

**MNDOT HISTORIC ROADSIDE DEVELOPMENT
STRUCTURES INVENTORY**

WA-MXC-015
CS 8210
Marine on St. Croix R.P.A.

Historic Name Other Name	Marine on St. Croix R.P.A.	CS # SHPO Inv #	8210 WA-MXC-015
Location	E side of TH 95 just S of the jct of TH 95 and CSAH 7	Hwy District Reference	TH 95 Met E 92.7
City/Township County Twp Rng Sec USGS Quad UTM	Marine on St. Croix, City of Washington 31N 19W Sec 6 St. Paul SW Z15 E518110 N5004760	Acres Rest Area Class	1.3 4
Designer	Minn Dept of Highways (MHD)	SP #	8210-23
Builder	Minn Dept of Highways (MHD)	SHPO Review #	
Historic Use Present Use	Roadside Parking Area Roadside Parking Area	MHS Photo #	013512.08-19
Yr of Landscape Design	Ca. 1953	MnDOT Historic Photo Album	Ols 3.187 Ols 3.187a
Overall Site Integrity	Intact/Slightly Altered		
Review Required	Yes		
National Register Status	Not Eligible, see Statement of Significance Also member of listed NR district: Marine on St. Croix Hist Dist		
Historic Context			
List of Standing Structures			
Feat#	Feature Type	Year Built	Fieldwork Date
01	Marker	1950	05-09-97
02	Marker	Ca. 1953	
03	Flagpole(s), Other	Ca. 1980	
NOTE: Landscape features are not listed in this table			Prep by Gemini Research Dec. 98 G1. 44
			Prep for Site Development Unit Cultural Resources Unit Environmental Studies Unit
Final Report	Historic Roadside Development Structures on Minnesota Trunk Highways (1998)		

■ BRIEF

The Marine on St. Croix Roadside Parking Area is a 1.3-acre site located on the eastern side of T.H. 95 just south of the junction of T.H. 95 and CSAH 7. It is located on Block 45 of the Original Townsite of Marine on St. Croix.

■ STANDING STRUCTURES

Stone Millstone Marker. Built 1950 by MHD. This lectern-style stone marker is located a few feet west of the parking area near the approximate center of the site. It is built of tan, random ashlar, roughly-cut limestone on a concrete footing. The marker measures approximately 6' by 8'9" and is about 4'6" tall. The eastern half of the marker contains a metal plaque mounted at a slant. The seals of the Minnesota Historical Society and the Minnesota Department of Highways are cast near the bottom. The text of the marker addresses the millstones at the Marine Mill. (See marker text at the end of this document.) Mounted on the western half of the marker are two millstones that are about 4' in diameter and have been encased in poured concrete. Unlike the site's other stone marker (see below), the millstone marker does not sit within in a formal arrangement of concrete and plantings, but is simply surrounded by grass. A straight, narrow, asphalt-paved path leads from the parking area to the marker.

Stone Marker With Bell. Built circa 1953 by MHD. This lectern-style marker is located within a formal arrangement of plantings and sidewalks at the northeastern corner of the site. The marker is built of tan, random ashlar, roughly-cut limestone laid on a concrete footing. It measures approximately 6'6" by 7' and is about 6'6" tall. The eastern half of the marker contains a metal plaque mounted at a slant. The seals of the Minnesota Historical Society and the Minnesota Department of Highways are cast near the bottom. The text of the marker addresses the first commercial sawmill in Minnesota. (See text at the end of this document.) Mounted on the top of the marker, near its western face, is a large metal bell. (The words St. Louis, Missouri are cast in the bell). There are two poured concrete slab seats (each 2'10" long) incorporated into the sides of the marker. The marker sits on a poured concrete pad that measures about 14'6" by 8'6".

Flagpole. Built circa 1980. A modern metal flagpole with a very small, low base stands about 27' northeast of the bell marker within a pie-shaped area of grass in front of the marker. There is an electric floodlight (used to illuminate the flag) located a few feet southeast of the bell marker.

