Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

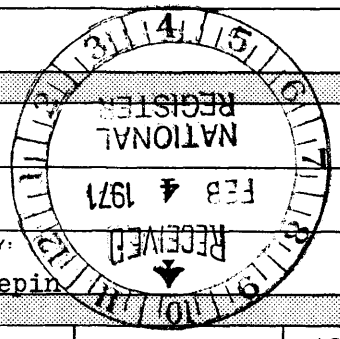
STATE: Minnesota
COUNTY: Hennepin
FOR NPS USE ONLY
ENTRY NUMBER: 71.3.27.0001 DATE: 3/11/71

SEE INSTRUCTIONS

1. NAME

COMMON: St. Anthony Falls Historic District

AND/OR HISTORIC:



2. LOCATION

STREET AND NUMBER:

CITY OR TOWN: Minneapolis

STATE	CODE	COUNTY	CODE
Minnesota	27	Hennepin	053

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
[X] District [ ] Building	[ ] Public	Public Acquisition:	[X] Occupied	Yes:
[ ] Site [ ] Structure	[ ] Private	[ ] In Process	[X] Unoccupied	[X] Restricted
[ ] Object	[X] Both	[X] Being Considered	[ ] Preservation work in progress	[ ] Unrestricted
				[ ] No

PRESENT USE *(Check One or More as Appropriate)*

[ ] Agricultural	[ ] Government	[X] Park	[X] Transportation	[ ] Comments
[X] Commercial	[X] Industrial	[X] Private Residence	[ ] Other *(Specify)*	
[ ] Educational	[ ] Military	[X] Religious		
[ ] Entertainment	[ ] Museum	[ ] Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Multiple

STREET AND NUMBER:

CITY OR TOWN: | STATE: | CODE:

STATE: Minnesota

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Register of Deeds Hennepin County Courthouse

STREET AND NUMBER: Fifth Street & Fourth Avenue South

CITY OR TOWN: Minneapolis | STATE: Minnesota | CODE: 27

COUNTY: Hennepin

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: 1. Historic American Buildings Survey, 1934: Pillsbury A Mill,

DATE OF SURVEY: 1934 [X] Federal [ ] State [ ] County [ ] Local

DEPOSITORY FOR SURVEY RECORDS: Library of Congress

STREET AND NUMBER:

CITY OR TOWN: Washington | STATE: D.C. | CODE: 001

FOR NPS USE ONLY
ENTRY NUMBER: 71.3.27.0001
DATE: 3/11/71

7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☐ Good	☒ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☒ Altered	☐ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL *(if known)* PHYSICAL APPEARANCE

The St. Anthony Falls Historic District follows the Mississippi River from the Plymouth Avenue Bridge on the northwest boundary to 10th Avenue South (west bank) and 6th Avenue S.E. (east bank) on the southeast district border. The district extends onto the east river shore to University Avenue and onto the west river shore along 2nd Street South. The area encompasses 800 acres more or less.

The location of the sites of major importance in this district are noted on the attached map. Of special significance are:

1. Falls of St. Anthony: First known for its natural beauty, the 35 foot high (approximately) waterfall was the most abrupt drop in the Mississippi's 2,200 mile course. The waterfall soon became the power source for the growing flour and lumber industries of Minneapolis and St. Anthony. Because erosion of the bottom sandstone and limestone layers caused the falls to retreat upstream, in 1870 engineers covered the waterfall with a wooden apron to control waterpower. When floodwaters destroyed this wooden structure in 1952, a concrete apron replaced it. In addition to developing its waterpower, Minneapolis' goal was to extend navigation into the heart of the city. The Upper Harbor project, completed in 1963, established a lock and canal system around the falls, making the river navigable through Minneapolis.
2. Old Main Street: Cobblestoned Main Street, fronting the east bank of the Mississippi, was a major thoroughfare in St. Anthony, since the street contained many businesses and the railroad station. It was also a well traveled route for the Red River Oxcarts going from St. Paul to North Dakota.
   a. Pillsbury A Mill (1881; location:116 3rd Avenue S.E.): This mill is the most imposing structure on old Main. Built in 1880-81 by L.S. Buffington, the six story limestone structure was the largest mill in the world at the time of its completion. Fundamentally unchanged in appearance, the mill has a curved, slightly concave principal facade (due probably to the settling of the building) and arched window groups. Still operative, the A Mill more than any other building symbolizes the role of Minneapolis as a major U.S. flour milling center from 1880-1930. Alongside the mill stands a grain elevator constructed in 1910 from glazed tile blocks, a notable departure from the traditional construction material, poured concrete.
   b. Union Iron Works Building (ca. 1879; location: corner of Main Street S.E. and 2nd Avenue S.E.): The Union Iron Works was founded in 1879 and established its headquarters in this three story stone building. The foundry was located in the basement, with offices on the first floor and mill-wright and pattern offices on the second. The present owner is restoring the building.
   c. 127 Main Street S.E. (ca. 1880; location: 127 Main Street S.E.): This three story stone building, one of the first buildings of any importance in the city, was used for a fire station, post office, hotel and offices. Architecturally the building is of interest because of the quality of its design and workmanship. The stones of the arches are perfectly fitted with a very fine joint. Interior details were unusually refined for the frontier period in which it was built. Currently the building is not being used.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

☐ Pre-Columbian	☐ 16th Century	☒ 18th Century	☒ 20th Century
☐ 15th Century	☒ 17th Century	☒ 19th Century	

SPECIFIC DATE(S) *(If Applicable and Known)*

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

Aboriginal	☐ Education	☐ Political	☐ Urban Planning
☐ Prehistoric	☐ Engineering	☐ Religion/Philosophy	☐ Other *(Specify)*
☐ Historic	☒ Industry	☐ Science	
☐ Agriculture	☐ Invention	☐ Sculpture	
☒ Architecture	☐ Landscape Architecture	☐ Social/Humanitarian	
☐ Art	☐ Literature	☐ Theater	
☒ Commerce	☐ Military	☒ Transportation	
☐ Communications	☐ Music		
☐ Conservation			

STATEMENT OF SIGNIFICANCE

Called "curling waters" by the Dakota Indians, the falls were the setting for Indian rituals and legends long before their "discovery" in 1680 by Belgian priest Louis Hennepin, who named the site after his patron saint. A landmark for later expeditions into this uncharted territory, the Falls of St. Anthony were praised for their wild beauty by explorers Jonathan Carver in 1766, Zebulon Pike in 1805, and Stephen Long in 1817. Travelers soon delighted in viewing the scenery along "fashionable tours" up the Mississippi in the 1820's - 1850's. Local residents predicted that "in a few years this place will become as great a resort as Niagara." 1

By 1823, however, the falls were serving a less scenic but more profitable function - providing water power for the saw and grist mill operated by the Fort Snelling garrison. This successful harnessing of the cataract's waterpower more accurately foretold the future of the falls.

United States government treaties with the Dakota and Ojibway in 1837 opened the east bank of the Mississippi for settlement. The sutler at Fort Snelling, Franklin Steele, successfully claimed the east bank and corresponding water rights to the falls and built a mill and dam alongside the river. Steele platted the town of St. Anthony in 1849. Other mills were constructed and, as they prospered, so did St. Anthony, which grew from a population of 300 in 1848 to 3,000 only seven years later.

Meanwhile, the land along the west bank opposite the falls was part of Fort Snelling until 1852, when settlers were allowed to establish claims here. The new town of Minneapolis, meaning "waters" (Dakota) and "city" (Greek), also prospered, increasing from 300 people in 1854 to over 1,500 two years later. As many as sixteen sawmills lined the falls, jutting into the Mississippi from both shores. Because of shrewd business practices Minneapolis grew so rapidly that in 1872, it absorbed St. Anthony.

During the 1860's, flour mills began to replace saw mills as the principal industry using the waterfall's power. In 1880, the twenty-seven Minneapolis mills were producing over two million barrels of flour annually, making Minneapolis the nation's largest flour center, a title the city held until 1930. The success of mills like the Pillsbury A Mill, once the largest mill of its kind in the world, doomed the beauty of the falls. Engineers covered the waterfall with first a wooden and then a concrete apron to control waterpower and erosion.

In 1882, a new phenomenon, the nation's first hydroelectric plant, furnished lighting for the city's business district. The falls once again

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Kane, Lucille M., The Waterfall That Built a City, Minnesota Historical Society, St. Paul, 1966

Holmquist, June and Brookins, Jean, Minnesota's Major Historic Sites, Minnesota Historical Society, St. Paul, 1963

Torbert, Donald R., Significant Architecture in the History of Minneapolis, Minneapolis Planning Commission, Minneapolis, 1969.

Barton-Aschman Associates, Inc., St. Anthony Falls - Nicollet Island, Downtown Council of Minneapolis, Minneapolis, 1961

Warner, George E., History of Hennepin County & the City of Minneapolis, North Star Publishing Co., Minneapolis, 1881

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES	
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds
NW	45° 00 ' 04 "	93° 16 ' 18"		° ' "	° ' "
NE	44° 59 ' 25 "	93° 14 ' 52"			
SE	44° 58 ' 38 "	93° 15 ' 33"			
SW	44° 59 ' 12 "	93° 16 ' 53"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 800 acres more or less

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

RECEIVED FEB 4 1971 NATIONAL REGISTER

11. FORM PREPARED BY

NAME AND TITLE:
Donn Coddington, Supervisor, Historic Sites Division

ORGANIZATION
Minnesota Historical Society

DATE
February 1, 1971

STREET AND NUMBER:
690 Cedar Street

CITY OR TOWN:
St. Paul

STATE
Minnesota

CODE
22

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name Russell W. Fridley

Title Director, Minn. Historical Soc.

Date February 1, 1971

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Ernest A Connally

Chief, Office of Archeology and Historic Preservation

MAR 11 1971

Date

ATTEST:

William Murtagh

Keeper of The National Register

Date FEB 16 1971

SEE INSTRUCTIONS

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Minnesota	
COUNTY	
Hennepin	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
71.3.27.0001	3/11/71

(Number all entries)

7. Description (continued)

d. Pracna Building (1890; location: 117 Main Street S.E.): This three story brick building originally served as a saloon and residence in old Minneapolis. The structure is typical of a facade type of architecture with three panels that ran the length of the structure and four sheet metal turrets across the building cornice. This building has been restored and renovated; its top two floors are a private residence and the first floor an office.

3. Washburn A Mill (1878; location:701 1st Street South): Two Washburn mills have stood on this site. The first, erected in 1874 and quite prosperous, exploded in 1878, killing 17 employees and reducing the city's milling capacities by one-third. This present structure was built to replace the original mill. The Washburns imported the best equipment and newest processes in milling, notably a European iron roller process and a middlings purifier. These innovations greatly improved Minnesota flour in quality, and, consequently, in price. A six story limestone structure, the mill's walls are five feet thick at the base, tapering to twenty inches thick at the top. The mill ceased operations in 1965. A small plaque set into one wall describes the 1878 disaster.

4. Crown Roller Mill (1880; location: 507-09 1st Street South): Completed in 1880, the Crown Roller Mill is one of the largest mill buildings at the falls. Seven stories high, the structure is of brick with a heavy stone foundation. The mill had a daily capacity of 2,400 barrels of flour.

5. Standard Mill (1879;location: center of 6th Avenue South, between 1st Street South and 2nd Street South): This six story mill, brick with a stone foundation, was built in 1879. Its daily flour capacity was 1,200 barrels.

6. Humboldt Mill (ca. 1880; location: east side of 2nd Street South, between 7th Avenue South and 8th Avenue South): Built before 1880, the Humboldt Mill is a four story brick building with a daily flour capacity of 700 barrels.

7. North Star Woolen Mills (1864; location: center of 6th Avenue South, between 1st Street South and 2nd Street South): Begun in 1864, this was one of several woolen mills established at the falls as a result of a Minnesota sheep raising boom in the 1860's. Once bankrupt, new owners sucessfully reorganized the business, which became an important Minneapolis industry until the 1940's. The company manufactured scarves, flannels, yarns and blankets in this five story limestone building.

8. Hall and Dann Barrel Company (1880; location: 3rd Avenue South between 2nd Street South and 1st Street South): Completed in the fall of 1880, this four story brick structure was the largest barrel manufacturing establishment in the country at one time, turning out 6,000 barrels daily. The barrels were used for packing Minneapolis flour.

9. Office and Engine House (1878; location: 325 1st Street South): This one story brick building served as the office and engine house for the Minneapolis and Eastern Railroad. Completed in 1878, this railroad was one of those used for switching and running cars to and from the mills over two miles of track.

10. Ard Godfrey House (1848; location:Chute Square): Ard Godfrey came to St. Anthony in 1847 to build Franklin Steele's sawmill, the first at the falls.

? 1823 accdg to 18

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NATIONAL PARK SERVICE

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INVENTORY - NOMINATION FORM

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FOR NPS USE ONLY	
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(Number all entries)

7. Description (continued)

One year later, he constructed this frame cottage from lumber sawed at the mill. One of the first homes built in the new town, the 1½ story house represents the "Classic Revival" architectural influence reduced to its simplest terms. This influence can be seen in the design of the entrance, the pilaster strips at building corners, and in the simple frieze and cornice. The building was moved from its original location in the district and its kitchen removed. It now stands boarded up in Chute Square, the property of the city of Minneapolis.

11. Our Lady of Lourdes Church (1858; location: 21 Prince Street S.E.): Described as the most elegant house of worship in the territory, this church was built in 1858 of native limestone. The owners, the First Universalist Congregation, sold the building to the Lady of Lourdes Congregation in 1877. Originally a rectangular building, the Lady of Lourdes Church was enlarged in the 1880's to include a transept, an apse, a sacristy, and a Gothic steeple. A new entrance was added and some interior redecorations made betwen 1914-1917. This church remains in use and is one of the oldest churches in continuous use in Minneapolis.

12. Pillsbury Library (1904; location:100 University Avenue S.E.): "Built of Vermont marble, surrounded by spacious grounds, the new Pillsbury Library is considered one of the most beautiful public buildings in Minneapolis... The interior is furnished entirely in mahogany, even to the tables, shelves, and counters, and especially rich is the effect of the wide mahogany wainscoting." (Minneapolis Times, Jan. 11, 1904) The library closed in 1967 because of repair costs and the fact that the branch was no longer accessible to families living near the University. Since this time, the library has been rented to community groups for a nominal fee.

13. Stone Arch Bridge (James J. Hill Bridge) (1882-83): The Stone Arch Bridge is the oldest mainline railroad bridge in the Northwest. Built in 1882-83 by railroad magnate James J. Hill, it is believed to be the only stone arch bridge across the Mississippi and the second oldest railroad bridge across the river. Resembling a Roman viaduct, the bridge was so ambitious an undertaking for its time that residents called it "Jim Hill's Folly." Sweeping from bank to bank in a graceful curve below the falls, the bridge originally contained 23 limestone arches, measured 2,100 feet in length and carried double tracks. It stood unaltered until 1962, when two arches were replaced by a truss span to accomodate the passage of river crafts.

14. Third Avenue Bridge (St. Anthony Falls Bridge) (1917-18): The Third Avenue Bridge spans the Mississippi in seven graceful catenary arches. Built in 1917-18 of reinforced concrete, this bridge exemplifies sound engineering principles combined with pleasing architectural design.

15. Lucy Wilder Morris Park (location: on the river bank at 6th Street S.E.): This small river bank park marks the site from which Louis Hennepin first viewed St. Anthony Falls. The land here, part of the original claim of Franklin Steele, founder of St. Anthony, became the property of the St. Anthony Falls Water Power Company. Because of its historic import, the park ultimately was turned over to the Hennepin County Historical Society. Trees planted in 1927 honor three Minnesota educators (Folwell, Northrup, and Sanford), and a marker commemorates Hennepin's visit. Erosion has

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STATE	
Minnesota	
COUNTY	
Hennepin	
FOR NPS USE ONLY	
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74.3.27.0001	3/11/74

(Number all entries)

7. Description (continued)

moved the waterfall from view at this site.

16. Nicollet Island: Named after French scientist and geographer Joseph N. Nicollet, Nicollet Island has seen two types of development. The upper half of the island, once noted for its stand of maple trees, was a natural picturesque park. The lower half of the island was and still is used for industrial purposes because of its river frontage. Tunnels and tail races for mill exhausts still exist in the basements of riverfront dwellings. Today Nicollet Island is primarily a combination of industrial buildings and neglected dwellings. It is slated for some kind of redevelopment by the city of Minneapolis.

a. Eastman Flats (ca. 1877; location: 2-16 Grove Street): At one time the island contained two long rows of fashionable dwellings built by William Eastman in 1877 at the outrageous cost of $5,000 each. The residences were said to combine "convenience, comfort, elegance...and good taste." (Minneapolis Tribune, March 13, 1878) Although the two major sections of the flats have been razed, one short row still remains. The blue limestone buildings with cut stone trimmings and mansard roofs, although in dilapidated condition, are still inhabited.

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(July 1969)

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INVENTORY - NOMINATION FORM

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STATE	
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COUNTY	
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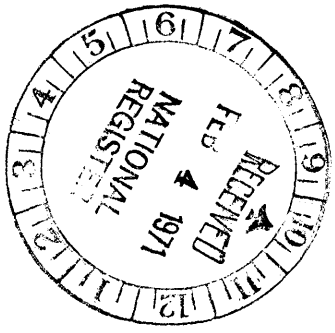
(Number all entries)

8. Statement of Significance (continued)

served a new function - generating electricity rather than direct power to the town and mills. It was not until 1960, however, that the last flour mill at the falls was converted to electricity.

Thus, the Falls of St. Anthony were instrumental in the development of Minnesota's largest city in all its stages of growth. The natural beauty of the falls was a wilderness landmark, attractive to both tourists and settlers. The falls furnished direct power to the lumber and flour industries which stimulated the development of the new city. Finally, the falls provided electrical power for industrial and residential use.

Today this area contains many warehouses, neglected buildings and industrial facilities. Because of the district's obvious potential for interpreting Minneapolis' history, various agencies and individuals are considering renewal and restoration plans that could return the area to its former status as a "great landmark at the continent's heart."



[1] Lucile Kane, The Waterfall That Built a City, Minnesota Historical Society, St. Paul, 1966, p. 7

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NATIONAL PARK SERVICE

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INVENTORY - NOMINATION FORM

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COUNTY	
Hennepin	
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ENTRY NUMBER	DATE
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(Number all entries)

6. Representation in Existing Surveys (continued)

Ard Godfrey House, Our Lady of Lourdes Church, 127 Main Street S.E.

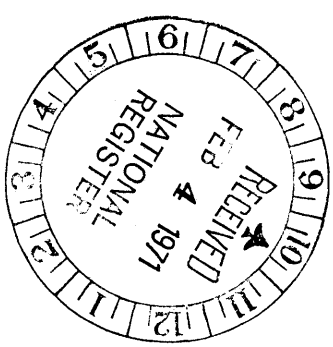
2. National Register of Historic Places, 1966, Federal Survey
Library of Congress, Washington, D.C. code 001

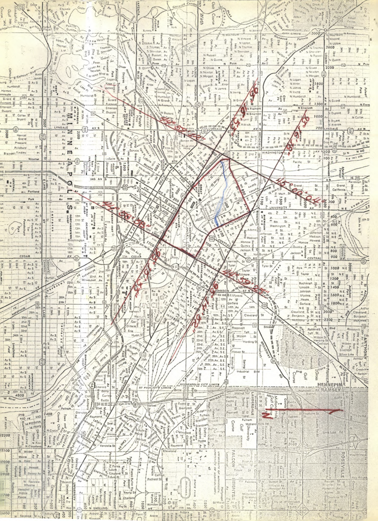
Pillsbury A Mill

3. Minnesota State Register of Historic Sites, 1969, State Survey
Minnesota Historical Society, 690 Cedar Street, St. Paul, Minnesota
code 22

St. Anthony Falls Historic District

The Pillsbury A Mill is also a National Landmark.





MINNEAPOLIS
LYNDALE AV S
CEDAR
UNIVERSITY
WASHINGTON
CENTRAL
HENNEPIN
RAMSEY
MINNEAPOLIS CITY LIMITS
ST PAUL CITY LIMITS
FALCON HEIGHTS
ROSEVILLE

Form 10-301
(Dec. 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE	
Minnesota	
COUNTY	
Hennepin	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
71.3.27.0001	3/11/71

SEE INSTRUCTIONS

1. NAME

COMMON: St. Anthony Falls District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN:
Minneapolis

STATE:	CODE	COUNTY:	CODE
Minnesota	27	Hennepin	053

3. MAP REFERENCE

SOURCE:
Rand McNally & Company for Standard Oil Division of American Oil Company

SCALE: 1" = .75 mile

DATE: 1970

4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

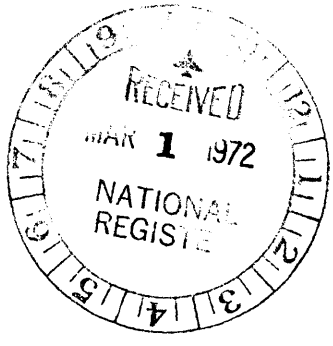
1. Property broundaries where required.
2. North arrow.
3. Latitude and longitude reference.

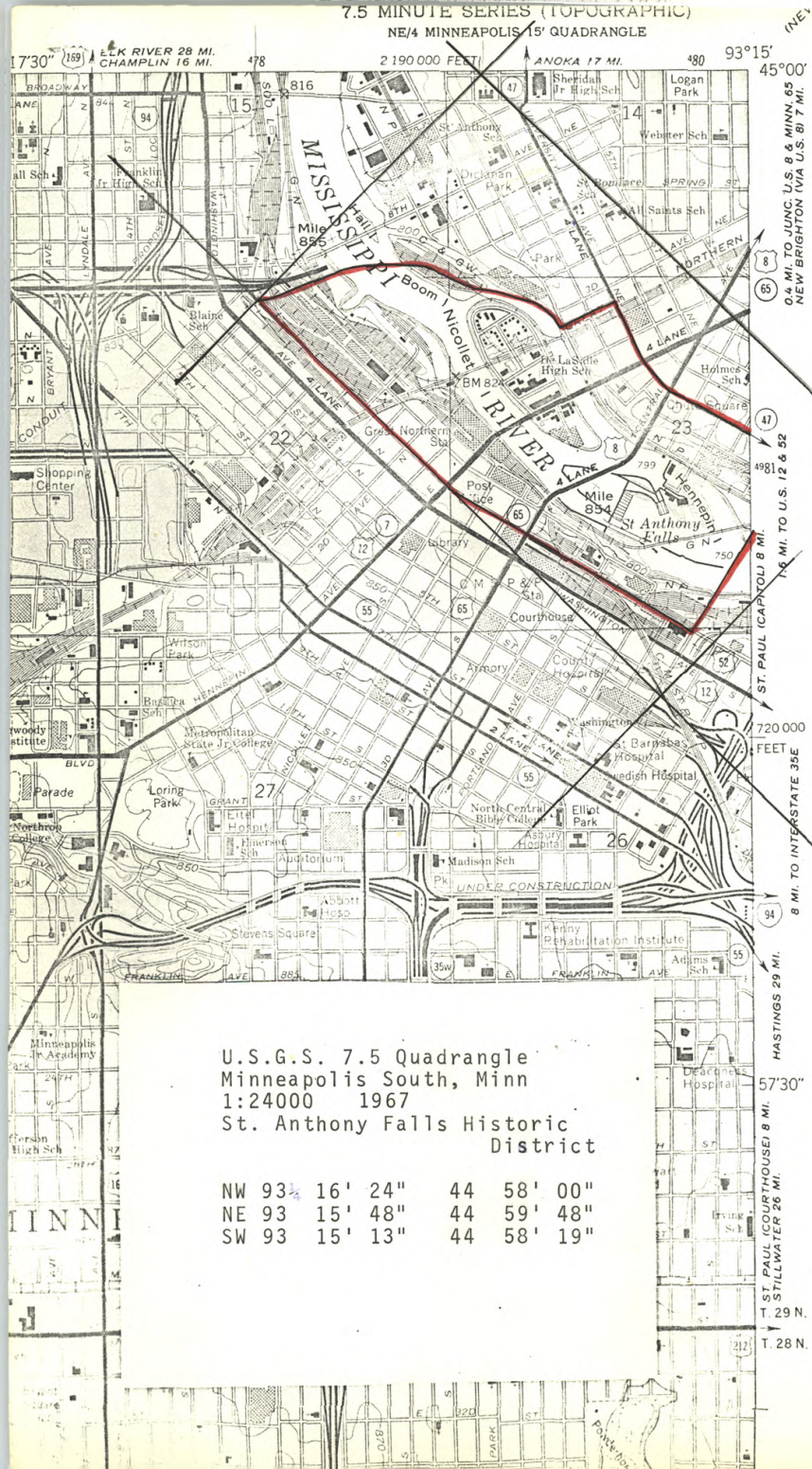
RECEIVED
FEB 4 1971
NATIONAL REGISTER

St. Anthony Falls Historic District

Boundary Description

Beginning at the intersection of Second Street North and the south right of way line of proposed Interstate Highway 335 (State Project 2788-901) as required on February 1, 1972; following Second Street southeasterly to its intersection with Tenth Avenue South; thence northeasterly along Tenth Avenue South and along an imaginary line which is an extension thereof to the beginning of Sixth Avenue Southeast on the east bank of the Mississippi River and along Sixth Avenue Southeast to its intersection with University Avenue; thence northwesterly along University Avenue to the south right of way line of proposed Interstate Highway 335 (State Project 2788-902) as identified on February 1, 1972 and thence northwesterly along the proposed Interstate Highway 335 right of way to the point of beginning.

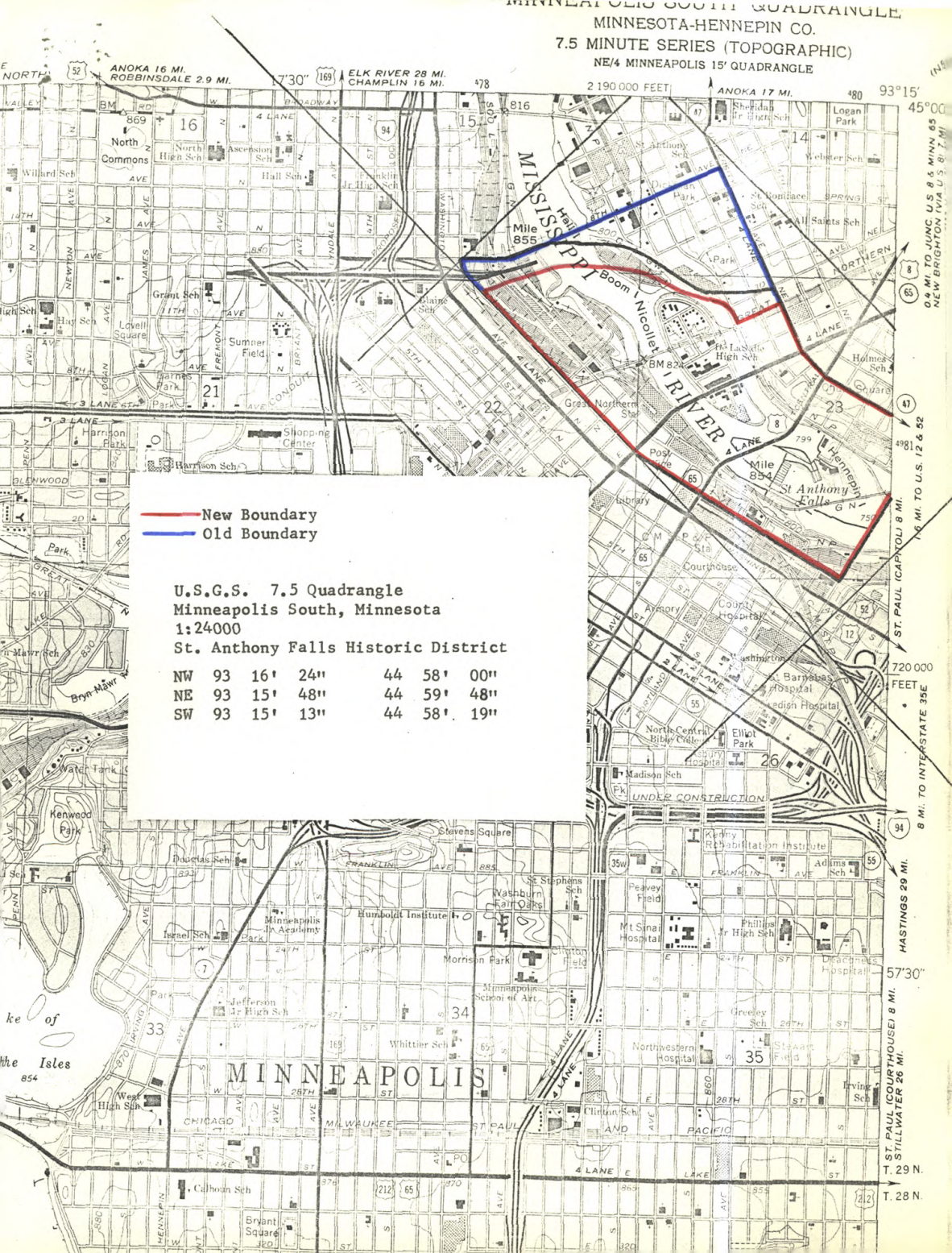


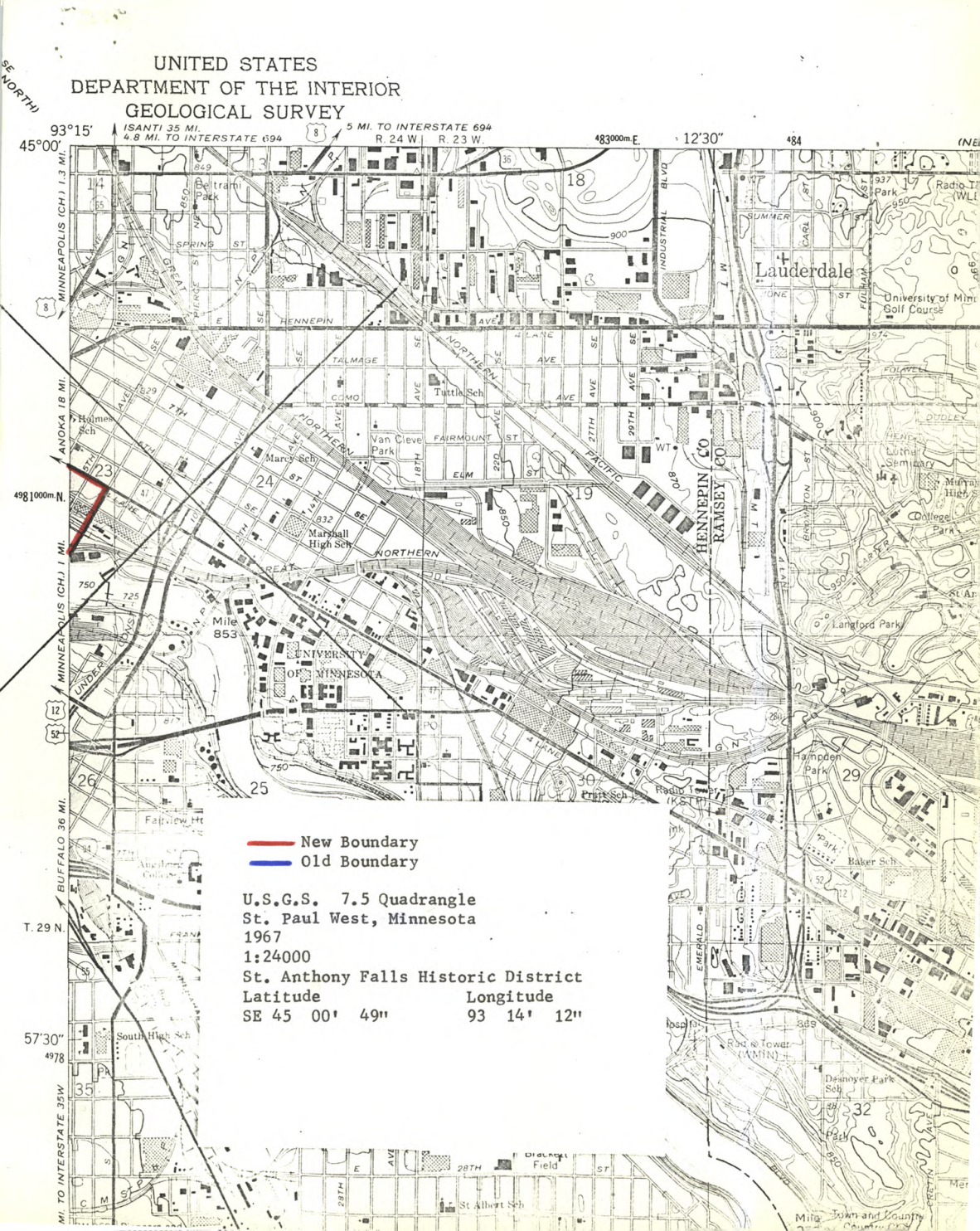


U.S.G.S. 7.5 Quadrangle
Minneapolis South, Minn
1:24000 1967
St. Anthony Falls Historic
District

NW 93½	16' 24"	44	58' 00"
NE 93	15' 48"	44	59' 48"
SW 93	15' 13"	44	58' 19"

NEW BOUNDARIES


MINNEAPOLIS SOUTH QUADRANGLE
MINNESOTA-HENNEPIN CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
NE/4 MINNEAPOLIS 15' QUADRANGLE
ANOKA 16 MI.
ROBBINSDALE 2.9 MI.
ELK RIVER 28 MI.
CHAMPLIN 16 MI.
ANOKA 17 MI.
2 190 000 FEET
93°15'
45°00'
57'30"
MISSISSIPPI RIVER
Boom
Nicollet
Mile 855
Mile 854
BM 824
St Anthony Falls
Hennepin
North Commons
Shopping Center
Harrison Park
Sumner Field
Lowell Square
Grant Sch
Hall Sch
Franklin Jr High Sch
Ascension Sch
North High Sch
Willard Sch
Blaine Sch
Fr LaSalle High Sch
Holmes Sch
Harrison Sch
Post Office
Library
Courthouse
Armory
County Hospital
Washington
Barnes Hospital
Medical Hospital
North Central Bible Coll
Elliot Park
Madison Sch
UNDER CONSTRUCTION
Rehabilitation Institute
Adams Sch
Peavey Field
Phillips Jr High Sch
Deaconess Hospital
Mt Sinai Hospital
Stevens Square
Douglas Sch
St Stephens Sch
Washburn Fair Oaks
Humboldt Institute
Minneapolis Jr Academy
Israel Sch
Morrison Park
Minneapolis School of Art
Jefferson Jr High Sch
Whittier Sch
Greeley Sch
Northwestern Hospital
Stevens Field
Irving Sch
Clinton Sch
West High Sch
Calhoun Sch
Bryant Square
MINNEAPOLIS
CHICAGO MILWAUKEE ST PAUL AND PACIFIC
Water Tank
Kenwood Park
Bryn Mawr Park
Bryn Mawr Sch
Lake of the Isles
New Boundary
Old Boundary
U.S.G.S. 7.5 Quadrangle
Minneapolis South, Minnesota
1:24000
St. Anthony Falls Historic District
NW 93 16' 24" 44 58' 00"
NE 93 15' 48" 44 59' 48"
SW 93 15' 13" 44 58' 19"
0.4 MI. TO JUNC US 8 & MINN 65
NEW BRIGHTON (VIA US 8) 7 MI.
6 MI. TO U.S. 12 & 52
ST. PAUL (CAPITOL) 8 MI.
720 000 FEET
8 MI. TO INTERSTATE 35E
HASTINGS 29 MI.
ST. PAUL (COURTHOUSE) 8 MI.
STILLWATER 26 MI.
T. 29 N.
T. 28 N.



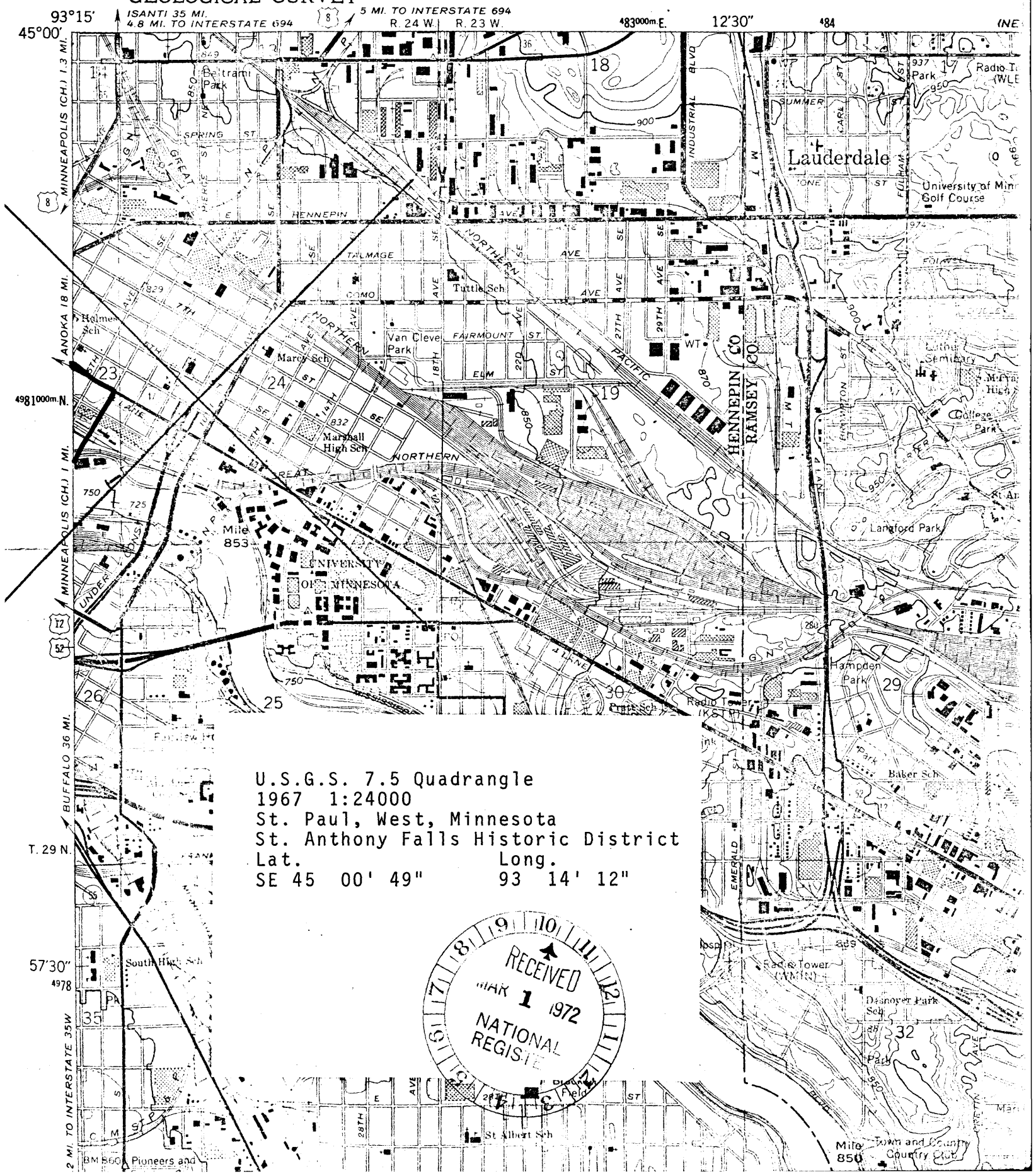
New Boundary
Old Boundary

U.S.G.S. 7.5 Quadrangle
St. Paul West, Minnesota
1967
1:24000
St. Anthony Falls Historic District

Latitude	Longitude
SE 45 00' 49"	93 14' 12"

NEW Boundaries

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



U.S.G.S. 7.5 Quadrangle
1967 1:24000
St. Paul, West, Minnesota
St. Anthony Falls Historic District
Lat. Long.
SE 45 00' 49" 93 14' 12"

Form 10-301
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE	
Minnesota	
COUNTY	
Hennepin	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME

COMMON: St. Anthony Falls Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN:
Minneapolis

STATE:	CODE	COUNTY:	CODE
Minnesota	22	Hennepin	053

3. MAP REFERENCE

SOURCE:
U.S.G.S. 7.5 Quadrangle St. Paul West, Minn.

SCALE: 1:24000

DATE: 1967

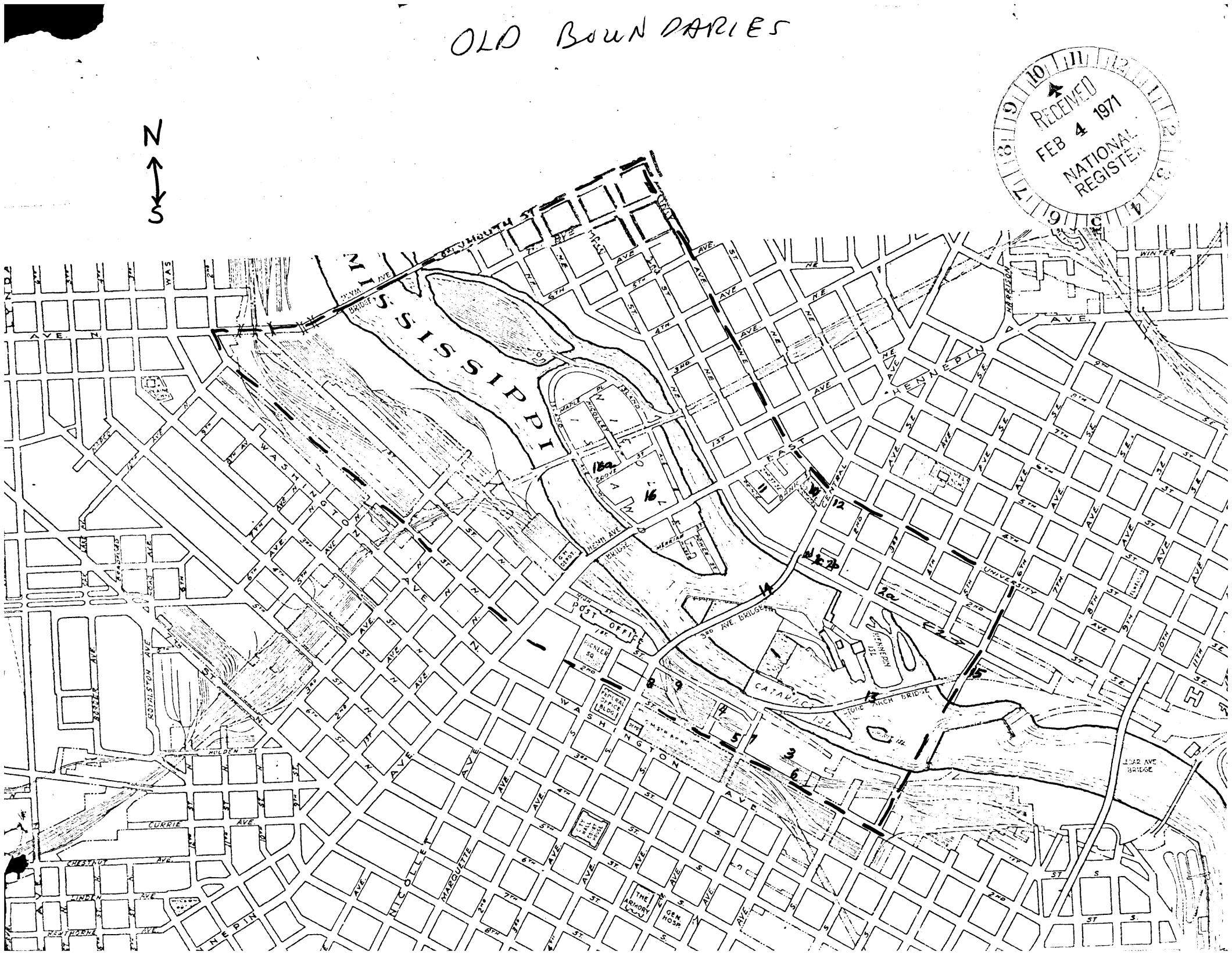
4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. Property broundaries where required.
2. North arrow.
3. Latitude and longitude reference.

RECEIVED
MAR 1 1972
NATIONAL REGISTER

OLD BOUNDARIES



NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ **Page** _____

St. Anthony Falls Historic District Hennepin County, MN

ADDITIONAL DOCUMENTATION APPROVAL Beth Boland 4/23/92

MAR 12 1992

State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this additional information for the St. Anthony Falls Historic District, (Reference Number: 71000438) Minneapolis, Hennepin County, Minnesota is accurate, meets the documentation standards for registering properties in the National Register of Historic Places, and meets the procedural and professional requirements set forth in 36 CFR Part 60.

Signature of certifying official

Ian R. Stewart
Deputy State Historic Preservation Officer

Feb 20, 1992
Date

State of Federal agency and bureau:
Minnesota Historical Society

ADDITIONAL INFORMATION
September, 1991

ST. ANTHONY FALLS HISTORIC DISTRICT
MINNEAPOLIS, HENNEPIN COUNTY, MINNESOTA

The attached continuation sheets are submitted to the National Register of Historic Places as additional information to supplement documentation already on file for the St. Anthony Falls Historic District in Minneapolis. This additional information does not necessarily fulfill all the informational needs of the district that were lacking in the original nomination. Further additional information may be submitted in the future regarding aspects of the district's history that are still being explored. Maps accompanying the continuation sheets show the district's boundary and the locations of the properties and areas discussed on the continuation sheets.

