

**MNDOT HISTORIC ROADSIDE DEVELOPMENT
STRUCTURES INVENTORY**

WA-SWT-004
CS 8210

St. Croix Boomsite Roadside Parking Area

Historic Name	St. Croix Boomsite Roadside Parking Area	CS #	8210
Other Name	Stillwater Boomsite Rest Area	SHPO Inv #	WA-SWT-004
Location	East side of TH 95 1.2 mi NE of CSAH 11	Hwy District Reference	TH 95 Met E 101.3
City/Township	Stillwater Township	Acres	2.53
County	Washington	Rest Area Class	1
Twp Rng Sec	30N 20W Sec 15	SP #	8210 95-95-21-1
USGS Quad	Stillwater	SHPO Review #	91-0754
UTM	Z15 E516900 N4992200	MHS Photo #	013513.01-23
Designer	Nichols, A R, Consult Land Arch Toltz King Duvall Anderson Assoc (1969-70)	MnDOT Historic Photo Album	Nic 1.11 Nic 1.19 Nic 5.09 Nic 7.29 Ols 3.182 Ols 3.183
Builder	Natl Recovery Work Relief (NRWR) National Youth Administration (NYA)	Review Required	Yes
Historic Use	Roadside Parking Area	National Register Status	Not Eligible, see Statement of Significance Also member of listed NR site: St. Croix Boomsite
Present Use	Roadside Parking Area	Historic Context	
Yr of Landscape Design	1936	List of Standing Structures	
Overall Site Integrity	Moderately Altered	Feat#	Feature Type
Review Required	Yes	Year Built	Fieldwork Date
National Register Status	Not Eligible, see Statement of Significance Also member of listed NR site: St. Croix Boomsite	01	Cave
Historic Context		02	Council Ring
		03	Trail Steps
		04	Foundation of Bldg
		05	Marker
		06	Trail Steps
		07	Wall
		08	Council Ring
		Continued	
Final Report	Historic Roadside Development Structures on Minnesota Trunk Highways (1998)		

**MNDOT HSITORIC ROADSIDE DEVELOPMENT
STRUCTURES INVENTORY**

WA-SWT-004
CS 8210

St. Croix Boomsite Roadside Parking Area

Continue Table of Site Structures

Feat#	Type	Year Built	
09	Council Ring	Ca. 1938	
10	Retaining Wall	Ca. 1938	
11	Restroom Bldg	1969-70	
12	Bench(es), Other	1969-70	
13	Footbridge	1969-70	
14	Drinking Fountain(s)	1969-70	
15	Picnic Table(s), Other	1969-70	
16	Well/Pump	Ca. 1969	
17	Picnic Shelter(s)	Ca. 1991	
NOTE: Landscape features are not listed in this table			

■ BRIEF

The St. Croix Boomsite Roadside Parking Area is located on the eastern side of T.H. 95 about 1.2 miles north of CSAH 11. The site is located in Stillwater Township about one mile north of the current city limits of Stillwater, on the western bank of the St. Croix River.

■ STANDING STRUCTURES

Council Ring A. Built circa 1936 by the NYA. This council ring is located on the sandy beach area below the bluff near the edge of the river. It is built of tan, roughly-cut limestone (most of which is coursed). It has an outside diameter of approximately 23' and three pedestrian openings. In the center is a stone fire ring that is about 6' in diameter. The council ring was originally located several feet to the southeast. It was moved to its current location sometime after 1969, probably because of threat of flooding. The council ring is in poor condition and needs repair.

Southern Trail Steps. Built 1936 by the NYA. A set of poured concrete steps, flanked by pipe railings, leads from the picnic area at the top of the bluff down to the sandy beach area. The steps replace an original set of poured concrete trail steps that were veneered with random rubble limestone (see historic photograph dated 11-17-1936). A pipe railing was added to these steps in circa 1969, and then the steps were rebuilt again circa 1991.

Privy Foundation. Built circa 1936 by the NYA. The poured concrete foundation of a brick privy is located on the sandy beach area below the bluff near the edge of the river. The privy was removed circa 1969.

