracted to these areas by large bison herds.

Beginning in the 1730s the Ojibwe or Anishinabe, an Algonquin-speaking people who were living near the upper Great Lakes, gradually moved onto the Dakota lands in northeastern Minnesota as they expanded their own trapping. The Dakota and Ojibwe fought territorial battles over the control of game supplies and over other resources between the 1730s and about 1850, after which a tenuous peace prevailed. Control of the state's resources was divided roughly in half by the Dakota and the Ojibwe in 1800 when Euro-American contact began to intensify. The four Dakota groups were living in approximately 28 villages in the southern half of the state, while the Ojibwe occupied the Mille Lacs area and the northern half of the state.

In the 1850s the Mille Lacs Ojibwe were living in eight villages near the lake and numbered about 1,700 people, making them the largest of the Mississippi bands of Ojibwe. The forests, lakes, rivers, and wetlands near Mille Lacs provided a rich environment for hunting, fishing, wild rice harvest, maple sugar processing, and gardening. The Ojibwe also obtained manufactured goods by selling furs, food, and technological expertise such as canoe-making to French and American traders (Buffalohead and Buffalohead 1985:24-25, 55, 59). During the mid to late 19th century, Dakota and Ojibwe lands were forcefully acquired by the federal government through 14 major land cession treaties and several smaller agreements as approximately 1.3 million whites moved into the state, filling its southern, eastern, and central regions and making inroads into western and northern territories. By 1911 less than 300 Ojibwe remained at Mille Lacs, most living near Vineland, Cove, Isle, Milaca, and Onamia (Buffalohead and Buffalohead 1985:68-69).

Vineland is currently the largest Ojibwe community within the Mille Lacs Reservation. The tribal government headquarters, health clinic, a reservation-owned and operated resort and motel, the Nay-ah-shing School, and other tribal facilities are located in Vineland. The Mille Lacs Indian Museum and Trading Post of the Minnesota Historical Society is also located there. The Mille Lacs Anishinabe band currently has about 2,800 members.

The Kathio Historic District, one of Minnesota's most important archaeological sites. The district encompasses a rich array of resources associated both prehistoric and more recent tribal people. It is one of only 21 sites in Minnesota that have been designated as National Historic Landmarks. The historic district became a National Historic Landmark in 1964 and was listed on the National Register in 1966.

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 Kathio State Park was established by the state legislature in 1957. Within the park are approximately 10,000 acres of rolling, hilly land and hardwood forest.

Text of Plaque on Stone Marker

"Izatys"

"In this vicinity stood the great Sioux village of 'Izatys' where Duluth planted the French arms on July 2, 1679. The settlement was visited by Father Hennepin in 1680. About 1750 the Chippewa, moving westward from Lake Superior, captured the village, and by this

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decisive battle drove the Sioux permanently into southern Minnesota." [Seals of the Minnesota Historical Society and the Minnesota Department of Highways]