In 1971 when the St. Anthony Falls Historic District was listed in the National Register of Historic Places, the National Register program in Minnesota was just beginning. The St. Anthony Falls District was one of the state's first district nominations. In 1971, there were no clear guidelines for justifying district boundaries, documenting the individual properties, or explaining the district's historical significance. As a result, acceptable nominations often varied widely in substance and method.

As was customary at the time, the St. Anthony Falls nomination did not include a detailed discussion of the district boundaries. It simply provided the following description:

> The St. Anthony Falls Historic District follows the Mississippi River from the Plymouth Avenue Bridge on the northwest boundary to 10th Avenue South (west bank) and 6th Avenue S.E. (east bank) on the southeastern district border. The district extends onto the east river shore to University Avenue and onto the west river shore along 2nd Street South. The area encompasses 800 acres more or less.[1]

As illustrated in the maps accompanying the nomination, the boundaries enclosed a roughly rectangular section of the Mississippi River corridor. Extending about one-and-one-half miles in a northwesterly-southeasterly direction through downtown Minneapolis, the corridor included a strip of land, a few blocks deep, on each shore. The Falls of St. Anthony occupied the corridor's downstream or southern end. According to the Minnesota Historical Society (MHS) staff person who supervised the nomination project, the district's boundaries were partly based on the findings of a windshield survey, which had attempted to identify those properties associated with the industrialization of the Falls and the attendant settlement of Minneapolis.[2]

No inventory forms, however, were compiled in 1971 on any of the dozens of historic properties within the district, and the nomination itself briefly described only 21 buildings, structures, and landscape features of "special significance."[3] Most had been mentioned in a recent history of the area,

Lucille Kane's The Waterfall that Built a City (St. Paul: Minnesota Historical Society, 1966). With regard to significance, the preparer of the St. Anthony Falls nomination took the approach that the district's historical significance had already been well established, and that it was sufficient to present a brief summary of the Falls' history with a footnote reference to Kane.

The St. Anthony Falls District Nomination was listed on the National Register in March of 1971, and that same year, the Minnesota State Legislature established a state historic district with the same name and boundaries. The legislature also authorized the creation of the Minneapolis Historic Preservation Commission (HPC), assigning it design review powers within the state's St. Anthony Falls district. In its National Register guise, the historic district was subject to review by the "State Liaison Office" (later State Historic Preservation Office, or SHPO), an agency attached to the MHS that was responsible for assessing federally involved projects on the state's cultural resources, as authorized by Section 106 of the National Historic Preservation Act.[4]

The St. Anthony Falls Historic District was not yet a year old when the "106" review process triggered a re-evaluation of its boundaries. In February 1972, the Minnesota Department of Transportation officially notified MHS director Russell W. Fridley, in his capacity as State Liaison Officer, that the district's upstream, or northern, end lay in the path of a proposed interstate highway project. In accordance with 106 procedures, Fridley requested MHS staff to conduct a survey of the affected area to evaluate the highway's potential impact. On the basis of the survey findings, Fridley concluded that although the highway project would not adversely affect any significant resources (archaeological resources were not considered), it would be an impediment to the district as it was constituted. His recommendation was to eliminate the project area from the district. Writing to the Keeper of the Register on February 28, 1972, Fridley described both the problem and the solution:

> In essence this highway right-of-way would establish a dividing barrier between the northern and southern portions of the historic district. An intensive survey of the northern portion of the historic district was conducted to determine the degree of historic significance this area would contribute to the district as a whole. Results of this survey indicate no sites of historic or architectural significance of a contributing nature in the area of the historic district north of the proposed...right-of-way. A change of boundaries as indicated herewith is therefor considered justified as a solution to this situation. Such a solution will have no adverse effects on the St. Anthony Falls Historic District.[5]

Basically, Fridley was suggesting that the district's original northern boundary had been incorrectly drawn. Since "error in original nomination" was was one of the two reasons then deemed acceptable for reducing a district's area (the other being loss of historical integrity), the National Register approved Fridley's recommendation. Officially adopted in January 1973, the

revised boundary was drawn along the southern right-of-way of the proposed highway corridor, resulting in an s-curved line beginning between the feet of 10th and 9th Avenues North on the west side of the river, intersecting the east bank of the river at the foot of 7th Avenue NE, and then extending to University Avenue between 2nd and 3rd Avenues NE.[6] This basically eliminated a residential area in the district's northeastern quadrant, about half of Boom Island on the east bank, and a small area at the far northwestern end of the district. The highway was never built.

The 106 review process underscored the difficulty of administering a historic district without detailed historical information on its constituent resources. This problem became all the more pressing in the mid-1970s, when the City of Minneapolis embarked on an aggressive campaign for downtown riverfront renewal, establishing the municipally-funded Riverfront Development Coordination Board (RDCB) to promote and orchestrate public and private redevelopment efforts.[7] The jurisdictional boundary of the RDCB was slightly different from the St. Anthony Falls Historic District, with the RDCB boundary line running down 1st Street rather than 2nd Street on the west side north of Third Avenue and the southern limit extending to the I-35W bridge.

In the fall of 1977, the RDCB sponsored the first intensive architectural survey of the St. Anthony Falls Historic District. During the 18-month project, a team of architects and historians compiled detailed research and field-inspection dossiers on approximately 140 properties within and adjacent to the historic district. The project's major findings were published in St. Anthony Falls Rediscovered (1980).[8]

The RDCB survey conclusively demonstrated that the St. Anthony Falls Historic District was indeed rich in historic resources, but it was also architecturally and historically diverse. On the basis of general historical patterns and surviving building stock, the final survey report divided the historic district into five "thematic" neighborhoods:

1. North First Street Warehouse Area, consisting primarily of massive brick warehouses built for jobbers of agricultural implements during the period 1880 to 1910.

2. Nicollet Island, most notable for a collection of wood-framed houses and tenements constructed on the island's upstream end during the period 1870 to 1900.

3. East Hennepin-Central Avenue Commercial Area, consisting primarily of early twentieth century retail establishments serving the northeast Minneapolis residential community.

4. University Avenue Southeast Residential Area, made up of houses dating from the mid-1860s through the early twentieth century.

5. East Side Milling Area, dominated by two early twentieth century hydroelectric plants and the two-block Pillsbury A Flour Mill

complex with the oldest portions dating to the early 1880s.

6. West Side Milling Area, containing five former mills mostly dating from the 1880s along with several industrial facilities associated with flour milling such as grain elevators and a former barrel factory.

While the RDCB survey of the late 1970s documented the architectural inventory of the St. Anthony Falls Historic District, almost no thought had been given to the district's archaeological resources. The original nomination had not mentioned the archaeological potentials of the district and neither had the boundary revision study in 1972. What the RDCB building survey did for the architectural inventory, the archaeological survey required by the 106 review of the West River Parkway project in the 1980s did for the archaeological inventory. While the Parkway survey involved only the west bank of the river, it clearly demonstrated the potential for significant archaeological sites existing throughout the entire district. A subsequent survey for the Hennepin Avenue bridge replacement confirmed this.

In early 1980, the Minneapolis Park and Recreation Board (MPRB) proposed extending the West River Parkway through the central riverfront of Minneapolis as part of the federally sponsored Great River Road program. An inventory of potential archaeological sites was put together based on an intensive literature search and this inventory guided the MHS archaeological survey of the proposed parkway route. The inventory was published in Scott F. Anfinson Archaeological Potentials on the West Side of the Central Minneapolis Waterfront (St. Paul:Minnesota Historical Society, 1984). It identified over 60 potential archaeological sites along the parkway corridor. The initial archaeological survey examined twelve sites, two of which were 19th century refuse dumps not identified by the literature search.[9] Subsequent archaeological surveys for the West River Parkway and the replacement of the Hennepin Avenue Bridge have intensively examined a number of sites in the St. Anthony Falls Historic District.[10] In 1989, an inventory of potential archaeological sites along both sides of the central Minneapolis riverfront was published in The Minnesota Archaeologist.[11]

Efforts to redevelop the central riverfront in Minneapolis intensified in the 1980s. The concentration of historic structures and archaeological sites were initially viewed by many as obstacles to be overcome for successful revitalization, but a change of attitude became apparent in the later part of the decade. As commercial and residential developments struggled to compete with the established retail core west of the river and with the suburbs, historical resources suddenly took on a new role as riverfront amenities. In 1988, the Minnesota legislature established the St. Anthony Falls Heritage Board to promote historic interpretation. The Board is currently reviewing final plans for a heritage trail along the central riverfront.

With the increased interest in the St. Anthony Falls area brought on by both rapid development and intensive architectural and archaeological surveys, it became all the more clear that original National Register nomination was

woefully inadequate to deal with both the needs of historic preservation and the needs of historic interpretation. Since the North First Street Warehouse Area was the furthest removed from the Falls in terms of both location and theme and since only a small portion of the area was actually included in the St. Anthony Falls Historic District's boundaries, it became the first target for administrative re-evaluation by the SHPO. In 1985, a volunteer architectural historian undertook an intensive survey of the warehouse area. Four years later, this study resulted in the creation of a new National Register district, the Minneapolis Warehouse Historic District.[12] The eastern third of this new district was included in the St. Anthony Falls District.

The "double listing" of the North First Street Warehouse Area underscored the three main weaknesses of the original St. Anthony Falls Historic District nomination - an inadequate inventory of contributing properties, a vague and perhaps inappropriate boundary definition, and the lack of a coherent, unifying theme in the significance statement. Changes in the warehouse area since 1971 also illustrated the need to list the non-contributing elements in the district; some areas of the district had undergone extensive changes since the original nomination perhaps seriously impairing the district's overall integrity.

In 1988, the SHPO squarely confronted the problems of the St. Anthony Falls Historic District by sponsoring a re-evaluation of the district's resources in the light of a single unifying theme that seemed to be both historically appropriate and highly focused. This theme was waterpower. The project's principal investigator, Jeffrey A. Hess, had served as lead historian for the RDCB-sponsored intensive architecture survey of the district in 1978. He also was simultaneously researching the history of Minnesota's hydroelectric industry, which helped place the Falls of St. Anthony within a broader waterpower context.[13] The re-evaluation of the Falls district had two main components: an intensive resurvey of the area immediately adjacent to the Falls and the preparation of a new district nomination. The St. Anthony Falls Waterpower Area information presented in the continuation sheets is the result of this study.

When it became clear that Hess was going to recommend that the St. Anthony Falls Historic District be significantly reduced in size, retaining only the waterpower area adjacent to the Falls, the SHPO sponsored three new studies aimed at documenting and ultimately re-listing the significant properties that would be deleted from the St. Anthony Falls District. Historian Norene Roberts was contracted to prepare registration documentation for six individual buildings and historian Jacqueline Sluss of Thomas Zahn Associates was contracted to do the same for the north Nicollet Island residential area. MHS archaeologists Robert Clouse and Scott Anfinson, who had both worked on the West River Parkway and Hennepin Avenue Bridge surveys, were asked to prepare documentation on any significant archaeological sites that would be deleted if Hess' recommendations were followed. All of the sites included here have been documented through excavation. It should be noted that many other archaeological sites no doubt still exist in the district besides these sites and the ones discussed in the St. Anthony Falls Waterpower Area.

While Hess had provided strong reasoning to reduce the limits of the St. Anthony Falls Historic District on the basis of thematic significance and the lack of historic buildings or structures in certain areas,[14] discussions with the National Register staff suggested that it would be improper to recommend a reduction in the district's boundaries based on thematic inappropriateness or inappropriate boundary definition in the original nomination because properties listed in the National Register prior to December 13, 1980 may only be removed if "the property has ceased to meet the criteria for listing in the National Register because the qualities which caused it to be originally listed have been lost or destroyed..."[15] While portions of the district could be removed for loss of integrity, areas in the St. Anthony Falls District (e.g., Hennepin-Central Avenue Commercial Area) that could be deleted for architectural reasons are not well understood archaeologically. As perhaps was the case in the 1973 revision of the boundaries, deletions based on standing structures alone would also be inappropriate.

Thus it was ultimately decided by the SHPO that rather than propose an overall district boundary change, the data collected by the various contractors would be submitted as additional information on continuation sheets. This information should provide the detailed inventory data that was lacking in the original nomination regarding selected areas and individual properties that are currently deemed to be the most important. Due to the manner in which the data was collected, a new significance statement for the entire district is not presented here, although significance statements appear on the attached continuation sheets for the 11 individual properties and 2 areas that were studied. These statements, along with the significance statement for the Minneapolis Warehouse District, cover most of the aspects of significance for the St. Anthony Falls District as a whole.

The information that follows is presented in four basic sections:

- St. Anthony Falls Waterpower Area
- Nicollet Island Residential Area
- Individual Buildings
    - Ard Godfrey House
    - Eastman Townhouses
    - Our Lady of Lourdes Church
    - Island Sash and Door Factory
    - Pillsbury Public Library
    - Minneapolis Post Office, Main Station
- Individual Archaeological Sites
    - C, SP, M and O RR Roundhouse
    - West Side Power Plant
    - Pacific Sawmill
    - Hennepin Avenue Bridge Archaeological Site
    - Gateway Residential Area

This introductory statement was written by Jeffrey A. Hess of Hess, Roise and Company and Scott F. Anfinson, National Register Archaeologist for the Minnesota SHPO.

Notes

1. Donn Coddington, National Register of Historic Places Nomination Form for St. Anthony Falls Historic District, prepared February 1, 1971; approved March 11, 1971.

2. Jeffrey Hess interview with Donn Coddington, April 4, 1990.

3. The 21 properties listed on the original nomination were the Falls of St. Anthony, Old Main Street, the Pillsbury A Mill, the Union Iron Works (Upton) Building, 127 Main St. SE (Martin-Morrison Building), Pracna Building, Washburn A Mill, Crown Roller Mill, Standard Mill, Humboldt Mill, North Star Woolen Mill, Hall and Dann Barrel Company, Minneapolis Eastern RR Engine House, Ard Godfrey House, Our Lady of Lourdes Church, Pillsbury Library, Stone Arch Bridge, Third Avenue Bridge, Lucy Wilder Morris Park, Nicollet Island, and Eastman Flats. Each property is described in a brief paragraph.

4. For further discussion of these overlapping boundaries and jurisdictions, see Gail Bonner, A Review of the Boundaries of St. Anthony Falls Historic District (Minneapolis: City Planning Department, 1981), pp. 6-9.

5. Russell W. Fridley, State Liaison Officer to William J. Murtagh, Keeper of the National Register, February 28, 1972, in St. Anthony Falls Historic District file, State Historic Preservation Office, Minnesota Historical Society (hereafter cited as SHPO).

6. "As you are aware, properties listed on the National Register may be removed for only the following reasons:
   1) an error in the original nomination
   2) the historic integrity of the site has been so changed that the property no longer merits National Register recognition.

   In this instance it appears that there was an error in delimiting the Historic District boundary..."; John D. McDermot, Advisory Council on Historic Preservation to Russell W. Fridley, MHS, December 7, 1972, in SHPO. For the National Register's approval of the new boundaries, see Jerry L. Rodgers, Chief of Registration, National Register to Russell W, Fridley, MHS, January 18, 1973, in SHPO.

7. For a sample of riverfront development plans prepared by Minneapolis city agencies during this period, see Reynold Carlson and others, The Mississippi River in Minneapolis (Minneapolis: Minneapolis Park and Recreation Board, 1975); Phil Handy and others, Mill City Area Minneapolis, (Minneapolis Housing and

Redevelopment Authority, 1976); Riverfront '76, Final Status Report on Riverfront Activities of the Minneapolis '76 Commission (Minneapolis: Minneapolis '76 Commission, 1976); Central Riverfront Development, Minneapolis, Minnesota (Minneapolis: Minneapolis Riverfront Development Coordination Board, 1978).

8. The RDCB survey incorporated data on Nicollet Island compiled during an earlier survey sponsored by the Minneapolis Housing and Redevelopment Authority; see Mill-Dunwiddie Architects, Inc., "Historic Preservation Feasibility Study: Nicollet Island and East Bank Urban Renewal Project," unpublished report prepared for Minneapolis Housing and Redevelopment Authority, 1974. For the complete findings of the RDCB survey, see MacDonald and Mack Partnership and others, "Restoration and Preservation Research and Planning Study, Saint Anthony Falls Historic District Located within the Minneapolis Central Riverfront Area," unpublished report prepared for the Minneapolis Riverfront Development Coordination Board, 1979. The full citation of the published version is MacDonald and Mack Partnership and others, St. Anthony Falls Rediscovered, ed., James Berman (Minneapolis: Minneapolis Riverfront Development Coordination Board, 1980).

9. Jeffrey Tordoff, "A Phase 1 Archaeological Survey of the West River Parkway, Minneapolis, Hennepin County, Minnesota." (St. Paul: Minnesota Historical Society, 1984).

10. Jeffrey Tordoff, "Phase 1 Archaeological Testing of the Fuji-Ya Parking Lot and Palisade Mill Sites." (St. Paul: Minnesota Historical Society, St. Paul, 1986); Jeffrey Tordoff and Robert Clouse, "The Hennepin Avenue Bridge Archaeology Project," (St. Paul: Minnesota Historical Society, 1985); Jeffrey Tordoff and Robert Clouse, "Archaeological Excavations Along the Proposed West River Parkway 1986, Minneapolis, Hennepin County, Minnesota." (St. Paul: Minnesota Historical Society, 1986); David Szondy and Robert Clouse, "Archaeology Along the West River Parkway, 1989, Minneapolis, Minnesota," (St. Paul: Minnesota Historical Society, St. Paul, 1990). These are all contract completion reports on file at SHPO.

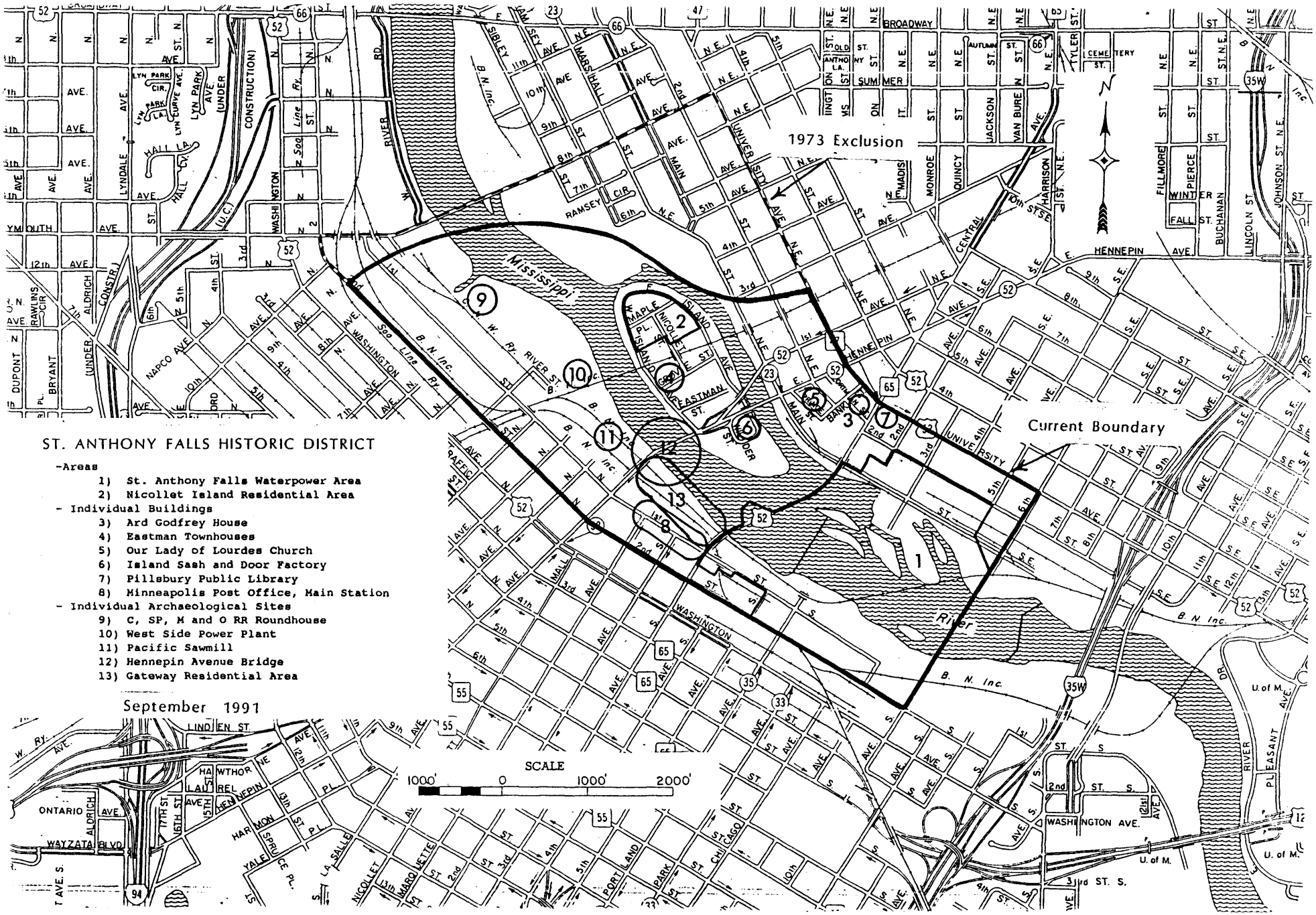
11. Scott F. Anfinson, "Archaeology of the Central Minneapolis Riverfront, Part 1: Historical Overview and Archaeological Potentials," The Minnesota Archaeologist Vol. 48., 1989.

12. Rolf T. Anderson, National Register of Historic Places Registration Form for Minneapolis Warehouse Historic District, January 1987, approved, 1989.

13. Jeffrey A. Hess, "Hydroelectric Generating Facilities in Minnesota, 1881-1928," National Register of Historic Places Multiple Property Documentation Form, 1988.

14. In defining the resurvey zone, tentatively eliminated from consideration were the East Hennepin-Central Avenue Commercial Area and the University Avenue Southeast Residential Area on the east side of the river and the area between Third Avenue and Hennepin Avenue on the west side of the river because: 1) aggressive recent construction had effectively isolated the East Hennepin-Central Avenue Commercial Area from the riverfront, 2) there were few if any important historic buildings in the University Avenue Southeast Residential Area, and 3) urban renewal had extensively decimated the historic architecture of the area of exclusion on the west side of the river.

15. See CFR 60.15(b), p. 56194.



ST. ANTHONY FALLS HISTORIC DISTRICT

-Areas

1) St. Anthony Falls Waterpower Area
2) Nicollet Island Residential Area

- Individual Buildings

3) Ard Godfrey House
4) Eastman Townhouses
5) Our Lady of Lourdes Church
6) Island Sash and Door Factory
7) Pillsbury Public Library
8) Minneapolis Post Office, Main Station

- Individual Archaeological Sites

9) C, SP, M and O RR Roundhouse
10) West Side Power Plant
11) Pacific Sawmill
12) Hennepin Avenue Bridge
13) Gateway Residential Area

1. Name of Property

Historic Name: St. Anthony Falls Historic District,
St. Anthony Falls Waterpower Area

2. Location

Street & Number: Roughly bounded by South Second Street, Third Avenue Bridge, Southeast Second Street, and the alignment across the Mississippi River of Fifth Avenue Southeast and Tenth Avenue South.

State: Minnesota Code: MN County: Hennepin Code: 053

Zip Code: 55401, 55414, 55415

3. Classification

Number of Resources:

20 contributing buildings
15 contributing structures
33 contributing sites
68 Total contributing

11 non-contributing buildings
11 non-contributing structures
22 Total non-contributing

Number of contributing resources previously listed: 13

6. Function or Use

Historic Functions: INDUSTRY/manufacturing facility; energy facility
TRANSPORTATION/rail related

Current Functions: COMMERCE/TRADE/specialty store; business; restaurant
DOMESTIC/hotel
VACANT/NOT IN USE

7. Description

Architectural Classification: Other: mill construction

Materials: Foundation: Stone/limestone
Walls: Brick; Stone/limestone
Roof: Wood
Other: Concrete

GENERAL DESCRIPTION OF HISTORIC DISTRICT

The St. Anthony Falls Waterpower Area encloses a roughly rectangular section of the St. Anthony Falls Historic District at the district's downstream (southeastern) end. The area's configuration primarily reflects the historic patterns of waterpower development and use at the Falls of St. Anthony. The upstream limit is the Falls of St. Anthony Dam. Spanning the Mississippi River just above the Falls of St. Anthony, the dam is the headworks of the entire waterpower. On the east side of the river, the area extends downstream about four blocks, terminating at Pillsbury Warehouse Number 2 at Fifth Avenue Southeast. On the west side, the area is about six blocks long, with its downstream limit defined by Washburn-Crosby Company Elevator Number 2 at Tenth Avenue South. The warehouse and elevator were each associated with a waterpowered milling complex, and as such, they represent the outer limits of the dam's influence.

Between the area's upstream and downstream boundaries, each side of the river displays a visually well-defined industrial zone, customarily known as the East Side Milling District and the West Side Milling District. Facing each other across the river from their respective bluffs, the milling districts extend back from the bluff line from one to two blocks, roughly bounded by Southeast Second Street on the east side of the river, and South Second Street on the west side. These boundaries also define the width of the historic area. In addition to the two-block-wide strip of gridded industrial land on top of the river bluff, each milling district also contains an ungridded inshore area, sloping from the top of the bluff to the edge of the river. The inshore regions include the remains of former islands that have been attached to the bank by fill, most notably Hennepin Island on the east side, and Upton Island on the west side.

Although physically separated by the Mississippi River, the two milling districts were part of a single technological system based on the waterpower generated by the Falls of St. Anthony Dam. Shaped like a giant "V" pointing

upstream, the timber-cribbed dam guided the river into a power canal on each bluff, extending along Southeast Main Street on the east side, and South First Street on the west side. The canals supplied waterpower to mills constructed along their route, giving the milling districts their characteristic linear configuration. Typically, a mill drew waterpower from the canal by means of a short headrace, and returned the spent flow to the river by means of a considerably longer tailrace that cut through the inshore area. For mills on the inland side of the canal, the tailraces tunneled beneath the canal to the inshore area and the river. For the most part, the land closest to the canal was occupied by waterpowered mills, while outlying areas in the district contained industrial support facilities, such as machine shops, barrel manufacturers, grain elevators, railroad maintenance shops, and warehouses.

Since the Falls of St. Anthony Dam was the progenitor of the waterpower distribution system, its completion date of 1858 marks the beginning of the area's period of significance. Of the 96 properties in the historic area, only the Upton Block at 129 Southeast Main Street antedates the dam. Constructed as a commercial building in 1855, it was eventually converted into an iron works specializing in milling equipment. Until about 1870, the two milling districts were fairly diversified in terms of their waterpowered industries, although sawmilling predominated. Unlike the other mills at the falls, the sawmills generally did not stand alongside the canals. Instead, they occupied millsites on the east-side and west-side walls of the dam, drawing waterpower directly from the millponds. After 1870 Minneapolis flour millers increasingly dominated the waterpower at the falls, which was a direct result of their developing a new technology that, for the first time, made it highly profitable to process Minnesota hard spring wheat. The new flouring technology triggered a mill-building boom, which was furthered stimulated by the catastrophic explosion of the First Washburn "A" Mill in the west side district in 1878. By reducing a good deal of the west side district to rubble, the explosion induced mill owners to rebuild along the most modern lines. Their efforts encouraged competitors who had survived the explosion unscathed to follow suit. The area's most prominent surviving buildings, including all five waterpowered flour mills, were constructed shortly after the 1878 explosion. Massive brick and limestone complexes, four to seven stories in height, these buildings give the historic district both its streetscape density and utilitarian-industrial architectural character.

As flour milling consolidated its hold on the two milling districts in the 1880s, other waterpowered industries left the falls, with the notable exception of the North Star Woolen Mill at 109 Portland Avenue. In 1889, ownership of the waterpower, previously divided between rival east-side and west-side factions, passed to a single company, which, during the next two

decades, encouraged the development of hydroelectricity on the east side of the river. At present, the area's only active example of waterpowered industry is the Hennepin Island Hydroelectric Plant, constructed in 1908. In addition, waterpower devices are tested at the St. Anthony Falls Hydraulic Laboratory, operated by the University of Minnesota. Completed on Hennepin Island in 1938, the Hydraulic Laboratory represents the last historic fabric added to the area before the conclusion of its period of significance in 1940.

Virtually no new construction took place in the area until the early 1960s, when the U.S. Army Corps of Engineers built the Upper Lock on the west side. This project shut off the river from the west side power canal, which was subsequently backfilled and paved to form South First Street. Since the east side canal had been abandoned in the 1950s, the Upper Lock construction effectively closed the era of waterpowered flour milling in Minneapolis. Almost all subsequent construction in the area occurred during the 1980s, when developers converted several abandoned industrial buildings on both sides of the river into office, retail, restaurant, and hotel space. This construction program sharpened the area's visual boundaries by placing architecturally incompatible, high-rise, brick, residential complexes adjacent to the area's northwest and southwest corners. Within the area itself, most development has conformed to the Secretary of the Interior's standards for the rehabilitation of historic buildings. Consequently, remodeling and infill construction has generally been compatible with the historic integrity of the buildings and their streetscapes. The area has also experienced a limited amount of park development, mostly confined to the northeast quadrant of Hennepin Island, which contains the only exposed section of natural falls escarpment in the region. The park's rustic treatment is an appropriate setting for this important historic landscape site of the pre-industrialized era.

The St. Anthony Falls Waterpower Area contains 68 contributing resources and 22 non-contributing resources. For the most part, the non-contributing resources represent unobtrusive park facilities and compatible infill construction. The contributing resources comprise 20 buildings, 15 structures, and 33 sites. The vast majority of the sites are historical archaeological properties in the West Side Milling District, marking the location of demolished waterpower mills that once lined the area's power canal (itself an historic archaeological site preserved beneath the pavement of South First Street). Most of the mills were demolished during the 1930s and 1960s, and the sites are now occupied by undeveloped brush-covered land, bituminous-surfaced parking lots, and an extended gravel storage yard. Although few ruins show above grade, the sites preserve original wheel pit and raceway systems, which were constructed as deep as 40 feet beneath the surface.

DESCRIPTIONS OF INDIVIDUAL PROPERTIES

Although the overall orientation of the Mississippi River is north-south, the river happens to flow east-west through downtown Minneapolis. Traditionally, the local citizenry has ignored the river's momentary aberration and referred to its banks as "east" and "west," which is reflected in such historic designations as the "East Side Milling District" and the "West Side Milling District." In this study, we follow local usage when referring to the river's banks, milling districts, and riverine structures, such as the Falls of St. Anthony Dam. It should be understood, however, that when we specify directions for any property situated on the shore, we are referring to approximate compass points. The reader should therefore bear in mind that even though the Washburn A Mill, for example, stands on the "west" side of the river and is part of the "West" Side Milling District, its river facade is described in this study as facing north, which, in fact, is its approximate cardinal-point orientation.

The descriptions of individual properties are divided into the following three sections: (1) buildings and structures; (2) historic landscape sites; (3) historic archaeological sites. The properties themselves are numbered consecutively.

Buildings and Structures

For the most part, the descriptions presented below derive their historical information from the following sources: Lucille M. Kane, The Falls of St. Anthony (St. Paul: Minnesota Historical Society, 1987); MacDonald and Mack Partnership, and others, St. Anthony Falls Rediscovered (Minneapolis: Riverfront Development Coordination Board, 1981); Herbert W. Meyer, Builders of Northern States Power, ed., Thomas A. Morrow (Northern States Power Company, 1957); Robert Murray Frame, III, The Progressive Millers: A Cultural and Intellectual Portrait of the Flour Milling Industry, 1870-1930, Focusing on Minneapolis, Minnesota (Ann Arbor, MI: University Microfilms International; University of Minnesota Ph.D thesis, 1980); James L. Greenleaf, "Report on the Water-Power of the Mississippi River and Some of Its Tributaries," Reports on the Water-Power of the United States, Part II (Washington: Government Printing Office, 1887). More specific bibliographic information can be found in individual site files in the possession of the State Historic Preservation Office, Minnesota Historical Society.

1. Historic Name: Falls of St. Anthony Dam
Common Name: Upper Dam
Location: Crossing the Mississippi River immediately above the Falls of St. Anthony
Engineer: Charles Henry Bigelow
Date: 1858

In 1857, the Minneapolis Mill Company and St. Anthony Falls Water Power Company began building a rock-filled, timber-crib dam above the Falls of St. Anthony to channel the river into millponds along either shore. The Minneapolis company was responsible for the west half of the structure; the St. Anthony company for the east half. The dam's overall design was apparently the work of Charles Henry Bigelow, a prominent waterpower engineer in the employ of the Essex Company of Lawrence, Massachusetts. Upon completion in 1858, the main structure measured about 2,100 feet in length, pointing upstream in the shape of a lopsided "V," the west leg being somewhat longer than the east leg. The legs of the V were attached to their respective shores by perpendicular wing dams used as sawmill sites. On the east side, "sawmill row" joined the riverbank just north of Central Avenue; on the west side, it met the shore about halfway between Fifth Avenue South and Portland Avenue. Standing approximately 20 feet high near the west bank and 14 feet high near the east bank, the dam gradually sloped to about 4 feet at the apex of the V, which served as an overflow section. In the mid-1890s, the St. Anthony Falls Dam became known as the "Upper Dam," to distinguish it from a masonry, hydroelectric dam completed at that time about one-half mile downstream. This later structure was demolished in the 1950s.

Over the years, the Upper Dam has experienced several modifications. These include the rebuilding of the east side wing dam near the foot of Second Avenue Southeast in 1870; the linking of the legs of the V by means of two, parallel, timber-crib dams in 1876; the replacement of several timber-crib sections with limestone construction in the 1880s and 1890s; the addition of two limestone wasteways on the west side of Hennepin Island in 1890s; and the replacement of the west side wing dam by the Upper Lock in the 1960s. Despite these alterations, the structure retains a good measure of integrity. Its original V-shaped configuration is essentially unchanged, and it still functions as a waterpower facility, providing head for the Hennepin Island Hydroelectric Plant (see No. 38).

This property consists of one contributing structure.

5. Historic Name: Hall and Dann Barrel Company Factory
Common Name: Mill Place
Address: 111 Third Avenue South
Date: 1880; 1884
Architect: Original architect unknown

In 1877, Albert R. Hall and Marcus C. Dann formed a partnership to manufacture barrels for the Minneapolis flour industry. They built their first factory at the foot of Tenth Avenue South. In 1880, they moved their operation to the Third Avenue site and soon established a reputation as the country's leading barrel works. Correctly anticipating packaging changes, the company entered bag manufacturing in the 1880s, and changed its named to the Northern Bag Company in 1915. In the 1920s, the factory became a general warehouse, and so remained for the next six decades. In the mid-1980s, the former barrel factory was renovated into office space. The complex consists of two main buildings joined by additions.

1880 Building

Fronting Third Avenue South, the original factory was a four-story, flat-roofed, brick building. The five-bay facade featured paired windows in shallow arch openings, set in recessed panels separated by pilaster strips. In 1901, a fifth story was added, continuing the earlier facade treatment.

1884 Building

The second building in the complex was a four-story, flat-roofed, brick edifice erected on the corner of Third Avenue South and South First Street, just to the north of the original factory building. The five-bay facade featured paired windows in hooded, segmental-arched openings through the first three floors, highlighted by Palladian-type windows in the center bay, and rectangular windows on the upper story. The northeast corner of this building was truncated to accommodate the curve of adjacent railroad trackage. During the early years, a one-story wood-frame addition joined the two buildings at the rear. In 1896, a four-story brick addition was constructed, joining the Third Avenue facades. Finally, in 1906, a one-story addition filled in the remaining space between the buildings.

In 1985, the complex was renovated as office space under the name of "Mill Place." Major exterior changes included replacement of all window frames and sash, and the removal of the 1896 and 1906 infill additions. A new recessed,

pedimented, glass-atrium entry bay was constructed which extends above the adjacent building's roof lines. The new entry features birch, double-leaf doors, protected by a glass shed-roof awning. Qualifying as an Investment Tax Credit project, the renovation safeguarded the complex's integrity by meeting the Secretary of Interior's standards for rehabilitation of historic buildings.

This property consists of two contributing buildings.

6. Historic/Common Name: Bridge No. L8900
Location: Crosses South First Street, east of Third Avenue South
Architect/Engineer: Unknown
Date: 1891

Carrying South First Street across the former rail corridor of the Chicago and North Western Railway, Bridge No. L8900 is a single-span, through, plate-girder highway bridge with limestone abutments. It measures 85 feet in length and 35 feet in width. Supported by metal brackets, a plank sidewalk extends along the bridge's south elevation. When completed in 1891, the bridge spanned the tracks of the Minneapolis and St. Louis Railway, one of the major lines serving the West Side Milling District. In 1961, the Minneapolis and St. Louis was taken over by the Chicago and North Western Railway, which eventually removed the trackage. The bridge's numerical designation has been assigned by the Minnesota Department of Transportation.

This property consists of one contributing structure.

7. Historic/Common Name: Minneapolis Eastern Railway Company Enginehouse
Address: 333 South First Street
Architect/Engineer: Unknown
Date: 1914

Erected as an enginehouse in 1914 by the Minneapolis Eastern Railway Company, this one-story, flat-roofed, brick building incorporated the interior walls of a small brick office built by the company on the same site in 1902. The enginehouse features a long, narrow, rectangular plan. Each of the long facades is divided into recessed panels by pilasters and corbelling. Window and door openings are placed within the panels and capped by segmental arches. Originally, a large door was located on the east facade to accommodate railroad engines.

Incorporated in 1878, the Minneapolis Eastern Railway Company was formed to accommodate the rapidly expanding need of the west side flour millers for shipping and receiving. Sponsored by the Milwaukee and Omaha Roads, the new railway was a "switching line," shuttling cars of flour and grain between the various mills and the rail yards of the national carriers. As flour production declined during the 1930s and 1940s, the railroad expanded its switching capabilities to include the city's warehouse district located slightly upriver. It ceased operations in 1972.

In the mid-1970s, the building was remodeled into a restaurant. At that time, original windows were replaced, the engine door was infilled, a brick porte-cochere was added to the south facade, and three railroad cars were incorporated as additions. These alterations qualified as a certified Tax Act project that met the Secretary of Interior's standards for rehabilitation. After the restaurant closed in the late 1980s, the box-car additions were removed to make way for a high-rise apartment complex constructed immediately to the south. Since these additions were not historic fabric, their removal did not affect the building's integrity.

This property consists of one contributing building.

8. Historic/Common Name: Fuji-Ya Restaurant
Address: 420 South First Street
Architect: Shinichi Okada/Newton Griffith
Date: 1968

This building is constructed over the partially exposed foundations of the Columbia Flour Mill and the Bassett Sawmill enginehouse. Capped by a glazed, wood penthouse with a flat roof, exterior walls are concrete block with a stucco-like finish. Because of the sloping lot, the building shows one story to South First Street and two stories to the river. A modest entrance, recessed and covered by a flat wood roof, is located on the building's southeast corner. A band of floor-to-ceiling windows stretches across the building's north facade, facing the river. In 1974, a lower-level addition on the north facade created a new band of windows below the original.

This property consists of one non-contributing building, due to its construction after the district's period of significance.

9. Historic Name: Crown Roller Mill
Common Name: Crown Mill
Address: 105 Fifth Avenue South
Architect/Engineer: W.F. Gunn
Date: 1880; 1908

As originally constructed, the Crown Roller Mill was a six-story, cream-colored, brick building on a raised limestone foundation. Pilaster strips divided the walls into recessed panels, each containing a single vertical row of segmental-arched windows with decorative brickwork highlighted by red stones at the imposts and key. The mill building was capped by a galvanized-iron mansard roof pierced by pedimented dormer windows. With its fashionable roof and four "finished" facades, the Crown Roller Mill was considered the architectural jewel of the west side milling district.

In 1908, a two-story, brick-and-concrete boiler house and engine room was added on the mill's east side, along with a 175-foot, cylindrical, concrete smokestack. In 1944, the original mansard roof was replaced by a one-story red-brick addition with a flat roof.

In October 1983, a fire destroyed much of the Crown Mill's upper floors, gutting the interior, and causing a portion of the walls to collapse. In 1987, the mill building was renovated and converted for use as office space. Using new brick to match the original, the collapsed walls were reconstructed, and a new standing-seam, copper-clad mansard roof with pedimented, gabled dormer windows was constructed. The building also received a new primary entrance on its south facade.

During the remodeling, one of the mill's two waterpower turbines was removed so that the wheel pit and tailrace could be used as a storm sewer. The other turbine was preserved in its wheel pit. Before renovation, the mill was documented according to Level 2 Standards of the Historic American Engineering Record (see HAER No. MN-12). The renovation itself was a certified Tax Act project conforming to the Secretary of Interior's standards for rehabilitation of historic buildings.

In the mid-1870s C.M. Hardenberg, owner and operator of the Minnesota Iron Works, created a partnership with Llewellyn and John A. Christian to build a model flour mill on the site of his factory in the West Side Milling District. Hardenberg and the Christians, who at the time were managing the Washburn "A" Mill, incorporated as Christian Brothers and Company. Completed in 1880, the Crown Roller Mill drew waterpower from the south side of the district's main Power Canal (see No. 53). After passing through the turbines, the flow

returned to the river through a tailrace that tunnelled under the Power Canal. The mill was purchased in 1891 by Northwestern Consolidated Milling Company, which eventually owned eight mills and several elevators in the west side district. A decade later, Northwestern Consolidated became a subsidiary of Standard Milling Company, and in 1935, the firm was completely absorbed by its parent company. Converted to electricity in 1933, the Crown remained in operation until the early 1950s. It was the second largest flour mill on the west side.

This property consists of one contributing building.

10. Historic Name: Northwestern Consolidated Milling Company Elevator A
Common Name: Ceresota Office Building
Address: 155 Fifth Avenue South
Architect/Engineer: G.T. Honstain
Date: 1908

Northwestern Consolidated Elevator A is a flat-roofed, rectangular-plan, brick building. Constructed with a one-million-bushel capacity in 1908, it was designed to clean and store grain for the neighboring Crown Roller Mill and Standard Mill, with which it was connected by overhead conveyor bridges (see Nos. 9 and 11). A storehouse section, with 57 square brick bins, comprised the lower stories, surmounted on the west end by a tower-like workhouse section. A metal train shed originally adjoined the building's north side, sheltering trackage and unloading pits that fed box-car loads of grain into the mill basement by means of two underground conveyor tunnels. Once inside the building, the movement of grain relied on three, electrified, rope-driven elevator legs. Although both the Standard and Crown Mills suspended operations by the early 1950s, the elevator remained in service as a general-purpose grain-storage facility until the mid-1980s.

In 1987, Consolidated Elevator A was stripped of its equipment and bins and remodeled into commercial office space. Major exterior alterations included the removal of the train shed and overhead conveyor bridges and the construction of a three-story, metal-and-glass entrance bay on the north facade, with a one-story-high, copper-covered canopy wrapping around the west facade. The original grain-unloading area on the building's north side was turned into a landscaped concrete court (see No. 12), which resulted in the demolition of one of the underground conveyor tunnels. The other tunnel was preserved in place. Before renovation, the building was documented according to Level 2 standards of the Historic American Engineering Record (see HAER No. MN-16). The renovation itself was a certified Tax Credit project conforming

to the Secretary of Interior's standards for rehabilitation of historic buildings.

This property consists of one contributing building.

11. Historic Name: Standard Flour Mill
Common Name: Whitney Hotel
Address: 150 Portland Avenue South
Architect/Engineer: William D. Gray
Date: 1879

When constructed in 1879, the Standard Mill was four stories with a full-length brick monitor and a full basement. The cream-colored brick was articulated by a corbelled brick-and-iron cornice, and by pilaster strips delineating bays with segmental-arched window openings. In 1881, a fifth floor was added by extending the brick monitor the full width of the building. A metal-clad monitor was then placed on top.

The Standard Mill was designed by engineer William D. Gray, who is generally credited with developing the all-roller, gradual-reduction, flour mill system. According to Gray, the Standard was "the last mill of any size" that he planned on the "old system," which combined millstones and rollers. The mill drew waterpower from the south side of the district's main Power Canal (see No. 53). The spent flow returned to the river through a tailrace that tunneled under the Power Canal. Originally owned by Minneapolis millers Dorilus Morrison and E. V. White, the Standard passed through a number of corporate hands before its acquisition, in 1902, by the Northwestern Consolidated Milling Company, which was eventually absorbed by its parent company, Standard Milling Company. The owner of numerous mills in the west side milling district, Northwestern Consolidated integrated the Standard Mill into its operations under the name of the "F" Mill. In 1933, the mill was taken off waterpower and electrified. It remained in operation as a flour mill until the mid-1940s, when it was converted to light manufacturing and warehousing purposes.

In 1987, the Standard Mill was renovated into a 97-room luxury hotel. The most noticeable alterations were the construction of a two-story lobby and elevator tower on the southeast corner, and the rebuilding of the monitor level in brick. At the same time, the mill's open headrace at the northwest corner of the building was enclosed to form a landscaped concrete court for the use of hotel guests (see No. 13). Before renovation, the mill was documented according to Level 2 standards of the Historic American Engineering

Record (see HAER No. MN-14). The renovation itself was a certified Tax Act project conforming to the Secretary of Interior's standards for rehabilitation of historic structures.