Stone Marker. Built 1937 by the NYA. The site has a shrine-type historic marker built of tan, random ashlar, roughly-cut limestone. It is relatively simple in design, with a rectangular shaft that rises from a stepped stone base. The shaft has a rectangular niche (surrounded by reddish-orange brickwork) in which a metal plaque is set. The text of the plaque addresses the St. Croix Boomsite. (See text at the end of this document.) A second, smaller plaque was added to the base of the marker circa 1966. This plaque indicates that the site has been designated a National Historic Landmark. (See text at the end of this document.) The marker sits on a rectangular flagstone plaza.

Northern Trail Steps. Built circa 1938 by the NYA. The ruins of a collapsed set of random ashlar limestone trail steps are located on the face of the bluff north of the Southern Trail Steps. In circa 1969 a pipe railing was added to these steps and they were repaired. They have subsequently collapsed.

Stone Wall. Built circa 1938 by the NYA. A wall built of tan, roughly-cut, random ashlar limestone runs along the eastern edge of the northern parking area. The wall is about 2' tall and has 2'-square piers spaced at approximately 24' intervals. A newly poured concrete walkway has been laid along the western side of the wall (most recently circa 1991). The effect of the concrete walkway is to reduce the height of the wall's western face. The wall has been poorly patched with new mortar.

Council Ring B. Built 1938 by the NYA. This council ring is located near the southern end of the northern picnic area. It is semicircular in shape, with the open side of the ring facing

St. Croix Boomsite Roadside Parking Area

west. Two low piers marking the ends of the ring. It is built of tan, random rubble limestone and has an outside diameter of approximately 26'. In the center is a poured concrete fire ring that is about 4'6" in diameter. A small rectangular metal plaque on the end of the ring reads: "Constructed by the National Youth Administration Cooperating with Minnesota Department of Highways 1938." In circa 1991 the ring was moved a few feet westward from its original location at the edge of the cliff. It is in only fair condition and has been poorly remortared.

Council Ring C. Built circa 1938 by the NYA. This semicircular council ring is located near the northern end of the northern picnic area. It is built of tan, random rubble limestone and has an outside diameter of approximately 24'. It was originally a complete circle with a pedestrian opening on the western side, but is now semicircular in shape, with the open side of the ring facing east. In the center is a stone fire ring that is about 5'6" in diameter. The council ring is still on its original location but was rebuilt circa 1991 when one-half of the ring was removed. It is in only fair condition and has been poorly remortared.

Retaining Wall. Built circa 1938 by the NYA. A limestone rubble retaining wall topped by a cap of poured concrete (apparently to hold a chain-link fence) was originally located along the eastern edge of the northern picnic area. It ran along the edge of the cliff, apparently to keep visitors from going over the edge. Remnants of several sections of this wall are scattered in the brush along the cliff edge. Another section of limestone retaining wall is located southwest of the collapsed Northern Trail Steps.

Restroom Building. Built 1969-1970. Designed by Toltz, King, Duvall, Anderson and Assoc. A brick-veneered restroom building is located at the southern end of the northern parking area. It replaced previous toilet facilities at the site (possibly in this same location).

Benches. Built 1969-1970. Designed by Toltz, King, Duvall, Anderson and Assoc. Two benches are permanently mounted just south of the Restroom Building.

Drinking Fountain. Built 1969-1970. Designed by Toltz, King, Duvall, Anderson and Assoc. A modern drinking fountain is located just south of the Restroom Building.

Footbridge. Built 1969-1970. Designed by Toltz, King, Duvall, Anderson and Assoc. A footbridge crosses the ravine that separates the northern and southern units of the rest area. Next to the footbridge is a poured concrete culvert (probably built circa 1938, possibly rebuilt).

Well. Built circa 1969. A capped well is located almost straight west of the Restroom Building.

Picnic Tables. Built 1969-1970. Permanent, circular picnic tables are scattered throughout the site.

Picnic Shelters. Built post-1969. The site has two recent picnic shelters with hipped roofs that are supported by corner piers of brick. They are located near the northern and southern ends of the northern picnic area.

■ OTHER LANDSCAPE FEATURES AND PLANTINGS

The rest area is divided into northern and southern units by a deep wooded ravine created by a creek that empties into the St. Croix. A third area, the sandy beach area, is located at a lower elevation along the edge of the river.