■ OTHER LANDSCAPE FEATURES AND PLANTINGS

An asphalt-paved drive (that runs mostly north and south) runs along the eastern edge of the site. The drive provides access to the parking area from Judd Street at the northeastern corner, and access from T.H. 95 at the southern end of the site. There is a concrete municipal-type sidewalk along the northern side of the block and a concrete sidewalk near the eastern edge of the site leading from Maple Street to the parking area. In front of the bell marker is a curving concrete sidewalk. This curve, together with northern and eastern sidewalks, form a pie-shaped area of grass in front of the marker. On the eastern side of the site is an asphalt-paved parking area that measures approximately 117' by 45'. There

are concrete posts spaced about 5' apart along the northern, western, and southern edges of the parking area. Cables that once joined the posts have been removed.

Most of the rest area is planted in grass with a few mature evergreen and deciduous trees scattered about. There are two low-spreading junipers in front of the bell marker and a group of mature evergreen and deciduous trees that form a backdrop to the marker. There are small evergreens and woody shrubs along the eastern edge of the site. At the southern end of the site is a low, swampy area overgrown with plants such as bulrushes and dogwood.

The original plan specifies that three Mugho Pine and six Savin Juniper be planted in the pie-shaped area in front of the bell marker, none of which exist today. The plan further specifies that ten Savin Juniper flank the bell marker, that Colorado Spruce and Lombardy Poplar be planted behind the bell marker, and that Green Ash and Silver Maple be scattered throughout the site. Finally, the plan specifies that several Red Pine be planted along the eastern side of the access road, and that clumps of lilacs be planted at the northeastern and southeastern corners of the site (also east of the road). Many, but not all, of the original plantings appear to be extant.

The topography of the site is basically flat with a low swampy spot at the southern end of the site. (The T.H. 95 ditch forming the western edge of the site is also low.)

- **SETTING** **Correction: Park is bisected by Maple St. (east-west street) and includes a parcel of land north of Maple St.**
See <http://www.dot.state.mn.us/roadsides/historic/files/wayrep-suppl.pdf> for additional information.

The site is bounded on the west by T.H. 95 and on the north by Maple Street. (Parker and Mill Street -- which show on the plat of Marine but do not exist at the site today -- were platted to run along the eastern and southern sides of the site.) Several 19th and early 20th century buildings that comprise Marine's original "downtown" -- for example, the Marine Township Hall (1872), Malmbergs General Store (1870), and the Security State Bank (ca. 1915) -- are located east of the site. There is a city park with a circa 1900 gazebo (or a gazebo reproduction) across Maple Street to the north. There are residential neighborhoods west and south of the wayside rest. The St. Croix River is located one to two blocks to the east but is not visible from the site.

The site is located within the boundaries of the Marine On St. Croix Historic District, a relatively large historic district that was listed on the National Register in June of 1974.

The St. Croix River past Marine has been designated part of the St. Croix National Scenic Riverway.

■ INTEGRITY

Alterations

The site was built fairly close to plan.

The site is basically intact. Portions of the poured concrete sidewalks have been replaced. The site retains integrity of location, design, setting, materials, workmanship, feeling, and association.

Notes on Condition

The markers are in fair condition. The site appears to be fairly well maintained.

■ HISTORICAL BACKGROUND

The marker with the millstone was apparently erected in 1950 at or near this site. It may predate the wayside rest itself by a few years. Apparently, the wayside rest was created and the bell marker was erected circa 1953 as part of a roadside development project that improved a 1.7 mile stretch of T.H. 95 through Marine. The site was developed by the MHD Roadside Development Division under the tenure of Harold E. Olson, Roadside Development Engineer. The plans were signed in October and November of 1952 by E. J. Rowland (Engineer of Lands and Right-of-Way), R. J. Wolfangle (Engineer of Plans), Harold Schultz (Assistant Engineer of Plans and Surveys), E. J. McCubrey (District Engineer), G. G. Gladman (Engineer of Plans and Surveys), and J. C. Robbers (Assistant Chief Engineer).