This property consists of one contributing building.

12. Historic Names: Whitney Garden Plaza
Address: Fifth Avenue South at South Second Street
Architect: Bennett, Ringrose, Wolsfeld, Jarvis, Gardner, Inc. (BRW)
Date: 1987

The Whitney Garden Plaza is a concrete court sheltered by the Crown Roller Mill on the north, the Northwestern Consolidated Company Elevator "A" on the south, and the Standard Flour Mill on the east (see Nos. 9, 10, and 11). Completed in 1987, the plaza is distinguished by a central black-and-white tile section called the "chessboard court." The plaza contains raised concrete planters, ornamental iron light standards, and slatted wood benches. At the northeast corner, a concrete stairway descends to another landscaped area known as the Whitney Mill Quarter Plaza (see No. 13).

This property consists of one non-contributing structure, due to its construction after the district's period of significance.

13. Historic Name: Whitney Mill Quarter Plaza
Address: Portland Avenue South at South First Street
Architect: Bennett, Ringrose, Wolsfeld, Jarvis, Gardner, Inc. (BRW)
Date: 1987

Completed in 1987 for the use of Whitney Hotel guests, this concrete court is bordered by the Standard Flour Mill (Whitney Hotel) on the south and Crown Roller Mill on the west (see Nos. 9 and 11). It features a sunken pool-and-fountain area surrounded by slatted wood benches and ornamental iron light standards. The plaza's perimeter is marked by raised concrete planters. On the southwest, a concrete stairway ascends to another landscaped area known as the Whitney Garden Plaza (see No. 12).

This property consists of one non-contributing structure, due to its construction after the district's period of significance.

14. Historic/Common Name: North Star Woolen Mill
Address: 109 Portland Avenue South
Architect: Pike & Cook (1922); C.F. Haglin & Sons (1925)
Date: Ca. 1885; 1922; 1925

The North Star Woolen Mill was founded in 1864 by Eastman, Gibson and Company. It was the first industry to draw waterpower from a headrace on the south side of the district's main Power Canal (see No. 53), returning the spent flow to the river through a tailrace that tunneled under the Power Canal. Although the dream of becoming "the Lowell of the West" never materialized for the textile industry in Minneapolis, the North Star did gain a national reputation by specializing in the manufacture of woolen blankets. One of its largest customers was the Pullman Palace Car Company, which used North Star blankets exclusively in its railroad sleeping cars. By 1925, the North Star Woolen Mill was the country's largest producer of wool blankets. The company moved its operations to Lima, Ohio in 1949. The complex remained vacant for a time before conversion to warehouse space.

The North Star Woolen Mill consists of two major buildings: the Main Factory and the Blanket Room.

Main Factory

In 1864, Eastman, Gibson and Company constructed a four-story limestone building measuring approximately 50 feet by 75 feet. Historical views show the building had rectangular fenestration and a gable roof with cupola. In 1871, the mill was lengthened by 45 feet. Between 1889 and 1895, several brick additions were constructed to accommodate various milling functions. In 1922, a seven-story, steel-framed, brick-and-concrete addition was constructed on the east side of the original mill building. The addition, which consolidated picking, dusting, and drying operations, incorporated portions of the 1890s brick additions.

In 1925, a new six-story factory, with a tower on its northwest corner, was constructed on the site of the 1864 building. To avoid disrupting operations, builder C.F. Haglin developed a unique construction process which allowed the new building to be constructed from the top down; as each concrete floor was finished, the machinery on the floor below was moved to the new upper level, and the old floor demolished. This six-story building, like the 1922 addition, is a steel-framed structure with brick and concrete exterior walls. The surface is highlighted by vertical and horizontal concrete bands, punctuated by paired, rectangular window openings. Most of the original steel

sash has been removed, and openings have been infilled with brick and glass block. In 1938, a one-story, brick-and-concrete-block chemical treatment plant, along with a one-story warehouse and loading dock, was constructed on the south end of the complex, over the ruins of the Anchor Flour Mill, demolished the previous year (see No. 72).

Building B: Blanket Room

Between 1885 and 1890, a flat-roofed, three-story, brick building with segmental-arched windows was constructed on the north side of the original 1864 mill. Known as "the Blanket Room," this building received a fourth-story addition around the turn of the century. Although the south third of the building was demolished to make way for the construction of the 1925 Main Factory Building, the remaining portion has high integrity.

This property consists of two contributing buildings.

15. Historic/Common Name: Stone Arch Bridge
Location: Crossing the Mississippi River below the Falls of St. Anthony
Architect/Engineer: Charles C. Smith
Date: 1883

Diagonally crossing the Mississippi River to link the east side and west side milling districts, the Stone Arch Bridge originally comprised 23 limestone arches resting on granite piers and abutments. The individual arches varied in span from 40 to 100 feet. The bridge's total length was about 2,100 feet. In 1961, the bridge was altered to permit the passage of river traffic by replacing two arches near the western shore with a steel, Warren, deck truss. Although the alteration adversely affected the bridge's materials and workmanship, the structure's original design and fabric are sufficiently intact to retain historic integrity.

Planning for the bridge began in earnest in 1881, when St. Paul railroad magnate James J. Hill organized the Union Railway Company to build a shortline across the Mississippi River into downtown Minneapolis, where the company also intended to construct a new union station. Although the new shortline and station would benefit several lines, it was especially valuable to Hill's own Manitoba Road, which guaranteed the construction bonds for the project. To acquire the necessary right-of-way, Hill purchased the St. Anthony Falls Water Power Company, which controlled most of the eastern shoreline at the falls. Designed by the West Point-trained engineer Charles C. Smith, the Stone Arch

Bridge was the most technically demanding part of the project -- the structure's sweeping curve at its western terminus was a tour de force of masonry engineering. For many decades after its completion in 1883, the bridge was one of the city's most important visual symbols, reproduced on countless postcards and letterheads. Absorbed by Hill's Great Northern Railroad in 1907, the Stone Arch Bridge continued to carry rail traffic until 1978. Trackage was removed in the early 1980s. In recognition of its historical significance, the Stone Arch Bridge was designated a National Historic Engineering Landmark by the American Society of Civil Engineers in 1975.

This property consists of one contributing structure.

16. Historic Name: Upper St. Anthony Falls Lock
Common Name: Upper Lock
Address: 1 Portland Avenue South
Engineer: U.S. Army Corps of Engineers
Date: 1963

The Upper Lock was built to extend navigation above the Falls of St. Anthony. Initial approval for the project was granted by the Rivers and Harbors Act of August 26, 1937. However, construction was not begun until 1959, delayed first by World War II, and then by litigation concerning assessment of costs to modify bridges and other public utility structures. The project was completed in 1963. Constructed of reinforced concrete, the lock has a single lift of 49 feet, the largest on the Mississippi River. The lock chamber measures 56 feet by 400 feet, requires about ten million gallons of water per lockage, and can be filled in eight minutes. The Upper Lock site includes a three-story, brick-and-concrete central control building and observation deck, and two, one-story, brick control stands, all constructed in 1963.

This property consists of one non-contributing structure and three non-contributing buildings, due to their construction after the district's period of significance.

17. Historic Name: Washburn, Crosby and Company "A" Flour Mill
Common Name: Washburn "A" Mill
Address: 701-709 South First Street
Architect/Engineer: Adolph Fischer; William de la Barre
Date: 1880

Completed in 1880, the Washburn "A" Mill was built of heavy post-and-beam timbers and load bearing limestone walls. Window openings were segmental arch with six-over-six wood sash. The seven-story mill had a flat roof with a full-length monitor. The mill's interior was divided into north and south sections by an east-west brick fire wall. In 1928, a serious fire resulted in the rebuilding of the upper south facade with brick-faced reinforced concrete, retaining the original limestone walls of the lower three stories. At the same time, the interior of the south section was rebuilt with reinforced concrete from the first through fourth floors and with wood post-and-beam construction from the fifth through eighth floors.

Despite the loss of original fabric on the south facade, the building had maintained good overall integrity until recently. On February 26, 1991, fire once again did extensive damage to the mill. The fire destroyed the interior of the entire north half of the mill and destroyed the interior of the south half of the mill above the third floor. The roof was completely destroyed on both halves of the mill. The exterior limestone walls of the north half were also seriously damaged; the north wall partially collapsed along a u-shaped line extending from the building corners to the base of the fifth floor windows, while the west wall was largely destroyed above the fifth floor windows. The east wall and the interior fire wall between the mill sections remain essentially intact. The walls of the south mill also remain essentially intact. Basement rooms still exist in the north half of the mill, while little damage was done to the interior of the south half below the fourth floor. The mill office along the base of the west wall of the north mill was also damaged by the fire, but this damage was largely limited to upper floor addition. Other building additions to the structure suffered only minimal damage.

The Washburn A Mill today stands as a ruin, but it remains an imposing presence in the West Side Mill District. In some ways, the sight of the mill as a massive ruin illustrates aspects of the history of the building and the area better than just an abandoned, but intact building can. The most significant loss in the 1991 fire was not the damage done to the building itself, but the destruction of a large inventory of turn of the century milling equipment including 33 roller stands, 41 sifters, and 3 dust collectors along with the attendant drive machinery (e.g., line shafts) and grain handling equipment. It may be possible to salvage some equipment when the building interior is eventually cleaned out.

The Washburn "A" Mill is the second building of the same name to occupy this site. Drawing waterpower from the south side of the Minneapolis Mill Company Power Canal (see No. 53), the first building was erected by C.C. Washburn in 1874. The largest of Washburn's mills in size and capacity, it was

appropriately designated as the "A." When this building was destroyed by a huge flour dust explosion in 1878, Washburn immediately commissioned the Budapest engineer Adolph Fischer to replace it with a still-larger factory employing the "gradual-reduction system" of milling, a Hungarian method that combined millstones and rollers to produce superior white flour. Fischer's plans were subsequently refined and modified by the Austrian-trained engineer William de la Barre, who settled in Minneapolis while the new "A" Mill was under construction. The Washburn "A" Mill eventually adopted the all-roller system of milling. Like Washburn's first mill at the site, the new "A" drew waterpower from the south side of the main Power Canal, returning the spent flow to the river through a tailrace that tunneled under the Power Canal.

During the mill's construction, Washburn took three partners into the business and formed Washburn Crosby and Company, later renamed Washburn-Crosby Company. In 1928, the firm was reorganized as General Mills, Inc. The Washburn "A" Mill remained on waterpower until 1960, when construction work on the Upper Lock (see No. 16) closed off the Power Canal. Mill operations were suspended completely about 1965. In 1983, the Washburn "A" Mill was designated a National Historic Landmark by the United States Department of the Interior. The building has been recorded according to Level 1 standards of the Historic American Buildings Survey (see HABS No. MN-69).

Major additions to the mill are described below.

Mill Office; 1880. The Mill Office originally was a two-story, three-bay, limestone addition on the northwest corner of the "A" Mill. It housed company offices from 1880 until 1885. In 1918, a third story was added in brick. The interior of the third story was extensively damaged by the 1991 fire. A small pump house adjoins the office on the west wall.

Wheat House; 1881. The original five-story Wheat House joined the "A" Mill on the southeast, displaying a matching limestone facade on the south. In 1917, a sixth floor was added. The Wheat House was extensively damaged by the 1928 fire and was consequently rebuilt with reinforced concrete. The south facade is stuccoed, relieved only by three, industrial-style windows at the upper level.

West Enginehouse; 1885. This two-story, limestone building adjoins the west wall of the Washburn "A" Mill, at the rear (south) of the Mill Office. Round arch openings extending through the full two stories articulate the three-bay facade. Some of the openings have been infilled.

East Enginehouse; 1894. The two-story, brick East Enginehouse adjoins the Washburn "A" Mill's east wall, at the rear (south) of the Wheelhouse. The ruins of a steel smokestack stand at the northwest corner, marking the location of a boiler house demolished in 1928.

Elevator No. One; 1908. Adjoining the Feed Elevator on the east, this elevator consists of fifteen, reinforced-concrete, circular bins surmounted by a five-story, steel-framed, concrete-clad workhouse, which, in turn, supports two, thirty-foot-high, " Gold Medal Flour" signs. A three-track, metal train shed extends across the full length of the elevator's south side. Constructed by Haglin-Stahr Co., the elevator was among the first to use the cylindrical, concrete-bin form, pioneered by Minneapolis builder Charles Haglin.

Wheelhouse; 1911. Fronting South First Street, this two-story brick addition adjoins the northeast corner of the "A" Mill. Of utilitarian design, the facade features segmental arch windows with two-over-two, wire-glass sash. Some openings have been infilled. The last of a series of wheelhouses erected on the site, the building contained controls for the waterpower turbines.

Utility Building; 1914. Designed by the Minneapolis architectural firm of Hewitt and Brown, the 11-story brick-and-concrete Utility Building originally served as a packing plant for the "A" Mill complex. It fronts on South Second Street, adjoining the rear half of the "A" Mill's west facade. The primary (south) facade is articulated by three pilaster strips, which serve as plinths for three seven-foot-high, glazed, terra-cotta figures created by Norwegian-American sculptor John Karl Daniels. Framed by the facade's curved cornice, the figures illustrate the historical development of milling. The largest addition to the "A" Mill, the Utility Building is essentially unaltered from its original design.

Feed Elevator; 1928. Fronting South First Street, immediately east of the Wheelhouse, the Feed Elevator consists of fifteen, reinforced-concrete circular bins with a twenty-foot-high workhouse above. The concrete foundation rises approximately twelve-feet above grade, accommodating four pairs of industrial-style windows. The elevator was constructed by the local firm of Barnett and Record.

This property consists of one contributing building.

18. Historic Name: Washburn-Crosby Company Train Shed
Common Name: Train Shed
Location: 700 Block of South First Street
Architect: Unknown
Date: 1918

The Train Shed is a metal-clad, flat-roofed structure measuring approximately 254 feet by 25 feet. The track bed is a concrete-slab supported by concrete-clad steel beams. The track enters the east facade of the "A" Mill at ground level, immediately to the rear (south) of the East Enginehouse. It emerges from the west facade at the third-story level, immediately to the rear (south) of the West Enginehouse. The west end of the train shed terminates in a cul-de-sac formed by two stucco-coated limestone walls joined by a cinder-block wall. The present Train Shed is the third facility of its type on this site. A wood-frame trestle was built about 1879 and rebuilt, using iron beams, in 1885. It provided rail access to the newly constructed Washburn "C" Mill (see No. 73) via a track which ran through the "A" Mill. The present train shed, constructed in 1918, replaced the 1885 structure. Like its predecessor, it served the both the "C" Mill and "A" Mill. When the "C" Mill complex was demolished in the early 1960s, two walls were left standing to form the cul-de-sac at the trestle's western end.

This property consists of one contributing structure.

19. Historic Name: Humboldt Flour Mill
Common Name: Washburn "E" Mill
Address: 710-714 South Second Street
Architect: Unknown
Date: 1878

Fronting on South Second Street, the Humboldt Mill adjoins the east facade of the Washburn "A" Mill Wheat House. The original owner was the Minneapolis milling firm of Bull and Newton, which operated an earlier mill of the same name on the site. When this building was destroyed by the 1878 explosion of the First Washburn "A" Mill, Bull and Newton immediately rebuilt. The new Humboldt was powered by a 140-foot line shaft connected to a waterpower turbine situated near the southeast corner of the new Washburn "A" Mill. The turbine drew waterpower from the south side of the main Power Canal (see No. 53), returning the spent flow to the river through a tailrace that tunneled under the Power Canal. In 1896, Washburn-Crosby Company leased the mill and bought it outright three years later, renaming it the "E" Mill. Like the rest

of the Washburn "A" Mill complex, the Humboldt Mill has not been used for flouring purposes since at least the 1960s. It no longer contains milling equipment.

Rising above a full, limestone basement, the Humboldt Mill originally comprised four stories with a full-length, three-bay monitor. Constructed of cream-colored brick, the five-bay primary facade fronting South Second Street was articulated by brick pilasters forming panelled bays, capped by a denticulated cornice. Round arch windows were centered within the panels. In 1913, two additional bays were added to the original three-bay roof monitor, creating a fifth story. In 1951, the mill received a one-story, concrete-block warehouse addition on its east facade. The rear (north) wall of this addition incorporates stonework that was once part of the North Star Feed and Cereal Mill, an 1880s building demolished in 1931. Other alterations to the Humboldt Mill include the infilling of window openings, replacement of original sash, and painting of exterior brick walls. None of these alterations has materially affected its integrity.

This property consists of one contributing building.

20. Historic Name: Washburn-Crosby Company Elevator No. 2
Common Name: General Mills Elevator Nos. 2 and 3
Address: 102-128 Tenth Avenue South
Architect/Engineer: James Stewart and Company
Date: 1916

In its original design, Washburn-Crosby Elevator No. 2 contained 45 reinforced-concrete, cylindrical bins and 61 interstice bins, with a capacity of approximately two million bushels. Equipped with three receiving legs and one cleaning leg, the six-story elevator was topped with a three-story workhouse. A two-story, reinforced-concrete train shed adjoined the north facade. In 1929, the elevator's capacity was doubled by the construction of an "annex" on the opposite (east) side of Tenth Avenue South. The annex consisted of 44 reinforced-concrete cylindrical bins, 31 interstice bins, and 8 outerstice bins. The two sections were connected by underground and overhead conveyors. Other additions included a one-story, steel-framed, scale office, dump pit, and dump shed in 1959, and a one-story, concrete-block boiler building in 1969, with a steel-framed lean-to in 1977. The additions have not affected the structure's integrity.

Washburn-Crosby Company Elevator No. 2 was built to receive, clean, and store grain for the Washburn-Crosby A Mill complex located upriver. The grain was

transported from elevator to mill by a 460-foot-long conveyor belt in an underground tunnel. Linked by an overhead conveyor to the riverfront, the elevator complex has barge-loading capabilities. Although the Washburn milling complex has shut down, the elevator is still in use for general grain storage.

This property consists of one contributing structure.

21. Historic/Common Name: Bridge No. L9331
22. Historic/Common Name: Bridge No. L9332
Location: Tenth Avenue South, north of South Second Street
Architect/Engineer: Unknown
Date: 1916

In 1916, the Minneapolis and St. Louis Railroad erected these two, side-by side bridges to carry trackage across Tenth Avenue South to the Washburn-Crosby Elevator No. 2, then under construction immediately to the west. Bridge No. L9331 is the more northerly of the two structures. Sharing the same concrete back-wall abutments, both bridges measure 49 feet in length, and are virtually identical in their engineering. Each is a three-span structure with concrete piers. Approached at each end by a short concrete slab, the main span consists of concrete-encased, steel girders carrying a concrete-slab track bed bordered by cantilevered steel walkways with pipe railings. In 1960, the bridges became the property of the Chicago and North Western Railroad, as part of its purchase of the Minneapolis and St. Louis line. Both bridges have been stripped of their trackage. Their numerical designation has been assigned by the Minnesota Department of Transportation.

These properties are two contributing structures.

23. Historic/Common Name: Bridge No. L9333
Location: Tenth Avenue South, immediately north of South Second Street
Architect/Engineer: Unknown
Date: 1892

This structure was apparently built in 1892 by the Minneapolis and St. Louis Railroad to carry trackage across Tenth Avenue South into the west side milling district to the north. It is a single-span, through, plate-girder bridge, measuring 47 feet in length and 76 feet in width. Its abutments are ashlar limestone of the back-wall type. In 1960, the bridge became the property of the Chicago and North Western Railroad, as part of its purchase of

the Minneapolis and St. Louis line. Trackage has been removed. The bridge's numerical designation has been assigned by the Minnesota Department of Transportation.

This property consists of one contributing structure.

24. Historic/Common Name: Cemstone Product Company Building
Address: 70 Tenth Avenue South
Architect/Engineer: Unknown
Date: 1965

This building is a three-story, ready-mix concrete plant. The ground level is constructed of concrete; upper levels are of corrugated metal. Originally constructed as part of the Shiely Sand and Gravel Company, the building has since been purchased by Cemstone Product Company.

This property consists of one non-contributing building, due to its construction after the district's period of significance.

25. Historic Name: Shiely Sand and Gravel Company Complex
Common Name: Shiely Aggregate
Address: 70 Tenth Avenue South
Architect/Engineer: Unknown
Date: 1964

The Shiely Sand and Gravel Company Complex includes a one-story, concrete-block scale building; a 300-foot-long concrete retaining wall; a metal sand hopper; and a metal sand drier. The complex also includes four blocks of gravel piles, stretching from about Portland Avenue to Tenth Avenue South, and from South First Street to the river.

This property consists of one non-contributing building and three non-contributing structures, due to their construction after the district's period of significance.

26. Historic/Common Name: Hennepin Bluff Park Shelter
Location: Below Southeast Main Street, approximately mid-block between Third Avenue and Fifth Avenue Southeast
Architect: Unknown
Date: 1977

Overlooking the Mississippi River from the edge of a bluff, the shelter stands in a sparsely landscaped municipal park. Of wood-framed construction, it is capped by a modified hip roof surmounted by a plexi-glass dome. It was completed in 1977.

This property consists of one non-contributing building, due to its construction after the district's period of significance.

27. Historic Name: Pillsbury Warehouse No. 3
Common Name: Pillsbury Bakery Technical Center
Address: 105 Fifth Avenue Southeast
Architect: Unknown
Date: 1925

This two-story brick building is rectangular in plan and sits atop a concrete foundation. Originally constructed in 1925 to provide additional warehouse space for the Pillsbury "A" Mill complex (see No. 29), the building was converted from its original function to its present use as a test bakery in 1962. Original door and window openings have been infilled and exterior wall surfaces covered by corrugated-metal panels. Since these alterations severely compromised original design, materials, and workmanship, the building no longer retains historic integrity.

This property consists of one non-contributing building, due to the loss of integrity.

28. Historic Name: Pillsbury Warehouse No. 2
Common Name: Building No. 20 and Building No. 21
Address: 129 Fifth Avenue Southeast
Architect: Unknown
Date: 1919

Originally designed to serve the Pillsbury "A" Mill Complex (see No. 29), Warehouse No. 2 consists of a storage building and loading facility. The sloped grade of the site, as it continues along South Second Street, allows for a full four-story exposure of the warehouse on Fifth Avenue Southeast, diminishing to three stories above grade at the south end of the building. The loading facility, situated north of the warehouse, is two stories. The building is of heavy post-and-beam construction, clad in cream-colored brick resting on a concrete foundation. Window openings are rectangular with steel sash. Research indicates that the warehouse and loading facility were

constructed in two stages between 1918 and 1919: first a 100-foot-by-200-foot, two-story loading facility was constructed, followed by a 56-foot-by-200-foot, two-story addition on the southerly portion of the loading facility. Minor alterations include the addition of a covered loading dock and small storage shed on the west facade, and a 75-foot-long, reinforced-concrete loading platform on the east facade.

This property consists of one contributing building.

29. Historic Name/Common: Pillsbury "A" Mill
Address: 301 Southeast Main Street
Architect/Engineer: Leroy Buffington/W. F. Gunn
Date: 1881

The Pillsbury "A" Mill was the flagship of C.A. Pillsbury and Company, a Minneapolis firm founded in the mid-1870s by Charles A. Pillsbury, his brother Fred, and his uncle John S., who would shortly be elected governor of Minnesota. Taken over by English capital and renamed Pillsbury-Washburn Flour Mills Company Ltd. in 1889, the enterprise reverted to local control in 1909, and was eventually reorganized as Pillsbury Flour Mills Company. In terms of both its monumental architecture and mammoth production capacity, the Pillsbury "A" Mill was the paragon of the American flouring industry. Its original record-breaking capacity of 5,000 bushels per day almost doubled by 1894, and more than tripled by 1905. As milling historian Robert M. Frame has written, "The Pillsbury A Mill was the last great flour mill erected at St. Anthony Falls and it remained the single largest and most celebrated flour mill ever built" (The Progressive Millers, University of Minnesota, Ph.D. thesis, 1980, p. 129). Although no longer on waterpower, the mill still manufactures a limited amount of flour. In 1966, it was designated a National Historic Landmark. The complex has been documented according to Level 1 standards of the Historic American Buildings Survey (see HABS No. MN-29-5).

Occupying about a full square block, the Pillsbury "A" Mill has a complicated construction history spanning a century. For the purposes of this study, the mill is best conceived as a single building with numerous additions. Situated at the corner of Main Street and Third Avenue Southeast, the original "A" Mill was a six-story building with a full basement and an iron-clad monitor running through the center third of the building's flat roof. The structural system was heavy timber post-and-beam, with load-bearing limestone exterior walls. The south and west primary facades were ashlar, while secondary facades were rubble. Designed by Minneapolis architect Leroy Buffington, the mill's primary facades (west and south) were visually grouped in an ascending,

two-three-one sequence of stories. Facing south, the handsome Main Street facade featured a round arch window with stone piers, and the company name PILLSBURY, along with the letter "A" executed in marble. Other windows were regularly spaced, rectangular or segmental arch with six-over-six wooden sash. Designed by local engineer W.F. Gunn, the mill interior originally contained two identical production units powered by twin turbines drawing water from the St. Anthony Falls Water Power Company Canal (see No. 47) and discharging the spent flow through two tailraces that passed under the canal to empty at the base of the river bluffs on the opposite side of Main Street. A bran house was also built in 1881 immediately east of the mill. This was torn down in 1990.

In 1913, the north facade was stabilized by reinforced-concrete buttresses, which also served as anchor blocks for tie rods and plates bracing the south (Main Street) facade. Other alterations include the infilling of various doors and window openings, construction of a timber loading dock and metal canopy on the Main Street facade, and removal of most of the milling equipment, including the turbines. These alterations have not significantly affected the building's integrity.

Major additions to the mill are described below.

Tile Elevator; 1910. Originally linked by conveyors to the "A" Mill on the west, the elevator consists of 25 tanks surmounted by an 85-foot-high workhouse. The structure, which measures 85 feet square at the base, sits above a full concrete basement which forms a lower work room. The structural steel frame is clad in walls of 5-inch-square tile. A three-bay, steel-and-concrete track shed is attached on the north side. The 400,000-bushel elevator was built as a receiving and cleaning house by the local firm of Barnett and Record.

Concrete Elevator and Annex; 1914; 1916. When completed in 1914, the Concrete Elevator boasted a capacity of 1.8 million bushels, Adjoining the train shed on the north side of the Tile Elevator (see above), the addition originally consisted of 45 reinforced-concrete bins surmounted by a workhouse. In 1916, the elevator was expanded with an "annex" of 24 reinforced-concrete bins with a capacity of 1.1 million bushels. Both the elevator and annex were the work of local engineers, Barnett and Record. Two conveyor bridges connected the Concrete Elevator complex to the Tile Elevator to the south.

South "A" Mill, Cleaning House, and Warehouse No. 1; 1917. Adjoining the east wall of the original "A" Mill, this addition comprised a nine-story, grey-brick flour mill with a nine-story, concrete-and-brick Cleaning House immediately to the rear (north), and a three-story, buff-

colored-brick flour warehouse immediately to the front (south), overlooking Main Street. All three sections of the addition featured rectangular window openings set in bays delineated by pilaster strips. Alterations have been minimal. The construction of this addition made it possible to relocate grain-cleaning machinery from the original "A" Mill to the new Cleaning House, thereby increasing the old mill's flouring capacity by 1,000 barrels per day. As originally constructed, the new South "A" Mill had a manufacturing capacity of 3,000 barrels per day. Its machinery was powered by a rope drive connected to the waterpower turbines in the original "A" Mill.

Pillsbury Hydroprocessing (now Manildra Milling Co.); 1974.
This one-story, flat-roofed, concrete-block addition stands immediately east of the Tile Elevator, abutting the northeast corner of the South "A" Mill's warehouse section (see immediately above). About 1980, the addition's east end was enlarged with a one-story, prestressed-concrete section.

This property consists of one contributing building.

30. Historic Name: Pillsbury Machine Shop
Address: 300 Southeast Second Street
Architect: Unknown
Date: 1916

Constructed in 1916 as a machine shop for the Pillsbury "A" Mill, the flat-roofed, rectangular-plan building is two stories tall on Southeast Second Street, increasing to three stories at the rear (south) of the sloping lot. Originally, the building shared a limestone wall with the Pillsbury "A" Mill Bran House, immediately to the south. When this building was demolished in 1990, the south facade of the Machine Shop was sheathed in metal siding. The other three facades display the building's original cream-colored brick with rectangular window openings.

This property consists of one contributing building.

31. Historic Name: Pillsbury Research and Development Building
Common Name: Pillsbury Data Center
Address: 224-228 Southeast Second Street
Architect: Setter, Leach and Lindstrom
Date: 1981

The exterior of this two-story, earth-sheltered building is red brick, complementing buildings in the adjacent historic Salisbury and Satterlee Company Complex (see No. 32). A skylight oriented to the south bisects the building from east to west. The north side, actually the roof for part of the building, is landscaped and includes a Bentonite path leading to the entry. A brick retaining wall stretches alone the west lot line. A parking lot to the south is enclosed by a wrought-iron fence.

This property consists of one non-contributing building, due to its construction after the district's period of significance.

32. Historic Name: Salisbury and Satterlee Company Complex
Common Name: St. Anthony Main
Address: 201-205; 219 Southeast Main Street
Architect: Bertrand and Chamberlin (1909)
Date: 1885; 1892; ca. 1906; 1909

In 1871, Salisbury, Coots, Rolph and Company began manufacturing beds and mattresses on Southeast Main Street. Three years later, Fred R. Salisbury joined with W. E. Satterlee, incorporating as Salisbury and Satterlee Company. The original Salisbury and Satterlee building, since razed, was located at 101-103 Southeast Main Street. Between 1885 and 1890, the company moved one block west to the site of the complex described below. The firm continued in business in this location until the 1970s. In the late 1970s, the complex was renovated by the Jefferson Company into a commercial and office mall known as St. Anthony Main.

The complex consists of two main buildings joined by numerous additions.

1885 Building

Between 1885 and 1890, "Salisbury, Rolph, and Co. Mattress and Spring Bed Factory" moved into a two-story, brick warehouse (30 feet by 80 feet) in the middle of the block bounded by Southeast Main and Second Streets and Second and Third Avenues Southeast. Also during this period, a three-story brick addition, measuring approximately 40 feet by 75 feet, was constructed on the west. By 1906, a two-story brick addition stretched west to Second Street Southeast. In 1909, the company announced plans to build a six-story, 60-foot by 165-foot, brick building on the corner of Second and Main (201-205 Main). Designed by local architects Bertrand and Chamberlin, the building as constructed was only three stories on a stone foundation. Because the second and

third floors of the building's north end were connected to the ca. 1906 addition, it is technically an addition to the 1885 building as well. The new section had flat-headed window openings unlike the segmental arch lintels in the older sections. The sections are unified by a corbelled brick cornice, similar stone window sills, and pilasters along most elevations.

1892 Building

In 1892, Salisbury and Satterlee built the five-story brick building at 219 Main. The principal facade featured broad openings --perhaps freight doors-- on the first floor and segmental arch windows with stone sills on the second through fourth floors. Round-arch windows formed a band across the fifth floor below a corbelled cornice and parapet. In 1901, a 40-foot by 125-foot, one-story brick foundry was added along the building's west side. It featured segmental arch windows and a simple brick cornice.

In 1977, the new owners of the complex, the Jefferson Company, began an extensive renovation program to adapt the buildings and others along Main Street to the west for retail and office use. They hired Ben Thompson and Associates, an architectural firm from Cambridge, Massachusetts, to devise a four-phase master plan for the redevelopment. The first phase was completed in 1977; the fourth phase in 1986. Most renovation of the Salisbury and Satterlee complex occurred between 1977 and 1979.

Major exterior alterations include an addition which connects the 1885 building, its additions, and the 1892 building; an elevator bay projecting from the Second Avenue Southeast facade at the juncture of the ca. 1906 and the 1909 additions; alterations of original fenestration; and the addition of decks, patios, stairs, and awnings. Most of these alterations are sympathetic to the original construction.

This property consists of two contributing buildings.

33. Historic/Common Name: St. Anthony Main Skyway
Address: Spans vacated Second Avenue Southeast Between Main and Southeast Second Street
Architect: Meyer, Scherer, Rockcastle
Date: 1985

Completed in 1985 as part of the St. Anthony Main Shopping Mall, this skyway carries indoor pedestrian traffic over Second Avenue Southeast, connecting the Salisbury and Satterlee Company Factory Complex on the east (see No. 32) to the Upton Block on the west (see No. 34). The skyway is constructed of grey metal supported on splayed brick piers. The gabled roof is clad in metal, with a transverse pedimented gable. River side windows are large and divided by narrow muntins; Southeast Second Street windows are regularly spaced rectangles.

This property consists of one non-contributing building, due to its construction after the district's period of significance.

34. Historic Name/Common Name: Upton Block
Address: 129 Southeast Main Street
Architect: B.O. Cutter
Date: 1855

When completed in 1855, the Upton Block was a three-story, flat-roofed, buff-brick building measuring 30 feet by 55 feet over a full stone basement. Fronting Main Street, its primary facade was ornamented with a simple, geometric, brickwork frieze. The building was designed by local masterbuilder B. O. Cutter for brothers Rufus P. and Moses P. Upton, who ran a hardware store on the ground floor and rented out the upper stories as professional offices.

In 1879, the Upton Block was purchased by the Union Iron Works, a major manufacturer of sawmilling and flour-milling equipment. The company's metal-working operation was powered by a line shaft connected to a waterpower turbine on "sawmill row," which extended into the east side millpond almost directly opposite the building. In 1883, the company expanded its plant to the west by purchasing the adjacent Martin and Morrison Block, adding a two-story, machine-shop addition to the rear of the entire complex by 1890. After the Union Iron Works left the complex in the mid-1930s, it was converted into warehouse space. In 1985, the Upton Block was one of several Main Street buildings renovated into commercial space to form an extended shopping mall known as St. Anthony Main. At that time, the building received a 30-foot by 48-foot addition in dark glazed brick at the rear of the former machine shop. The renovation of this property qualified as a Tax Credit Project, thereby ensuring that the design and workmanship met the Secretary of Interior's standards for rehabilitation of historic buildings.

This property consists of one contributing building.

35. Historic/Common Name: Martin and Morrison Block
Address: 127-129 Southeast Main Street
Architect: Unknown
Date: 1858

In early 1858, John Martin began construction of a flat-roofed, three-story, limestone, building on Main Street. Attracting a good deal of public attention for its elegance, Martin's design featured a four-bay, cut-stone entrance arcade with cast-iron Corinthian columns. The arcade motif was carried into the upper stories by round-arched fenestration. While Martin's building was under construction, his neighbor immediately to the west, Frank Morrison, decided to erect an adjoining building with the same design and materials. Since Morrison's lot was slightly narrower, his building comprised only three bays. Both buildings were finished before the end of the year. The resulting seven-bay facade displayed projecting cornices above the arcade and at the roof line. Original tenants included doctors, dentists, druggists, and lawyers. In 1883, the Union Iron Works, already the owner of the adjacent Upton Block, purchased the buildings, and, by 1890, erected a two-story addition at the rear of the entire complex (see No. 34). Subsequently, the buildings' cast-iron columns and cornices were removed.

In 1985, the Martin and Morrison Block was among several Main Street buildings renovated into commercial space to form an extended shopping mall known as St. Anthony Main. The renovation included a close restoration of the block's original 1858 Main Street facade. Qualifying as a Tax Act Project, the renovation conformed to the Secretary of Interior's standards for rehabilitation of historic buildings.

This property consists of two contributing buildings.

36. Historic/Common Name: Commercial Building
Address: 125 Southeast Main Street
Architect: Meyer, Scherer, Rockcastle
Date: 1985

Completed in 1985 as part of the St. Anthony Main shopping complex this three-story infill building stands between the Martin and Morrison Block on the east (see No. 35) and the Pracna Building on the west (see No. 37). The lower two stories of the four-bay, Main Street facade are constructed of cream brick. The top story is metal. All window openings are rectangular. Constructed of red brick, the building's rear (north) facade wraps around the adjacent Martin and Morrison Block.

This property consists of one non-contributing building, due to its construction after the district's period of significance.

37. Historic Name: Pracna Building
Common Name: Pracna on Main
Address: 117 Southeast Main Street
Architect: Carl Struck (1890); Peter Nelson Hall (1969)
Date: 1890

In 1890, this building was constructed as a saloon by Frank Pracna and the Minneapolis Brewing Company. It remained such until 1919, later becoming an industrial property. Designed by locally prominent architect Carl Struck, the three-story, red-brick building displays the "busy" surface of the Queen Anne commercial style. Ornamentation includes stone banding on all stories, brick corbelling on the top floor, and an elaborate metal cornice with finials. The original design of the storefront is unknown. The present storefront is the work of local architect Peter Nelson Hall, who renovated the building first as a residence in 1969, and later as a restaurant in 1973. The storefront features a large commercial-style window with a clear pane below an art-glass upper light. The window is flanked by single-leaf entry doors. All original double-hung sash has been replaced with single-light sash. In 1973, the building received a two-story, concrete-block rear addition for additional seating and kitchen facilities. In the mid-1980s, the building was incorporated into the St. Anthony Main Shopping complex. Although alterations have compromised the unity of the building's original interior plan, the exterior walls -- especially the primary facade -- are sufficiently intact to preserve integrity.

This property consists of one contributing building.

38. Historic Name: Hennepin Island Hydroelectric Plant
Common Name: Hennepin Island Power Plant
Location: West side of Hennepin Island
Architect/Engineer: William de la Barre
Date: 1908

Located near the center of Hennepin Island, the Hennepin Island Hydroelectric Plant is linked to Main Street by means of an north-south access road. Of rectangular plan, the flat-roofed, two-level building has a reinforced-concrete foundation, brick walls, and a skeletal steel frame. Pilaster strips divide the exterior walls into equal panels pierced by large rectangular

windows with concrete lintels and sills. A denticulated frieze highlights the cornice. A limestone headrace conveys waterpower to the plant from the east-side mill pond. The flow exits through arched openings on the downstream facade. Apart from the infilling of original window openings, the building's exterior has not been altered.

The plant was designed by William de la Barre, the Austrian-trained chief engineer of the St. Anthony Falls Water Power Company, which owned and operated the facility. At the time of its completion in 1908, the Hennepin Island Plant was the nation's first "surplus power" hydroelectric installation. Since other waterpower users at the falls had prior legal right to the streamflow, the Hennepin Island Plant operated only when there was a "surplus" of water. Usually, its operation was restricted to weekends and holidays, when the mills at the falls shut down. The plant originally sold its total output to the city's streetcar system. In 1923, the installation became the property of Northern States Power Company, which in 1955, rebuilt the original four, horizontal generating units and added a fifth vertical generating unit. At the same time, the plant's generating system was converted from 35 cycles to 60 cycles to supply power to the municipal grid. These changes did not affect its integrity.

This property consists of one contributing structure.

39. Historic Name/Common Name: Main Street Hydroelectric Station
Address: 206 Southeast Main Street
Engineer: Stone and Webster Company
Date: 1911

Extending two levels above grade and three levels below, this hydroelectric station is a flat-roofed, steel-framed, brick-walled building with a stone and concrete substructure. Measuring 192 feet by 72 feet, the facades are symmetrically arranged in panels articulated by pilasters with an inset stone capital. Rectangular window openings are centered within each bay, and originally featured eight-light industrial sash. The slightly projecting cornice is supported on corbelled brick consoles. Separated from the shore by a narrow, concrete log sluice (see No. 40), the plant is connected to Main Street by two steel-girder bridges. The plant originally drew waterpower directly from the east-side mill pond, discharging the flow through tailrace tunnels that exited about two-hundred yards downstream on Hennepin Island. An overhead, metal, vehicular door has been added to the Main Street facade, and original window openings have been infilled with brick. Otherwise the building has experienced little alteration.

Completed in 1911, Main Street Station is the second building of the same name on the site. The original plant was constructed in 1894 by the Minneapolis General Electric Company, which was acquired by Stone and Webster of Boston in 1899. When the station burned to the ground in 1911, Stone and Webster, which was also a major engineering firm, designed and built a new hydroelectric station, incorporating from the earlier plant three horizontal turbines with corresponding wheel pit and tailrace systems. In the new plant, the turbines were connected to new Westinghouse generators by rope drives. The generating units produced three-phase 13,200 volt alternating current, stepped down by transformers in the building to 2,300 volts for distribution in the municipal grid. In 1912, Main Street Station was acquired by Consumers Power Company, which was later reorganized as Northern States Power Company. The building remained an active generating facility until 1968. Surviving equipment at the site includes the 1894 turbines and 1911 generators with rope drives. A modern substation yard on the building's east elevation is still in operation.

This property consists of one contributing structure.

40. Historic Name: Log Sluice
Location: South side of Southeast Main Street, between west end of Main Street Hydroelectric Station and foot of Third Avenue SE.
Date: 1898
Engineer: William de la Barre

Completed in 1898, the log sluice was designed and built under the supervision of William de la Barre, chief engineer of the Pillsbury-Washburn Company, which at the time controlled the east side waterpower. The structure was intended to protect the east side dam from logs and floating debris by providing a separate channel along the Main Street shore. Extending from the face of the dam to the north-central section of Hennepin Island, the sluice was an open limestone conduit about four feet in width and 500 feet in length. At an undetermined date, sections of the sluice were rebuilt in concrete. During the mid-1930s, the lower half of the sluice was backfilled to construct an access road from Main Street to the St. Anthony Falls Hydraulic Laboratory (see No. 41) on Hennepin Island. The surviving portion retains its historical integrity because it is of sufficient length to interpret the structure's original function and to convey a sense of its original scale.

This property consists of one contributing structure.

41. Historic Name/Common Name: St. Anthony Falls Hydraulic Laboratory
Location: On Hennepin Island, below Southeast Main Street
Architect/Engineer: Lorenz G. Straub
Date: 1938

Located on the west side of Hennepin Island, the St. Anthony Falls Hydraulic Laboratory is linked to Main Street by means of a north-south access road. Of primarily reinforced-concrete construction, the flat-roofed building features an irregular plan with one-story and two-story sections. Window openings are rectangular with industrial steel sash. Portions of exterior walls have recently been sheathed in metal siding, which is compatible with the building's original nondescript industrial character. Operated by the University of Minnesota, the laboratory is a research facility specializing in modeling studies of hydraulic phenomena and structures. Equipped with wheel pits for testing turbines, the laboratory draws water from the east side millpond and returns the flow through a tailrace on Hennepin Island. Designed by the nationally prominent hydraulic engineer Lorenz G. Straub, the building was completed with WPA assistance in 1938.

This property consists of one contributing building.

42. Historic/Common Name: Pillsbury "A" Mill Transformer Building
Location: Hennepin Island, west side of access road to St. Anthony Falls Hydraulics Laboratory.
Architect/Engineer: Unknown
Date: 1918

Constructed in 1918, this one-story, flat-roofed, brick building originally contained transformer equipment supplying electrical current to the Pillsbury "A" Mill complex on the opposite side of Main Street (see No. 29). Measuring 25 feet by 13 feet, it displays a single-leaf metal door on its north facade. All original window openings have been bricked up. At an undetermined date, the building was emptied of its transformers and converted into a control house for a concrete-slab substation yard constructed immediately to the east.

This property consists of one contributing structure.

43. Historic/Common Name: 70-Foot Phillip Pillsbury Park Bridge
44. Historic/Common Name: 75-Foot Phillip Pillsbury Park Bridge
45. Historic/Common Name: 80-Foot Phillip Pillsbury Park Bridge
46. Historic/Common Name: 96-Foot Phillip Pillsbury Park Bridge

Location: Hennepin Island
Architect/Engineer: Sasaki Associates
Date: 1978

In the late 1970s, the Minneapolis Park and Recreation Board commissioned Sasaki Associates of Watertown, Massachusetts to design a municipal park on the northeastern part of Hennepin Island. The landscaping included four, single-span, laminated-wood, arched footbridges with concrete abutments, wood decking, and wood railings. All are about eight feet in width. The longest bridge, 96 feet in span, links the downstream tip of Hennepin Island to the Main Street shore. The other three bridges are located entirely on the island. The shortest bridge (70-foot) crosses the tail race channel of the Pillsbury "A" Mill (see No. 29). The 75-Foot Bridge spans the tail race of Main Street Station (see No. 39), while the 80-Foot Bridge spans the tailrace channel of the Hennepin Island Hydroelectric Plant (see No. 38).

These properties are four non-contributing structures, due to their construction after the district's period of significance.

47. Historic Name: St. Anthony Falls Water Power Company Canal/Pillsbury Canal
Location: Under Southeast Main Street, between Second and Third Avenues Southeast
Date: 1881

In 1881, the St. Anthony Falls Water Power Company excavated a canal to supply waterpower to the Pillsbury "A" Mill (see No. 29), then under construction. Drawing water from the east side mill pond, the canal's inlet was located at the foot of Second Avenue Southeast, approximately 50 feet upstream from the east side dam. For the first 70 feet, the canal ran northward into the shore, then, at a right angle, it traveled eastward under Main Street for about 400 feet, terminating at the Pillsbury "A" Mill. Lined with limestone masonry, the canal was an arched structure, 14 feet in width and 37 feet in height, from floor to vault. Although designed primarily for the Pillsbury milling operation, the canal also supplied waterpower to the Phoenix Flour Mill (see No. 80), which stood just west of the "A" Mill on Main Street. When the Pillsbury "A" Mill went off waterpower in 1955, the canal's inlet was sealed with concrete. Otherwise, the structure retains its original design.