St. Croix Boomsite Roadside Parking Area

A cave is located on the eastern face of the limestone bluffs in the sandy beach area at the southern end of the site. It has a large natural opening and a sandy floor inside. The cave opening is reached via a footpath that runs along the foot of the bluff. This cave is part of the original cave that was used to store most of the food and supplies for the boom site settlement. (The settlement's cook house was apparently located on top of the bluff directly above the cave. A hole was cut into the roof of the cave, and a simple elevator was hoisted through the hole so that supplies could be moved from the cave to the cook shanty.)

The southern picnic area was originally entered from the south via a curblined entrance drive. The drive continued past the historic marker and ended in a curving parking area north of the marker. This parking area had a guardrail along the eastern and northern sides (built circa 1938 or 1939, removed circa 1969) and a kidney-shaped island in the middle.

The northern parking area was originally smaller than its current size and was lined with a "rustic" guardrail. (In most early MHD plans this refers to a timber guardrail.) The plans indicate "Rustic G.R. Constructed by National Youth Movement [sic]."

Several other early features no longer exist at the site: There was a small stone footbridge (built circa 1938) near the northern end of site, according to the site plan. (Historic photos also show a small wooden footbridge at an unknown location.) There were originally five stone picnic fireplaces -- three in the northern picnic area and two in the southern picnic area (built circa 1938). A "bog rock guard rail" (built circa 1938 or 1939) was built on the eastern edge of T.H. 95 extending north from the site.

The rest area now has modern, poured concrete walkways (some at the same location as previous bituminous walkways), asphalt-paved parking areas, concrete curbs, new lighting, new chain-link fencing, etc. There is a poured concrete culvert at the ravine that separates the northern and southern parking areas. (The 1938 plan indicates rock headwalls, a dry wall, and a culvert near this location.) Scattered through the site are several metal picnic grills mounted on poles, and several portable, modern, wood and metal picnic tables.

Most of the rest area is planted with grass and shaded with widely-spaced mature deciduous trees. There are natural woods and brush in the ravines, along bluffs, and along the riverbank. A 1938 plan indicates oak, elm, maple, birch, basswood, and cedar on and near the site.

The historic marker was originally flanked by low spreading juniper with several evergreens planted as a backdrop. Several of the tall evergreens remain, and some of the original juniper has been supplemented by low yew.

The southern picnic area has three tall evergreens near the parking area that may be original. Most of the southern picnic area's scattered deciduous and evergreen trees appear to have been planted about 1987.

The northern picnic area has scattered shade trees and a few evergreens, both mature and recently planted.

■ SETTING

The wayside rest is located on the western bank of the St. Croix River. This portion of the St. Croix has been designated the St. Croix National Scenic Riverway. The St. Croix Boom

Company House and Barn (listed on the National Register) are located across T.H. 95 to the west.

The setting is wooded and, because of the trees, feels relatively undeveloped. The rest area is surrounded by T.H. 95 (divided at this point), the Boom Company House property, and a wooded ravine and creek on the west; the St. Croix River on the east; and seemingly undeveloped forested land on the north and south.

■ INTEGRITY

Alterations

Circa 1966 alteration: Second, smaller plaque added to the marker.

1969-1970 alterations: Rest area's earlier toilet facilities replaced with Restroom Building. Two benches added near Restroom Building. Drinking fountain added near Restroom Building. Well added (now capped). Pipe railing added to Southern Trail Steps. Pipe railing added to Northern Trail Steps. Footbridge added. Circular concrete picnic tables added. Privy (built circa 1938) removed (today only foundation remains). Retaining wall and its fence at edge of cliff and elsewhere along the bluff removed and replaced by chain-link fence. Bituminous walkways added. Concrete curbs and asphalt paving added. Guardrail (built circa 1938) removed from southern parking area. Northern parking area redesigned. Lighting probably added.

Circa 1991 alterations: New poured concrete walkway laid (most recently circa 1991) along the western side of the stone wall along the northern parking area, reducing its height. Poured concrete fire ring added to Council Ring B and the ring was moved and rebuilt. Approximately one-half of Council Ring C removed and the ring rebuilt. Southern Trail Steps rebuilt. Chain-link fence replaced. Circular concrete picnic tables moved. Poured concrete walkways added. Lighting added. Parking areas redesigned and resurfaced with asphalt. Concrete curbs replaced. Entrance and exits altered. Original plantings removed and replaced, general landscaping.