Mn/DOT Site Development Unit files indicate that in 1961 there were two picnic tables, a well, and a fireplace or picnic grill at the site. None of these features are currently present.

The Marine On St. Croix Historic District, which includes this property, was listed on the National Register in June of 1974. The district includes residential areas north, west, and south of the wayside rest, as well as the commercial buildings and mill located east of the wayside rest.

■ PREVIOUS SHPO REVIEWS

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

■ STATEMENT OF SIGNIFICANCE

The Marine on St. Croix R.P.A. is a wayside rest within the center of a city that was developed in the early 1950s by the MHD. Its stone markers are very similar to markers at approximately eight other properties in this inventory. Numerous lectern style, tan, limestone markers in this series were built by the MHD in the 1950s-1970s.

This property has been evaluated within the historic context "Roadside Development on Minnesota Trunk Highways, 1920-1960." It is recommended that the property is NOT ELIGIBLE for the National Register under this historic context because it does not meet the context registration requirements.

The wayside rest is located within the Marine on St. Croix Historic District, a district that was listed on the National Register in 1974 for its associations with the early settlement and commercial and residential development of Marine on St. Croix. The wayside rest is a non-contributing element within the historic district.

■ OTHER COMMENTS

This property may require further evaluation for potential archaeological resources.

Visitors to the rest area are somewhat removed from the noise and speed of the often-heavy traffic on T.H. 95 because the parking area, access drive, and markers are located near the eastern edge of the site, away from T.H. 95.

The text of the bell marker is associated with the town of Marine and uses the phrase "300 feet east of here." The text of the millstone marker is also associated with the town, but not specifically associated with the site of the wayside rest.

■ **REFERENCES**

Hackett, John J. "Marine on St. Croix Historic District." National Register of Historic Places Nomination Form. April 1974.

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

■ **ADDITIONAL BACKGROUND INFORMATION AND MARKER TEXTS**

Marine On St. Croix is the oldest Euro-American non-military settlement in Minnesota. It was founded in 1838 when Lewis S. Judd and David Hone established the Marine Lumber Company. The town was named for a community in Illinois, and was originally called Marine Mills. Its water-powered sawmill began operation in 1839 and ran for the next 50 years, during which time it produced approximately 200 million board feet of lumber. The community was platted in 1853 and organized governmentally in 1858.

In 1964, the Minnesota Outdoor Recreation Commission recognized the old mill site (located about one-half block east of the rest area) as an historic site. The site is administered by the Minnesota Historical Society. Remnants of the stone engine house (1873), partial foundations of the sawmill, a sorting shed, and a smaller enginehouse, and portions of underground stone and wood-covered raceways are all that remain of the site. The Marine on St. Croix Historic District was listed on the National Register in 1974.

Text of Marker With Millstones

"In 1857 these millstones were installed at Marine in one of the early flour and grist mills of Minnesota Territory. Water from a stream south of this site was conveyed by a race or flume to furnish power for the overshot mill wheel. Later, rollers were installed for the finer grinding of wheat flour. Under various owners, the mill continued to operate until 1930." [Seals of the Minnesota Historical Society and the Minnesota Department of Highways, 1950]

Text of the Stone Marker With Bell

"Marine. The first commercial sawmill in Minnesota was erected 300 feet east of here in 1838. The lumbering industry, which monopolized the minds and talents of men in the St. Croix Valley for three-quarters of a century, was born with the erection of the mill. Lewis Judd and David Hone selected the site, and the Marine Lumber Company erected the mill which sawed the first lumber from the magnificent pine stands of the St. Croix Valley. The village which grew up around the mill was the earliest Minnesota settlement in the valley, and was named Marine after the home of its founders in Illinois. This bell, cherished by generations of Marine residents, was brought here from St. Louis in 1857 to serve as a

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church bell. Prior thereto it had served for many years as a steamboat bell." [Seals of Minnesota Historical Society and Minnesota Department of Highways]