This property consists of one contributing structure.

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

Historic Landscape Sites

48. Historic Name: Falls of St. Anthony, East Channel Escarpment
Location: Hennepin Island, east of access road to St. Anthony Falls Hydraulic Laboratory

This limestone ledge is the only visible section of falls scarp remaining at the Falls of St. Anthony. All other sections of the cataract have either naturally eroded or have been rendered invisible by various types of engineering, particularly the construction of an apron (see No. 2) over the main channel of the falls in the 1870s. The ledge is approximately 10 feet thick and 40 feet wide. Partially supported by a limestone wall, it overhangs a tailrace-tunnel outlet of the Main Street Hydroelectric Station, situated approximately two-hundred yards upstream. The ledge is bordered by two historic archaeological sites: on the south, by a section of concrete log sluice, which once extended upstream to the east-side mill pond; on the north, by a brick-wall fragment of the demolished Pillsbury "A" Steam Power Plant (see No. 78), which formerly served the Pillsbury "A" Mill (see No. 29) on the opposite side of Main Street Southeast.

During the 1850s, the ledge formed part of the East Channel of the Falls of St. Anthony. Its general appearance and location are documented by a photograph taken by Alexander Hesler in 1851, and published under the caption, "The Falls and the East Side, 1851," in Edward A. Bromley's Minneapolis Portrait of the Past (Minneapolis, 1890). At that time, the falls were a major scenic attraction, imbued, as Bromley notes, with "great picturesqueness and beauty." In 1870, however, the flow of the falls at this point in the East Channel was cut off by the construction of a dam between Hennepin Island and the east bank at the present site of Main Street Hydroelectric Station. In the late 1930s, the channel itself was filled, just north of the limestone ledge, by building an access road from the foot of Third Avenue Southeast at Main Street to the newly completed St. Anthony Falls Hydraulic Laboratory (see No. 41) on Hennepin Island.

This property consists of one contributing site.

Historic Archaeological Sites

The following descriptions of historic archaeological sites rely heavily on the following studies by archaeologist Scott F. Anfinson: Archaeological Potentials on the West Side of the Central Minneapolis Waterfront (St. Paul: Minnesota Historical Society, 1984); "Archaeological Sites of the St. Anthony Falls Area," unpublished report prepared for the Minnesota Historical Society, 1986.

49. Historic Name: Occidental Feed Mill
Address: 400-404 South First Street
Date: 1883, constructed

Located on South First Street at the foot of Fourth Avenue South, the Occidental Feed Mill marked the upstream limit of waterpowered industry on the west side of the falls. Built by McAlister, Chase and Company in 1883, the mill was of brick and stood two stories high, with a 40,000-bushel elevator built into the west end. Exterior dimensions measured 85 feet by 25 feet by 40 feet. A small, two-story, brick office (31 feet by 25 feet) adjoined the mill on the west. Boasting a daily capacity of 100 tons of feed, the mill was driven by a line shaft connected to the water turbines of the Second Bassett Sawmill, located about 200 feet downstream. The Occidental Mill burned in November 1919, and the upper walls were torn down the following year. Foundation walls are visible just west of the Fuji-Ya Restaurant (see No. 8).

This property consists of one contributing site.

50. Historic Name: Columbia Flour Mill
Address: 406-416 South First Street
Date: 1882, constructed

Built in 1882 by the Columbia Mill Company of which J.B. Bassett was president, the Columbia Flour Mill was located on the river side of South First Street, between Fourth and Fifth Avenue South. Rising above a limestone foundation, the five-story brick building measured 120 feet by 35 feet, with an elevator built into the west side. Initially, power was supplied by a line shaft connected to the water turbines of the Second Bassett Sawmill, located immediately downstream. In 1889, a two-story brick boilerhouse addition was constructed on the mill's east end to provide supplemental steam power. After the Columbia Mill was purchased by the Northwestern Consolidated Milling Company in 1891, it was designated as the company's "B" Mill. In the 1930s,

the mill became a grain storehouse, known as the Harbor Elevator. Although most of the building was torn down in the early 1940s, the boilerhouse section survived, and a portion was included in the Fuji-Ya Restaurant, which was built on the site in 1968. In 1974, a restaurant addition incorporated part of the stone foundations of the original mill.

This property consists of one contributing site.

51. Historic Name: Second Bassett Sawmill
Address: 418-430 South First Street
Date: 1870, constructed

Originally the site of several small woodworking shops, the Second Bassett Sawmill was built in 1870 to replace the building, immediately downstream, that J.B. Bassett sold to the city as a waterworks (see No. 52). Located on the south side of the district's main Power Canal (see No. 53), the new sawmill had a stone foundation and a two-story frame upper portion. The mill's water turbines not only powered the sawmill, but also the Occidental Mill and Columbia Mill (see Nos. 49 and 51), both located just upstream. Auxiliary steam power plants were built into the west end of the building in 1889 and 1891. Although the sawmill was demolished after a fire in 1897, the brick wheelhouses remained at the site to provide waterpower to the Columbia and Occidental Mills. These buildings were cleared in the 1940s, and the surrounding area was paved for parking lot in the 1960s. In 1976, a city utility crew reported the survival of a gear-filled structure below grade. In 1985, the Minnesota Historical Society sponsored archaeological testing of the site, which located the corner of one wheelhouse approximately three feet below grade. It is possible that additional archaeological remnant of the site's milling and waterpower history survive, especially wheel pits and raceways.

This property consists of one contributing site.

52. Historic Name: First Bassett Sawmill/Second City Waterworks
Address: 500--506 South First Street
Date: 1866, 1871, constructed

In 1866, J.B. Bassett built a two-story stone sawmill on the south side of the district's main Power Canal (see No. 53), just above the canal's gatehouse. In 1871 the city bought the mill for a waterworks, removed the building's top story, and installed the waterpowered, rotary Holly pumps originally located

in the First City Waterworks slightly downstream (see No. 57). In 1886, the building received a brick addition on the west side for an auxiliary steam power plant. The waterworks continued in operation for the remainder of the nineteenth century, providing an invaluable service in the fire-prone milling district. When the city opened a new waterworks in Columbia Heights in 1904, the mill district building was converted into storage by Northwestern Consolidated Milling Company. It was completely demolished in the early 1930s. In 1986, archaeological testing sponsored by the Minnesota Historical Society located extensive portions of the building's west and north foundation walls approximately three feet below grade. Additional archaeological remnants of the site's waterpower history may also survive.

This property consists of one contributing site.

53. Historic Name: Minneapolis Mill Company Gatehouse and Power Canal
Address: The route of South First Street, from approximately the foot of Fifth Avenue South to the foot of Eighth Avenue South
Dates: 1858, 1867, 1885, constructed

In 1856, the newly incorporated Minneapolis Mill Company embarked on an ambitious construction program for the west side milling district, adopting a general plan for waterpower development that had been first successfully implemented at Lowell Massachusetts during the 1820s. Under the "Lowell model," manufacturers purchased millsites and leased waterpower from the development company, which was responsible for building and maintaining the waterpower distribution system, typically consisting of a dam, gatehouse, and power canal. On their part, manufacturers were responsible for building their own mills, including the headrace, which drew water from the power canal, and the tailrace, which returned the spent flow to the river. For the design of its waterpower distribution system, the Minneapolis Mill Company turned to Charles H. Bigelow, a West Point graduate who, during the previous decade, had supervised the construction of the Lowell-inspired power network at Lawrence, Massachusetts.

Bigelow's plan for the west side milling district differed in one very important respect from the Lowell model. At Lowell, and the other Eastern milling centers it inspired, the millsites lined a strip of land -- in reality an artificial island -- bounded on one side by the power canal and the other side by the river. In the west side milling district, however, Bigelow located millsites on <u>both</u> sides of the power canal. This was made possible by the area's peculiar bedrock formation, consisting of a hard, thin limestone layer surmounting a deep, soft sandstone layer. Since the sandstone was

easily excavated by pick and shovel, it was economically feasible to dig tailrace tunnels beneath the power canal to the river, thereby opening up millsites on the inland (south) side of the canal.

By 1858, the Minneapolis Mill Company completed both the dam and the first section of its power canal. Averaging about 50 feet in width and 14 feet in depth, the limestone-lined canal entered the shore at a 30-degree angle near the foot of Fifth Avenue South and then proceeded eastward along South First Street for 215 feet, terminating at the foot of Portland Avenue. In 1867, the canal was lengthened to 600 feet, and in 1885, to 950 feet, when it was also deepened to 20 feet. As part of the 1885 improvement, the canal received a new control structure, called a "gatehouse," which, by means of sliding vertical gates, regulated the flow of water into the head of the canal. Straddling the canal opposite the Crown Roller Mill (see No. 9), the gatehouse was a one-story brick building on a limestone foundation containing eight, arched, granite gateways. Apparently from the very beginning, the canal was covered by wood planking to form a roadway. In 1878, the roadway was surmounted by a railroad trestle to give the mills along the canal better access to rail transportation.

The Minneapolis Mill Company Power Canal was largely responsible for turning the west side of the river into the country's most densely industrialized, direct-drive waterpower district. As the hydraulic engineer James P. Frizell noted in 1883, "There is, probably, no example in existence of so large an amount of power derived from so short a canal." At the time of Frizell's observation, the west side milling district contained approximately two dozen waterpowered flour mills, which helped make Minneapolis the nation's leading flouring center for the next half century.

During the 1930s, most of the canal mills were abandoned or demolished, victims of antiquated construction, financial depression, and altered tariff and transportation policies that made it cheaper for the district's milling companies to operate flour mills in Buffalo and Kansas City. The Washburn "A" Mill (see No. 17), however, remained on waterpower until 1960, when the construction of the Upper Lock (see No. 16) closed off the canal's water supply. At that time, the gatehouse superstructure was demolished, and the canal itself was backfilled and paved to form present-day South First Street. Photographs of the canal's abandonment indicate that the structure was left basically intact. In 1986, archaeological testing sponsored by the Minneapolis Historic Society excavated a portion of the gatehouse substructure (west facade), including four of the original arched gateways.

This property consists of one contributing site.

54. Historic Name: People's Flour Mill
Address: 512-514 South First Street
Date: 1867, constructed

In 1867, G. F. Walker and Thomas Noble built a small, two-story, frame flour mill on the river (north) side of the district's main Power Canal (see No. 53), immediately west of the Arctic Mill. Known as the People's Mill, the building was torn down in the late 1870s, probably to make way for the Minneapolis Eastern Railway. Currently undeveloped, brush-covered, municipally-owned property, the site preserves below grade important remnants of its milling and waterpower history, especially wheel pits and raceways.

This property consists of one contributing site.

55. Historic Name: Arctic Flour Mill/St. Anthony Flour Mill
Address: 516-520 South First Street
Date: 1866, constructed

Built by Perkins, Crocker and Company in 1866, the Arctic Mill stood on the river (north) side of the district's main Power Canal (see No. 53), immediately west of the Union Mill. The original four limestone stories received a fifth-story brick addition at an undetermined date. The building was of irregular plan, measuring 55 feet on the north, 30 feet on the west, and 65 feet on the east. After its purchase by G. Hineline, W. G. Plenk, and S. H. Wheeler in 1879, the enterprise was renamed the St. Anthony Flour Mill. Around the turn of the century, the St. Anthony Mill was taken over by the Northwestern Consolidated Milling Company, which referred to it as the "H" Mill. Although the building was demolished about 1920, the turbine pit and raceway system remained, allowing Northern States Power Company to install a hydroelectric generating unit at the site in 1932. One of several former millsites to be included in what was known as the "Consolidated Hydro Plant," the property continued to produce electricity until 1960, when the closing of the Power Canal suspended operations. Currently undeveloped, brush-covered, municipally-owned land, the site preserves below grade important remnants of its milling and waterpower history, especially wheel pits and raceways.

This property consists of one contributing site.

56. Historic Name: Union Flour Mill
Address: 522-524 South First Street
Date: 1863, constructed

Built by Henry Gibson in 1863, the Union Flour Mill stood on the river (north) side of the district's main Power Canal (see No. 53), between the Arctic Flour Mill (see No. 55) on the west and the Holly Flour Mill (see No.57) on the east. It was a four-story, limestone building, measuring 45 feet by 60 feet. During its first twenty-five years of operation, its owners included Gibson and Darrow, George Brackett, Hobart and Shuler, Morse and Sammis, Darrow and Dibble, and W. I. McAffe. After 1892, the building was used for storage. It was demolished by 1930. A portion of the building's south foundation wall still borders the route of the canal; it is approximately three feet high and two feet thick. The remainder of the property is undeveloped, brush-covered, municipally-owned land. It preserves below grade additional remnants of the site's milling and waterpower history, especially wheel pits and raceways.

This property consists of one contributing site.

57. Historic Name: First City Waterworks/Holly Flour Mill
Address: 526 South First Street
Date: 1867, constructed

In 1867 the City of Minneapolis constructed a small limestone building on the river (north) side of the district's main Power Canal (see No. 53) for use as a municipal waterworks. The equipment included two waterpowered, rotary Holly pumps. When the city sold the building to flour milling interests in 1872, the new owners commemorated the building's original function by naming their new venture the Holly Mill. One of the smallest mills in the west side district, the building originally stood only two stories high, measuring 45 feet by 55 feet by 60 feet, in a roughly triangular plan. Three stone stories were added in 1872, and a sixth wooden story by 1880. In 1900, the building became storage space. It was demolished about 1920. A portion of the building's south foundation wall still borders the route of the canal; it is approximately three feet high and two feet thick. The remainder of the property is undeveloped, brush-covered, municipally-owned land. It preserves below grade additional remnants of the site's milling and waterpower history, especially wheel pits and raceways.

This property consists of one contributing site.

58. Historic Name: Cataract Flour Mill
Address: 528-530 South First Street
Date: 1859, constructed

Eastman, Gibson and Company constructed the first privately built flour mill on the west side of the river in 1859. The limestone used to build the Cataract Mill came from the excavation for the district's main Power Canal (see No. 53). Located on the river (north) side of the canal, just west of Portland Avenue, the three-story mill measured 45 feet by 60 feet. It received a fourth-story addition in 1875. Four years later, it was expanded by a six-story wooden elevation addition on north and a brick office on the south. After several changes in ownership, the mill was purchased in 1869 by R. D. Barber, whose family remained at the helm until 1923. The building was torn down in 1928, but the engraved door lintels were saved and incorporated into a remaining foundation wall fronting South First Street. The lintels have since exfoliated and the inscriptions are no longer legible. In the mid-1960s, an Eastman family descendant cemented a millstone onto the lintel as a commemorative marker. The foundation wall itself is approximately three feet high and two feet thick. An additional section of the foundation, which once formed the building's northeast corner, also survives; it is approximately six feet high and two feet thick. The remainder of the property is undeveloped, brush-covered, municipally-owned land. It preserves below grade other important remnants of the site's milling and waterpower history, especially wheel pits and raceways.

This property consists of one contributing site.

59. Historic Name: Russell's Planing Mill/Model Flour Mill/King Midas Mill
Address: 525-527 South First Street
Date: 1863, constructed

In 1863 R.P. Russell and George Hay built a stone, two-story, waterpowered planing mill on the south side of the district's main Power Canal (see No.53), just west of Portland Avenue across the canal from the future site of the Holly Mill (see No. 57). Drawing waterpower from the canal through a headrace, the factory discharged the spent flow through a tailrace that tunneled beneath the canal to the river. In 1878 R. P. Russell and Company converted the building into a flour mill, adding three brick stories. When the building burned in 1883, the brick walls were torn down and a single story above the original stone walls was rebuilt. Two years later, the property was acquired by Willford and Northway Manufacturing Company, producers of milling machinery who, in 1888, added a rear (north) brick addition consisting of a

machine shop and office. In 1894, the building burned again, and was rebuilt to four stories, once again utilizing the original stone stories. After this fire, the building was converted into a storage facility. In the early 1920s, the mill-turned-storehouse was combined with the adjacent Dakota Flour Mill (see No. 60), and renamed the King Midas Mill, which remained in operation until 1961. In 1967, the building burned for the third time, and was subsequently demolished. The site currently is occupied by the Whitney Mill Quarter Plaza, constructed in 1987 (see No. 13). Wheel pits and raceways survive below grade.

This property consists of one contributing site.

60. Historic Name: Russell Flour Mill/Dakota Flour Mill/King Midas Mill
Address: 529-531 South First Avenue
Date: 1868, constructed

In 1868 R.P. Russell and Company built a two-story, frame flour mill on the south side of the district's main Power Canal (see No. 53), at the corner of South First Street and Portland Avenue. Drawing waterpower from the canal through a headrace, the mill discharged the spent flow through a tailrace that tunneled beneath the canal to the river. The building originally measured 45 feet by 60 feet. In 1873, H. F. Brown, W. F. Cahill, F. L. Greenleaf, and S. S. Brown purchased the Russell Mill and renamed it the Dakota Mill. In 1892, the property was acquired by National Milling Company, which added a third story and sheathed the exterior in corrugated iron. In 1923, the Dakota Mill was consolidated with the adjacent Model Flour Mill (see No. 59) to form the King Midas Flour Mill, which remained in operation until 1961. In 1967, the building burned and was subsequently demolished. The site currently is occupied by the Whitney Mill Quarter Plaza, constructed in 1987 (see No. 13). Wheel pits and raceways survive below grade.

This property consists of one contributing site.

61. Historic Name: Minneapolis Eastern Railroad Trestle Piers
Location: East side of Portland Avenue, just south of Stone Arch Bridge
Date: 1890, constructed

In 1878 J.B. Bassett incorporated the Minneapolis Eastern Railway Company to accommodate the rapidly expanding need of west side millers for shipping flour and receiving grain. Sponsored by the Milwaukee and Omaha Roads, the new railway was a "switching" line, shuttling boxcars between the various mills

and the rail yards of the national carriers. Maintaining an enginehouse (see No. 7) on the west end of the milling district, the railway serviced its customers by means of a trestle extending about 550 feet along the north facade of the mills on the river (north) side of the Power Canal. The original trestle, completed in 1879, was probably a wooden structure. It was rebuilt in 1890, with limestone piers and a metal superstructure. Except for the Empire Flour Mill (see No. 62) at the west end of the canal, which remained in operation as an elevator until 1962, most of the mill buildings on the river side of the canal were torn down during the 1930s. Not surprisingly, the trestle reflected the fate of its clients. Its east half was torn down in 1941, and its west half in 1962. At present, only two side-by-side, limestone piers survive from the structure. Located on the east side of Portland Avenue, just south of the Stone Arch Bridge (see No. 15), the piers stand about 19 feet apart. Each is five feet square and eight feet high. Although the piers no longer retain their historic structural integrity as a trestle, they help define the historic route of one of the milling district's most important transportation systems.

This property consists of one contributing site.

62. Historic Name: Clapp Woolen Mill/Empire Flour Mill/Pillsbury "B" Elevator
Address: 600-604 South First Street
Dates: 1865, constructed; 1881, burned; 1888 reconstructed

In 1865 Clapp and Company erected a four-story, limestone woolen mill, measuring 40 feet by 70 feet, on the river (north) side of the district's main Power Canal (see No. 53), at the foot of Portland Avenue. In 1872 C.A. Pillsbury and Company bought the building and converted it into a flour mill called the Empire Mill. In 1881, the Empire Mill and three adjacent mills were destroyed by fire. The site was vacant until 1888, when Pillsbury Company built their "B" Elevator there, probably utilizing some of the Empire Mill's foundations. The brick elevator was connected to the Pillsbury "B" Flour Mill (see No. 64) to the east by two long spouts that ran over the intervening Minneapolis Mill. In 1929 the King Midas Division of the Peavey Company bought the elevator and it became known as the King Midas Elevator. Abandoned in 1962, the building burned in 1969 and was demolished soon afterward. Much of the site is currently occupied by a bituminous-surfaced parking lot. Foundation walls, approximately one story in height, are visible on the north side of the property, which slopes towards the river. Wheel pits and raceways survive below grade.

An extensive archaeological examination of the site was conducted in 1989 by the Minnesota Historical Society. This excavation documented the tops of the foundation walls and an assortment of features along the riverside edge of the building including a turbine assembly.

This property consists of one contributing site.

63. Historic Name: Minneapolis Flour Mill
Address: 606-610 South First Street
Dates: 1865, constructed; 1871, burned and reconstructed; 1881, burned and reconstructed

In 1865 Frazee, Murphy and Company built the Minneapolis Mill on the river (north) side of the district's main Power Canal (see No. 53), immediately east of the Clap Woolen Mill (see No. 62). The limestone building stood four stories high and measured 55 feet by 60 feet. In 1871, and again in 1881, the mill burned and was rebuilt, the last time as a five-story building, measuring 60 feet by 70 feet. In 1890, the mill received a three-story wood addition on the north. Excavations for this addition uncovered a dugout canoe of supposed aboriginal origin. In 1893, the mill was acquired by Washburn-Crosby Company, which renamed it the "D" Mill. The building was demolished in 1931. Much of the site is currently occupied by a bituminous-surfaced parking lot. Foundation walls, approximately one-story in height, are visible on the north side of the property, which slopes toward the river. Additional remnants of the site's milling and waterpower history, especially wheel pits and raceways, survive below grade.

This property consists of one contributing site.

64. Historic Name: Alaska Flour Mill/Pillsbury "B" Flour Mill
Address: 612-616 South First Street
Dates: 1866, constructed; burned, 1881; reconstructed, 1882

In 1866 Taylor Brothers, a Philadelphia firm, built a five-story limestone flour mill, measuring 60 feet by 80 feet, on the river (north) side of the district's main Power Canal, immediately east of the Minneapolis Flour Mill (see No. 63). Originally named the Alaska Flour Mill, the building was purchased by C. A. Pillsbury and Company in the 1870s. Destroyed by fire in 1881, the mill was rebuilt the following year on a slightly larger scale (six stories, 70 feet by 105 feet) and named the Pillsbury "B" Mill, to distinguish it from the Pillsbury "A" Mill that had recently been completed on the east

side of the river. The building was demolished in 1931. Currently serving as a gravel storage yard, the site preserves below grade important remnants of its milling and waterpower history, especially wheel pits and raceways.

This property consists of one contributing site.

65. Historic Name: Minneapolis Cotton Mill/Excelsior Flour Mill
Address: 618-620 South First Street
Dates: 1870, constructed; 1881, burned and reconstructed

Dorilus Morrison built the Minneapolis Cotton Mill in 1870 on the river (north) side of the district's main Power Canal (see No. 53), just below the Alaska Flour Mill (see No. 64). The brick-faced, two-story limestone building measured 40 feet by 100 feet. Seamless bags, carpet warps, and cotton bats were manufactured there. When the cotton mill closed in the mid-1870s, the building was converted into a four-story flour mill called the Excelsior Mill. Destroyed by fire in 1881, it was immediately rebuilt as a six-story flour mill, which operated under various owners until it was dismantled in the early 1900s. From 1932 to 1960s, the site was used to generated hydroelectricity, as part of Northern States Power Company's "Consolidated Hydro Plant," which comprised several former millsites in the area. The closing of the Power Canal in 1960 suspended the hydroelectric operation. Currently serving as a gravel storage yard, the site preserves below grade important remnants of its milling and waterpower history, especially wheel pits and raceways.

This property consists of one contributing site.

66. Historic Name: Minneapolis Paper Mill/Pillsbury Warehouse "C"
Address: 622-626 South First Street
Dates: 1867, constructed

Completed in 1867, the Minneapolis Paper Mill stood on the river (north) side of the district's main Power Canal (see No. 53), just west of the foot of Seventh Avenue South. Designed to manufacture book and printing paper, it originally was a brick-faced, two-story limestone building, measuring 68 feet by 105 feet. After changing hands several times, the building was acquired in the early 1890s by Pillsbury-Washburn Company, which replaced the superstructure with a five-story brick warehouse, later designated as Pillsbury Warehouse "C." After the warehouse was demolished in 1931, Northern States Power Company installed a hydroelectric generating unit at the site, apparently using the paper mill's original wheel pit and raceway system. One

of several former millsites to be included in what was known as the "Consolidated Hydro Plant," the property continued to produce electricity until 1960, when the closing of the Power Canal suspended operations. Currently serving as a gravel storage yard, the site preserves below grade important remnants of its milling and waterpower history, especially wheel pits and raceways.

This property consists of one contributing site.

67. Historic Name: Northwestern Flour Mill
Address: 628-632 South First Street
Date: 1879, constructed

In 1879 Siddle, Fletcher and Holmes built the Northwestern Flour Mill on the river (north) side of the district's main Power Canal, at the foot of Seventh Avenue South, just west of the Minneapolis Paper Mill (see No. 66). Measuring 50 feet by 107 feet, the limestone building stood five stories high. Purchased by Northwestern Consolidated Milling Company in 1891, the mill was renamed the company's "D" Mill. It ceased operations in 1926, and was demolished in 1931. Currently serving as a gravel storage yard, the site preserves below grade important remnants of its milling and waterpower history, especially wheel pits and raceways.

This property consists of one contributing site.

68. Historic Name: Pettit Flour Mill/Northwestern Consolidated Company Elevator "B"
Address: 700-706 South First Street
Dates: 1875, constructed; 1878, destroyed by explosion and reconstructed

Built in 1875 by Pettit, Robinson and Company, the Pettit Mill was a four-story, limestone, measuring 60 feet by 100 feet. It was located on the river (north) side of the district's main Power Canal (see No. 53), at the foot of Seventh Avenue South, immediately west of the Zenith Flour Mill (see No. 69). Destroyed in the Washburn "A" Mill explosion of 1878, it was immediately rebuilt as a five-story stone structure. In 1891, the building became the property of Northwestern Consolidated Milling Company, which converted it into a 200,000-bushel elevator. It operated as the company's Elevator "B" until its demolition in 1931. Currently serving as a gravel storage yard, the site preserves below grade important remnants of its milling and waterpower

history, especially wheel pits and raceways.

This property consists of one contributing site.

69. Historic Name: Zenith Flour Mill
Address: 708-710 South First Street
Dates: 1871, constructed; 1878, destroyed by explosion and reconstructed

The Zenith Mill was built in 1871 by Leonard Day and M.B. Rollins. It was on the river (north) side of the district's main Power Canal (see No. 53), between Seventh and Eighth Avenues South. Measuring 40 feet by 60 feet, the three-story limestone building was reportedly the first Minneapolis Mill to introduce rollers, installed in 1873. Destroyed by the Washburn "A" Mill explosion of 1878, the mill was immediately rebuilt as a slightly larger, four-story stone building. In 1891, the property was acquired by Northwestern Consolidated Milling Company, which redesignated it as the company's "E" Mill. Ceasing production in 1922, the building was demolished in 1931. The following year, Northern States Power Company installed a hydroelectric generating unit at the site, apparently using the mill's original wheel pit and raceway system. One of several former millsites to be included in what was known as the "Consolidated Hydro Plant," the property continued to produce electricity until 1960, when the closing of the Power Canal suspended operations. Currently serving as a gravel storage yard, the site preserves below grade important remnants of its milling and waterpower history, especially wheel pits and raceways.

This property consists of one contributing site.

70. Historic Name: Galaxy Flour Mill
Address: 712-716 South First Street
Dates: 1874, constructed; 1875, burned and reconstructed; 1878, destroyed by explosion and reconstructed

In 1874, W. P. Ankeny built the Galaxy Flour Mill on the river (north) side of the district's main Power Canal (see No. 53), between Seventh and Eighth Avenues South, immediately east of the Zenith Mill (see No. 69). Destroyed by fire the following year, the mill was immediately rebuilt as a five-story, limestone building, measuring 40 feet by 125 feet. Destroyed again in 1878, by the Washburn "A" Mill explosion, the mill was again rebuilt, this time as a six-story stone building, measuring 65 feet by 100 feet. A wooden elevator,

30 feet by 70 feet, was attached to its east side. In 1887, the building was enlarged by tin-clad top story and a boilerhouse. When Northwestern Consolidated Milling Company acquired the property in 1891, it became the firm's "C" Mill. Ceasing production in 1922, the building was demolished in 1931. The following year, Northern States Power Company installed a hydroelectric generating unit at the site, apparently using the mill's original wheel pit and raceway system. One of several former millsites to be included in what was known as the "Consolidated Hydro Plant," the property continued to produce electricity until 1960, when the closing of the Power Canal suspended operations. Currently serving as a gravel storage yard, the site preserves below grade important remnants of its milling and waterpower history, especially wheel pits and raceways.

This property consists of one contributing site.

71. Historic Name: Minneapolis and St. Louis Railroad Wheelhouse
Address: 722 South First Street
Date:1878, constructed

In 1878 the Minneapolis and St. Louis Railroad built a wooden trestle over the Minneapolis Mill Company Power Canal to give the district's flour mills direct access to rail transportation. Since locomotives were too heavy for the trestle, they were not allowed beyond the earthen grade that ended just east of the Galaxy Flour Mill (see No. 70). The train cars were moved along the trestle by a cable powered by a water turbine located in a small, frame wheelhouse on the river (north) side of the Power Canal (see No. 53), about 50 feet east of the Galaxy Flour Mill (see No. 70). Reconstructed several times, the wheelhouse apparently survived until about 1960, although the trestle itself was removed completely in 1936. Currently serving as a gravel storage yard, the wheelhouse site preserves below grade its wheel pit and raceways.

This property consists of one contributing site.

72. Historic Name: Anchor Flour Mill
Address: 606-608 South Second Street
Date: 1874, constructed

In 1874 W.W. Eastman, Paris Gibson, and G.H. Eastman built the six-story, limestone Anchor Flour Mill on South Second Street, a block south of the district's main Power Canal. The mill was powered by a line shaft connected to a turbine under the North Star Woolen Mill (see No. 14). The turbine

discharged its flow through a tailrace that tunneled beneath the canal to the river. Ceasing production in 1928, the mill was demolished in 1937 to make way for a new warehouse serving the North Star Woolen Mill. This warehouse still stands, covering important remnants of the site's flour milling history.

This property consists of one contributing site.

73. Historic Name: Washburn "C" Flour Mill Complex
Address: 614-620 Second Avenue South
Date: 1878, constructed

Completed shortly after the Washburn "A" Mill explosion of 1878, the Washburn "C" Mill had originally been planned as a west addition to the adjoining Washburn "B" Mill (see No. 74). But after the explosion, Washburn, Crosby and Company decided to build it as a larger, separate factory. Fronting South Second Street, the limestone mill stood six stories high, measuring 105 feet by 140 feet, with a 60,000-bushel elevator on its north facade. It originally functioned as an experimental mill to test new flouring processes. In 1885, a boilerhouse was added to the east wall of the mill's elevator in order to provide auxiliary steam power for the complex. The mill's water turbines drew waterpower from a headrace shared with the Washburn "B" Mill. The turbines discharged the spent flow through a tailrace, also shared with the adjoining mill, that tunnelled beneath the main Power Canal (see No. 53) to the river. The "C" Mill Complex was demolished in 1960. Currently a bituminous-surfaced parking lot, the site preserves below grade important remnants of its milling and waterpower history, especially wheel pits and raceways.

This property consists of one contributing site.

74. Historic Name: Washburn "B" Flour Mill
Address: 622-626 South Second Street
Date: 1866, constructed

Measuring 66 feet by 100 feet, the four-story limestone Washburn "B" Mill was, at the time of its completion in 1866, the largest flour mill west of Buffalo, New York. The building was built by C. C. Washburn, who later organized the prominent milling firm of Washburn Crosby and Company. Fronting South Second Street at the corner of Seventh Avenue South, the mill stood a block south of the district's main Power Canal (see No. 53). Its turbines drew waterpower from the canal from a headrace that entered the mill's northwest corner. The spent flow was returned to the river by a tailrace, shared with the adjoining

Washburn "C" Mill Complex (see No. 73), that tunnelled under the Power Canal. The Washburn "B" Mill was demolished in 1931. Currently a bituminous-surfaced parking lot, the site preserves below grade important remnants of its milling and waterpower history, especially wheel pits and raceways.

This property consists of one contributing site.

75. Historic Name: Palisade Flour Mill
Address: 101 Eighth Avenue South
Date: 1872, constructed

Built by Leonard Day and Company in 1872, the Palisade Flour Mill marked the downstream limit of industrial waterpower use in the west side milling district. Located on the river (north) side of the Power Canal (see 53) at the foot of Eighth Avenue South, the four-story limestone mill measured 60 feet by 80 feet. During the 1880s, the building more than doubled in size, receiving two additional stories, as well as a stone enginehouse and a brick boiler room on the east. Pillsbury-Washburn Company took over management of the Palisade Mill in 1889, and it became part of Pillsbury Company in 1924. In 1932, the building's top four stories were demolished. At the same time, the boiler and enginehouse additions were leveled. For more than two decades, the site has served as a gravel storage yard. In 1985, archaeological testing by the Minnesota Historical Society located a ten-foot-long section of the mill's west foundation wall approximately 40 inches below grade. Additional remnants of the site's milling and waterpower history also survive, especially in the form of wheel pits and raceways.

This property consists of one contributing site.

76. Historic Name: Eastman Tunnel
Location: Downstream end of Nicollet Island to the northeast shore of Hennepin Island
Date: 1868, constructed

In 1868, a business venture organized by Minneapolis entrepreneur W. W. Eastman began excavating a tunnel beneath the Falls of St. Anthony, running upstream from Hennepin Island to Nicollet Island. The tunnel was intended to serve as a tailrace for millsites on Nicollet Island. If the scheme had succeeded, the falls area would have gained a new milling district. Unfortunately, those who designed the project did not fully understand the geology of the river bed and therefore miscalculated the stability of the

tunnel. In October 1869, as the excavation neared completion, the roof of the tunnel collapsed at its most upstream point, just below Nicollet Island. As the river poured into the tunnel, it began to undermine the falls, jeopardizing the area's milling industry. After local efforts failed to seal the tunnel, Congress requested the Corps of Engineers to provide a remedy. The Corps' solution was to build a concrete dike (see No. 3) above the falls, extending beneath the river bed for the full width of the river. The project began in July 1874, with the sinking of a 30-foot vertical shaft on Hennepin Island into the ill-fated Eastman Tunnel, which was sealed with concrete. Portions of the tunnel survive, but their condition is undetermined. Archaeological investigation of the tunnel remains may lead to a fuller understanding of the tunnel's failure and the nature of tailrace engineering at the falls.

This property consists of one contributing site.

77. Historic Name: Second East Side Platform Sawmills
Location: East channel between foot of Second Avenue Southeast and foot of Third Avenue Southeast
Date: 1871-1875, constructed; 1887, burned and reconstructed

During the construction of the St. Anthony Falls Dam in 1856-1858 (see No. 1), the St. Anthony Falls Water Power Company placed a sawmill platform on the dam's timber-crib east wing, which connected the upstream tip of Hennepin Island to the shore. After the platform burned in 1870, the company removed the debris and built a new wing dam and sawmill platform about two blocks downstream at the foot of Southeast Second Avenue. Between 1871 and 1875, the platform was equipped with five sawmills that drew waterpower directly from the east side mill pond and discharged the spent flow about 200 yards downstream on Hennepin Island, using tailrace tunnels excavated in the river's bedrock. In 1887, the second platform also burned, and only one mill, the second from the west end, was rebuilt. In 1894, the east half of the platform became the site of a hydroelectric plant (see No. 39), and a decade later, the last remaining sawmill closed down. Although the platform superstructure has been demolished, the tailrace system remains, representing one of the district's few sawmilling-related resources.

This property consists of one contributing site.

78. Historic Name: Pillsbury "A" Mill Steam Plant
Location: Hennepin Island, just east of access road to St. Anthony Falls Hydraulic Laboratory
Date: 1903, constructed

In 1903, the Pillsbury-Washburn Flour Mills Company supplemented the waterpower of the Pillsbury "A" Mill (see No. 29) by building a steam plant across from the mill on Hennepin Island, below the foot of Third Avenue Southeast. Measuring approximately 35 feet by 115 feet, the brick building was one and one-half stories with a 150-foot-high brick chimney at the northwest corner. The building was demolished in the late 1960s. Currently brush-covered municipal park land, the site contains a one-story brick remnant of the building's west wall. The property may contain additional archaeological remains, which, by virtue of their dimension, construction, and surviving equipment, may contribute to an understanding of the "A" Mill's early twentieth-century power technology.

This property contains one contributing site.

79. Historic Name: St. Anthony Falls Water Power Company Tailrace/Chute's Tunnel
Location: Under Southeast Main Street, from about Third Avenue Southeast to Fifth Avenue Southeast to just above Fifth Avenue Southeast
Dates: 1864, 1874, constructed

In 1864, the St. Anthony Falls Water Power Company took its first step toward improving the east side waterpower with a water-distribution system similar to that built on the west side of the river almost a decade before. The company's plans included a power canal along Southeast Main Street to supply millsites with water, and a tailrace tunnel, constructed at a lower level beneath the street, to return the spent flow to the river. Work began first on the tailrace tunnel. Since the project was supervised by the company's manager Richard Chute, the tailrace was commonly known as "Chute's Tunnel." Digging northward from the base of the river bluff near the foot of Fifth Avenue Southeast, the excavation proceeded for a distance of about 250 feet, and then turned westward under Main Street, at a depth of about 50 feet. After progressing about 450 feet under Main Street, however, the work crews encountered a large subterranean cave, near the present site of the Pillsbury South "A" Mill Addition (see No. 29). This unexpected obstacle caused abandonment of the project. In 1874, the company returned to the excavation and carried the tunnel westward to the site of the Phoenix Flour Mill (see No.

80), then under construction at the corner of Main Street and Third Avenue Southeast. At the same time, the company sealed off "Chute's Cave" with a concrete bulkhead and provided the upper tunnel with a new outlet to the river, thereby creating a tailrace for the Phoenix Mill. The tailrace tunnel remained in use until the mill's demolition in 1956. According to records of the Minneapolis Department of Public Works, portions of the upper and lower tailrace tunnel survive, although the tunnel outlets are no longer visible from the river.

This property consists of one contributing site.

80. Historic Name: Phoenix Flour Mill/Pillsbury Rye Mill
Address: 101-103 Third Avenue Southeast
Date: 1875, constructed

In 1875 Stamwitz and Schober built the four-story, limestone Phoenix Flour Mill on the northwest corner of the intersection of Main Street and Third Avenue Southeast. Using a short headrace to draw waterpower from the east side mill pond, the Phoenix discharged its flow through a tailrace tunnel exiting at the base of the river bluff (see No. 79). After the St. Anthony Falls Water Power Company Canal (see No. 53) was completed in 1881, the Phoenix relied on this structure for its waterpower. Soon afterward, its tailrace tunnel was connected to the tailrace of the Pillsbury "A" Mill, located immediately to the east (see No. 29). The Phoenix Mill itself was eventually incorporated into the Pillsbury empire, and it finished its days as the "Pillsbury Rye Mill." After the superstructure of the Phoenix Mill was demolished in 1956, the site became a bituminous-surfaced parking lot, thereby preserving the mill's subterranean waterpower features.

This property consists of one contributing site.

8. Statement of Significance

Certifying official has considered the significance of this property: nationally, statewide, locally

Applicable National Register Criteria: A,C,D

Areas of Significance: Engineering/Industry

Architect/Builder: various

Period of Significance: 1858-1941

SUMMARY OF SIGNIFICANCE

By virtue of its engineering and industrialization, the St. Anthony Falls Waterpower Area was the apotheosis of nineteenth-century, American, direct-drive waterpower development. Beginning in 1858 with the completion of the Falls of St. Anthony Dam, the developers of the falls adapted a waterpower distribution system first implemented three decades before at Lowell, Massachusetts. By the end of the century, they had created the country's greatest waterpower industrial district, which was also the country's leading flour milling center from 1880 to 1930. Within the context of American waterpower development, the St. Anthony Falls Waterpower Area is nationally significant under Criteria A and C in the areas of engineering and industry, and under Criterion D for the research potential of its historic archaeological sites associated with waterpower and milling. Additionally, within the context of Minnesota agricultural development, the area possesses statewide significance under Criteria A and C in the area of industry, for its role in stimulating Minnesota wheat production during the late nineteenth and early twentieth centuries.

DISCUSSION OF SIGNIFICANCE

The Falls of St. Anthony is the only major waterfall on the Mississippi River. Named by the Belgian missionary Father Louis Hennepin in 1680, the cataract provided map makers for the next two centuries with one of their few authenticated landmarks of the North American interior. Although the waterfall's cartographic fame attracted explorers, it was the area's waterpower potential that led to its initial development. The east side of the falls was the first parcel in the region to leave the public domain. It

was pre-empted by the backwoods entrepreneur Franklin Steele in 1838, shortly after the federal government extinguished Indian title by means of purchase. At the time, Steele was sutler at Fort Snelling, an Army post about 10 miles downriver. The fort's commandant, Major Joseph Plympton, had planned to claim the waterpower of the falls for himself. Expecting to be the first notified of the Senate's ratification of the land-purchase treaties, Plympton fully intended to be the first to act on the information. Steele, however, managed to intercept the communication. Dashing to the falls, he staked out his own claim only hours before the Major's minions arrived on the scene. When the government opened its first land office in Minnesota in 1848, Steele entered his claim for about one-half mile of east-side shoreland, thereby acquiring riparian title to half the waterpower at the Falls of St. Anthony.[1]

The other half of the cataract's waterpower belonged to the owners of the west-side shoreland. This territory first came under federal control in 1819, as part of the Fort Snelling Military Reservation. In the early 1820s, the Army provided the Fort Snelling garrison with lumber and flour by constructing a sawmill and gristmill on the west bank of the falls, near the foot of present-day Portland Avenue. Both mills operated on waterpower "taken out at the table rock [of the falls] and conducted to the Mills by a [timber] race placed on the right bank of the river." Although the Army rarely used the mills after the 1820s, they remained in place at the falls, serving as tangible evidence of the area's industrial potential, which, when realized, would eventually lead to the thorough demolition of both buildings.[2]

While Steele was embarking on the development of the east bank, a variety of entrepreneurs and speculators were attempting to pry the west bank from government hands. In 1849, the coveted prize went to Robert Smith, a Congressman from Alton, Illinois who persuaded the War Department to grant him a five-year lease of the Army's millsite. Portraying himself as a humble, westward-bound settler, Smith declared his intention of moving to Minnesota, where he and his family would "fix up the old grist mill to grind corn and other grain, there being no grist mill now in that region of the country." Although the Smith family never relocated, the congressman did refit the government sawmill to grind grain, putting himself in position to buy the parcel outright in 1853, shortly after the west bank was placed in the public domain.[3]

By 1856, both Smith and Steele had formed joint-stock corporations to develop the waterpower of their respective shorelands. The west-side group called itself the Minneapolis Mill Company, after the town that had just been founded on that bank of the river. The eastsiders became the St. Anthony Falls Water Power Company. During 1856-1858, the two companies cooperated in building the

Falls of St. Anthony Dam, a rock-filled, timber-crib structure that guided the river into mill ponds along either shore. The Falls of St. Anthony Dam did not initiate commercial waterpower use at the falls -- Steele had built a crude short-lived, timber dam and sawmill installation on the east side in 1848, and Smith had rehabilitated the government millsite on the west side in the early 1850s. But the Falls of St. Anthony Dam did establish the basic headworks engineering utilized by virtually all subsequent waterpower development. Despite modifications in materials and design during the nineteenth century, the dam still retains its original V-shaped configuration. Since the dam marked the beginning of the waterpower's systematic exploitation, and since it is the oldest standing feature of the waterpower system, its completion date of 1858 inaugurates the period of significance for the St. Anthony Falls Waterpower Historic District.[4]

The construction of the Falls of St. Anthony Dam proved to be the only collaborative venture between the two waterpower companies, which pursued different policies and reaped different rewards. Well capitalized and ably managed, the Minneapolis Mill Company adopted a general plan for waterpower development that had been first successfully implemented at Lowell, Massachusetts during the 1820s. Under the "Lowell model," manufacturers purchased millsites and leased waterpower from the development company, which was responsible for building and maintaining the waterpower distribution system, typically consisting of a dam, gate house, and power canal. On their part, manufacturers were responsible for building their own mills, including the headrace, which drew water from the power canal, and the tailrace, which returned the spent flow to the river. For the design of its waterpower distribution system, the Minneapolis Mill Company in 1857 turned to engineer Charles H. Bigelow, a West Point graduate who, during the previous decade, had supervised the construction of the Lowell-inspired power network at Lawrence, Massachusetts.[5]

Bigelow's plan for the West Side Milling District differed in one very important respect from the Lowell model. At Lowell, and the other Eastern milling centers it inspired, the millsites lined a strip of land -- in reality an artificial island -- bounded on one side by the power canal and the other side by the river. In the West Side Milling District, however, Bigelow located millsites on <u>both</u> sides of the power canal. This was made possible by the area's peculiar bedrock formation, consisting of a hard, thin limestone layer surmounting a deep, soft sandstone layer. Since the sandstone was easily excavated by pick and shovel, it was economically feasible to dig tailrace tunnels beneath the power canal to the river, thereby opening up millsites on the inland side of the canal. The nineteenth-century hydraulic engineer James P. Frizell described the situation in these terms:

> The geological formation here [at the Falls of St. Anthony] is St. Peter sandstone, capped by Trenton limestone . . . 12 to 14 feet thick at the brink of the falls, diminishing upstream . . . .The St. Peter sandstone, commonly called sand rock, is rock only in the geological sense. It exhibits some stratification, and some strata are harder than others. It is nowhere so soft that it will not stand vertically, except when saturated with water, and nowhere so hard that it cannot be worked with the pick . . . . The sandstone formation extends to a depth of 140 or 150 feet below the bottom of the limestone, where rock is encountered of the hardness of granite. This formation has been of great advantage in the development of water power, on account of the facility with which races are executed in it for discharging the water after passing the wheels. In ordinary situations, the mills must be placed between the canal of supply and the river or canal of discharge. Here their location is limited by no such restriction, those which are placed outside of the canal of supply carrying their tunnels under the same to reach the river.[6]

In 1857, the Minneapolis Mill Company began work on a 215-foot-long power canal averaging about 14 feet deep and 50 feet wide. In the mid-1860s, the canal was extended to 600 feet, and in the mid-1880s, to 950 feet.[7] Harnessing the vast flow of the Mississippi River under an effective head of about 35 feet, this waterpower distribution system turned a six-block riverfront strip into the country's most densely industrialized, direct-drive waterpower district. As engineer Frizell remarked in 1883, "There is, probably, no example in existence of so large an amount of power derived from so short a canal."[8] This observation has been confirmed by historian-of-technology Louis C. Hunter, who has called the Falls of St. Anthony the "apotheosis" of nineteenth-century American waterpower:

> The Falls of Saint Anthony . . . was the last and greatest of the major waterpowers brought under development in the United States. . . . Here a year-round average of some 25,000 tons of water a minute fell some seventy feet within a distance of a mile, representing a gross capacity estimated at 120,000 horsepower. This potential was greater than that of the three major waterpowers on the lower Merrimack [in New England] combined. By 1880 the round-the-clock industrial use of this power was equivalent to 20,000 horsepower on a daytime basis; within twenty-five years 40,000 horsepower were in use . . . [creating] the largest industrial center based on waterpower.[9]

As Hunter also notes, the power output at the Falls of St. Anthony was eventually eclipsed by the hydroelectric development at Niagara Falls, which came on line in the 1890s. This event, however, was itself a form of tribute to the earlier Minneapolis waterpower district. Niagara achieved the first rank only by adopting the "inland" tailrace system pioneered at the Falls of St. Anthony.[10]

In addition to the millsites opened by the power canal, the Minneapolis Mill Company converted a portion of its dam into a "sawmill row," which drew waterpower directly from the millpond. Although the sawmills recorded impressive production statistics into the mid-1870s, the mill company became so disturbed by their inefficient use of water that it eventually bought out their leases and eliminated the entire operation by the 1890s. By that time, flour millers had appropriated almost every site on the power canal, displacing earlier attempts at machinery, textile, and paper manufacturing that had once given the district an industrially diversified flavor. The notable exception to flour milling was the North Star Woolen Mill (109 Portland Avenue), which, in the mid-1860s, had been among the first manufactories to set up shop on the inland side of the canal. Establishing a national reputation for fine woolen blankets, the North Star remained in operation until the 1940s.[11]

The expansion of flour milling at the falls resulted from certain technological innovations, which, during the 1870s, made Minneapolis flour the most profitable in the industry. During the 1850s and 1860s, Minneapolis millers had relied on standard flouring techniques developed by milling centers in the East. According to these practices, millstones were set close together and run at high speeds in order to produce as much meal as possible from a single grinding of wheat. The meal was then sifted, or "bolted," through cloth to remove impurities. Although "low grinding" made an acceptable flour from winter wheat, the staple cereal of Eastern mills, it did not produce favorable results from spring wheat, grown in Minnesota and the Dakotas.[12]

The problems were twofold. First, spring wheat had a more brittle husk, or bran, than winter wheat. In winter wheat, the bran separated under the millstones into large flakes easily removed by bolting apparatus. In spring wheat, however, the bran shattered into fine particles that discolored the flour. The second problem involved gluten, a wheat substance that gives dough its elasticity. Although spring wheat had a much higher gluten content than winter wheat, it glutinous layer was almost much harder -- too hard, in fact, to be reduced in a single grinding. Instead of pulverizing spring-wheat gluten, low grinding methods merely granulated it into "middlings," which were

eventually sifted out of the flour. Discolored by bran and lacking in gluten, Minneapolis spring-wheat flour was no match on the market for the whiter product made from winter wheat.