Alterations, year unknown: Concrete spring enclosure (built 1939) removed at unknown date. Stone footbridge (built circa 1938) near northern end of site removed. "Bog rock guard rail" (built circa 1938 or 1939) on eastern edge of T.H. 95 removed at unknown date. Council Ring A was apparently moved sometime after 1969 (possibly circa 1991). Two picnic shelters added post-1969. Five stone picnic fireplaces (built circa 1938) removed post-1969. Pole-mounted metal picnic grills added.

The site retains integrity of location and setting. Due to 1960s and 1990s alterations, it has lost much of its integrity of design, materials, workmanship, feeling, and association. The site feels much more like a 1960s rest area than a site that was developed in the 1930s.

Notes on Condition

The historic marker is in fair condition. A few of the stones are broken. The council rings are in only fair condition. Council Ring A, in particular, needs repair.

■ HISTORICAL BACKGROUND

The St. Croix Boomsite R.P.A. (also known as St. Croix Boomsite Wayside Park) was built as part of an extensive roadside development project in the Stillwater area. Work on the project apparently occurred in 1935-1939, first using federal relief labor hired under the National Recovery Work Relief (NRWR) program in 1935-1936, and then using labor from the National Youth Administration (NYA) in 1936-1939. A. R. Nichols, the MHD Roadside Development Division's Consulting Landscape Architect, designed the Stillwater-area projects.

Several sets of plans exist for the St. Croix Boomsite R.P.A. -- as well as for the nearby Stillwater Overlook - North -- making it somewhat difficult to trace the construction history of these properties. (The entire Stillwater roadside development project was referred to by the highway department and the NYA in various ways, making the task of separating the sites even more difficult.)

One of the first structures on this site was a 3' by 5' steel historic marker that was white with black lettering. The text was nearly identical to the text of the current stone marker except that the steel sign had a final line that read, "This monument erected through the efforts of the Stillwater Junior Chamber of Commerce." The steel sign was one of the markers erected during the first cooperative marking program of the Minnesota Department of Highways and the Minnesota Historical Society, which was established in 1929. When the stone marker was erected in 1937, the steel sign was temporarily installed within the stone marker's niche. It was eventually replaced by the stone marker's current metal plaque.

Initial construction of the wayside rest apparently occurred in 1935-1936 on a 15-acre tract that had been acquired in 1934. The 1935-1936 work was apparently done by workers from the NRWR during their improvement of a 4.5-mile-long section of T.H. 95. The title sheet of a set of plans for this 4.5-mile project (S.P. 95-95-21-1) is stamped "Final Plans Construction Division N.R.W.R. 82-1, Dec. 16, 1936."

The wayside rest was then apparently improved by the National Youth Administration (NYA) in 1936-1939. During these years the NYA constructed the historic marker, council rings, a rustic guardrail, masonry steps, fireplaces, a stone wall, developed a spring and picnic area, installed toilet facilities, and landscaped the site.

One set of roadside development plans for this site (possibly planting plans) were signed in the spring of 1938 by A. R. Nichols (Consulting Landscape Architect), Harold E. Olson (Engineer of Roadside Development), C. W. Lilly (Engineer of Plans), O. L. Kipp (Construction Engineer), and Jay T. Ellison (Chief Engineer). Ellison dated his signature March 29, 1938.

The highway department's *Annual Report of the Accomplishments of Roadside Development* for 1938 states:

In 1935 a relief project was set up for the development of a roadside parking area and historic marker development located about 2 miles north of Stillwater. The past year [1938] the National Youth Administration has cooperated in the construction of rustic guard rail, masonry steps, spring development, picnic area, and cleanup (*Annual Report* 1938:36).

The report lists the construction of stone wall (40 cubic yards), 800 linear feet of guardrail, stone steps (38 cubic yards), one latrine, and 11 rods of wire mesh fence (*Annual Report* 1938:36). It is not clear to which stone wall this report refers.

The next year's *Annual Report* [1939] briefly states:

The work items in connection with an existing roadside development project included the planting of evergreens, installation of rustic guard rail, erection of guard fence, cleanup, and protection of a flowing spring by providing a concrete enclosure" (*Annual Report* 1939:28).