To improve the quality of their flour, Minneapolis millers began experimenting in the late 1860s with a "New Process" that seemed better suited to spring wheat. The most important elements of the New Process were "high grinding" and the "middlings purifier." As milling historian Robert M. Frame explains:

> In simplified form here is how the New Process and middlings purifier worked. The wheat kernel passed through millstones set just high enough to break it up, cracking the hard center and separating the bran. This meal was fed into the purifier on a vibrating sieve. Air blasts and suction removed the light bran; larger and heavier impurities remained on the sieve, and the now-purified, white middlings passed through. These would be put back through the millstones and reduced to flour.[13]

At a single stroke, the New Process solved the problems of flour discoloration and gluten deficiency. In fact, Minneapolis flour was now so strong in gluten that it produced over 12 percent more bread per barrel than the best winter-wheat flour. As the demand for New Process flour soared, the west side blossomed with flour mills. Between 1870 and 1880, sixteen new flouring plants were established, including the First Washburn "A" Mill, the country's largest flour factory at the time of its completion in 1874. Not even catastrophe slowed the pace of construction. When a huge flour-dust explosion in the Washburn "A" Mill completely leveled the building and destroyed five adjacent mills, all six were rebuilt and operating within two years. If anything, the Great Mill Disaster stimulated the district's development, encouraging even those property owners who had survived the explosion unscathed to build new flour mills, or remodel their old ones, along the most modern lines. All four flour mills still standing in the west side district originated during this reconstruction period. They are the new Washburn "A" Mill (701-709 South First Street), the Crown Roller Mill (105 Fifth Avenue South), the Standard Mill (150 Portland Avenue), and the Humboldt Mill (710-714 South Second Street). The new Washburn "A" (twice the size of its predecessor) and the Crown were the two largest mills ever built on the west side.

From 1880 to 1930, the west side mills helped establish Minneapolis as the nation's leading flouring center. This was a period of tremendous consolidation in the flour industry. In 1876, 17 firms had operated 20 mills in Minneapolis; in 1890, four large corporations controlled 87 percent of the city's milling capacity. By the early 1900s, three corporations managed 97

percent of the total flour production. Based in Minneapolis, this "flour trust" consisted of Washburn-Crosby Company (later General Mills, Inc.), Pillsbury-Washburn Flour Mills Company (later Pillsbury Flour Mills Company), and Northwestern Consolidated Milling Company (later Standard Milling Company). Similar centripetal forces were also at work in milling technology and architecture. The years between 1880 and 1930 were essentially a period of intensive technological refinement. Flour quality was improved by subjecting middlings to an increased number of grindings, and the New Process was accordingly renamed the "gradual reduction process," substituting steel rollers for millstones.

Instead of attempting to expand production through new mill construction as in the 1870s, the west side millers now turned their attention to improved utilization of existing plants. Mill interiors became dense jungles of machinery, while exteriors were gradually surrounded by auxiliary structures, such as enginehouses, boiler rooms, warehouses, packing facilities, and train sheds. The number of operating mills in the district stabilized at about two dozen. New mill construction was limited to the replacement of fire-damaged buildings. Railroad facilities and grain elevators were probably the most impressive structures built on the west side during this period, such as the monumental 23-span Stone Arch Bridge (1883); the one-million-bushel Northwestern Consolidated Milling Company Elevator "A" (1908; 155 Fifth Avenue South) -- the largest brick elevator ever built -- and the two-million-bushel, reinforced-concrete Washburn-Crosby Company Elevator No. 2 (1916; 102-128 Tenth Avenue South), which was later doubled in capacity.

After a half century of supremacy, the Minneapolis flouring industry finally gave ground, a victim of antiquated mill construction, changing regional wheat quality, increased freight rates, and unfavorable tariff policies. To insure their continued survival, the great west-side flour companies shifted their operations from Minneapolis to newer milling complexes in Chicago, Kansas City, and Buffalo. After Minneapolis ceded first place in flour production to Buffalo in 1930, drastic changes visited the west side district. In 1931 alone, at least 8 flour mills were torn down. Although no longer profitable for flour milling, several of the abandoned millsites were of interest to Northern States Power Company, which converted them into a make-shift generating facility known as the Consolidated Hydroelectric Plant. As was true for the giant Washburn "A" Mill, the Consolidated Hydro Plant remained an active waterpower facility until about 1960, when the construction of the Upper Lock finally shut off the river from the power canal, effectively bringing the district's waterpower era to a close. Although the west side district experienced another wave of demolition during the 1960s, it generally was spared incompatible new construction. Most of the demolished and

abandoned millsites were simply covered with asphalt or gravel, preserving archaeological remains for future excavation and interpretation.

Geologically speaking, the East Side Milling District had the same advantages for waterpower development as the West Side Milling District, yet its industrialization was less intensive. Unlike its counterpart on the west side, the St. Anthony Falls Water Power Company never developed a coherent management plan. Insufficiently capitalized from the very beginning, the company was further plagued by ill-informed absentee owners and internecine lawsuits. Whereas the Minneapolis Mill Company immediately improved its district with a waterpower distribution system, the east side company failed to complete a similar project for a quarter of a century. Most millsites were located either on the dam, comprising an east-side sawmill row, or immediately below the dam on Hennepin Island, where approximately one-half dozen factories turned out wood products, paper, and flour. The Hennepin Island millers drew waterpower directly from the millpond, or relied on power shafts and cables from those who did.

In 1880, the St. Anthony Falls Water Power Company came under the control of St. Paul railroad magnate James J. Hill, the first owner in the company's history with the inclination and resources to develop an efficient waterpower distribution system for the east-side property. The following year, the company completed an arched limestone power canal extending approximately 450 feet along (and under) Main Street. Designed primarily as a waterpower conduit for the Pillsbury "A" Mill (301 Main Street), which was then under construction, the canal also served the smaller Phoenix Flour Mill (1875; 101-103 Third Avenue South), now demolished, but originally situated just upstream from the Pillsbury "A" on the canal's inland side. With almost twice the capacity of the new Washburn "A" Mill, the Pillsbury "A" Mill soon boasted daily production runs of 5,000 barrels, equaling roughly one-third the maximum flour output of the entire west side milling district. Over the next forty years, the Pillsbury "A" Mill Complex became a milling district in itself, covering two square blocks and achieving a daily output of 17,000 barrels, which, as one helpful journalist explained, might best be visualized as a line of 25-pound flour sacks 56 miles long.

Although the East Side Milling District received a setback when fire destroyed sawmill row in 1887, the surplus waterpower was eventually taken over by the city's emerging hydroelectric industry, which built Main Street Station (206 Main Street) on the site of sawmill row in 1894, and completed another generating plant on Hennepin Island in 1908. Rebuilt after a fire in 1911, Main Street Station is of particular significance because it still retains its 1894 horizontal water turbines, which represent a rare survival of nineteenth-

century, hydroelectric technology. In the Hennepin Island Hydroelectric Plant, the east side also contains the historic district's only industrial waterpower still in operation. The Pillsbury "A" Mill itself went off waterpower in the mid-1950s, when the milling operation switched completely to electric power from the municipal grid. At that time, the intake to the east-side power canal was sealed off from the river by a concrete bulkhead. Since the canal was a structurally-sound subterranean structure, its abandonment did not present any special public liabilities; it remains intact, escaping the backfilled fate of the west-side power canal.

As defined in this nomination, the St. Anthony Falls Waterpower Area as part of the St. Anthony Falls Historic District possesses national significance within the general context of waterpower development for its engineering achievement of harnessing the Mississippi River by means of an innovative waterpower distribution system. Within this context, the area is significant under National Register Criterion A, for its historical role in adapting "Lowell-type" waterpower technology to the Midwest and for serving as a model for the subsequent, world-famous hydroelectric development at Niagara Falls. The area is also significant under Criterion C, because it comprises a technological system, which, although containing components lacking in individual distinction, is nevertheless a distinguished and distinguishable entity that was once the nation's largest industrial waterpower.

In addition, the St. Anthony Falls Waterpower Area possesses statewide significance, in the area of industry, under the general context, "Minnesota Agricultural Development and Railroad Construction, 1870s-1920s."[14] As historian Henrietta M. Larson has documented in The Wheat Market and the Farmer in Minnesota, 1858-1900, the waterpowered flour mills at the Falls of St. Anthony were the single largest market for Minnesota spring wheat. The rise of Minneapolis as the nation's largest flour milling center during the 1880s called into being the vast wheat fields of northwestern Minnesota. Between 1875 and 1885, Minneapolis wheat receipts and flour production increased six-fold, and Minnesota wheat farmers almost doubled their acreage, turning the previously undeveloped northwestern counties into the state's bread basket. "A home market had thus been secured for Minnesota's wheat."[15] Within this context, the area is significant under Criterion A, for its historical role in stimulating Minnesota agricultural settlement and wheat production. The area is also significant under Criterion C, because its flour-associated properties include components, which, although occasionally lacking in individual distinction, nevertheless represent as a group a distinguished and distinguishable entity that was once the nation's largest flour milling district.[16]

ARCHAEOLOGICAL STATEMENT

The St. Anthony Falls Waterpower Area's 32 historic archaeological sites strongly contribute to its overall significance. Almost all the sites were once direct-drive waterpower installations, well documented in terms of location and general function. In their most basic design, these waterpower properties consisted of two distinct structural elements: a superstructure and a substructure. Usually constructed of brick or stone, and generally at least two stories in height, the superstructure contained machinery devoted to a specific production system, such as flour milling, sawmilling, paper making, or woolen manufacturing. The substructure was always built of masonry, extending below grade 30 to 40 feet. Incorporating such specialized features as headraces, wheel pits, and tailraces, the substructure contained hydraulic machinery that converted the kinetic energy of falling water into mechanical energy for powering the manufacturing operation in the building's superstructure. Although the superstructures have been demolished, these former millsites probably preserve a good deal of their original substructures. Since the area's significance principally derives from its waterpower engineering, any archaeological information concerning the design and operation of these abandoned substructures will contribute to an understanding of the district's significance.

Although there are many valid areas of research concerning the area's historic archaeological sites, three fundamental questions should be addressed. First, were there changes over time in the waterpower engineering that would permit a meaningful seriation of its technology? For example, were the hydraulics of the smaller, pre-New Process flour mills of the 1860s inherently different from those of the mammoth all-roller mills of the 1880s? Second, are there differences in engineering that can be attributed to differences in original industrial application? For example, was the waterpower engineered differently for textile mills and flour mills in the area? And if so, was there any corresponding change in substructure when, as occasionally happened, one type of mill was converted into the other? Third, are there differences in engineering that can be attributed to specific engineers, builders, and craftsman? These various questions might be answered through a research program that combined excavation and recording of the sites with intensive documentary investigation concerning their construction, modification, and utilization.[17]

In addition to elucidating the area's hydraulic engineering, archaeological investigation also holds the potential of providing information on the district's workers -- a topic that has been completely overlooked by all previous historical inquiry. By analyzing artifact distribution patterns in

the light of city-directory and census data, it might be possible to identify significant demographic and ethnic patterns in the district's labor force. For example, differential artifact recovery at various sites might indicate differential employment relating to age, gender, and ethnicity, which in turn might be correlated with the nature of the industrial activity, the given historical period, or the documented biases of specific mill owners.

Notes

1. Lucile M. Kane, The Falls of St. Anthony: The Waterfall that Built Minneapolis (St. Paul: Minnesota Historical Society, 1987), pp. 1-18

2. The quoted passage is from Colonel Josiah Snelling's 1824 description of the mills, as cited by Kane, p.9. The two government mills were demolished in 1879 to make way for the construction of the Northwestern Flour Mill, which apparently removed all traces of the earlier buildings; see Scott Anfinson, Archaeological Potentials on the West Side of the Central Minneapolis Waterfront (Minnesota Historical Society, 1984), p.115.

3. Smith is quoted in Kane, p. 32.

4. On the construction and later remodelings of the Falls of St. Anthony Dam, see Kane, p.43, 149; Herbert W.E. Meyer, Builders of Northern States Power Company (Northern States Power Company, 1957), pp.89-90; Merlin H. Berg, "Abstract of Available Historical Data on St. Anthony Falls," unpublished, 1939, in St. Paul District Corps of Engineers Library; "Valuation Report St. Anthony Falls Water Power Company and Minneapolis Mill Company," unpublished report prepared by Byllesby Engineering and Management Corporation, 1923, in Northern States Power Company Archives.

5. On Bigelow's professional training and work at Lawrence, see Duncan Erroll Hay, "Building 'The New City on the Merrimack': The Essex Company and Its Role in the Creation of Lawrence, Massachusetts," University of Delaware PhD Dissertation, 1986, pp.72-115. Bigelow's hiring by Minneapolis Mill Company is noted by Kane, p.53; unfortunately, Bigelow's papers in the Merrimack Valley Textile Museum (North Andover, MA) do not discuss the Falls of St. Anthony project. On the "Lowell model" see Louis C. Hunter, A History of Industrial Power in the United States. Volume One: Waterpower in the Century of the Steam Engine

(Charlottesville, Virginia: University of Virginia for the Eleutherian Mills-Hagley Foundation, 1979), pp. 205-233.

6. Joseph P. Frizell, "The Water-Power of the Falls of St. Anthony," American Society of Civil Engineers Transactions 12 (1883):415-416.

7. Kane, pp.53-54, 119, 219(fn.19).

8. Frizell, p.416

9. Hunter, pp. 233-234.

10. On the Falls of St. Anthony as a precedent for Niagara, see J.T. Fanning, "Progress in Hydraulic Power Development," Engineering Record 47 (January 3,1903), p. 25.

11. Kane, pp. 107-133. All physical remains associated with sawmill row were eliminated by the construction of the Upper Lock in the early 1960s.

12. Unless otherwise noted, the following sections on milling architecture and technology are adapted from a narrative written by Jeffrey A. Hess for St. Anthony Falls Rediscovered. Hess is the author of the present "Significance Statement" for the St. Anthony Falls Waterpower Area.

13. Robert M. Frame, Millers to the World (St. Paul: Minnesota Historical Society, 1977), p. 51.

14. This context is briefly defined in Historic Context Outlines: The Post-Contact Period Contexts (State Historic Preservation Office, Minnesota Historical Society, 1985), pp. 10-11.

15. Henrietta M. Larson, The Wheat Market and the Farmer in Minnesota, 1858-1900, in Columbia University Studies in History, Economics, and Public Law, Vol. 122, No.2 (1926), p. 137; for statistics on flour production and wheat acreage, see pp. 127, 120.

16. Although sawmilling at the falls had a similarly pronounced influence on the state's lumbering industry, the additional information provided in this document does not evaluate the St. Anthony Falls Historic District within a statewide lumbering context because there are almost no sawmilling properties surviving within the boundaries of the St. Anthony Falls Waterpower Area.

17. A particularly valuable resource for documenting these sites is the Northwestern Miller, a flour-milling trade journal published in Minneapolis form 1879 to 1973. In its "local news" section, the Miller compiled a detailed chronicle of the East Side and West Side Milling Districts.

9. Major Bibliographic References

Previous documentation on file:

Previously listed in National Register

Designated a National Historic Landmark: Pillsbury "A" Mill; Washburn "A" Mill

Recorded by Historic American Buildings Survey: MN-29-5 (Pillsbury "A" Mill); Mn-60 (Washburn "A" Mill)

Recorded by Historic American Engineering Record: MN-12 (Crown Roller Mill); MN-14 (Standard Flour Mill); MN-16 (Northwestern Consolidated Milling Company Elevator "A")

Primary Location of Additional Data: State Historic Preservation Office

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"Valuation Report [of the property of] St. Anthony Falls Water Power Company and Minneapolis Mill Company." 1923. Northern States Power Company Archives.

10. Geographical Data

Verbal Boundary Description:

The boundary of the St. Anthony Falls Waterpower Area is shown as the solid line on the accompanying map entitled "St. Anthony Falls Waterpower Historic Area, 1990"

11. Form Prepared By

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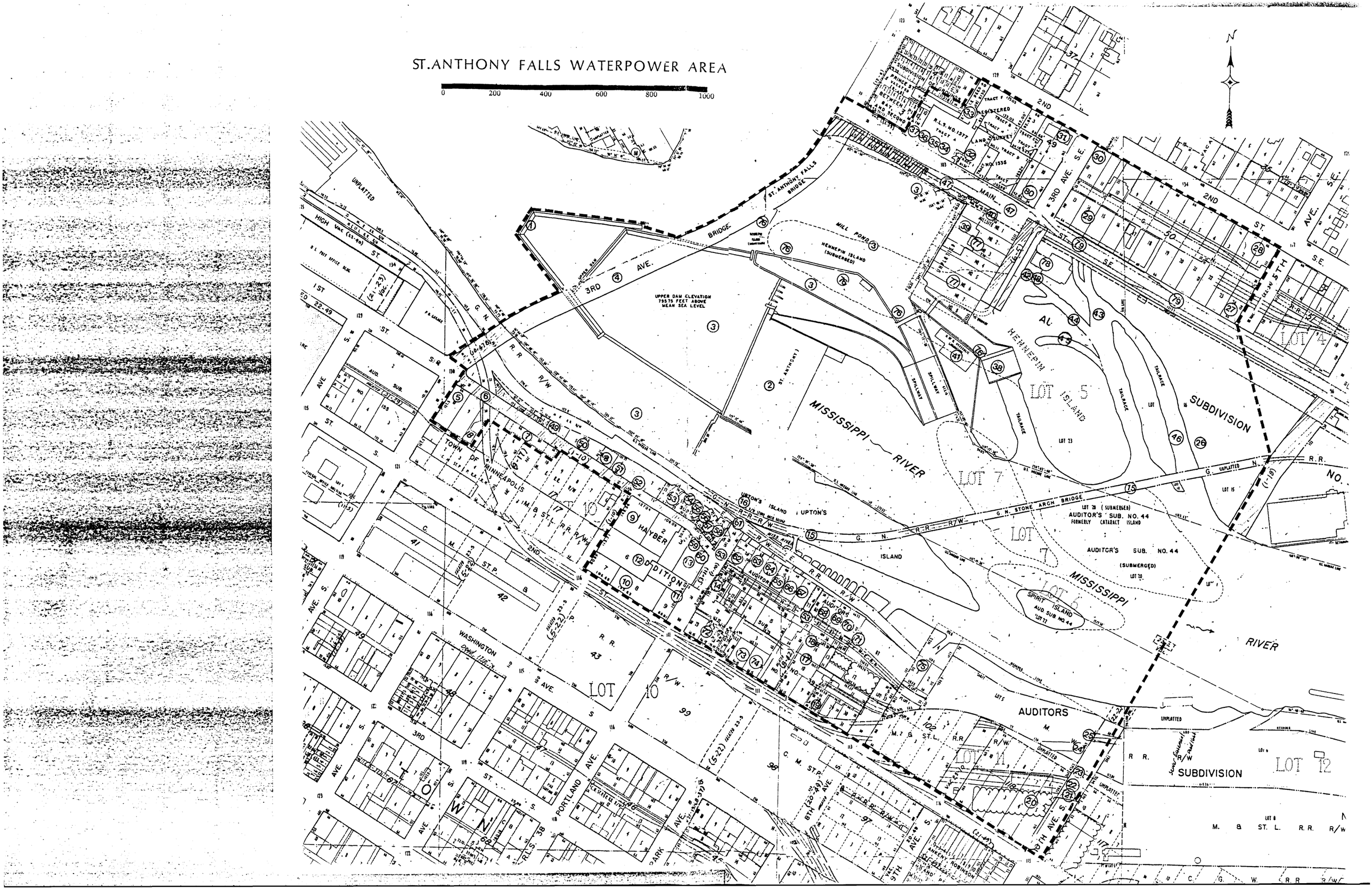
Organization: Hess, Rosie and Company
Street: 710 Grain Exchange Building
City: Minneapolis, Minnesota 55415
Telephone: 612-338-1987
Date: August 1991

ST. ANTHONY FALLS WATERPOWER AREA

0 200 400 600 800 1000



ST. ANTHONY FALLS HISTORIC DISTRICT

-Areas
- 1) St. Anthony Falls Waterpower Area
- 2) Nicollet Island Residential Area

- Individual Buildings
- 3) Ard Godfrey House
- 4) Eastman Townhouses
- 5) Our Lady of Lourdes Church
- 6) Island Sash and Door Factory
- 7) Pillsbury Public Library
- 8) Minneapolis Post Office, Main Station

- Individual Archaeological Sites
- 9) C, SP, M and O RR Roundhouse
- 10) West Side Power Plant
- 11) Pacific Sawmill
- 12) Hennepin Avenue Bridge
- 13) Gateway Residential Area

September 1991

1973 Exclusion

Current Boundary

SCALE 1000' 0 1000' 2000'

1. Name of Property
historic name: St. Anthony Falls Historic District, Pillsbury Public Library

2. Location
street & number: 100 University Avenue S.E.
city/town: Minneapolis
state: Minnesota Code: MN County: Hennepin Code: 053 zip code: 55414

3. Classification
Number of Resources within Property:
1 contributing building

Number of contributing resources previously listed: 1

6. Function or Use
Historic Functions: EDUCATION/library

Current Functions: RECREATION AND CULTURE/art gallery

Architectural Classification:
Neo-Classical Revival

Materials:

foundation:	stone: limestone
walls:	stone: marble
	brick
roof:	rubber membrane

Description:

The Pillsbury Branch Library is a small one-story-plus-raised-basement structure, rectangular in shape, facing north, and located at the southeast corner of University Avenue S. E. and Central Avenue in Southeast Minneapolis on the eastern edge of St. Anthony Falls Historic District.

The library is a small-scale example of what was variously described at the time it was built as "Beaux Arts" or "Renaissance Revival" style. It is perhaps, more appropriate to describe it as Neo-Classical Revival. Despite its high style and formal arrangement of parts, it measures only 56 feet deep by 89 feet long. As in Neo-Classical Revival buildings, it has the arrangement and massing of the style: the dominating ceremonial flight of stairs leading up to a portico; its boxy-ness, and its expanses of blank stone walls, especially on the east and west sides. Whereas most Neo-Classical buildings are Greek-inspired in detailing, however, this building lacks Greek columns, and has instead a trabiated portico of arches and arched windows, which are not part of the Greek vocabulary. The building tends toward the Roman in decorative detail. It is of fireproof construction. Exterior walls are Vermont marble, a relatively soft material. Unfortunately, they were sandblasted around 1975 when the building was converted to use as a doctor's diagnostic laboratory. Consequently, exterior architectural detailing now lacks sharpness and much of its original definition.

Architecturally, the building has richly carved Roman-inspired exterior detailing dominated by the central portico and influenced by the Roman. The front facade has two flanking wings each composed of three round-arched windows set within bays defined by fluted pilasters with Roman Ionic capitals. The raised basement of rusticated limestone stone was begun in 1900 before J. S. Pillsbury's death. The roof, a rubber membrane replacement from 1983, is hidden behind an enveloping marble balustrade. At the central portico, the parapet is raised and paneled and divided into three parts which correspond to the three part

round-arched loggia entrance. This parapet has flanking marble cartouches with an ornate "P" on the east and "L" on the west signifying Pillsbury Library. Three panels in the parapet were the location of the original "Pillsbury," "Public," and "Library" with the Roman "v" for the "u." This lettering was removed and replaced by "Pillsbury Library Building," and then "Doctor's Diagnostic Laboratories" after its sale in 1973.

Flanking the cartouches and between the three panels on the parapet were originally placed six marble statues by Minneapolis sculptor, A. A. Gewont. The statues were Greek-inspired in design and placement. The original building design included nine marble figures, three female and six male. There was to be a large central figure eight feet high representing "Wisdom" flanked by two six feet tall figures representing "Art" and "Astronomy." Apparently these three were designed to sit on the parapet of the central portico and may not ever have been installed, since they do not appear in early historic photographs. The other six, modeled from young boys, were placed between and flanking the cartouches over the central loggia entrance and sat atop the cornice. They represented "Literature," "Mechanism," "Music," "Comedy," "Poetry," and "Tragedy." These six were 4 feet 7 inches tall. They were removed from the building and sold by the library board in 1920 for $50.00.

The central loggia is separated into sections by Roman Composite order delicately fluted columns. These columns support a detailed entablature composed of a molded marble fascia, swagged frieze, and cornice with dentilled and ovolo banding and molded cymatium which runs around the front and side facades. Paterae decorate the spaces above the round arches at the front entrance. The wings flanking the entrance each have three sets of round-arched windows which were originally one-over-ones with solid glass in the arches. They now have eight-light storms with plywood infilling the arches, an alteration made sometime before 1973. The front doors are heavy wood and glass and appear to be original.

The sides of the building continue the themes on the front facade: stone raised basement and ornate decorative cornice and balustrade. Wall surfaces are divided into three bays: two windowless bays (typical of the Neo-Classical Revival style, flanking a central bay with three round-arched windows separated by pilasters. The rear or south facade has a slightly projecting central bay with the altered triple windows. The west bay also has a triple set of openings: a door with flanking windows, none original. On the east bay is a 10 foot tall brick addition consisting of a loading dock and area for garbage cans. All round arches

on the lateral and rear sides have also been infilled with plywood and the windows have been altered.

The interior has marble floors and mahogany woodwork. The original library furniture was also mahogany. Inside the front entrance is a Roman-inspired barrel-vaulted hall with a coffered ceiling. Various alterations since 1973 to fit the building for business offices have involved adding demising walls and glass walled partitions to the original rooms, updating mechanicals and lighting, and various "modernizations." Many of the floor plan changes are reversible, however, or easily distinguished from the original construction. The main floor also has a bath with shower. The basement has been completely redone and has two recent bathrooms, kitchenette, storage areas, and offices. It originally had a reading room, reference room, children's room, a delivery room, audience hall, and steel book stacks.

Certifying official has considered the significance of this property:
locally

Applicable National Register Criteria:
B and C

Areas of Significance:
Architecture
Social History

Period of Significance:
1900-1904

Significant Dates:
1900

Significant Person: Pillsbury, John Sargent

Architect/Builder:
architect: Aldrich, Charles Ronald
builder: Karquist, S.M.

Significance:

The Pillsbury Library is significant under National Register Criteria B and C. It is closely associated with John S. Pillsbury, a leading citizen of Minneapolis and a generous benefactor to the city. The Pillsbury Library is the last remaining building associated with his philanthropy and civic spirit on behalf of the city of Minneapolis. It is also significant for Architecture under Criterion C. It is an outstanding example of the Neo-Classical Revival style and was described as "one of the most beautiful buildings in Minneapolis" when it was completed in October, 1903 (Hudson 1910: 80). The architect was Charles Ronald Aldrich who, along with his private practice, also served as a member of the faculty of the University of Minnesota. The library falls under the local context of "Civic, 1872-present" in the Minneapolis Preservation Plan. Public buildings were designed to uplift the public spirit and intellect and to lend an air of refinement to the city. This building is a key example of those intentions.

Architecturally, the Pillsbury Library is an outstanding example of the Neo-Classical Revival style. It is a small gem, but one of quality and beauty. The cost of construction was $75,000 and was made available by John S. Pillsbury and his family so that ample funds were guaranteed to make a real architectural and social contribution to the city of Minneapolis. It is built of Vermont marble. The library is in the same category architecturally as the much larger Minneapolis Institute of Arts (1912-14) as an example of classically-inspired public buildings.

Under Criterion B, it is closely associated with John Sargent Pillsbury (July 29, 1828-October 18, 1901). Before his death, he initiated the plans for the Pillsbury Branch Library and hired the architect prior to his death and donated $75,000 for its erection as well as the site on which it sits. His choice for the location of the new branch in southeast Minneapolis was deliberately the "East Side": he offered the site at the corner of Central and University S.E., a few blocks from the center of the Pillsbury fortune: the Charles A. Pillsbury Co. He died before its completion in October, 1903 and his family saw the project through. The building was formally dedicated in April, 1904, and deeded over to the city of Minneapolis by the Pillsbury family. John S. Pillsbury was closely associated with the "East Side" of Minneapolis, originally known as St. Anthony. He settled there in 1857 living there for almost 50 years and ran his hardware store in St. Anthony. He was a life-long Minneapolis resident of what is now "Southeast" and his house at 10th Ave. S.E. eventually became the University of Minnesota President's House (now razed). The Pillsbury flour company was located on the "East Side." He was president of the Board of Regents from 1867-1901 and personally oversaw the rehabilitation of "Old Main" (razed) and the early growth of the present Minneapolis campus. He served on the St. Anthony city council from 1858-1864. All the buildings with which he was directly associated have been razed except Pillsbury Hall on the University of Minnesota campus and the Pillsbury Library. Pillsbury Hall is associated with his justifiable fame as the "Father of the University." The Pillsbury Library stands as the last of two buildings associated with his many civic interests and his dedication to the "East Side."

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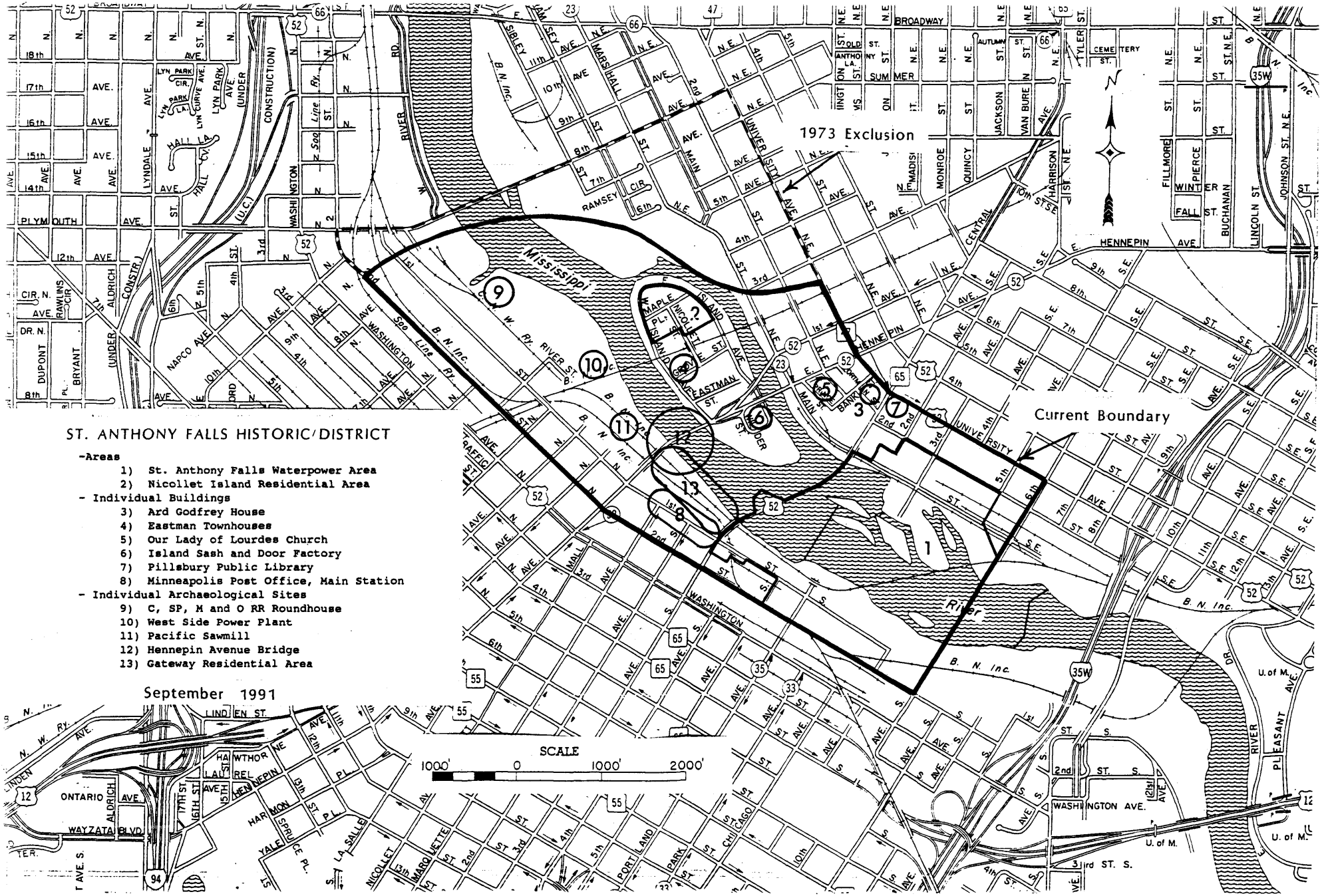

ST. ANTHONY FALLS HISTORIC DISTRICT

-Areas

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9) C, SP, M and O RR Roundhouse
10) West Side Power Plant
11) Pacific Sawmill
12) Hennepin Avenue Bridge
13) Gateway Residential Area

September 1991

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

1. Name of Property
historic name: St.Anthony Falls Historic District,
Ard Godfrey House

2. Location
street & number: 45 Ortman Street
city/town: Minneapolis
state: Minnesota Code: MN County: Hennepin Code: 053 zip code: 55414

3. Classification
Number of Resources within Property:
1 contributing building

Number of contributing resources previously listed: 1

6. Function of Use
Historic Functions: DOMESTIC/single dwelling

Current Functions: RECREATION AND CULTURE/museum

Architectural Classification:
Greek Revival

Materials:

foundation: concrete block
walls: wood: weatherboard
roof: shake

Description:

The Ard Godfrey House sits at the south end of Richard Chute Square on the southwest corner of the intersection of University Avenue and Central Avenue, with its back to Ortman Street, which is just a few feet behind the house. It is at the south end of the park facing north with green lawn to the north, west, and east.

The Ard Godfrey House is a simple one-and-a-half-story Greek Revival structure with a one story kitchen dependency to the east. The simple wood-shingled roof is gabled and has a wide wooden frieze with returned eaves. Another Greek Revival detail is the cornerboards, prominent because their color is white against the pale yellow weatherboard sheathing. The front facade of the main structure is symmetrical with a central entry consisting of a plain wooden architrave and front door with side-lights. This trabiated entry is an almost text-book example of the Greek Revival style. The roof is wood shingled and has two red brick chimneys at the roof ridge. Two windows, wood single-hung six-over-nines, flank the front entry on the north facade. The west side has four similar windows on the first floor and two six-over-sixes on the second half-story. The east end of the building has a gabled one story kitchen dependency with returned eaves and six-over-six windows.

The building has been extensively restored, under the direction of architect Brooks Cavin, in the early 1980s when it was taken in hand by the Minneapolis Women's Club. Many of the joists are new, there is a new basement and all new mechanicals and much of the exterior weatherboard and the windows were restored. The kitchen dependency is entirely new, the old kitchen wing having fallen to ruin the second time the building was moved.

Certifying official has considered the significance of this property:
locally

Applicable National Register Criteria:
A, B, and C

Areas of Significance:
Architecture
Exploration and Settlement
Conservation

Period of Significance:
1849-1853
1905-1909

Significant Dates:
1849
1905
1909

Significant Person:
Ard Godfrey

Architect/Builder:
builder: Mousseau, Charles

Significance:

The Ard Godfrey House is significant under National Register Criteria A, B, and C for its associations with the early development of St. Anthony (now Minneapolis); for its associations with one of the city's earliest pioneers, Ard Godfrey; and for its associations with Conservation. It was the first house museum in the city of Minneapolis and one of two of the earliest preservation efforts. It is also the city's outstanding example of the early Greek Revival cottage which once was a common style during the early years of the city in the 1850s and 1860s.

Under Criteria A and B, the Ard Godfrey House's period of significance is 1849 to 1853. As part of the business agreement between Franklin Steele and Ard Godfrey, Steele promised to provide a "convenient dwelling house" in which Godfrey and his family could live. This lured Godfrey to St. Anthony

in 1848 (Sazevich 1983: 14). Godfrey moved in with his newly-arrived family in April, 1849. They remained there until 1853 when Godfrey made a claim for land at Minnehaha Creek and erected a home, built a saw mill, and dammed the creek (Sazevich 1983: 16).

Godfrey (1813-1894) who was the first millwright at St. Anthony Falls, hired by Franklin Steele to build the first dam and saw mill on the east side of St. Anthony Falls in 1849. Godfrey was supervisor of Steele's businesses at St. Anthony Falls (Kane, 20), and part-owner with Steele of the St. Anthony Mill Company in 1850-1853 (Kane, 21, 26). Godfrey was also the first Postmaster of St. Anthony. and chairman of the Ramsey County Commissioners before Hennepin County was organized. Godfrey is considered one of the pioneers of European settlement at St. Anthony Falls in what became the city of Minneapolis. He is also one of a small group of early settlers who came from New England. Very few of the houses of this early group of settlers have survived in Minneapolis. Among his contemporaries were Franklin Steele, the first settler of St. Anthony, John H. Stevens, the first settler on the west bank, and Calvin Tuttle, the second settler on the west bank. Steele's and Tuttle's homes have been razed and Stevens' has been moved several times and is now located at Minnehaha Falls Park.

The Ard Godfrey House is significant under Criterion C because it is one of a handful of remaining representatives of the modest cottage designed in Greek Revival style in Minneapolis. Aside from the John H. Stevens House, the other Greek Revival houses on the "East Side" from first settlement are the end-gabled house once located at 814 University Avenue S.E. (ca. 1860), now moved to Nicollet Island, which has had a bay window added to the front facade; and two other houses which are mixtures of Greek Revival massing with some Italianate-style details: the Dudley House (1856-57) at 701 5th Street S.E. and the Van Cleve House (ca. 1857-58) at 603 5th Street S.E. Of these examples, the Godfrey House is the best example of the upright-and-wing in a story-and-a-half. Only the Godfrey House and the Stevens House remain as early pre-1850 examples of the Greek Revival style in Minneapolis.

The Ard Godfrey House predates the local context of "Architecture, 1855 to Present" (Zahn 1990: 4.2.1), which dates from the arrival of the first known "trained" architect in Minnesota Territory, Robert Spencer Alden, in 1856. This gives added significance to this building. The Godfrey House was built by a carpenter by the name of Charles Mousseau who also built the Stevens House. Apparently Franklin Steele hired Mousseau both times

to erect the houses of his employees, Godfrey and Stevens.

The Ard Godfrey house is also significant under Criterion A for its association with the theme "Conservation." It has been carefully preserved through the efforts of a number of groups, including Godfrey's descendants who have shown an interest in the original homestead and taken an active role in its continued preservation. There have also been several efforts to protect the house by other groups including: the forming of the Hennepin County Territorial Pioneer's Association in 1905 to purchase the house to preserve it, the purchase of the land for the house by the Minneapolis Park Board, in 1909, in order to open it as a museum, and the restoration of the house by the Woman's Club of Minneapolis in the late 1970s (Sazevich 1983: 15, 16). The Ard Godfrey House has stood on a total of five locations, moved in order to protect it from the growing city. (See Map) It originally stood near the corner of Prince Street and Second Avenue S. E. [1]. In 1858 it was moved north to lots between Second Avenue S.E. and Central Avenue [2]. It was moved a second time in 1881 to 109 Prince Street [3]. In 1905 the house was moved to lots located south of Ortman Street on Bank Street [4]. In 1909 it was moved to it current location in Richard Chute Square [5].

The period of significance for the conservation theme is 1905-1909. The beginning date of 1905 is the date it was purchased by the Hennepin County Territorial Pioneer's Association in order to save it . Though they were unsuccessful in raising enough funds to restore the house, they helped to create public sympathy for it. In 1909, the Minneapolis Park Board purchased land for the house, moved to its present location, and refurbished it in order to open it as a museum for the Hennepin County Territorial Pioneers. It was maintained by the Hennepin County Pioneer's Association and open to the public until 1943 when dwindling funds closed it down (Sazevich 1983: 15).

Under the local context "Residential Development, 1847 to Present" The Ard Godfrey House is one of the two earliest surviving single family dwellings built in Minneapolis (Zahn 1990). The other is the John Stevens House at Minnehaha Falls Park. Although the house is now on its fifth site, all of the moves occurred on the east side of the falls, within two blocks of its original location. It is the sole surviving property associated with Godfrey who was the first millwright (Godfrey's Minnehaha Creek House is no longer extant), and the only house remaining from the immediate river bank area of the falls which can be associated with the earliest permanent white

settlement. The Godfrey House was never located in a setting of dense residential development. On its current Chute Square location, it retains the historic physical integrity to convey the architectural qualities of the period and the association with Godfrey's activity at the falls. Together with the Upton Block (1860) on Main Street and Our Lady of Lourdes Church (earliest parts dating from 1857 and extensively altered), it is one of only a handful of structures dating from the earliest period of settlement in Minneapolis. In fact it pre-dates Minneapolis itself by over 20 years and is most closely associated with the permanent beginnings of St. Anthony Falls.

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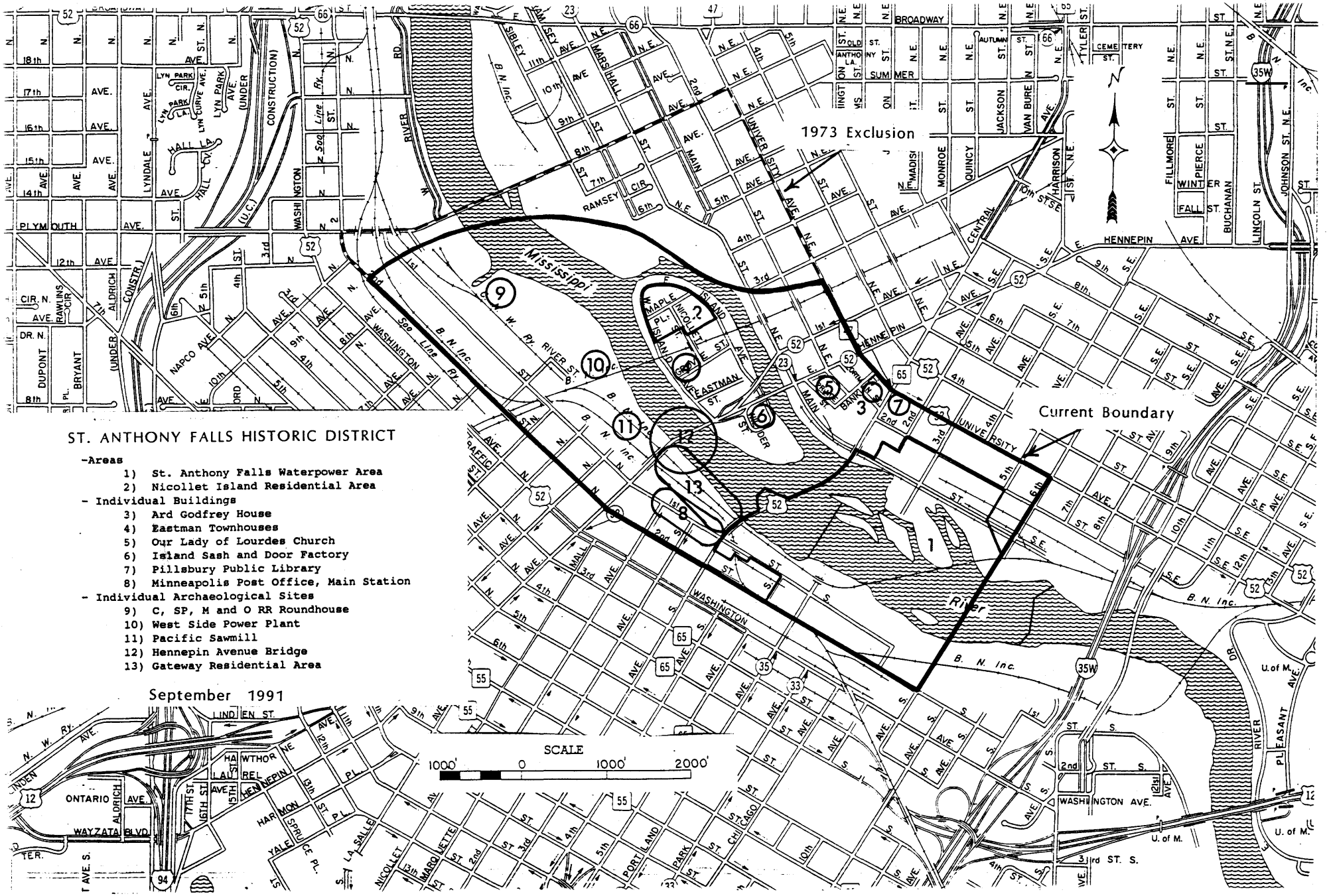

ST. ANTHONY FALLS HISTORIC DISTRICT

-Areas
1) St. Anthony Falls Waterpower Area
2) Nicollet Island Residential Area

- Individual Buildings
3) Ard Godfrey House
4) Eastman Townhouses
5) Our Lady of Lourdes Church
6) Island Sash and Door Factory
7) Pillsbury Public Library
8) Minneapolis Post Office, Main Station

- Individual Archaeological Sites
9) C, SP, M and O RR Roundhouse
10) West Side Power Plant
11) Pacific Sawmill
12) Hennepin Avenue Bridge
13) Gateway Residential Area

September 1991


Successive Sites of the
Godfrey House
1849-1991
(Locations are approximate)
Locations provided by
Jim Sazevich, St. Paul, MN
1985
AUD. SUB. NO. 67
RICHARD CHUTE SQUARE
HOLMES SCHOOL PLAYGROUND
UNIVERSITY AVE. S.E.
2ND ST. S.E.
4TH ST. S.E.
MAIN ST. S.E.
CENTRAL AVE. S.E.
ST. ANTHONY FALLS BRIDGE
MISSISSIPPI RIVER
HENNEPIN ISLAND
AUDITORS SUBDIVISION
LOT 5
LOT 7
LOT 23
LOT 20 (SUBMERGED)
AUDITOR'S SUB. NO. 44
FORMERLY CATARACT ISLAND
G.N. STONE ARCH BRIDGE
SPILLWAY
TAILRACE
APRON
(FALLS OF ST. ANTHONY)
3A
4B

1. Name of Property
historic name: St. Anthony Falls Historic District,
Minneapolis Post Office - Main Station

2. Location
street & number: 201 S. 1st Street
city/town: Minneapolis
state: Minnesota Code: MN County: Hennepin Code
053 zip code: 55401

3. Classification
Number of Resources within Property:
2 contributing buildings
1 non contributing building

Number of contributing resources previously listed: 0

6. Function or Use
Historic Functions: GOVERNMENT/post office

Current Functions: GOVERNMENT/post office

Architectural Classification:
Moderne

Materials:

foundation:	stone: granite
walls:	stone: limestone
roof:	unknown

Description:

The main station of the Minneapolis Post Office is located along First Street South for 531 feet, spanning two city blocks between Marquette Avenue on the west and Second Avenue South on the east. The rear of the building overlooks the Mississippi River and the new West River Road extension. To the east is a separate garage, repair, storage, and heating plant owned by the Postal Service and known by them as the VMF or Vehicle Maintenance Facility. These two buildings are contributing. To the west of the main station is a newer 800-car seven story reinforced concrete parking ramp, built in 1977, which is non-contributing.

The post office building and VMF are constructed of poured concrete with skeletons of steel. They are of fireproof construction. Curtain walls are yellow common brick and are veneered with blocks of Minnesota Dolomite, known as Kasota stone in a "fleuri" design. Brick courses are anchored to the concrete skeleton by steel rods set into the concrete when it was poured. The parapet is brick with a crown stone tapered to shed water and cemented and anchored into place on top of the parapet. The base of the building and cornerstone are of polished dark gray granite from St. Cloud, Minnesota. The window frames are steel with bronze fittings and sashes bolted to the frames. The sashes are precisely machine tooled.

The building was designed in monumental Moderne style. It has a classically symmetrical main facade with vertical recessed window strips three stories tall divided by bronze decorative spandrels and separated by flat stone piers. Window reveals are ribbed stone. The fourth floor and east and west entrance pavilions are stepped back. In conception, the building is classical with a three part horizontal division into base (gray granite), shaft (three story window strips between stone piers), and cornice (chamfered parapets and stepped back

top floor). Wall surfaces are flat stone broken by recessed windows and recessed two story entrances at the east and west ends of the building. The entrance pavilions are decorated with three recessed windows above the entrances with inserted carved stone panels. Flanking these panels are two rectangular bas relief carvings of stone eagles and the inscription "United States Post Office."

The major public interior space is the lobby. When it was built, it was one of the longest lobbies in the United States. Walls of polished Mankato stone are offset by vertical strips of black granite accentuated by bronze strips. The ceiling is dominated by a bronze lighting fixture giving indirect light and handling heat and air conditioning. It is 350 feet long and weighs some 20 tons. When the building was completed in 1935, this fixture was touted as the longest in the country. The original bronze writing tables are still situated in the lobby. The floor is geometric designs in colors of beige and gray terrazzo with bronze division strips.

The fourth floor postmaster's suite is sheathed in walnut paneling with an oak floor laid in squares. Windows in the building are generally steel and bronze casements with bronze fittings. Marble mop boards are found throughout the building in toilets rooms and a few interior areas such as the original cafeteria. Walls and ceilings are plaster, covered with vinyl wallpaper in some offices and hallways. Flooring is asphalt, carpet, and vinyl in sorting rooms and offices. The fourth floor internal hallways are terrazzo. Lighting is incandescent, fluorescent, and sodium vapor in the second floor work area. In general, much of the work space in the interior of the building has been altered over the years to improve efficiency and reflect changing functions within the Postal Service.

The original building included four stories and a basement covering an area of 362,000 square feet. The building is currently undergoing extensive additions and updating, largely confined to the rear facing the Mississippi River. This work is being done under designs prepared by Hammel Green and Abrahamson, Inc. of Minneapolis. A 400,000 square foot addition will double the work space at the facility. The central boiler room, currently located in the VMF, is being integrated into the new expansion. The rear addition includes fifteen large loading docks for semi-trailers and eighteen intermediate sized docks for smaller vehicles; a 550 car three-story parking ramp beneath the rear docking area; and 62,000 square feet of interior renovations to areas such as

the second and third floor workrooms. The original cafeteria has been demolished and a new one with new kitchen and dining room has been built in the third floor expansion. Offices on the north side of the fourth floor are undergoing renovation. At this time, the Postal Service has no definite plans for the VMF.

The Minneapolis main station is in excellent condition. Footing excavations were sunk into the sandstone bedrock and filled with reinforced concrete. The building is clean and well-maintained. The face stone on the exterior is tight and does not need tuck pointing. Bronze windows are in good repair and operable. Hallways and offices on the upper floors have very little original material and the functions of these spaces has changed over the years. There is a variety of applied materials in all upper floor offices, including acoustical tile, sprayed ceilings, paneling, new flooring, and trim.

Permits issued over the years since construction by the Minneapolis Department of Inspections indicate that most of the alterations to the main station were minor and interior. They consisted chiefly of repairs to plumbing, wiring, duct work, boiler work, and some plaster and lath repairs. Exterior alterations until the current expansion project consisted chiefly of repairing windows and doors to the VMF in 1963, interior alterations to the main station in 1981, and routing window maintenance

The VMF is in fair condition. It is built in similar style and materials to the main station. The worst problem it has is that the concrete floor on the first floor is rotten and partially cordoned off. Salts and the weight of parked vehicles over the year have rendered this floor in need of major repairs. The future use of the VMF building is undecided.

Certifying official has considered the significance of this property:
statewide

Applicable National Register Criteria:
A and C

Areas of Significance:
Architecture
Community Planning and Development

Period of Significance:
1932-1935

Significant Dates:
1932

Architect/Builder:
architect: Magney and Tussler
builder: N. P. Severin Company

Significance:

The main station of the Minneapolis Post Office and VMF building are significant under National Register Criterion C. The main station is the best example of monumental Moderne style in the state. The building was commissioned in the late 1920s. Construction began in 1932 and was completed in 1935. The design and engineering was carried out by the Minneapolis architectural firm of Magney and Tusler and was largely the work of its vice-president in charge of design, Leon Arnal, who also worked on other outstanding Minneapolis buildings in the late 1920s and 1930s, including the Foshay Tower, the Woman's Club, and the Young-Quinlan Building. It was the largest government building in Minneapolis at the time of construction. Under National Register Criterion A, the main station is significant under Community Planning and Development. It is locally significant as a major addition to the Gateway Area in Minneapolis. This area was known as Bridge Square where Nicollet and Hennepin Avenues converged. The city hall was originally located at Bridge Square with the post office occupying the first floor. In 1912, this area was christened "Gateway Park." The first federally-constructed building devoted to post office use was built between 1883-1889 at Third Street and First Avenue. It was eventually razed. The second post office building,

now known as the Federal Building, was completed in 1915 at the corner of Second Avenue and Third Street. The present facility is the third post office building in downtown Minneapolis and the last major addition to the Gateway.

The Minneapolis main station falls within the local context of "Civic, 1872 to Present" as defined in the Minneapolis Preservation Plan (Zahn 1990). The sub-context is Public Buildings and the property type is Post Offices. The architecture of the Post Office displays the most monumental Moderne style building in downtown Minneapolis. The style and size of the building are appropriate because Minneapolis is the largest city in the state of Minnesota and the commercial and cultural node of the entire Upper Midwest. It matches in size and massing in scale the other major civic buildings in downtown Minneapolis, namely the PWA Armory and the Romanesque City Hall.

Under criterion A, the Minneapolis Post Office was the last major civic building constructed in the Gateway. This was first known as Bridge Square because the first bridge to span the Mississippi river was built there in 1855 and replaced by a stone suspension bridge in 1876. The Gateway was the apex of Nicollet and Hennepin avenues which met at the bridge. As Minneapolis grew during the closing decades of the nineteenth century, building and development fanned out to the south from Bridge Square. This area was the site of the second Minneapolis City Hall and the Nicollet House in the early 1870s. After James J. Hill completed the stone arched railroad bridge, he built the Great Northern Depot on the south side of Bridge Square in 1885.

In what was an early and major urban renewal project, the original buildings at Bridge Square were torn down in 1912 to make way for Gateway Park. A Neo-Classic pavilion was built on the triangle of land between Washington, Nicollet, and Hennepin avenues and a memorial flagpole was erected by the Daughters of the American Revolution. The pavilion was inscribed, "More than her gates, the city opens her heart to you." The Great Northern Railway built a new depot in 1912 on the north side of Hennepin Avenue in Classical Revival style. It was razed in 1978. Another part of the urban renewal in the Gateway was E. H. Bennett's 1917 "City Beautiful" plan.

The second Minneapolis post office (now the Federal Building) was designed in 1911 and was sited on Third Street in the redeveloping Gateway. The second Minneapolis Post Office and the Institute of Arts

were both worked into Bennett's 1917 City Beautiful plan for Minneapolis. The second post office so quickly outgrew its new home that a new facility was required and agitation began in the early 1920s. Because the city of Minneapolis had by that time invested heavily in the Gateway Area and adjacent blocks near the Mississippi River, the present location was chosen for the third Minneapolis Post Office, the one in use today as the main station. Additionally, a vital part of the locational strategy on the part of postal officials was the keep the main post office near the major rail depots. The present facility sits between the Milwaukee depot and the former site of the Great Northern depot. In fact, there was a building behind the post office connected by an enclosed conveyer which brought mail from the GN depot into the new facility on the northwest side.

Post office buildings in Minnesota have not been studied statewide as a group. However, the Minneapolis main station is the largest of the three Class A post office buildings in Minnesota, all located in the large first class cities: Minneapolis, St. Paul, and Duluth. The classification was developed under the 1915 guidelines of the Public Buildings Commission which established standards for public building construction. According to this system, which appeared in Secretary of the Treasury William McAdoo's annual report for 1915, buildings falling under Class A in first class cities included post offices with annual receipts of $800,000 or over. The character of a Class A building was described as marble or granite facing; fireproof construction throughout; metal frames, sashes and doors; interior finishes to include the finer grades of marble, ornamental bronze work, mahogany, etc.; public spaces to have monumental treatment; mural decorations; and special interior lighting fixtures. The Class A post office site in a first class city was to form part of a city development plan or be situated on an important thoroughfare of a great city; and property on adjoining land had to reach the higher valuation of metropolitan real estate.

In every way, the proposed Minneapolis main station conformed to the McAdoo system. The Minneapolis post office had annual postal receipts which exceeded three million dollars in 1916, thus assuring a Class A facility. The building was designed for the Gateway Area of Minneapolis, an area planned for the riverfront near the apex of Hennepin and Nicollet avenues as part of the "City Beautiful" revitalization in 1916. It contained the finest materials installed at that time in federal building construction, and included marble,

granite, stone, terrazzo, bronze and brass, and walnut. Postal authorities and the Supervising Architect's office in the Department of the Treasury followed the federal guidelines, so that the Minneapolis facility was a text book example of how the system worked. The building was designed at 540 feet long by 153 feet deep, and 80 feet tall. It was erected at a cost of $3,750,000, although the original appropriation was set at $4,250,000. Two entrances on the front facade were designed to line up with Marquette Avenue at the west end and Second Avenue at the east end. The lighting fixture in the lobby not only provides indirect light and was the longest in the world, but conditioned air was forced through the fixture, the lobby was humidified, and foul air was expelled through it.

The history of the new Minneapolis facility also followed by then established practice. It began in the late 1920s under the Hoover administration when the Civic and Commerce Association and Minneapolis businessmen began lobbying for federal funds for a new post office. The 1915 post office had been completed barely five years before but was already too small. These local efforts led to the selection of the new site, and in June, 1930, the federal appropriation was granted by Congress. A survey of the property began May 25, 1930, and was completed about six months later. Magney and Tusler were given the design contract. Preliminary sketches were ready by April, 1931, and the design was approved by the Supervising Architect's office in Washington, D.C. Construction contracts were let July 2, 1932 and ground was broken in September, 1932. The building was opened in March, 1935.

During construction, the City Planning Commission monitored the progress of the building closely. They had desires to create the nucleus of a civic center in the immediate area. The city agreed to spend $482,700 for an open square in front of the new building across First Street to the south. One of the plans which occasioned great comment in the local press was the decision to use Kasota stone to face the building. Locals and the planning commission preferred granite, which had been the usual facing on large government buildings until the early 1930s. The newspapers pointed out that using Kasota stone over granite would only save around $825,000, but the Treasury Department prevailed.

In keeping with the PWA policy to put the unemployed to work, the Minneapolis facility employed between 500-700 laborers and carpenters

in the construction of the new post office. Where bids were competitive, the other policy was to contract with local firms whenever possible. Magney and Tusler, local Minneapolis architects, led the list of local firms which participated in the endeavor. For example, the bronze and aluminum contract was let to Flour City Ornamental Iron Company of the General Bronze Corporation. The Olson Manufacturing Company, also of Minneapolis, received the contract for the miscellaneous iron work. Although the general contractor, N. P. Severin Company, was located in Chicago, many of the subcontracts were given to local firms. The site was cleared by the American Lumber and Wrecking Company of Minneapolis, and the excavation work was also let locally.

Architecturally, the Minneapolis main station was one of a relatively small group of post offices put up in the 1930s designed by consulting architects under contract to the Treasury Department's Supervising Architect's office. The Act of 1926 authorized the use of private architects because of increased federal building activity. However this practice ended with a government order of June 29, 1934 which required that all federal buildings be designed by the Office of the Supervising Architect. During the 1930s, three times as many post offices were built as were put up in the preceding 50 years. With nearly half of the architectural firms in financial failure during the first year of the Depression, the Supervising Architect's Office and its federal projects provided work for thousands of talented architects. Because of the 1926 Act, contracts with some 133 private architectural firms were awarded for federal projects in 1931 alone. The Minneapolis firm of Magney and Tusler was given the contract to design the Minneapolis post office. Wilbur Tusler explained the magnitude of the job in an interview after the project started. The Post Office Department gave the architects a list of departments, their relationship to each other, and the square foot requirements for each. Tusler saw the design problem as one requiring the public parts of the building to be dignified and monumental, while the invisible parts of the building had to be an efficient machine. Tusler likened the project to a watch, where the public would see only the hands and the face.

One student of architectural history credited the design of the main station of the Minneapolis Post Office to Leon Arnal, who was vice-president in charge of design for Magney and Tusler. According to a draft National Register written in 1984, Paul Larson noted that Arnal

was trained at the Ecole des Beaux Arts, came to the United States to teach, first at the University of Pennsylvania, where Tusler was one of his students, and then at the University of Minnesota. Magney and Tusler established their partnership in Minnesota in 1917 and when Arnal moved to Minnesota in 1919, he was immediately hired as their consultant. Arnal developed many of the outstanding designs that brought Magney and Tusler into national renown in the mid-twenties. These include the Foshay Tower, the St. Paul Woman's Club, and the Young-Quinlan building as well as Minneapolis' Main Post Office. The Post Office is listed first in his obituaries, as his outstanding achievement, in spite of the greater fame of the Foshay design.

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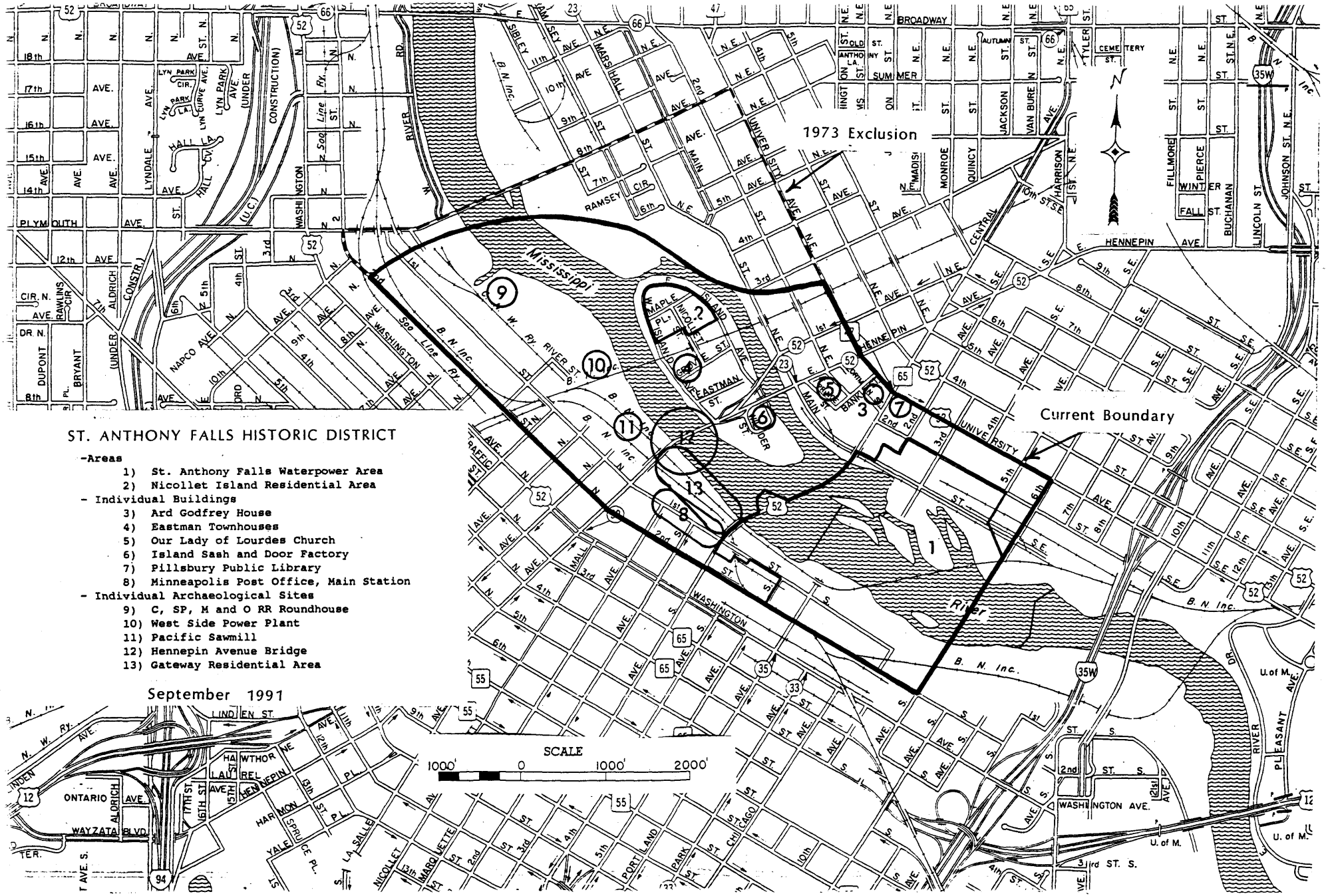

ST. ANTHONY FALLS HISTORIC DISTRICT

-Areas
1) St. Anthony Falls Waterpower Area
2) Nicollet Island Residential Area
- Individual Buildings
3) Ard Godfrey House
4) Eastman Townhouses
5) Our Lady of Lourdes Church
6) Island Sash and Door Factory
7) Pillsbury Public Library
8) Minneapolis Post Office, Main Station
- Individual Archaeological Sites
9) C, SP, M and O RR Roundhouse
10) West Side Power Plant
11) Pacific Sawmill
12) Hennepin Avenue Bridge
13) Gateway Residential Area

September 1991

1. Name of Property
historic name: St. Anthony Falls Historic District, Eastman Townhouses
other names: Grove Street Flats

2. Location
street & number: 2-16 Grove Street
city/town: Minneapolis
state: Minnesota Code: MN County: Hennepin Code: 053 zip code: 55401

3. Classification
Number of Resources within Property:
1 contributing building
1 non contributing building
Number of contributing resources previously listed: 1

6. Function or Use
Historic Functions: DOMESTIC/multiple dwelling

Current Functions: DOMESTIC/multiple dwelling

Architectural Classification:
Second Empire

Materials:

foundation:	stone: limestone
walls:	stone: limestone
roof:	slate and composition

Description:

The Eastman Townhouses (more commonly known as the Grove Street Flats) are located on the west side of Nicollet Island, which is situated in the middle of the Mississippi River above St. Anthony Falls in downtown Minneapolis. The building is located at the south end of Grove Street. It is a relatively narrow lot, the rear of which is taken up by a long one story structure housing a row of newer wood-frame garages. To the north is a one story commercial structure. To the east, across Grove Street, is the the back of De La Salle High School. The townhouses are contributing, the garage building, constructed in the last ten years or so, is non-contributing.

The townhouse building consists of a long rectangular three story limestone structure with a raised basement. The top floor has round-arched dormers set in a Mansard decorative patterned slate roof. The walls of the townhouses are rusticated limestone blocks laid randomly. Window lintels on the second story are smooth blocks shaped as stylized Italianate hood molds. On the first story and basement window lintels are elliptically-arched with keystones. The building has a prominent bracketed wooden frieze in the Italianate style and projecting molded cornice broken by the dormer windows. The projecting wooden rectangular porticoes are Eastlake in design and massing.

This building was in deteriorated condition in the 1970s and underwent an early rehabilitation in 1981 which signaled the latest renaissance of Nicollet Island as a once-again-fashionable residential area. The current windows are all replacements and a large portion of the front wall in the middle of the building had to be reconstructed when the building was repaired in 1981. The wooden multi-bay garage building in the rear dates from this rehabilitation and is entirely new, although in the same spirit as carriage houses which originally lined the alleys behind several flats on Grove Street and Eastman Avenue in earlier days. These were expensive townhouses when built and are now condominiums.

Certifying official has considered the significance of this property:
locally

Applicable National Register Criteria:
A and C

Areas of Significance:
Architecture
Other: Minneapolis Residential Development

Period of Significance:
1876-1885

Significant Dates:
1876

Architect/Builder:
architect: Kenway, Bolston C.

Significance:

The Eastman Townhouses, commonly known as the Grove Street Flats, are significant under Criterion A for their association with the development of classy residential neighborhoods in Minneapolis: they were part of the first upper-class neighborhood in the city, located on Nicollet Island in the 1870s. Under Criterion C for architecture, the Eastman Townhouses represent the last surviving example of the French Second Empire style in the central business district of downtown Minneapolis. This style was popular throughout the Twin Cities metropolitan area and the nation in the 1870s. At its height, the French Second Empire style was associated "things French," which represented culture, good taste, and refinement.

The Eastman Townhouses fall under the local context of "Architecture, 1855 to Present," as defined in the Minneapolis Preservation Plan (Zahn: 1990 p. 4.2.1). Built in 1877, they are the only structure designed in the French Second Empire style in downtown Minneapolis to have survived. Among the most important buildings designed in the French Second Empire style were the Academy of Music (1870-1883) which sat at the corner of Washington and Hennepin avenues and had a 1,400 seat auditorium; the Young and Patterson's drug store building at the corner of First Avenue S. and Washington Avenue, the Warner Block, built in 1870 at the corner of

Nicollet and Fourth Street, and the Minneapolis City Hall, built in 1873 at Bridge Square (Bromley, Minneapolis Portrait of the Past, passim., n.p.). Nicollet Island was the site of limestone quarries from which stone was taken for use by developer William W. Eastman to build his townhouses located on the Island (Sluss: 1991 p. 6). The architect was Bolston C. Kenway, under the firm Kenway and Wirth, who personally designed the Eastman Townhouses in 1875 along with and three other commercial buildings on First Avenue North and Nicollet Avenue in downtown Minneapolis between 1875-78 before his disappeared from the scene (Bio. file, NWAA). The remaining Eastman Townhouses is the only known example of his work in Minneapolis. Eastman, himself, is said to have personally overseen the construction of these townhouses.

The Eastman Townhouses are also significant under Criterion A for their associations with the broad patterns of residential development in Minneapolis. At the time of their construction in 1877, William W. Eastman determined to develop Nicollet Island into a beauty spot. He had extensive holdings there and, as Lucille Kane noted (1966: 84) he "used the only location near the falls which was still attractive for fashionable dwellings." The Eastman Townhouses were built in three separate groups. This was the first group and has become known as the Grove Street Flats. When in the construction stage, Grove Street had not yet been cut thought as a street. They are mentioned in a notice in the June 16, 1877 Minneapolis Tribune:

> We think it entirely safe to say that the scheme of W. W. Eastman to build a row of houses the width of Nicollet Island is the largest building enterprise of the city or state. Without exaggeration this is the star block of tenement houses. Already on the Island he is building a block of eight houses that would do credit to any city, but no larger scheme had been suspected.

This article goes on to note that 27 tenements with brick fronts and mansard roofs were being planned by Eastman to occupy what became Eastman Avenue from one end of the island to the other. These two other groups were located southeast of Grove Street on Eastman Avenue on what is now the present De La Salle High School property. In this same five or six block area were located the large house of lumberman John Delaittre (built 1873), the first (1878) mansion of attorney William S. King, and the estate of William W. Eastman (1874), chief owner of Nicollet Island at the time and an entrepreneur of railroads, woolen mills, business blocks, and lumbering interests. These other two groups of townhouses, more closely

identified with the name "Eastman Townhouses," were constructed in 1877 and 1878 and were designed in the French Second Empire style to be somewhat less grand and a bit smaller, so that the overall tenement project would attract a greater variety of well-to-do tenants. Nonetheless, the more modern townhouses Eastman put up were still very expensive. He planned them at an estimated cost of $5,000 each (Minneapolis Tribune, 5 January 1876). The Eastman Townhouses in this nomination are significant as the sole survivor of this early fashionable neighborhood.

In the local context, the Eastman Townhouses fall into "Residential Development, 1847 to Present." The property type is "Rowhouses" as defined in the Minneapolis Preservation Plan (Zahn: 1990 pp. 4.7.1-2), which offers the following summation:

> In 1877, Eastman began construction on the stone townhouses on Grove Street and Eastman Avenue. By 1885, ten substantial homes and three rows of townhouses stood in the area between Bridge Street (now Hennepin Avenue) and the St. Paul and Pacific (railroad) tracks. Today, only the Grove Street Flats [Eastman Townhouses] exist as a reminder of the early status of the island as an address for the city's elite (Sluss: 1991).

The period of significance for the Eastman Townhouses is 1876-1885, marking the date of construction to date this fashionable neighborhood was at its height at mid-decade. By 1885, Nicollet Island was attracting more middle-class housing. The very expensive and highly-embellished housing which Eastman had developed was no longer attracted to the island. The 1880s were a boom period in Minneapolis and the decade marked the expansion of industry and commerce, or massive rail corridors, and the erasure of earlier residential patters along the riverfront, as Jackie Sluss has noted (Sluss 1991). By 1890, working class housing began to take hold on Nicollet Island, along with rental properties which catered to lower income families (Sluss: 1991). The wealthy families made their exodus from Nicollet Island. William W. Eastman moved to the Loring neighborhood. William S. King moved from his grand home on Nicollet Island to his newly-built Lyndale Farm on Dupont Avenue South on the east side of Lake Harriet about where the rose garden is today. King and Eastman were part of a movement of wealthy families southwest toward the Minneapolis lakes in the closing decade of the nineteenth century (Zahn: 1990 p. 4.7.1).

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"The Star Block." Minneapolis Tribune 16 June 1877.

"W. W. Eastman, Esq....." Minneapolis Tribune. 5 January 1876.

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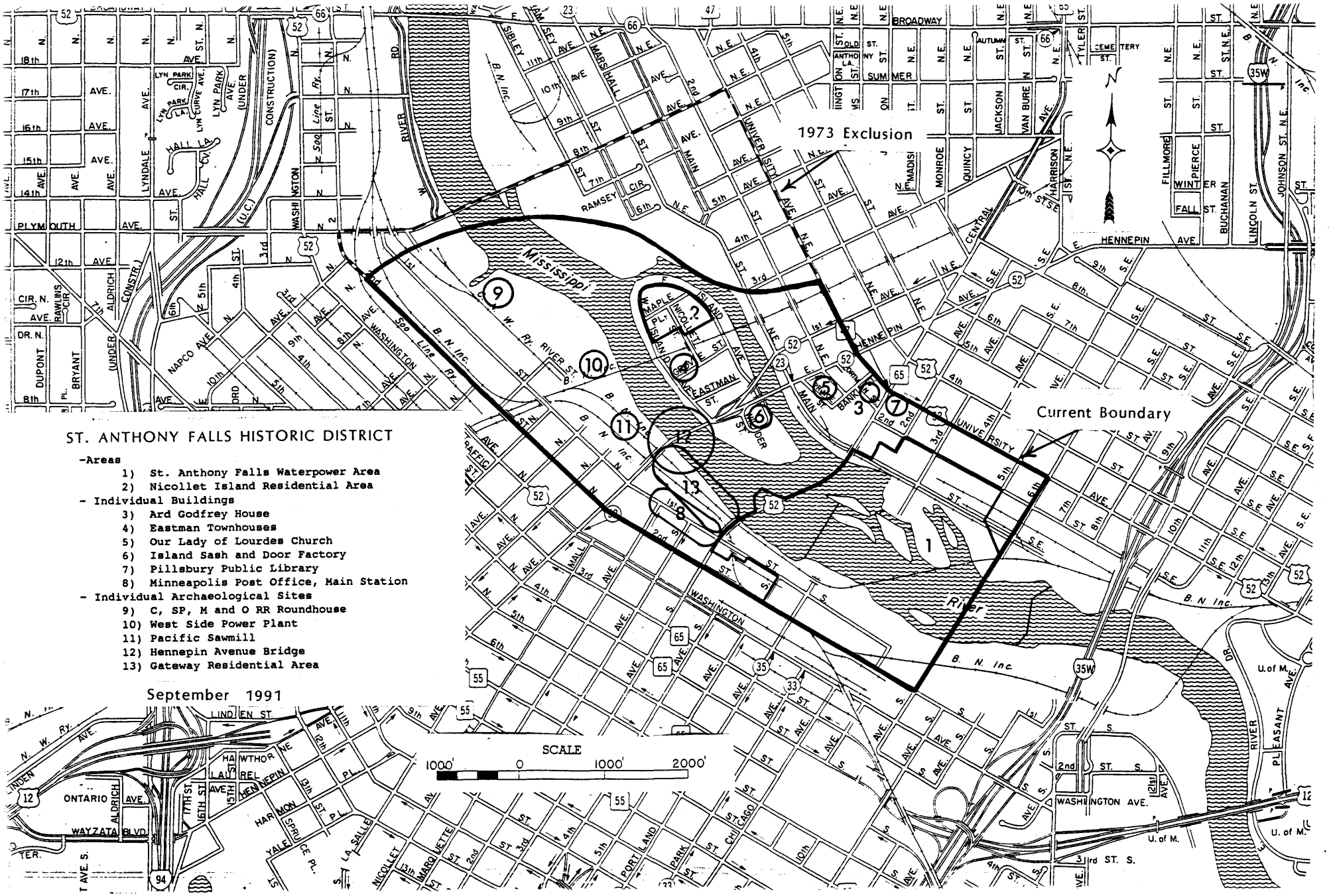

ST. ANTHONY FALLS HISTORIC DISTRICT

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September 1991

MAR 12 1992

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

1. Name of Property
historic name: St. Anthony Falls Historic District,
Our Lady of Lourdes Church (Catholic)

2. Location
street & number: 21 S.E. Prince Street
city/town: Minneapolis
state: Minnesota Code: MN County: Hennepin Code:
053 zip code: 55414

3. Classification

Number of Resources within Property:
3 contributing buildings
1 non contributing building
Number of contributing resources previously listed: 1

6. Function of Use
Historic Functions: RELIGION/ religious structure
DOMESTIC/single dwelling

Current Functions: RELIGION/religious structure
DOMESTIC/single dwelling

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

Architectural Classification:
Renaissance Revival (church)
Classical Revival (rectory)

Materials:

foundation:	stone: limestone
walls:	stone: limestone, brick
roof:	asphalt

Description:

This property consists of four buildings: a limestone church, a brick rectory, and two wood frame garages. One garage, built in 1956, is non-contributing; the remaining three buildings are contributing. The property is located just east of St. Anthony Falls. It is on Prince Street in what was the original village of St. Anthony, now the southeast neighborhood of Minneapolis.

The Church: The church building can be divided into three major periods: The Universalist period, the early French-Canadian period, and the late French-Canadian period. Because the church building was so altered from its original appearance, each of these periods will be discussed as to the alterations made.

Universalist Church building, 1854-1877: The First Universalist Church was built between 1854 and 1858 by New Englanders and faced west overlooking St. Anthony Falls and the Mississippi River. The building is located at 21 Prince Street between Hennepin and Second avenues Southeast. It was originally a rectangular Greek Revival style building measuring 67 by 44 feet, built of native limestone. It was a single story building with a raised basement and low-pitched Greek Revival-style roof with returned eaves and a front gable. The front (west side) had a portico with a distinguished pediment and Greek Ionic columns which appear to have been free-standing when it was constructed. On the up and down river sides were originally four pairs of round-arched hooded elongated windows and the rear had a shallow semi-circular apse with a flat roof. There was what appeared to be a stone water-table or running course and raised basement windows located directly below the first story windows. The style was a manifestation of the "temple of reason" reflective of Universalist teachings.

Early French-Canadian appearance, 1877-1917: The French-Canadian Catholic community of St. Anthony purchased the building in 1877 and began to enlarge it. Between 1880 and 1883, the church was enlarged to 135 by 65 feet. The sanctuary was enlarged, and its gabled roof crosses the original front gable to form a transept. A higher-pitched wooden roof was added, masking the original Greek Revival appearance. Both the northwest and southwest corners of the sanctuary have doorways with steps leading straight to the west. A sacristy was added to the east and the exterior took on the appearance of the French Second Empire Style, complete with a mansard roof and hooded dormers. Rooms for the parish priest were added in the basement. The addition was built of the same native limestone. A wooden Gothic-styled steeple, 138 feet tall, was built on top of the front vestibule to accommodate a newly purchased bell in 1882-1883. The steeple was flanked by two smaller steeples. Below the wooden clapboard sided part of the steeple elongated windows matching those on the sides of the building were installed. The center windows are paired and are slightly taller than the single windows flanking it. Each has hooded dripmold lintels. During the early 1880s, stained glass was also installed in the windows throughout the building. The doorway was altered by installing an arched portico with two sets of stairs winding down the sides. The entire effect of the renovation was to change the Greek temple building into a French Second Empire one with Romanesque-influenced overtones (Hazel 1977: 15, 17).

In subsequent years more improvements and repairs were made to the church proper. Between 1910 and 1917, a new maple floor and new pews were installed. The interior was painted and redecorated. The roof was reshingled. A beige brick chimney was added to the southwest side of the sanctuary centered on the peak of the cross-gable. In 1914, new cement steps replaced the double-winding stairs at the front entrance and a 12 by 28-foot vestibule of brick and stone replaced the wooden portico and winding steps on the front facade. The front entrance now is a trabiated entryway, separated by Roman composite pilasters, with three semicircular stone arched transoms above. The center entry has double doors flanked by side entries with one door. An arched grotto with statuary was built of brick centered above the front doorway. New concrete steps were installed in 1926. A new steam heating plant was installed replacing the antiquated hot air system. In the early 1920s, a permanent marble altar and a new pipe organ were added (Hagen 1935: 10).

Late French-Canadian appearance, 1918-present: Since the 1930s, most of the renovations have been upgrading the mechanical systems. Modernizing of the plumbing and heating has occurred intermittently. However, other improvements have occurred. The exterior and interior have been painted and the interior has been redecorated several times. In 1933, the roof was reshingled. In 1953, the steeple was repaired and insulated and the east wall of the church was repaired. In 1965, alterations were made to accommodate the expansion of the pipe organ. The mortar joints were tuckpointed in 1966. In 1973, the roof was again reshingled and the steeple was repaired and insulated. In 1977, the stained glass was repaired and the pipe organ was expanded and repaired. At an unknown date, the two side steeples were removed, but they were replaced in 1979.

During the late 1970s and 1980s, a rigorous restoration of the interior of the church was completed. This included restoring the main part of the church and the sacristy back to the style and appearance of the 1880s. In the early 1980s, concern over the effects of vibrations from the nearby construction of Riverplace led to structural studies. Findings included soft mortar and a need for retuckpointing, which was done in 1983. Structural monitoring was also conducted as construction commenced at Riverplace. Shifting did occur and the roof nearly caved in when the walls moved during construction. The most recent work was a new elevator, in 1987, for handicap accessibility in the the front vestibule at the north doorway.

The Rectory, 1903: This building is located directly northwest of the church on Prince Street and faces west next to the church. It is built of brown brick with beige trim and has a limestone foundation. The dimensions are 38 by 44 feet. This two and a half story building with a basement is a 1903 example of a Classical Revival cube designed by Carl Struck as one of his last Minnesota commissions. It has a flared deck roof with a balustrade. There are pedimented gabled dormers on all sides of the roof. The eaves are bracketed. Windows are one-over-one double hung with jack-arched lintels. The sills are rusticated stone. The first story front windows are arranged as sets of three, one large with two flanking narrower windows. Each of these windows has a glass transom.

The building has a symmetrical front facade. The front porch is open and has Greek Ionic columns supporting the roof that protects the doorway. The porch opens to a limestone deck which runs the length of the front of the building. This deck is walled in limestone rising almost two feet above the floor on the outside. Above the flat roof of the porch is a

balustrade. The front doorway has a fanlight above and is flanked by sidelights. On the south side there is a single story bow window in the center of the first story. Behind this window there is a small square wooden entryway protruding from the building. There is a rear porch spanning the entire backside. It is supported by Roman Doric columns and the south two-thirds is screened. The north section is enclosed and has a doorway leading into the building. Between the two sections there is a small open area. The flat roof of the porch is balustraded.

The rectory has excellent integrity with virtually no alterations, according to the building permits. However, in 1952, a bathroom was installed on the third floor and 1970 saw a new reroofing.

Single Car Gargae, ca. 1912-22: This building is located adjacent and at the northeast corner of the rectory facing south. It is wood-framed and front-gabled, built around ca. 1912-22. It is painted beige and has weatherboard siding. The single overhead aluminum door is white and not original.

Double Car Garage, 1956: This non-contributing building, constructed in 1956, is located 12 feet east of the church, at its northeast corner. It is wood-framed, front-gabled, and faces northwest, toward the rectory. It has weatherboard siding painted beige and has a double overhead aluminum door which is not original.

Certifying official has considered the significance of this property:
locally

Applicable National Register Criteria:
A

Criteria Considerations (Exceptions):
A

Area of Significance:
Ethnic Heritage

Period of Significance:
1877-1917

Significant Dates:
1877, 1914

Cultural Affiliation:
French Canadian

Architect/Builder:
Rectory: Struck, Carl

Significance:

Our Lady of Lourdes Church and Rectory is significant under Criterion A for their associations with Ethnic Heritage within the history of the early French-Canadian community in Minneapolis. These were people who settled the St. Anthony area as soon as settlement was permitted on the east side of the Mississippi River in 1848. This community had its beginnings in the men who were associated with the fur trade and worked for H. H. Sibley, American Fur Company factor at Mendota and were seasonally occupied by Franklin Steele in the lumber mills at St. Anthony Falls. Our Lady of Lourdes is the premier structure associated with the early settlement and continuing community of French-descended people in Minneapolis at the Falls. The local context is "Religion and Social

Organization, 1830 to Present," the sub-context is "Churches" and the property types are "Church and Rectory." In the early development of the city, churches were seen as "centers of the community and were important as bastions of ethnic culture. Here their native tongue was spoken and traditions of the old world kept their meaning. As the neighborhoods around them stabilized, the churches became visual and cultural landmarks for the communities they served," (Zahn 1990: 4.8.1).

Many of the first settlers of St. Anthony were French Canadians associated with the pre-territorial fur trade. By 1855, half of St. Anthony's population was Catholic, most of whom were French speaking. The church of St. Anthony had been established to accommodate the growing French Catholic community. However, a new influx of immigrants increased the size of the diocese from about 8,000 Catholics in 1853 to 50,000 by 1858. This swelled the Village of St. Anthony Catholic community well beyond the church's ability to serve it. Furthermore, many of the newer immigrants were Irish and German, causing difficulties of language and highlighting cultural differences among the groups. For the French-speaking priests, peace was difficult to keep among the ethnic groups. The Germans built their own church within the boundaries of the St. Anthony parish, draining money from the parish. The strain caused the French priest to have a breakdown. He was replaced by an non-French-speaking Irish priest in 1860. This development agitated the original French speaking community, but pacified the growing English speaking contingency. Tension continued even after the arrival of a new French priest. The French were still not satisfied and wished to found their own national-identity parish. An opportunity presented itself when the Universalist Church on Prince Street was offered up for sale in 1877. The French community organized and purchased the building, constructed in 1856, which had been vacant since 1866. The community named their new parish and church building Notre Dame de Lourdes, or, Our Lady of Lourdes, (Hazel 1977: 9-15).