The 1939 report also lists five evergreen shrubs, 635 linear feet of rustic guardrail, 45 rods of fencing, and a concrete spring enclosure (4 cubic yards) (*Annual Report* 1939:28). The location of the spring enclosure is not known, and it is presumed to be razed.

The historic marker, landscaping, rustic guardrail, and spring enclosure are also listed in the *Final Report of the National Youth Administration for the State of Minnesota*, which was published in 1943 (*Final Report* 1943:52).

It is possible that the stone for the wayside rest was salvaged from the buildings of the Minnesota Territorial/State Prison in Stillwater. The NYA razed these structures in 1936-38 and used the stone for roadside development projects. The Indian Battleground Historical Marker and the Stillwater Overlook - South (both included in this inventory) were built by the NYA from this stone. (For more information, see inventory forms for those properties.)

Mn/DOT Site Development Unit records indicate that in 1961 the rest area included a water well, seven picnic tables, six fireplaces, two council rings [the semicircular ring apparently was not counted], two toilets, and an historic marker.

The St. Croix Boomsite was named to the National Register of Historic Places in 1966 and also named a National Historic Landmark in 1966. (As of 1996, 20 properties in Minnesota have been designated National Historic Landmarks.)

The site was improved in 1969. Alterations were designed by Toltz, King, Duvall, Anderson and Assoc. of St. Paul. Mn/DOT improved the site again in 1991.

The 1935-1939 roadside development work in the Stillwater area is represented by four properties in this inventory:

Indian Battleground Historical Marker
St. Croix Boomsite Roadside Parking Area
Stillwater Overlook - North
Stillwater Overlook - South

This roadside development work also included at least one additional site, known as Stillwater Spring Development (S.P. 212-45-22). It was built in 1938 by the NYA, and has been razed. (See photo in Olson photo album.)

The Mn/DOT Historic Roadside Structures Inventory also includes one other site in Stillwater, the Tamarack House Historical Marker, which was built by the highway department in 1954.

■ PREVIOUS SHPO REVIEWS

A Section 106 review of cultural resources in the Boomsite Rest Area and vicinity was conducted in 1991 in preparation for the reconstruction of a seven-mile-long segment of T.H.

95 (91-0754). At the end of the review, in a letter to Clem Kachelmyer dated July 2, 1991, the Minnesota Historical Society concluded that "the work proposed in the vicinity of the St. Croix Boom Site Wayside will have no effect on properties eligible for or listed on the National Register of Historic Places" (Gimmestad 1991). The documents that chronicle the Section 106 review contain several items of correspondence and reports on archaeological resources in the vicinity.

■ STATEMENT OF SIGNIFICANCE

The St. Croix Boomsite R.P.A. is a roadside parking area with a complex site design that was built in 1936-1939. It was one of several wayside rests that were developed as part of an extensive MHD roadside development project in the Stillwater area that occurred in 1935-1939. Workers were first hired using federal NRWR funds and, beginning in 1936, were enrollees of the NYA. The rest area is one of 19 properties in this inventory on which the NYA worked. It is one of eight sites in this study that retain stone council rings. It is one of more than 60 sites in the inventory that were designed by, or have been attributed to, A. R. Nichols.

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

The rest area is located within the boundaries of the St. Croix Boomsite (WA-SWT-004), which was listed on the National Register in 1966 and designated a National Historic Landmark, also in 1966. The National Register-listed site is associated with the "St. Croix Triangle Lumbering, 1930s-1900s" historic context. The wayside rest is a non-contributing element within the listed property.

■ OTHER COMMENTS

This property may require further evaluation for potential archaeological resources.

Visitors to the site are quite a distance from T.H. 95, so highway noise and motion are not intrusive.

The text of the historic marker is associated with site of the St. Croix Boom and uses the word "here."

■ REFERENCES

An Appraisal Inventory of Work Done with W.P.A. and Other Federal Relief Funds Through the Functioning of the Department of Highways, State of Minnesota. Unpublished manuscript, 1938.

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

Annual Report of the Accomplishments of Roadside Development Along the Trunk Highways in Minnesota. Minnesota Department of Highways, 1938 and 1939.