As soon as the building was purchased, the community set out to adapt the Greek Revival building of the Universalists to their own needs. They wanted a less rational style, a larger building, a tall spire, and a "proper" edifice for Catholic worship. These changes occurred in the years between 1880-1883. During this period the congregation added a sacristy and steeple, and enlarged the sanctuary. The building was transformed into a simulacrum of a French Gothic cathedral-- Minnesota style. Although it was in no way comparable to a large French cathedral, it showed "an immense feeling of ethnic pride in trying to capture in the concrete a touch of the national heritage, which was distinct and

well-known throughout the world," (Hazel 1977: 17).

The desperate economic situation in French Canada between 1873 and 1896 had a profound effect on the parish of Our Lady of Lourdes. During this ime, the agricultural land in Quebec became overpopulated and many children of farmers had no where to farm. This created a tide of immigration into the American farmlands of the midwest. To make matters worse, saw milling activities in Canada had slowed. Many Canadians sought work in the mills of the United States. Additionally, there were growing tensions between the Protestant Yankees and the largely Catholic French Canadians, causing the exclusion of French speaking residents in the Canadian political system. This gave further inducements for French Canadians to move to the midwest where they could have a political voice as well as new financial opportunities. During this period of social, political, and economic upheaval, one-third of Canada's population of 3,700,000 migrated to the United States, (Hazel 1977: 18). Minneapolis was one of the beneficiaries.

The settlement patterns of French-Canadians in the United States during the period 1870-1900 matches that of overall population statistics in Minneapolis. The parish community of Our Lady of Lourdes also flourished during this time. The lumber industry was in full swing and many French Canadians followed the trail of the white pine from Maine to Michigan to Minnesota before finding landing at St. Anthony lumber mills. With the opening of farm land west of the Mississippi and the development of the flour milling industry at St. Anthony Falls, French Canadians found opportunities in agriculture. This immigration helped to boost and stabilize the parish of Our Lady of Lourdes. It also caused the creation of new French Catholic parishes in Minneapolis. By 1882, when the first parish records were kept, Our Lady of Lourdes parish had 350 Canadian families. By 1900 this number had increased to around 400 families (Hazel 1977: 19).

Parochial schools were always an important part of Catholic ethnic communities. In the 1880s, Our Lady of Lourdes parish found itself unable to run a parochial school from the church basement because of the difficulty of transporting the parish children who lived over a mile from the church. In 1888 a new school building was opened nearer to the French Canadian neighborhood at what is now Fifth Street and Sixth avenues Northeast. All the subjects were taught in French by the Grey Nuns of Montreal, except two: English language and mathematics (Hazel 1977: 20).

In January of 1904, a new rectory, designed by Carl Struck and built by Pierre Giguere, was finished. This allowed parish priests to have modern quarters rather than living in the "cold and damp" church basement, (Hazel 1977: 20).

There were several factors which led to the gradual decline of the parish of Our Lady of Lourdes, many of which were noticeable after the parish membership peaked in 1901. In that year, the parish population numbered over 2,000 members. The economic situation in Canada improved after 1896 and French Canadian immigration had come to a standstill. Consequently, there were fewer new French Canadian families moving into Minneapolis. By the early 1900s, French speaking families began moving out of the parish into other areas of the city, but tended to move north. In 1906, the Grey Nuns of Montreal left the school to be replaced by the Sisters of St. Joseph of St. Paul. The placement of the Sisters of St. Joseph may have marked a decided policy toward assimilation on the part of the church. These were English speaking nuns who taught French only as a foreign language. This move by Archbishop John Ireland was part of his policy of urging Catholics to abandon their cultural ties and become American, (Hazel 1977: 21). The effects of this policy were that parish children began to grow up in a mostly English speaking environment. In addition, many members intermarried with other ethnic groups, thus decreasing the French speaking community and loosening the ties to the French speaking church.

Perhaps the most visible indicator of the decline of the Lourdes community happened in 1917 when power was transferred from the diocesan clergy to the Marists, the American Province of the Society of Mary. This was done at the request of Archbishop of St. Paul, John Ireland, who had been contacted by a member of the society, visiting the sole Marist-run parish in the Minneapolis-St. Paul vicinity. This priest requested to serve at a local parish so the other Marist priests were not so isolated. He also believed that it would be desirable to have another house of the Marist community nearby, (Hazel 1977: 33). The Lourdes parish priest at that time was in failing health. It was an opportune time to make a change.

The year 1917 marked the end of the era of diocesan priests, who had run the church from its founding, in 1877. It also marked the end for the French Mass. It was under the direction of the first Marist priest that English sermons were introduced to the parish. It was also the Marist priests who administered the parish during its slow decline after 1917.

There is no one factor that led to the decline of the parish. The cessation of immigration and dying off of the original settlers, the introduction of the English at the school and at Mass, the inter-marriage of members with other ethnic groups and subsequent loss of cultural ties, the out-migration of French speaking families to other parts of the city--all these factors contributed to the decline of the French-Canadian community which had played such a an important role in the founding of Minneapolis.

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

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11. Form Prepared by

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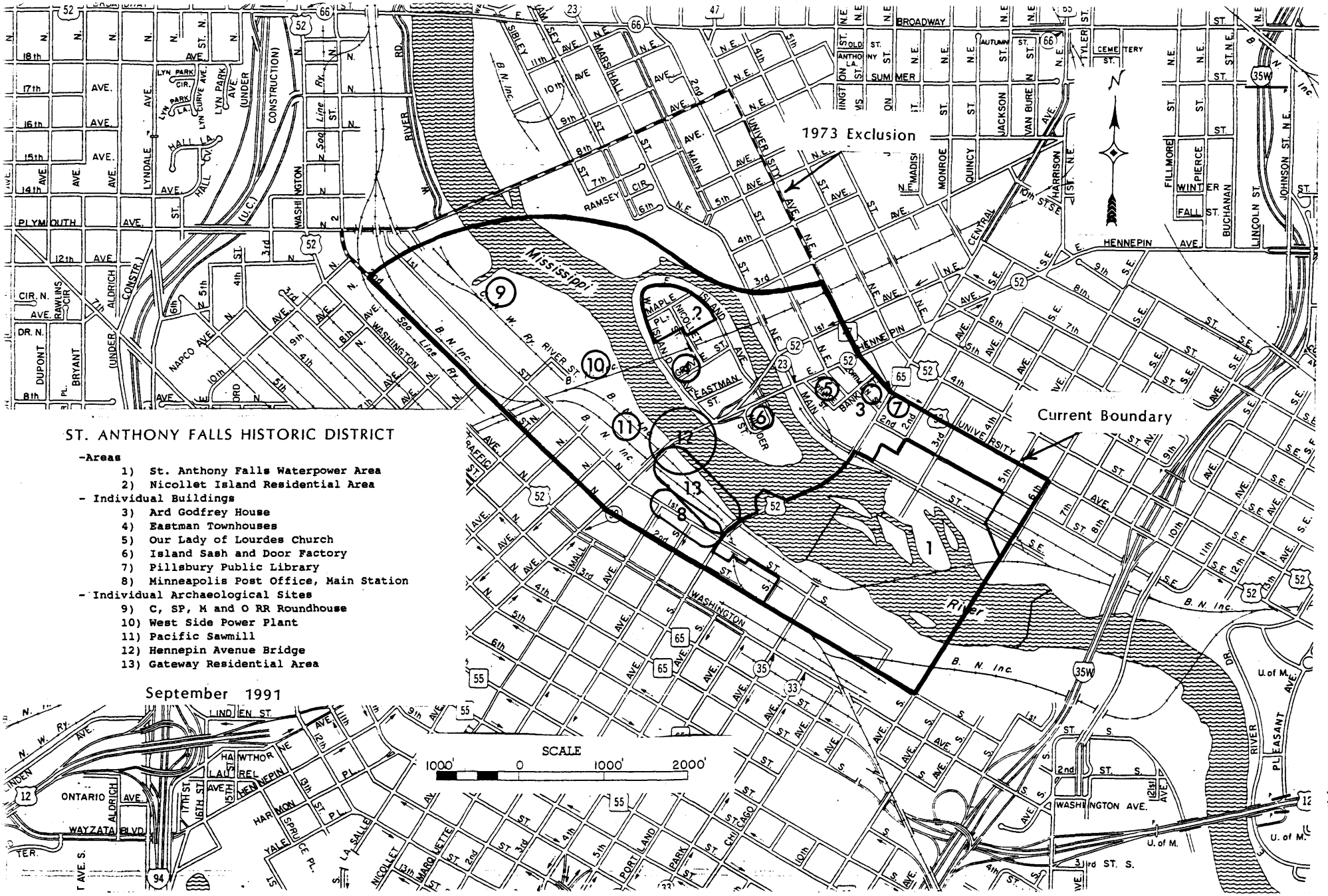


ST. ANTHONY FALLS HISTORIC DISTRICT

-Areas

1) St. Anthony Falls Waterpower Area
2) Nicollet Island Residential Area

- Individual Buildings

3) Ard Godfrey House
4) Eastman Townhouses
5) Our Lady of Lourdes Church
6) Island Sash and Door Factory
7) Pillsbury Public Library
8) Minneapolis Post Office, Main Station

- Individual Archaeological Sites

9) C, SP, M and O RR Roundhouse
10) West Side Power Plant
11) Pacific Sawmill
12) Hennepin Avenue Bridge
13) Gateway Residential Area

September 1991

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

1. Name of Property
historic name: St. Anthony Falls Historic District, Nicollet Island Residential Area

2. Location
street & number: Nicollet Island
city/town: Minneapolis
state: Minnesota Code: MN County: Hennepin Code 053 zip code 55401

3. Classification
Number of Resources within Property:
20 contribuing buildings 9 non contributing buildings
2 contributing structures

Number of contributing resources previously listed: 0

6. Function or Use

Historic Functions: DOMESTIC/single dwelling
DOMESTIC/multiple dwelling
Current Functions: DOMESTIC/single dwelling
DOMESTIC/multiple dwelling

Architectural Classification:
Greek Revival
Italiante
Queen Anne

Materials:

foundation:	stone:	limestone, concrete
walls:	wood	
roof:	wood:	shake
	asphalt	

Description:

Nicollet Island is the largest of three islands in the central Minneapolis riverfront. It is located above St. Anthony Falls and is connected to both shores by access to the Hennepin Avenue Bridge which is built over the island. The island is flanked on the west bank by Minneapolis' commercial and warehouse district and on the east by a combined commercial and residential area. The island is occupied by a city park in the southernmost end which uses the William Brothers Boiler Works building (1893) as a park shelter. Just north of the park, the Island Sash and Door Factory (1893) has been renovated as a hotel and dining establishment. De LaSalle High School occupies the area just north of the Hennepin Avenue Bridge and stands just south of the 1877 Eastman Townhouses which have been renovated. The Great Northern tracks cross the island from east to west above the townhouses and physically and visually separate the Nicollet Island Residential Area on the north end from the rest of the island.

The Nicollet Island Residential Area is comprised of twenty-one 19th Century houses, five of which have been moved in from other areas in Minneapolis. Thirteen houses ring the northern edge of the island along East and West Island Avenues. Three houses line the cross street, Maple, and six more residences flank Nicollet Street which roughly bisects the neighborhood north to south. The spacing of the houses is irregular with several open lots interspersed among the houses. This spatial arrangement repeats the historic placement of houses within the district. The houses present a variety of 19th Century stylistic trends and comprise an unusually visually coherent collection of domestic housing from the time period, 1864-1898.

The following site numbers are used on the accompanying sketch map.

West Island Avenue

1. 95 West Island Avenue
ca. 1885
Baker-Leber House
contributing building

This one and a half story rectangular wood frame house is finished with cornerboards and clapboards. The house rests on severely deteriorated post sills on a limestone foundation. A rusticated concrete block foundation replaced the original limestone foundation on the south side elevation in ca. 1922 and supports a bay window. The roof is a cross gable and is finished with asphalt shingles. A single story porch spans the front western facade and is comprised of fluted wooden columns that support a hipped roof ornamented with a central gabled pediment. The wooden porch floor is wrapped in a plank skirt and is accessible by centered wood stairs. Two single story additions extend from the rear east elevation. Both have asphalt shingled gabled roofs. Many of the windows are covered with plywood but the exposed windows reveal a one-over-one configuration.

2. 101 West Island Avenue
ca. 1864
R. M. S. Pease House
contributing building

This house was moved to the island from its original location at 814 University Avenue S. E. in 1986. It is one of the oldest surviving houses in Minneapolis and is a classic example of the Greek Revival style. It is a modest sized one and a half story rectangle with what appears to be an early one and a half story gable roof addition on the north side elevation. A second single story addition spans the rear east elevation. It rests on a new raised concrete block foundation. The front west facade is characteristically Greek Revival in its symmetrical placement of windows and doors. The door is small by Victorian-era and modern standards and appears to be the original five panel door. It is framed in multi-paned sidelights and transom. The gable front facade is neatly framed in boxed eaves with gable returns and fluted corner pilasters. The roof is shingled with asphalt shingles. A buff brick corbeled capped chimney pierces the center of the main roof ridge. Standard window configuration is six-over-six lights in wood sash and frame. Exterior window surrounds are simple.

A modern non-contributing garage is located off the northeast corner of the house. The garage is two stall and is of wood frame construction. It is finished with compatible clapboards and plain milled corner pilasters. The asphalt shingled gable roof is finished with gable returns on the front gable end facade.

3. 105 West Island Avenue
ca. 1870
Meader-Farnham House
contributing building

This house was moved to the island from its original location at 913 5th Avenue South in 1987. This two-story Italianate wood frame structure rests on a new foundation of concrete block. The main massing of the house is nearly square and has an Italianate style truncated hip roof with a center gable finished with wooden shingles and decorative corner eave brackets. The front facade of the clapboard sided house displays a typically Italianate center gable with a Bull's Eye window. The front facade is symmetrically fenestrated with three tall two over two double hung windows on the second story and a central double door with clear transom centered between two tall two-over-two double hung windows on the first story. Standard window configuration on the other elevations is two-over-two wood sash with modern one-over-one storms in wood frames. The structure has a denticulated cornice with elaborate curved paired supports. A single story open porch spans the main facade. The porch's square supports have moulded capitals with pierced spandrels below the plain cornice of its shed roof.

The exterior of the house has been altered by two adjoining additions at the rear. The first addition is two stories with a hip roof and eave brackets and is slightly lower in height than the original house. An angled bay window with two-over-two lights is set into the north elevation of this addition. A single story open porch with square chamfered columns, flat jigsaw-cut balusters, and a lattice skirt spans the north elevation of the addition. A simple single story addition is attached to the rear elevation of the two story addition and has a gabled roof.

On the lot is a modern non-contributing three stall wood frame garage finished with board and batten siding. It has a wood shingled roof and rests on a concrete slab.

4. 107-09 West Island Avenue
Frank C. Griswold, 2nd House
1890
contributing building

This two and one-half story wood frame house is done in the Queen Anne style which is characterized by complex roof lines, a variety of exterior building finishes, and ornate architectural features such as corner towers, bay windows, stained glass, patterned shingles, low relief carving and ornate spindle work and an asymmetrical arrangement of space. Designed as a duplex, the house is finished in clapboards and

cornerboards and rests on the original limestone foundation. The house is an intricate weave of all the popular Queen Anne elements. The house occupies a corner lot which is visually dominated by the three story tower on the southwest corner of the house. Two single story porches, one on the front facade and the other on the south side elevation share porch elements of a common design including chamfered porch posts and stair newel posts, turned and plain spindle work and enclosed balustrades covered with clapboards. The front entry is comprised of a pair doors with single lights over a carved relief panels. Standard window configuration is one-over-one light in wood sashes. Exceptions to this are the curved plate glass windows with stained glass transoms at all three stories in the tower. The building, now divided into four living spaces, is divided vertically down the center with a common wall separating the two original living units. The building has been rehabilitated.

5. 111-113 West Island Avenue
1881
William D. Burnett Tenement
contributing building

This two-story wood frame residence was built originally as a "double tenement" rental property for William D. Burnett. Since that time, the building has been further divided into four dwelling units. The wood frame structure is finished with clapboards and cornerboards and rests on a limestone foundation. The roof is a truncated hip and is finished with wood shingles. The plan of the building is of the "Dumbbell" type, which permitted light and ventilation to enter the apartments at the recessed porch located midway along each side of the building. Since the building was built as rental property, the treatment of the exterior is quite simple. The original single story porch on the front of the structure was quite small. The present porch is a later addition and extends across the entire front of the building. Porch posts are square and chamfered while the balustrade is comprised of square 2 x 2 balusters. The porch is finished with a lattice porch skirt. Wood stairs and rail access the porch. The porch shelters a recessed entry finished with diagonally hung beadboard. Double doors each with a tall single light over a single decorative panel are framed above by a fixed clear transom. The doorway is flanked by Queen Anne type plate glass windows with sidelights and tri-part transoms.

The standard window configuration is two-over-two wood sash on the second story and one-over-one in the first story. The window on the second story front facade retain a simple carved top surround. The rear elevation is symmetrically fenestrated except for three entries at the half story. All porch members are modern milled lumber. All doors are sympathetic six panel doors. All chimneys are buff brick with corbeled caps. The house has been renovated.

6. 115 West Island Avenue
1878, destroyed by fire April 1991, reconstructed summer 1991
Peter Weinard House
non-contributing building

As originally constructed, this Italianate residence was finished with clapboard and cornerboards and rested on a limestone foundation. The nearly square shaped house supported a hip roof with gabled pediment on the front facade. The eaves were supported by carved corner brackets and displayed wide facia boards. An open single story front porch spanned the front facade. Porch members included chamfered porch posts and pilasters. In April 1991, the house suffered irreparable fire damage. It is being rebuilt based on architectural drawings prepared before the fire. Now a totally new house, the property is considered non-contributing.

East Island Avenue

7. 163 East Island Avenue
ca. 1880
contributing building

This two-story wood frame house is on its original limestone foundation. The structure is cruciform in plan with a cross-gabled roof. The roof is finished with asphalt shingles. The eaves and roof are in deteriorating condition. The original clapboards are now covered with cement asbestos shingles. The standard window configuration is one-over-one wood sash with aluminum combination windows. Most of the window cornices are still extant. Much of the scrollwork trim that originally was mounted in the gable ends and under the cantilevered corners on the south side bay has disappeared except for the remains of a turned post sun burst in the east and west side elevation gable ends. The eaves are enclosed and finished with a smooth facia board.The single story front porch is enclosed with one-over-one wood sash and aluminum frame storm windows. A single-story kitchen addition (date unknown) is attached to the rear, west, elevation of the house. A one-story enclosed rear entry porch is a later addition to the kitchen and sits on a poured concrete foundation

A non-contributing single stall garage finished with shiplap and corner boards stands just west of the house. and is rapidly deteriorating.

8. 167 East Island Avenue
Edward Murphy House
1870
contributing building

This house was moved from its original site at 716 21st Avenue South in 1988. This two-story wood frame Italianate style house is finished with narrow clapboards and cornerboards and rests on a new concrete foundation. The axial plan is a gradual progression of four narrowing cubes with the fourth, the end cube, being one story. All roofs are low-pitched hip. The front, east, facade is symmetrically fenestrated and displays handsome wood trim on windows and the single story entry portico. The portico is comprised of paired chamfered columns with a raised diamond modillions that support an entablature with raised decorative panels and a projecting cornice. The columns rest on a low wood frame wall finished with clapboard siding. A projecting central gable with a Bull's Eye attic window emphasizes the main entrance bay. Wide eaves overhang the two-story sections and are defined by a denticulated cornice with paired corner brackets. Windows are rectangular, with two over two light configuration in a wood sash. Window trim is different at each of the stories in the Italianate tradition. Flat hood mouldings crown the first story windows while arch hood mouldings crown the windows at the second story. A single story sunroom porch on the rear facade is unfinished. An open concrete well provides a patio and access to the basement unit.

9. 171 East Island Avenue
ca. 1875
Andrew and Ole Loberg House
builders: Andrew and Ole Loberg
contributing building

This two-story wood rectangular gable-front frame residence rests on a new rough-faced concrete block raised foundation. It was moved to this site from it's original location at 1812 Cedar Avenue in 1990. The house fits nicely into the district in terms of period, scale and style. The symmetrically fenestrated Greek Revival influenced facade displays the original window trim and eave treatment including boxed eaves and eave returns. A Bull's Eye window in the gable peak is another characteristic of the Greek Revival influence. The front entry, located on the south end of the front (east) facade, is a two-over-two panel door with a plain rectangular glass transom. A single story front porch has been removed but will be replaced during renovation. Photographs taken prior to the move indicate that porch members included square chamfered columns and an open 2 x 2 balustrade on a low wooden porch deck. A smaller two story historic addition with a gable roof is attached to the rear elevation. It is treated with the same finished including window trim and cornices. Alterations to the house

made after the move include the height of the foundation and the incorporation of two casement windows in the south side foundation wall for the basement unit.

10. 175 East Island Avenue
ca. 1875
Andrew and Ole Loberg House
builders: Andrew and Ole Loberg
contributing building

This two-story wood frame residence is generally identical to the other Loberg house except for the location of the front door on the opposite side. Like its counterpart it fits nicely into the district in terms of period, scale and style. It was moved from its original site at 1814 Cedar Avenue in 1990. The rear addition is different from the other Loberg house in that it has a small gable on the south slope of the gabled roof which accommodates a window. Alterations to this house after the move include the height of the foundation and an outside entry to the basement unit on the north side elevation.

11. 183-84 East Island Avenue
1898
Woodward Flat
contributing building

This two-story wood frame duplex sits on its original limestone foundation. The residence has a generally rectangular shaped footprint with a projecting two story bay centered on the front facade. The house supports a low-pitched hip roof with open soffits and exposed decorative rafter tails. The house displays narrow clapboard siding with corner boards. The one-over-one light windows have all been covered with aluminum combination storm windows. The windows display a modest milled surround. The single story wrap around open front porch has separate front wood stairs on either side. The porch posts are square and the balustrade is made up of square 2 x 2 members. The front porch skirt is made up of wood 2 x 4 planks. The front doors are two-over-two wood panel. Both rear doors are also two-over-two wood panel.

The property is associated with two contributing limestone retaining walls that run roughly east-west along the lot lines on either side of the house.

12. 185-86 East Island Avenue
ca. 1866, ca. 1871
O'Brien-Meyers House
contributing building

This two-story wood frame house with a T-shaped plan is actually two houses that have been moved together to form one structure. Both of the original houses are of similar design and date from the early 1870s. Both formerly stood at the front of the lot facing East Island Avenue and were presumably moved to the back of the lots in 1898 to make way for the construction of the Woodward flats buildings. The northerly portion, 185 East Island Avenue, is a good example of the Greek Revival influence. Evidence of this style can be found in the simple cornice which is returned around the gable ends, supported by a simple frieze board. The windows are arranged symmetrically and capped by simple mouldings. A four panel door with a fixed transom opens on the south side of the front elevation. It is protected by a hipped roof entry porch with a wood porch floor on brick piers. Original porch posts are gone and have been replaced with plain milled lumber 2 x 4s. Standard window configuration is two-over-two wood sash in simple surrounds. A single six-over-six window at the second story of the north elevation probably indicates an earlier window configuration.

The southerly portion, 186 East Island Avenue dates from 1871 and is also an example of Greek Revival styling with its gable end returns and symmetrical fenestration. Standard window configuration on this portion of the house is two-over-two wood sash with simple surrounds and cornices. Most bear aluminum storm windows. The front door for this unit appears to be of a later ca. 1880 vintage and displays a pair of tall round topped lights above two panels. It is installed below a rectangular fixed transom. A low wood porch platform is finished with a deteriorating wood open slat skirt. The shed type porch roof is supported with recent milled lumber posts. A single story shed roofed entry shed has been added (date unknown) to the rear west elevation. It stands on a limestone foundation. It has a five panel door and displays a four-over-four wood sash window on the south elevation.

13. 187-90 East Island Avenue
1898
Woodward Flat Fourplex
contributing building

This two story wood frame fourplex is finished with wood clapboards and cornerboards. The building is comprised of two story rectangular masses that flank a two story interior stairwell, a plan often repeated in the standard four and sixplex in Minneapolis. It rests on an original foundation of limestone. The roof is flat and is accentuated with a Greek style frieze below a plain wooden cornice. The classical motif is

continued in the design of the entry which includes paired wooden columns in a recessed entry which support wood cross beams on the beadboard entry ceiling. A simple 2 x 2 balustrade completes the recessed entry. Standard window configuration on the side elevations is two-over two wood sash with one-over-one aluminum frame storm. The front facade displays six-over-one windows. These windows are vertically separated by a decorative wood spandrel. A centered wood stair with wood stair rail accesses the front entry. Four rear (west) elevation entries have been fitted with appropriate four panel doors with transoms. Each is accessed by wooden stairs with wood rails. This house has been renovated.

Maple Street

14. 15-17 Maple
ca. 1886
Frank C. Griswold House
contributing building

This two and a half story duplex (now four apartments) is constructed of a wood frame finished with wood clapboards and cornerboards. It is the first of two houses built as residences for Franklin C. Griswold, Yale law graduate. (The second is at 107-09 West Island Avenue.) The residence is a rectangular mass with two gable-front two and a half story bays on either side of an entrance on the front facade. It rests on a limestone foundation with a wooden drip board at the foundation line. Rendered in the Queen Anne style, the truncated hip roof bears gabled dormers on all four slopes, ornamental facia, bargeboarding and half timbered gable faces. The roof is finished with wood shingles. A highly decorative single story porch spans the front north facade and is made up of jig-saw cut porch members. Standard windows are one over one wood sash in wood frames with aluminum combination storms. Fixed square Queen Anne windows light the south side dormers. Large Queen Anne windows light the mirror-image front facades of the duplex at the first story. They bear multi-colored square paned transoms and are framed by sidelights. The roof is punctuated by a four red brick capped chimneys with engaged decorative piers. All steps and handrails are wood. This building has been rehabilitated.

15. 18-20 Maple
ca. 1881
contributing building

This one and a half story L-shaped duplex (duplexed in the 1950s) is of wood frame construction and is finished with clapboards and cornerboards. It is believed to be the combination of two smaller houses combined at an earlier date. The house design(s) probably

originates with the carpenter. It stands on a new foundation of poured concrete. The roof over both wings is a hipped gable or jerkinhead and is finished with wood shingles. Eaves are enclosed and the gable ends display a narrow facia board with a decoratively splayed tail. Standard window configuration is two-over-two wood sash in wood frame. Windows are trimmed with wood surrounds including pedimented drip boards. A wooden single story porch spans the south facade of the eastern unit, wraps the L and continues over the entry of the western unit. The porch displays chamfered porch posts, a wood floor with a plank skirt, a single wood step, and a beadboard ceiling. A later, post-1941 single story addition to the rear elevation has a flat roof and two-over-two windows in plain surrounds. The single story sunroom/porch addition displays one-over-one wood frame windows with aluminum combination storms.

At the rear of the lot is a noncontributing two-stall garage at the rear of the lot. It is built of concrete bloc and has a gable roof that is finished with rolled asphalt. The doors are wooden horizontal panels.

16. 27 Maple Place
ca. 1888
contributing building

This nearly square single story wood frame house is finished with clapboards and cornerboards. It may have been built by Franklin C. Griswold as a rental property. The most outstanding stylistic element of this vernacular cottage is the Second Empire style wood shingled Mansard roof with round hooded dormers. Other important stylistic elements include decorative wood ball and curve motif eave brackets, scalloped wood roof shingles, and decorative window surrounds. Standard window configuration is two-over-two wood sash with wood frame storms. The original front door which is centered on the north facade has been replaced of veneered with plywood. The back door has been replaced with a modern door. The roof is punctuated by a two chimneys. The original central chimney has been capped and is sheathed in metal. A later (date unknown) brick chimney with a corbeled cap stands next to it. The house is vacant.

Nicollet Street

17. 91 Nicollet Street
1883
Backe-Barquist House
contributing building

This one and a half story wood frame rectangular gable-front vernacular house is stylistically very plain and is finished in narrow clapboards and cornerboards. It stands on a new foundation of concrete block. The gable front facade is simply fenestrated with a pair of windows centered at the half story and two standard two-over-two windows and the front entrance on the ground level. Simple bargeboarding accentuates the gable end. Although windows are presently covered with plywood, standard window configuration may have consisted of two-over-two windows in wood sashes as do other houses dating from this period. The single story porch has been removed from the front facade. This house is scheduled to be renovated in 1991.

18. 93 Nicollet Street
1874
John Mayell House
contributing building

This one and one half story wood frame building is finished with clapboards and cornerboards.and rests on a new foundation of concrete block. It is of a simple rectangular shaped gable-front vernacular design. The gable front facade is simply fenestrated with a pair of round top windows centered at the half story and two standard two-over-two windows and the front entrance on the ground level. Although windows are presently covered with plywood, standard window configuration may have consisted of two-over-two windows in wood sashes in keeping with other houses from this period. The single story porch has been removed from the front facade. This house is scheduled to be renovated in 1991.

19. 97 Nicollet Street
ca. 1871
Peter Conway House
non contributing building

This wood frame building was originally two stories prior to a fire which reduced it to its present one-story size and severely diminished its integrity of material, design, and workmanship. The house will be rehabilitated to a new but appropriate and compatible design.

20. 163 Nicollet Street
George W. Brookins House
1873
contributing building

This one and one half story wood frame house displays the influence of the Greek Revival style on a simple vernacular design. The main massing of the house is a gable-front rectangle. It is finished with clapboards and cornerboards and stands on an original limestone foundation. The gabled roof is finished with wood shingles. In the spirit of the Greek Revival style, the house features a symmetrically fenestrated front facade with two two-over-two windows each at the first and second stories. Standard window configuration is the same and all windows are surrounded with clean simple milled lumber surrounds. The low-pitched front gable peak is simply defined by a smooth facia board and enclosed eaves. The side entry is through an open, shed roofed side porch. The front door is a single-light over two panels. Wooden porch elements include square porch posts on a low wooden porch floor. A second entry on the north side elevation is comprised of a four panel door with a fixed transom. The door on the third, rear, entry on the east elevation of the single story rear addition is the same as the front door. The rear addition is composed of two single story gable roofed buildings placed side-by-side along the rear elevation of the main house. A buff brick chimney straddles the center of the roof ridge of the main house and a second similar chimney rises from the north slope of addition roof. This house has been rehabilitated according to the Secretary of Interior's Standards.

A non-contributing shed at the rear of the lot is associated with this house. It is finished with shiplap and a rolled asphalt roof.

21. 167-69 Nicollet Street
Barquist-Holmberg House
1881-82
contributing building

This two-story wood frame and buff brick veneer double house stands on an original foundation of limestone. Building characteristics, including simple rectangular massing, a low-pitched hip roof with a centrally located gable peak on the front facade, tall narrow windows with segmentally arched brick hoods, and eave treatment are all Italianate-influenced. A wooden frieze accentuates the broad soffits of the roof which is visually supported with ball and curve brackets with drop finials. The front gabled dormer is decorated with a braced wood bargeboard. It frames a pair of small windows. A second decorative brick frieze runs between and over the window tops in the Italianate style. Standard window configuration is one-over-one wood sash with one-over-one wood frame storms. Windows at the first story have brick

segmental arches. A single story wood frame porch spans the front facade. The porch shelters the double door entry which is flanked by bay windows at the first floor. The doors are comprised each of two tall over two short panels. The wood frame bays are finished with beadboard. Porch elements include bracketed chamfered porch posts and stair newels and plain square balusters. The wooden porch floor is surrounded by a wood lattice porch skirt. The porch is accessed by wood stairs. The rear elevation has four entries, two at the first floor and two at the second floor. All stairs, rails and balusters are constructed of new plain milled lumber. This building has been renovated.

22. 177 Nicollet Street
1873 Adams-Barquist House
contributing building

This single family residence is a one and a half story Greek Revival-influenced building with a gable-front facade. The roof is finished with asphalt shingles. The house is finished with clapboards and cornerboards and stands on an original limestone foundation. In the tradition of the Greek Revival style, the house features a symmetrically fenestrated front facade with two two-over-two windows each at the first and second stories. Two side entries is are located on the north side elevation under a single story open porch with a hip roof and a plain milled lumber porch elements. Two very small single story bay additions are located on the south side elevation. There is a one story addition at the rear of the side entry that wraps around the rear (east) elevation. It bears six-over-six double hung windows on the north elevation and a rear door in the east elevation.

Two non-contributing buildings are located at the rear (east) end of the lot. They include a wood frame single stall garage and a wood frame garage or stable. Neither date from the period of the house.

Certifying official has considered the significance of this property:
locally

Applicable National Register Criteria:
A and C

Areas of Significance:
Architecture
Early Settlement
Social History

Period of Significance:
1864-1898

Architect/Builder:
unknown

Significance:

The Nicollet Island Residential Area is significant under criterion A, broad patterns of history and criterion C, distinctive types of a period of architecture. It is significant as the most physically and visually coherent example of early riverfront residential development remaining in the City of Minneapolis. The period of significance, 1866-1898, is represented by the island's collection of residential housing styles. The area is significant within the state context *Urban Centers* and is related to the local Minneapolis contexts, *Business and Industry* and *Residential Development*.

The following narrative documents the pattern of urbanization in Minneapolis. It is followed by a second narrative that relates Nicollet Island to the pattern of urbanization.

Urbanization of the Early Riverfront Community of Minneapolis

Within the larger state context *Urban Centers 1870-1940*, the Nicollet Island Residential Area is a rare survivor of the process of urbanization that included the historical evolution of mixed residential and commercial growth along the riverfront into a nearly exclusively industrial district accessed by massive railroad corridors. Recent studies based on the historic literature, the existing built environment, and archeological survey, indicates that the typical pattern of land-use during the earliest period of growth, beginning ca. 1850, combined commercial, residential and industrial development in a scattered arrangement. Not one, but several small residential and commercial areas along the riverfront functioned as loosely defined centers of commerce and domesticity during this early

period of development. Each of these small centers disappeared through time as the riverbanks became more exclusively industrial and commercial.

The early pattern of settlement and land-use along the river was the result of three major factors:, the location of St. Anthony Falls and its potential for water power, the pre-eminence of river travel in the newly organized territories for transportation of people and goods, and individual entrepreneurship. Since the earliest period of settlement in Minneapolis predates rail networks in the area, (track was laid between St. Paul and St. Anthony in 1862) the siting of the village of St. Anthony on the banks of the Mississippi River is typical of the pattern of early river settlement throughout Minnesota. The location of St. Anthony Falls was the most obvious factor in the earliest orientation of settlement along the riverbanks. The water power potential of the falls facilitated the milling of lumber, and later grain. Both industries historically comprised two of the State's earliest and most important industries. During the earliest years of settlement in Minneapolis, it was speculative where the center of business in the river town would be. With several landowners vying for prosperous developments within individual land parcels along the riverfront, several points of commercial and industrial growth were bound to develop. Around and in between these points, residential development took place. Thus the early pattern of mixed land-use reflected the economic exploitation of a geological asset, the ambition of several early entrepreneurs, and the lack of laws specifying land use. Eventually, a pattern of mixed land-use stretched along the east bank from 9th Avenue N. E. to present day Essex Street in the University of Minnesota campus. and along the west bank of the river in Minneapolis from roughly 10th Avenue North to 20th Avenue South.

The changing face of the early riverfront landscape is related to broad patterns of urbanization. The process of urbanization on the riverfront and the trend toward the development of a central commercial and industrial district surrounded by a broad expanse of predominantly residential development is well documented. Along the riverfront, the historic pattern of early land-use was erased by the expansion of industry and commerce, the expansion of massive rail corridors, the construction of locks and dams on the river, fires, and finally, modern urban renewal efforts. A number of factors abetted these changes including the economic boom of the 1880s which fed the consolidation of the riverfront as a commercial and industrial area, the creation and expansion of a streetcar system in the city, the creation of economic classes within the local economy, and the resulting movement of certain classes to common areas of residence away from the city core (ca. 1880-ca. 1910). The expansion of the city's commercial and industrial core had far-reaching impacts on the nature of community in the historic period.

In 1880, the development of Minneapolis reached no more than a mile and a half in any direction from the Falls of St. Anthony. It constituted what Samuel B.Warner Jr. in his *Streetcar Suburbs* called a "walking city." Commercial centers providing drygoods, hardware, groceries, libations and space for boarders were all within walking distance of everyone's doorstep. Places of work and worship were also accessible by a short walk. Although wide economic disparities existed between the wealthy entrepreneur and the common laborer, they lived in close proximity to one another. The historic literature indicates that the early riverfront community contained the homes of all economic classes, from the wealthy mill owner to the common laborer and all residents lived in relatively close proximity to the hustle and bustle of industry and commerce.

The steady development of residential areas away from the riverbank area was one indicator that the pattern of land-use on the riverfront was moving toward exclusive use by commerce and industry. This movement was fueled by the tremendous population boom between 1850 and 1890 (the population increased 300% during these years) as well as the extension of streetcar lines away from the city core between 1873 and 1900. The outward spread of the population generally included all but the working class poor. As early as 1885 a core of mansions existed between south 7th and 8th Streets and 1st and 8th Avenues, interspersed with and surrounded by more modest domiciles. A few mansions were built out as far as Franklin Avenue (1885 Sanborn). This movement away from the increasingly noisy and dirty riverbanks coincided with a consolidation and expansion of the industrial and commercial nature of the riverfront. Beginning in the 1880s, rail corridors began to consume large areas of the riverfront and a hydro-electric component was added to the industry of the falls district. As the industrial core expanded and gobbled up land formerly used for residential purposes, those who could afford the change, moved away from the river.

By 1890, a booming Minneapolis economy had transformed Minneapolis from a local to regional trade center. Between 1890 and 1920, the Twin Cities accounted for 31 per cent of the non-farm growth in a region encompassing Montana, North and South Dakota, Minnesota, a swath across the northern border of Iowa, all of northern Wisconsin and the upper peninsula of Michigan. Minneapolis and St. Paul had become one of the nation's 10 leading rail centers and was the northwest anchor for the primary rail corridor between the Mid-Atlantic seaboard and the Midwest (Borchert: 1987, 61). In terms of employment, the growing retail, wholesale, manufacturing and finance industries of the Twin Cities not only provided skilled and unskilled jobs for thousands of foreign-born workers, but also spawned a multitude of white collar positions and encouraged local small businesses. The increased income of an emerging middle class and the mass production of goods of the industrialized age allowed the new class to participate in the local economy and society in an unprecedented manner. One of the most significant aspects of this phenomena was a major increase in private home ownership and the resulting creation of suburbia. Neighborhoods associated

with economic class began to develop and the physical separation of people based on wealth became routine. The new suburbanites commuted on streetcars to jobs within the city core and shopped within the growing retail district. Gone was the "walking city".

The early mix of small commercial business, industry, and residences on the riverfront was generally obliterated by the turn of the century. The following early riverside residential enclaves were replaced by industrial or commercial land use:

East Bank, North to South

Upper Town, (ca, 1850-1893) was the commercial and residential area that grew around the steamboat landing and early lumber mills near Main and 4th Avenue N. E. The area north of 6th Avenue, which contained about 160 residences, was burned-out in the 1893 fire. The area along the river below 6th Avenue remained commercial/industrial into the twentieth century (Anfinson, 1989: 91).

The *East Side Flats* (1860-1895) were located below the river bluffs from the foot of 5th Avenue S. E. to the foot of 11th Avenue S. E. The area contained modest immigrant frame housing. The northern end of the area was destroyed by the construction of the Lower Dam and Hydropower Station in 1895 and the Rapid Transit Steam Power Plant in 1903. The remaining houses were town down during the first half of the twentieth century (ibid.: 111).

West Bank, North to South

The *Bassett Creek* (1855-1875) area contained a number of houses below Bassett's Creek along First Street North to Hennepin Avenue and was home to several prominent citizens. (Bassett's Creek entered the Mississippi between where 7th and 8th Avenues North would meet the river.) The area was soon usurped by the expansion of saw mills in the 1880s, and was completely erased by 1910 by rail yards (ibid.: 31-34).

The *Washington House Residential Complex* (1856-1887) was located between the river and First Street North and between Plymouth Avenue and Bassett's Creek. The housing spread northeasterly from the Washington House on First Street, a combination rooming house and saloon patronized by mill workers. The cluster of about a dozen houses was demolished to make way for the expansion of the Chicago, St. Paul, Minneapolis and Omaha railroad yards in 1887 (ibid.: 34).

The *Gateway* or Bridge Square residential district (ca. 1862-1883) grew with the Bridge Square commercial district. Several small frame houses, including the J. H. Stevens house, were built on the lower terrace extending southward from the Hennepin Avenue bridge to 2nd Avenue South.

Expansion of the railroad yards forced residents out of this area by 1883 (ibid.: 50).

Two large residences, the William Garland house and the E. H. Hedderly house were located in mixed-use areas along the riverfront. The Hedderly residence (ca. 1853-1890) was located at the foot of 19th Avenue South in the *Gasworks Bluff* area that stretched between the foot of 11th Avenue South to 20th Avenue South. The area contained a number of industries, including the gasworks, saw milling, and railroad yards. The house was removed in 1890 when the land became part of a limestone quarrying operation (ibid.: 76). The Garland house (1856-ca. 1870), was located at the foot of 11th Avenue South and predated the development of the area as the *West Side Milling District* that eventually extended from 3rd Avenue South to just below 10th Avenue South (ibid.: 72).

Only two riverside residential areas survived into the 20th century: *Bohemian Flats* and *Nicollet Island*. *Bohemian Flats,* (1865-1931) was located on the west bank in the Brewery Flats area and stretched from 2 1/2 Street South to 20th Avenue South at the bend in the river. This neighborhood was sparsely settled until the 1880s when many eastern European immigrant laborers made it their home. The neighborhood thrived into the 1930s when it was finally removed for the expansion of the municipal levee.

Nicollet Island maintained its mix of commercial, industrial and residential buildings until the industrial element on the southern portion of the island was reduced by an 1893 fire and again when the Island Power building was razed in 1937. The urban renewal blitz of the 1970s removed the commercial component of the island that stood along Hennepin Avenue, leaving the residential component of the island the only visually and physically coherent surviving residential development along the riverfront area.

Nicollet Island

The development of Nicollet Island as part of the riverfront area repeated the pattern of mixed residential, commercial, and industrial land use along the riverfront. It also repeated the pattern of a mixed social strata of the early community.

Commercial use of the island dates back to 1849 when Franklin Steele cleared the southern end of maples and elms for lumber for the construction of his dam and sawmill on the east bank (Hudson, 1908: 30). Following this, Rufus P. Upton used the south end of the island for a nursery (Holcomb,1914 :150). A comparison of ca.1857, 1865, 1867, and 1872 photographs indicates that the southern half of the island was first cleared and used as agricultural land and later for the storage of milled lumber.

The island was always a stepping stone across the Mississippi above the falls, first as an anchor for ferries, and later for the suspension bridge that was built in 1854. The bridging of the river across Nicollet Island in 1854 had a significant influence on the orientation and growth of the city. The wooden suspension bridge, built at what is now Hennepin Avenue, not only encouraged settlement on the western side of the river but encouraged settlement on Nicollet Island. Once the wooden suspension bridge was built, the island most certainly became the site of increased development. As early as ca. 1850, the literature indicates that Colonel North and his wife may have had the only residence on the island (location unknown). Mrs. North offered music lessons and had a piano in her home when the island was yet to be connected to the mainland by bridge or ferry. Both the ca. 1872 photograph and the earlier panoramic lithograph of 1867 depict several frame structures on the island, many of which look like small frame homes, scattered along the length of the island. Four small buildings appear below Bridge (Hennepin) Avenue and may have housed combined business/residential quarters, three more buildings appear in the mid-section between Bridge Avenue and the 1867 railroad bridge, and about nine buildings appear in the area above the railroad bridge. Since city directories of the time (population 18,000) are not cross-indexed by address, we know little about the functions of these buildings.

One year after the suspension bridge was completed, the island was purchased by W. W. Eastman and John Merriam. In 1866, after the city rejected buying the island as park property, Merriam and Eastman concentrated on what they hoped would be a profitable developmental scheme. This scheme eventually included both residential and commercial development. Ultimately, the island developed into three distinct land use areas: the southern end was used for industry and manufacturing, the central area along Bridge Street (Hennepin) was built up with commercial buildings, and the area north of Bridge Street was developed for residential use. Nicollet Island became a microcosm of the development on either riverbank, with industry, commerce and residential areas in close proximity to one another.

The central Bridge Street commercial district developed on what must have been one of the most heavily trafficked thoroughfares in the city. Historic photographs indicate that the district began as a series of frame and stone structures (stereoscope, MHS, ca. 1875) which were replaced by two and three story brick front buildings with typically 19th century Victorian era storefronts by the mid-1880s (1885 Sanborn). It was likely the first part of the island to establish itself.

Eastman's earliest endeavor to create an industrial area on the southern end of the island in 1869 included carving a tunnel under the island to create a tail race for milling that would be connected to Hennepin Island downstream. The scheme ended in disaster when the tunnel collapsed, taking several existing mills on Hennepin Island with it. In fact, the tunnel

seriously undermined the entire cataract of the falls. After much negotiating, the Corps of Engineers constructed a concrete dike (1876) and a wooden apron (1880) to protect the endangered falls.The southernmost part of the island began to flourish as an industrial area after 1879 when W. W. Eastman was successful in bringing water power to the island and built the Island Power Building which by 1880 housed a number of manufacturers including a box factory, a furniture factory, a machinery firm, and two grist mills. Island Power became an anchor for other industrial buildings on the south end of the island.