Biennial Report of the Commissioner of Highways of Minnesota For 1937-1938. March 1, 1939.

Final Report National Youth Administration for the State of Minnesota: Sept. 1935 to July 1943. U.S. National Youth Administration, Minnesota. 1943.

Gimmestad, Dennis A. (MHS). Letter to Clem Kachelmyer (Mn/DOT). July 2, 1991.

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, Work Projects Administration. St. Paul: May 1940.

Lindoo, Peggy. "St. Croix Boom Company House and Barn." National Register of Historic Places Nomination Form. Oct. 3, 1977.

Nichols, A. R., comp. *Album of Roadside Development Projects.* 7 vols. Photo album prepared for the Roadside Development Division, Minnesota Department of Highways. Ca. 1937-1941. Mn/DOT Site Development Unit.

Olson, Harold E., comp. *Historical Markers in Minnesota.* 4 vols. Photo albums prepared by Department of Roadside Development, Minnesota Department of Highways, circa 1942, updated circa 1954. Mn/DOT Site Development Unit.

Reiman, Richard A. *The New Deal and American Youth.* Athens, Georgia: University of Georgia Press, 1992.

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

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

■ ADDITIONAL BACKGROUND INFORMATION AND MARKER TEXTS

St. Croix Boom Site

The St. Croix Boom Site was the earliest and most important major log storage and handling area in Minnesota. The St. Croix Boom Corporation was comprised of a number of lumbermen from the St. Croix Valley, and was chartered by the Minnesota Territorial Legislature in 1856. The corporation constructed a boom in 1856 near the site of this rest area where the river runs between steep bluffs. Millions of logs were stored, sorted, scaled, and measured at the site, then rafted down river to sawmills. During its history of operation, the St. Croix Boom handled more than 15.5 billion feet of logs. At one time, there were approximately 20 buildings located at this site and several hundred men were employed. The company closed in 1914 after 57 years of continuous operation. The St. Croix Boomsite was named to the National Register of Historic Places in 1966 and also named a National Historic Landmark in 1966.

St. Croix Boomsite Roadside Parking Area

The Boom Company House and Barn, located across T.H. 95 west of the rest area, are the only known extant buildings directly associated with the St. Croix Boom Company. The St. Croix Boom Company House was built in 1885 and was the home of W. F. (Frank) McGray, superintendent of the company, for over 34 years. McGray was hired by the company when it began operations in 1856, and was named the boom master (superintendent) in 1871. He first lived on a farm across the river in Wisconsin, and later moved his family to the Boom Company House. He purchased the house from the company in 1895, retired in 1905, and resided there until 1919 when he sold the house. The Boom Company House and Barn were named to the National Register of Historic Places in 1980.

Local Stone

It is probable that the limestone used at the rest area is St. Lawrence limestone, or dolomite, a type of stone that was quarried throughout the Stillwater area beginning as early as 1847. Layers of St. Lawrence limestone, one of the region's oldest limestone deposits, are exposed in the steep bluffs of the St. Croix Valley, including those at Stillwater.

Stillwater

Stillwater was allegedly named for the still waters in Lake St. Croix. It may also have derived its name from Stillwater, Maine, where a number of the first Euro-American settlers originated. The town was founded in 1843 by John McKusick and was incorporated in 1854. The first sawmill was built in 1844 and Stillwater came to be known as the "cradle" of the white pine lumbering industry. It is also referred to as the "Birthplace of Minnesota" because it was the site of the 1848 convention that led to the formation of the Minnesota Territory.

Text of Large Metal Plaque on Stone Marker

"St. Croix Boom Site. Center of log and lumbering activities in this region for over half a century prior to 1914.

"Here millions of logs from the upper St. Croix and tributaries were halted, sorted and rafted later to be sawed into lumber and timber products. More logs were handled here than at any similar place in this section." [Seals of the Minnesota Historical Society and the Minnesota Highway Department]

Text of Smaller Metal Plaque on Stone Marker

"St. Croix Boom Site has been designated a Registered National Historic Landmark under the provisions of the Historic Sites Act of August 21, 1935. This site possesses exceptional value in commemorating or illustrating the history of the United States. U.S. Department of the Interior, National Park Service, 1966."