North of the Bridge Street commercial strip lay the residential area of Nicollet Island. Despite the general exodus of economically aspiring citizens away from the riverfront as early as ca. 1880, new housing continued to be built at late as 1898 on Nicollet Island. The residential area was divided into two distinct areas divided by the St. Paul and Pacific Railroad (now Great Northern) tracks and stone quarries north of the tracks. Below the tracks were the large and commodious homes of several captains of industry and three rows of fashionable limestone townhouses. Above the quarries were more modest homes of middle class and laboring people. The mansions and townhouses for the upperclass were developed in the 1870s. John DeLaittre built his house in 1873, followed by W. W. Eastman in 1874, and W. S. King moved to the island in 1878. In 1877, Eastman began construction on the stone townhouses on Grove Street and Eastman Avenue. By 1885, ten substantial homes and three rows of stone houses stood in the area between Bridge Street and the St. Paul and Pacific tracks. Today, only the Eastman Townhouses exist as a reminder of the early status of the island as an address for the city's elite.

Nicollet Island remained a stable residential area until after the first World War. This date is late for the riverfront area and no doubt reflects the relatively isolated island location of the neighborhood. In 1917, Minneapolis' City Beautiful Plan called for the conversion of Nicollet Island to a city park, but the war derailed those plans. After the war however, the island began a steady decline of abandonment and deterioration. Houses on the island were subdivided into rental units and the lack of maintenance resulted in the demolition of an unknown number of houses. Urban renewal plans of the 1970s resulted in the demolition of two more houses.

The Nicollet Island Residential Area

The smaller homes on the north end of the island that comprise the district were built by and for middle class and laboring families. Some were owner occupied, others were rental properties. All were occupied by working and middle class residents. A review of Minneapolis City Directories between 1867 and 1890 for 15 names associated with individual houses in the neighborhood, reveals the following occupations: fresco and portrait

painter, clerk in a confectionery, owner of a confectionery, laborer, express driver, jeweler, carpenter, dealer in pine lumber, night watchman, a clerk for a wholesale and retail hardware and iron distributor, a cutter for a merchant tailor, a coachman, surveyor and real estate speculator.

The houses on the island date from ca. 1864 to 1898 and their architectural styles represent the full range of stylistic influences in Minneapolis during the period: Greek Revival, Second Empire, Italianate, and Queen Anne. Like most domestic architecture in Minnesota, these houses represent a mix of stylistic elements: Greek Revival symmetry with Picturesque porches, stylish Mansard roofs on mechanic's cottages, Greek-inspired friezes and paired columns on an otherwise utilitarian clapboard facade. The range of styles also reflect the growing affluency of the middle class in Minneapolis. As the economic boom of the 1880s and 1890s raised the standard of living for white collar workers, more attention was given to style and decoration in housing. The proliferation of mass produced building materials during this era also fed the attention to detail, especially in the Victorian era Picturesque styles. The housing on Nicollet Island is a visual record of changing stylistic trends in Minneapolis as well as the way in which stylistic elements were applied to common housing.

The Greek Revival style influenced, in varying degrees, the oldest houses (ca. 1864-1875) on the island. The finest example of the style is the 1864 Pease House at 101 West Island Avenue. The Pease house, in its restored state, exhibits all the characteristics of Greek Revival: low-pitched front gable with eave returns, simple massing and a symmetrical facade with side entrance, corner pilasters and six-over-six double hung windows. Many of these characteristics are repeated on a number of other houses: the combined houses on the rear of lots 6 and 7 at 185-86 East Island Avenue which date from ca. 1866 and 1871, the architecturally similar 163 and 177 Nicollet Street, and the two houses at 171 and 175 East Island Avenue. None of these latter houses, however, represent a strict formal arrangement of Greek Revival elements. The houses at 171 and 175 East Island Avenue, with their symmetrical plain facades and picturesque porches, represent the transition from the simplicity of the Greek Revival to the more ornate picturesque styles.

Three fine examples of the Italianate style survive on the island and are represented by single family dwellings at 167 East Island Avenue, and 105 West Island Avenue and the multiple family dwelling at 167-69 Nicollet Street. These houses date from ca. 1870-1881 and all are presently restored. More than the Greek Revival influenced houses, these homes reveal a more standard and "correct" response to Italianate stylistic detail and all exhibit a nearly square footprint in the main massing, symmetrical facades, low pitched hipped roofs with center gables, tall windows with ornamental hoods and Italianate eave brackets.

Only one house embraces the esthetic of the Second Empire style, the small cottage with the Mansard roof at 27 Maple. The earmark of this style is the Mansard roof and Italianate window and eave treatment. Its 1888 building date represents the close of the time period for this style.

Two examples of the flamboyant Queen Anne exist on the island, both built as duplexes by Franklin C. Griswold. They include the elaborate duplex plan at 107-09 West Island Avenue and the duplex (now a fourplex) at 15-17 Maple. Both designs are attributed to Frederick Gardner Corser, a prominent Minneapolis architect and friend of the Griswold family. They represent some of the last houses to be built on the island and fall with the time period of the boom years of 1880-1890 when housing was in high demand and building speculation took place throughout Minneapolis.

The last two houses built on the island are the multiple family dwelling units at 183-84 and 187-190 East Island Avenue, both built in 1898. Both were built to fill the growing demand for rental housing. Believed to have been built by the architectural firm of Bertrand and Chamberlain of Minneapolis, the fourplex at 187-90 reflects Palladian massing and is embellished with classical detailing. The duplex at 183-84 has separate entries separated by a projecting two story bay centered on the front elevation. The design is interesting, but plainly embellished with exposed rafter tails and Craftsman-like porch members, although the house predates the Craftsman style.

Also evident on the island are houses designed by the carpenters who built them. They are best represented by the two houses at 171 and 175 East Island Avenue that date from 1875 and are presumed built by their original owners Andrew and Ole Loberg, known carpenters. Other houses which probably represent the carpenter influence are the two gable front houses at 91 and 93 Nicollet Street and the jerkin-head gambrel roof house at 18-20 Maple.

The Nicollet Island Residential Area contains twenty-one 19th century houses. The total number of houses in the district represents 61% of the historic housing density documented by the 1898 Foote Atlas. Seventy-six percent of the existing housing is original to the island, while twenty-four percent has been moved in. Ten of the houses date from before 1880, and another eleven date from 1880 to 1898. The collection as a whole represents both the evolution of architectural style in Minneapolis as well as a variety of living accommodations available during the period: private ownership, rental, single and multiple dwelling. Housing on Nicollet Island from the post 1880 period represents a shift toward speculative construction for rental purposes (although it appears that rental housing existed from the earliest period) and reflects the great economic boom in Minneapolis between 1880 and 1900. Franklin Griswold, William P. Burnett and the partnership of Andrew Barquist and Jonas Holmberg all built single and multiple occupancy rental properties during this time. The last two buildings constructed on the island, built by Austin M. Woodward in 1898,

were also rental properties. This trend echoes the advent of apartment building in the greater Minneapolis area during the same period (Borchert, 1983, 80).

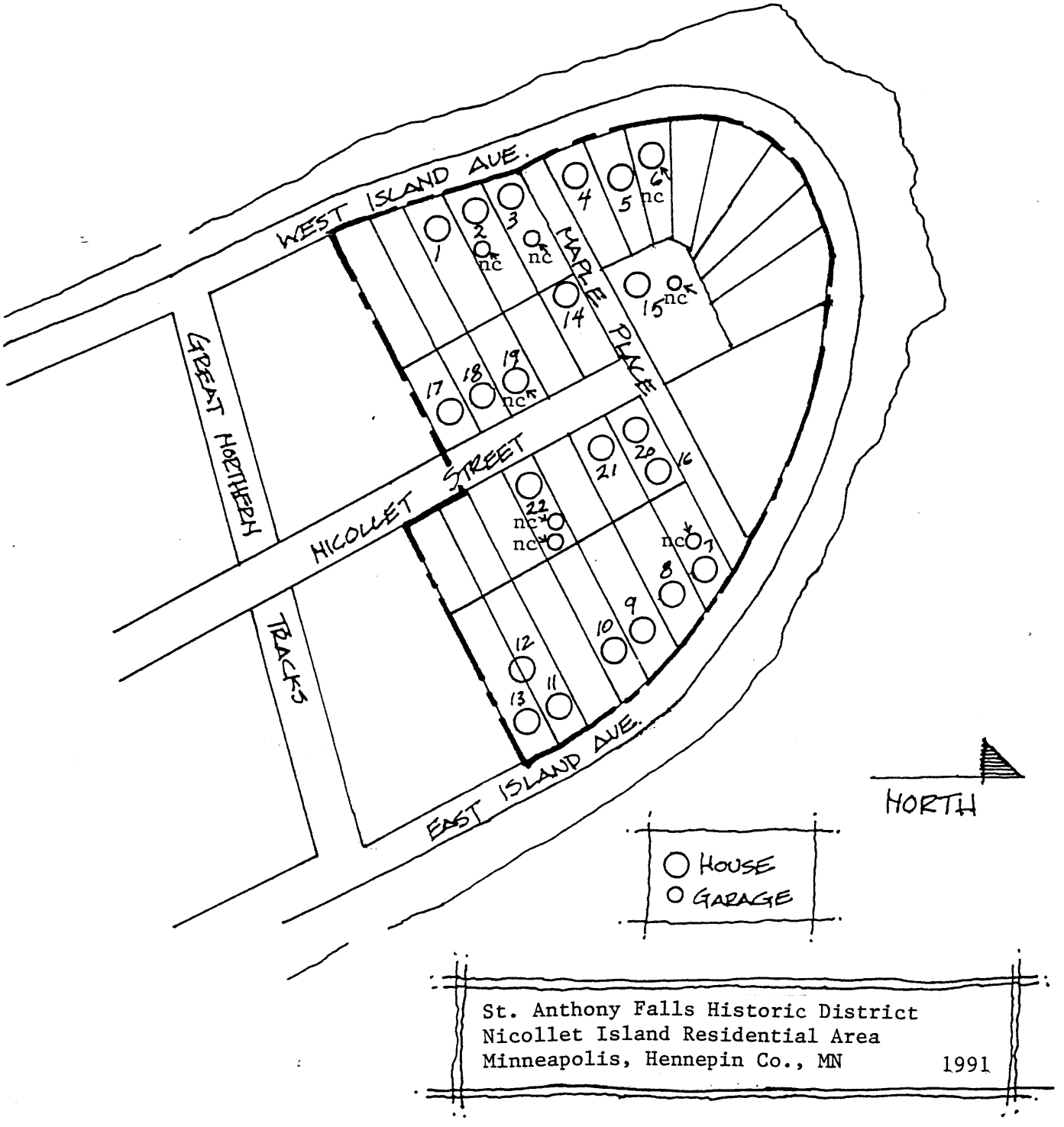
The spatial arrangement of housing on the island repeats the historic placement. The north end residential area has always been dotted with open spaces. An 1885 panoramic lithograph as well as Sanborn and Real Estate Maps from that date onward, indicate that the north end of the island above the Great Northern tracks was always dotted with empty lots. An area of empty lots, occupied by limestone quarries, stretched across the island just north of the tracks and south of the middle class housing area. This area has been built over and vacated since the historic period. Significant open areas on the island (lots 1-5, block 1) have been in place at least since the 1885 views of the island. In addition, an open space on the northwest corner of Nicollet Avenue and Maple appear on all the available Sanborns and Atlases which date from 1885 onward. An early resident, Mrs. Ella May Griswold Guilford, recalls a fenced croquet ground at the corner of Maple and Nicollet. Mrs. Guilford also recalled the lots on the north tip of the island having been used as a picnic area. The only buildings known to have been built on the north tip during the 1885-1898 period were two barns (lots 1 and 4) and what appears to be a very small dwelling (lot 3). The Nicollet School on lot 2, block 1 was built in 1898 at the end of the period of significance, was sold in 1919 for commercial use and demolished in the 1970s.

In summary, the present arrangement of houses and open space generally reflect the spatial order of the historic period of significance. Housing density and placement on the island is now fixed by a ground lease agreement between the Minneapolis Department of Parks and Recreation, (who owns the island) and the Minneapolis Community Development Agency (MCDA) which stipulates that no more than five houses will be moved onto the island (page 19, item 7.4). That threshold has been reached with the five houses already moved onto the island. Furthermore, it has been established that the remaining lots on this portion of the island will remain open as park areas. Existing open lots within the district have been designated as contributing open spaces within the district. No more houses will be moved onto the island, preserving the present housing density.

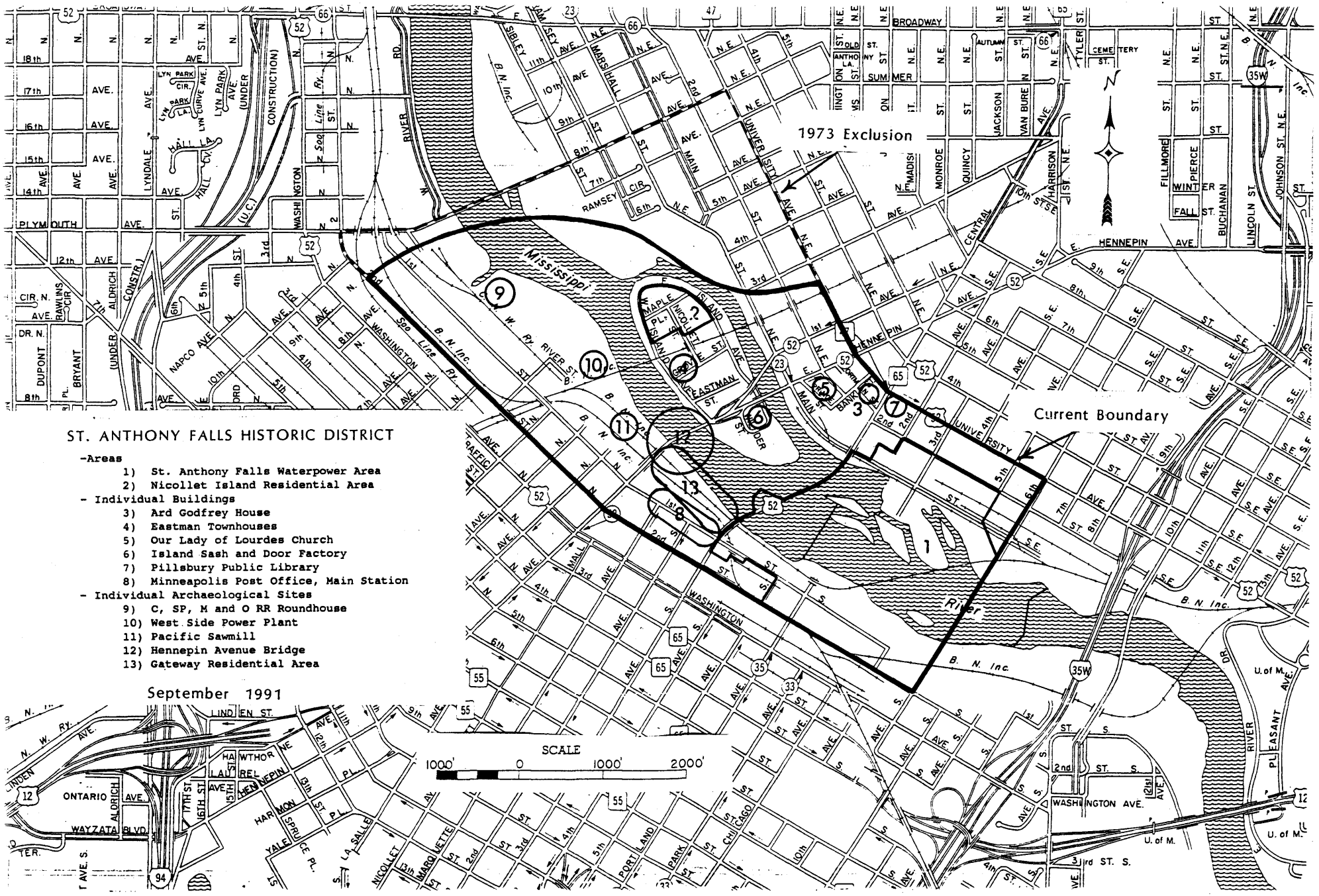
The existing collection of houses on the island represents both the spatial arrangement and stylistic repertoire of the 19th century Nicollet Island neighborhood. The range of architectural style represents the long period of residential occupancy of Nicollet Island from the mid 1860s to the turn of the century. It is highly unusual to find a neighborhood that retains examples of housing that spans such an extended period of time in such a visually coherent setting. Nicollet Island is unique in Minneapolis in this respect. Other areas of Minneapolis contain housing that spans the period of significance (University Avenue between 2nd St. S. E. and Interstate 35,

Main Street between Broadway and 5th Avenue N. E. and the Cedar-Riverside area) but not without substantial intrusions and modifications .

Located at the heart of the original walking city, the Nicollet Island Residential Area can be viewed from the Hennepin Avenue bridge, from both the east and west riverbanks and from Boom Island. From these vantage points, Nicollet Island becomes an important visual clue to reading the urban landscape. Its river location illustrates the progressive development of the city away from the early focus of the St. Anthony Falls. Seen within the context of the historic warehouses and remaining mills on either riverbank, the Nicollet Island Residential Area is evocative of the early years of mixed land-use along the riverfront before the area became the exclusive domain of commerce and industry.



St. Anthony Falls Historic District
Nicollet Island Residential Area
Minneapolis, Hennepin Co., MN 1991



ST. ANTHONY FALLS HISTORIC DISTRICT

-Areas

1) St. Anthony Falls Waterpower Area
2) Nicollet Island Residential Area

- Individual Buildings

3) Ard Godfrey House
4) Eastman Townhouses
5) Our Lady of Lourdes Church
6) Island Sash and Door Factory
7) Pillsbury Public Library
8) Minneapolis Post Office, Main Station

- Individual Archaeological Sites

9) C, SP, M and O RR Roundhouse
10) West Side Power Plant
11) Pacific Sawmill
12) Hennepin Avenue Bridge
13) Gateway Residential Area

September 1991

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11. Form Prepared by

name/title: Jacqueline Sluss, Principal Researcher
organization: Thomas R. Zahn and Associates
street & number: 420 Summit Avenue
city or town: St. Paul state: MN zip code: 55102
date: 4-5-91
telephone: (612) 221-9765

1. Name of Property
   Historic Name: St. Anthony Falls Historic District,
   Gateway Residential Area
   Other Name/Site Number: 21HE117

2. Location
   Street & Number: on either side of West River Parkway between
   Hennepin Avenue and Third Avenue South
   State: Minnesota Code: MN County: Hennepin Code: 053
   Zip Code: 55401

3. Classification
   Number of Resources: 1 contributing site

   Number of contributing resources previously listed: 0

6. Function or Use
   Historic Functions: DOMESTIC/single dwellings

   Current Functions: LANDSCAPE/park
   GOVERNMENT/post office

7. Description

Archaeological remains of the Gateway Residential Area were discovered during excavations on the central Minneapolis riverfront in 1983 and 1986. The work was conducted by the Archaeology Department of the Minnesota Historical Society under contract with the Minneapolis Park and Recreation Board as part of the environmental review process prior to the construction of an extension of West River Parkway in Minneapolis. The first season of excavation indicated the presence of the site and the work undertaken in 1986 was part of a data recovery operation to record information about those parts of the site that may have been adversely impacted by the impending road construction.

The historical description that follows is based on Scott F. Anfinson Archaeological Potentials on the West Side of the Central Minneapolis Waterfront (St. Paul:Minnesota Historical Society, 1984). The archaeological description is based on Jeffrey R. Tordoff "A Phase 1 Archaeological Survey of the West River Parkway, Minneapolis, Hennepin County, Minnesota," (St. Paul: Minnesota Historical Society, 1984) and Jeffrey R. Tordoff and Robert A. Clouse "Archaeological Excavations Along the Proposed West River Parkway 1986, Minneapolis, Hennepin County, Minnesota," (St. Paul: Minnesota Historical Society, 1987).

Historic Description

In 1850 John Stevens moved into his newly built house becoming the first permanent resident on the west side of the Mississippi River in Minneapolis. The house was a small two-story, frame structure located on the lower terrace just south of Hennepin Avenue. Stevens gave a few small portions of the adjacent land to the south to needy settlers who could not afford to buy lots in established residential areas. Stevens moved to Glencoe in 1857, but retained ownership of the house. He moved back into the house in 1862, but soon after the Civil War he sold it and in 1872 it was moved off the riverfront. In 1896 it was moved to Minnehaha Park where it still stands.

After Stevens sold his house on the riverfront in the early 1860s, the lower terrace south of the Stevens house was divided into small lots and became known as Brown and Jackson's Addition. Small frame dwellings rapidly appeared south of the Stevens house extending to the foot of 2nd Avenue S. One large, multi-storied frame structure at the south end appears on 1870s photographs and is identified on a ca. 1880 map as a livery stable. The residents of this area were forced to move by 1883 due to railroad expansion.

Archaeological Description

The original site of the Stevens house was archaeologically examined in 1983. Bedrock was found near the surface covered with railroad fill. Any foundational remains of the house were probably destroyed by the Union Depot construction in the early 1880s. The site today is between the Hennepin Avenue bridge and the new Minneapolis post office addition. Some of the artifactual scatter associated with the site may remain under or near the West River Parkway as part of the larger Gateway Residential Area site.

Several trenches north and south of Hennepin Avenue yielded deeply buried refuse from the 1860s and 1870s. North of Hennepin Avenue, a refuse deposit was present from 9.5' to 12'; in one test unit the cultural debris was directly on top of the naturally occurring sandstone. No 1860s ceramics were found in these northern units, and the material seems to be largely associated with commercial developments in the Gateway Area, especially leather working.

South of Hennepin Avenue, the refuse deposit tested in 1983 was more extensive and was at least a decade older. Much of the material appears to be directly associated with the residential area that was present south of the Stevens house in the 1860s and 1870s. Five trenches were excavated perpendicular to the river. In Unit 60, an 85' E-W trench located 650' south of Hennepin Avenue, the residential deposit began about 100' east of the retaining wall by the Post Office. The deposit continued beyond the west end of the trench. The deposit got deeper moving west to east suggesting that it followed the natural contour of the 1860s riverbank. The intact segment of the deposit varied in thickness from 1' to 4' and began from 3' to 15' from the surface.

Testing in the Gateway Area in 1986 was concentrated in two areas of the ca. 1860 - ca. 1880 refuse deposits located in 1983: 600' north of Hennepin Avenue and 1500' south of Hennepin Avenue. Both locations were directly beneath or adjacent to the proposed roadway. Little screening had been done in these refuse deposits in 1983, so one of the objectives of the 1986 testing was to screen a larger sample of the excavated material.

The northern test unit was about 200 square feet in extent and was adjacent to 1983 Unit 51. The refuse deposit was 9 to 12 feet below the surface with a horizon thickness varying from 1 to 2 feet. Fewer artifacts were recovered from the 1986 screening than were recovered by the haphazard visual sampling in 1983. This would indicate that the refuse deposit is unevenly distributed north of Hennepin Avenue.

At the southern end of the Gateway Area about 400 square feet of the refuse deposit was exposed in three excavation units. The deposit was 1 to 2.5 feet

thick and was found at depths ranging from 6 to 9 feet. Screening yielded 2,939 artifacts as opposed to the 695 recovered in 1983. Artifacts included materials associated with kitchen activities, building construction, furniture, clothing, personal items, and recreation. A single aboriginal potsherd was recovered which was grit-tempered with a smooth surface.

Two mortared limestone pedestals were also encountered in the southern excavation. Each was about 9 feet square and tapered towards the top. They were connected by heavy wooden beams which also extended west from the pedestals. The pedestals are thought to have supported a large, three-story livery stable which is shown on an 1880 map of the area and which appears in several late nineteenth century photographs. The excavation unit also encountered straw and manure (which were amazingly well preserved) supporting the contention that the pedestals had been associated with a livery stable.

Extensive remains of the 1885 Union Depot were also found by the archaeological testing in 1983 in the Gateway Residential Area. Excavation Trench 54 exposed a long section of the depot foundations. The mortared limestone wall began beneath the south edge of the Hennepin Avenue approach bridge and extended south of the bridge for at least 170'. The top of the wall was about 2.5' below the surface. A perpendicular trench located a parallel wall 28' to east. A square limestone pedestal was present at the base of the perpendicular trench incorporated into but at an angle to the exposed depot wall.

Current Landscape Description

Portions of the site were disturbed by the recent West River Parkway and Minneapolis Post Office addition construction, but much of the archaeological deposit remains intact, especially the more riverward portion because it is so deeply buried. The Post Office construction may have entirely destroyed the westernmost portion of the site that actually rested on the limestone ledge. The West River Parkway currently covers most of the remaining refuse deposit.

8. Statement of Significance

Certifying official has considered the significance of this property: locally

Applicable National Register Criteria: A, D

Areas of Significance: Archaeology: Historic - Non-Aboriginal
Exploration/Settlement

Period of Significance: 1850-1883

When the west side of the Mississippi River in Minneapolis was first settled in the 1850s, attention was focused on two areas: the land adjacent to the Falls of St. Anthony for its industrial potential and the land opposite Nicollet Island for its accessibility due to the relatively narrow channel. Nicollet Island was used as a "stepping stone" to provide the easiest access across the river from St. Anthony, hence this area became the "gateway" to Minneapolis and points west. In 1847, Franklin Steele established a ferry at the site of the Hennepin Avenue bridge. The ferry was a flat boat pulled to either side with a cable. The first private dwelling built on the west side, the John Stevens house, was erected for the ferry keeper. Stevens eventually claimed the adjacent land and gradually gave away many lots to needy new settlers and sold other parts for commercial development. When Stevens moved in 1857, most of his homestead was covered with buildings.

As the city on the west side started to rapidly grow, a bridge across the river was one of the first priorities. In 1854 a wooden-towered suspension bridge built at Hennepin Avenue became the first permanent structure open to general traffic to span the Mississippi River. It was replaced by a stone-towered suspension bridge in 1876. This structure also quickly became inadequate and from 1888 to 1891 a steel-arch bridge was built to replace it. The steel arch bridge lasted a century and has just been replaced by a concrete-towered suspension bridge.

The Gateway became the commercial heart of the new city with a small residential district surrounding it. The intersection of Hennepin and Nicollet Avenues was known as Bridge Square and contained the city market, city hall, and numerous small businesses. As the commercial district shifted southwest in the 1880s, railroads took over the Gateway waterfront. In 1885 the Union Depot was finished just south of the suspension bridge. By 1890 the lower terrace of the Gateway was covered with railroad tracks. In 1913 the Great Northern Depot on the north side of Hennepin Avenue replaced the Union

Depot. In 1978 the Great Northern Depot was torn down and most of the tracks along the river were removed, leaving a flat, empty, terrace.

In the mid-nineteenth century, the entire central riverfront excepting the core of the mill district contained a scatter of residential areas. The residences were by in large small frame dwellings. With the intensification of industrial and commercial activity in the 1860s and 1870s, residential use of the riverfront was increasingly excluded from the areas near the Falls, although a number of large mansions and apartment complexes were built on Nicollet Island. Intensive railroad development in the 1880s further limited residential development. By 1890, the only residential areas of the central riverfront were northern Nicollet Island (documented in attached continuation sheets) and Bohemian Flats (just south of the St. Anthony Falls Historic District). With the destruction of Bohemian Flats in the 1930s, only Nicollet Island remained by the mid-twentieth century. Today, residential use of the central riverfront has dramatically increased, although it is now large apartment buildings rather than single family dwellings. Two of the earliest houses in Minneapolis have been preserved, but the Ard Godfrey house and the John Stevens house have both been moved from their original locations.

Because so many of the early houses along the riverfront were small frame structures lacking basements and because many sites have been extensively developed, architectural remains surviving as archaeological features are probably limited. The exception to this is northern Nicollet Island which remains a rich archaeological resource, as well as an architectural preserve, to study nineteenth century ways of life. In other areas, residential activities remain largely as artifact scatters. This has been shown to be the case at the Gateway Residential Area site.

The Gateway Residential Area is significant under National Register Criteria A and D for its association with the initial settlement of Minneapolis and the research potential it possesses for better understanding early Euroamerican lifeways along the central Minneapolis riverfront. It contained the first house built on the west side of the river and a small residential area that flourished through the 1860s and 1870s. It also has yielded the only aboriginal remains produced by riverfront excavations which indicate a Woodland cultural horizon (ca. 500 B.C. - A.D. 1000) may also be present.

Archaeological research questions that can be examined include:

- Can individual household units be discerned or is the refuse deposit just a generalized scatter?

- Can changes in lifestyles (e.g., subsistence, ceramics) be seen through stratigraphic seriation?

- Do certain artifacts suggest ethnic or national origins of the settlers?

- Can basic elements of the 1860s - 1870s way of life be reconstructed?

Notes

This significance statement is based on Scott F. Anfinson, The Archaeology of the Central Minneapolis Riverfront, Part 2: Archaeological Excavations and Interpretive Potentials, in press.

9. Major Bibliographic References

Previous documentation on file: none

Primary Location of Additional Data: State Historic Preservation Office

Bibliography:

Anfinson, Scott Archaeological Potentials on the West Side of the Central Minneapolis Waterfront, St. Paul:Minnesota Historical Society, 1984.

Tordoff, Jeffrey P. "A Phase I Archaeological Survey of the West River Parkway, Minneapolis, Hennepin County, Minnesota." St. Paul:Minnesota Historical Society, 1984.

Tordoff, Jeffrey P. and Robert A. Clouse "Archaeological Excavations along the Proposed West River Parkway - 1986, Minneapolis, Hennepin County, Minnesota." St. Paul:Minnesota Historical Society, 1987.

10. Geographical Data

Boundary Description: (see map)

11. Form Prepared By

Name: Scott F. Anfinson
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Street: Ft. Snelling History Center
City: Minneapolis
State: MN
Telephone: (612) 726-1171
Date: September 1991

PEDESTALS IN GATEWAY RESIDENTIAL AREA DUMP

WEST RIVER PARKWAY ARCHAEOLOGY 1986

MHS, Arnott, Kilkelly

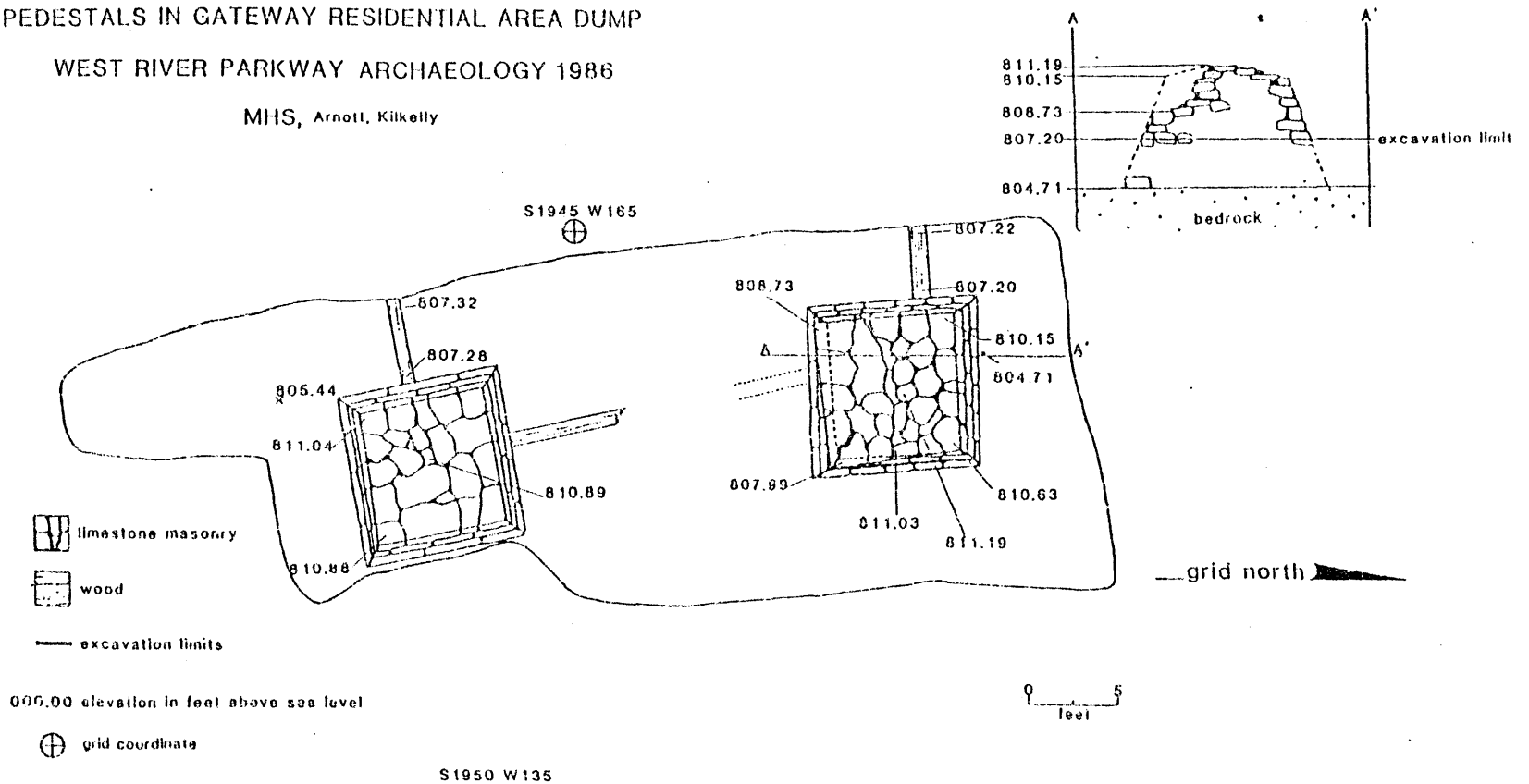
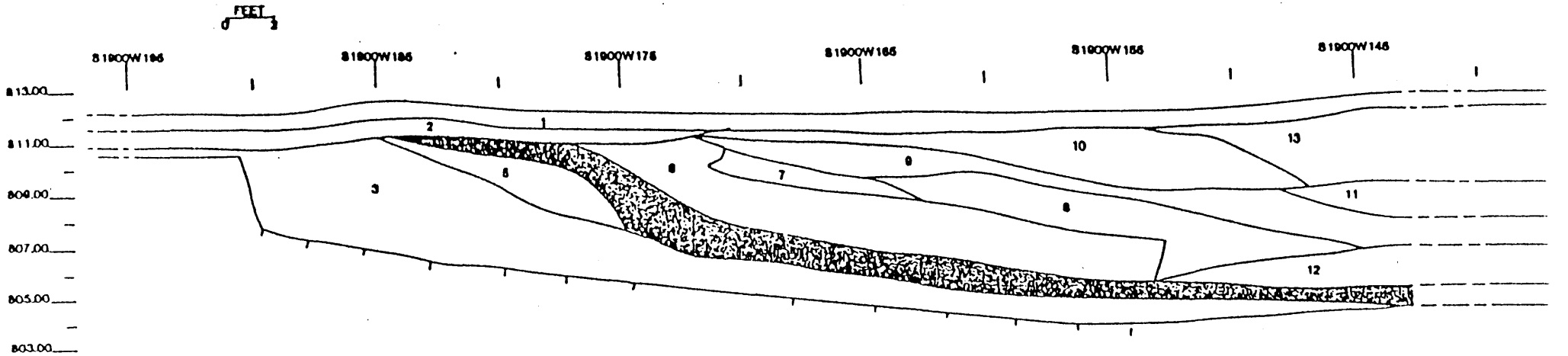


Figure 24 - Pedestals, Gateway Residential Area



Profile, East-West wall looking North

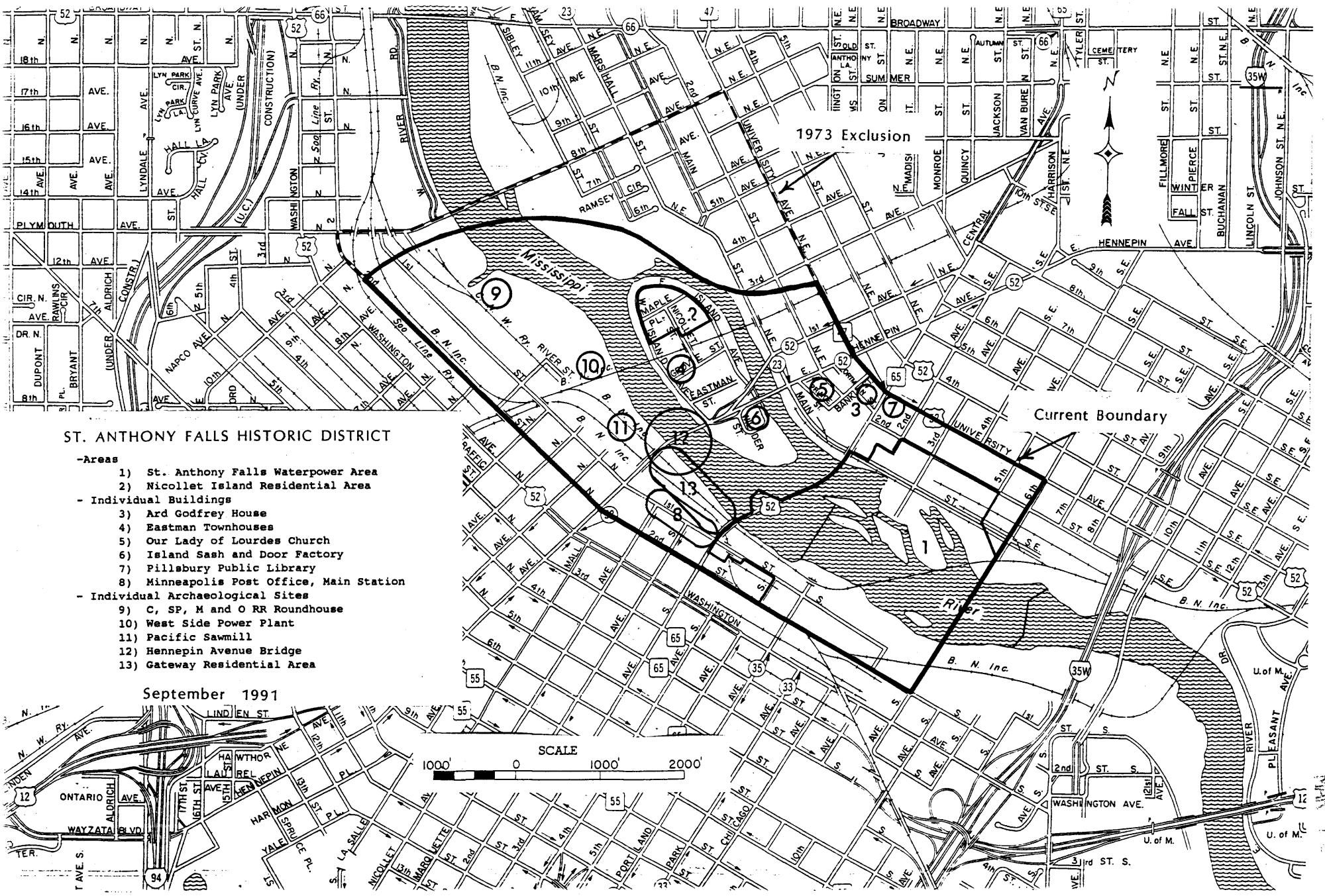
1-Topsoil, railroad bed, rocks
2-Yellow sand, gravel
3-Dark brown loam
4-(Feature 18) Dark brown loam, wood, pebbles, artifacts
5-Light brown soil, rocks, pebbles
6-Light to dark brown loam, mottled
7-Ferrous stained sand, orange
8-Dark brown to black soil,wood, pebbles, artifacts
9-Dark black loam
10-Medium brown, homogenous loam
11-Yellow sand, gravel
12-Green, claylsh soil, pebbles
13-Dark black fill

Bedrock

Trench continues

1331

FIGURE 9 SOUTH HENNEPIN AVENUE REFUSE DEPOSIT (GATEWAY RESIDENTIAL AREA DUMP) 1983 test excavation no. 60 showing refuse layers (after Tordoff 1984:Fig. 21)



ST. ANTHONY FALLS HISTORIC DISTRICT

-Areas

1) St. Anthony Falls Waterpower Area
2) Nicollet Island Residential Area

- Individual Buildings

3) Ard Godfrey House
4) Eastman Townhouses
5) Our Lady of Lourdes Church
6) Island Sash and Door Factory
7) Pillsbury Public Library
8) Minneapolis Post Office, Main Station

- Individual Archaeological Sites

9) C, SP, M and O RR Roundhouse
10) West Side Power Plant
11) Pacific Sawmill
12) Hennepin Avenue Bridge
13) Gateway Residential Area

September 1991

1. Name of Property
   Historic Name: St. Anthony Falls Historic District,
   Chicago, St. Paul, Minneapolis and Omaha Railroad Roundhouse
   Other Name/Site Number: 21HE112

2. Location
   Street & Number: foot of 6th Ave. N and West River Parkway
   State: Minnesota Code: MN County: Hennepin Code: 053
   Zip Code: 55401

3. Classification
   Number of Resources: 1 contributing site

   Number of contributing resources previously listed: 0

6. Function or Use
   Historic Function: TRANSPORTATION/rail-related

   Current Functions: TRANSPORTATION/road-related
   LANDSCAPE/park
   VACANT/NOT IN USE

7. Description

Archaeological remains of the Chicago, St. Paul, Minneapolis and Omaha Railroad Roundhouse (repair shed) were discovered during excavations conducted in 1983 and 1986. The work was conducted by the Archaeology Department of the Minnesota Historical Society under contract with the Minneapolis Park and Recreation Board as part of the environmental review process prior to the construction of an extension of West River Parkway in Minneapolis. The first season of excavation indicated the presence of the site and the work undertaken in 1986 was part of a data recovery operation to record information about those parts of the site that would be adversely impacted by the impending road construction.

The historical description that follows is based on Scott F. Anfinson Archaeological Potentials on the West Side of the Central Minneapolis waterfront (St. Paul:Minnesota Historical Society, 1984). The archaeological description is based on Jeffrey R. Tordoff "A Phase 1 Archaeological Survey of the West River Parkway, Minneapolis, Hennepin County, Minnesota," (St. Paul: Minnesota Historical Society, 1984) and Jeffrey R. Tordoff and Robert A. Clouse "Archaeological Excavations Along the Proposed West River Parkway 1986, Minneapolis, Hennepin County, Minnesota," (St. Paul: Minnesota Historical Society, 1987).

Historical Description

The plat and insurance maps indicates that the structure was probably built in 1891. At that date it is clear that the facility was built of brick and contained 10 repair bays. Associated with the roundhouse are other facilities such as sheds, gas tanks, boiler house, etc. A Minneapolis real estate map of 1914 indicates that the structure has been increased in size to contain 15 bays. No records have been discovered to date stating when the building was torn down, but a 1912 Sanborn Insurance Map updated to 1923 indicates the roundhouse was torn down between 1914 and 1923.

Archaeological Description

The 1983 excavations were conducted primarily to identify the presence or absence of cultural resources identified from a literature search. The testing documented the extent and condition of one and a portion of another repair bay. The work undertaken in 1986 was more extensive and documented the remains of one bay and approximately one-half of three other bays. The 1986 work also

recorded about 300 feet of the perimeter wall foundation and a portion of the two end walls. In addition to the repair shed itself, a section of the turntable foundation was excavated and recorded.

The walls of the service bays were constructed of coursed, quarry-faced Platteville limestone laid up with lime mortar. The tops of four of the walls were topped with a course poured concrete that showed evidence of having contained wooden blocking to which the iron track was probably affixed. The bay excavated in 1983 had walls built entirely of limestone including the notching for the sections of ties. This construction suggests that the one bay excavated in 1983 near the center of the structure may be older that the four bays excavated in the northwest corner of the structure. The floors of the repair bays were constructed of brick and were slightly domed in cross section while sloping towards the entry end of the bay. The surface of the bay floor was parged with concrete in the four bays recorded in 1986. Between the bays was a poured concrete floor which covered a roughly trapezoidal area measuring 15 feet at the distal end of the feature, 8 feet apart at the near proximal end and 42 feet long (see attached plan). The concrete flooring was continuous from the edge of one bay to the next while including the spacing between the wooden ties. No flooring was discovered at the distal ends of the repair bays suggesting that the area may have had wooden flooring to which was commonly affixed the various pieces of machinery (e.g. lathes, drills, etc.) used in repairing locomotives.

The perimeter wall of the structure was 3 feet thick and constructed of Platteville limestone, coursed and quarry-faced. The base of the foundations for the North wall was beyond the 15 foot reach of the backhoe employed in removing overburden from the site. The perimeter foundation along the east and southeast portions of the building were less massive while containing exterior limestone abutments or buttresses spaced at irregular intervals.

The turntable foundations were partially visible on the surface and a small test trench was placed within the feature in 1986. The floor of the feature was approximately 3 feet below the circular perimeter wall and contained a short section of railroad tie to which was probably affixed a rail upon which the turntable was guided. The center of the pit contained a massive sandstone block from which protruded 4 iron pins.

The majority of artifacts recovered from the site were structural or building hardware objects. These were items such as iron grates, iron pins and piping. The only major exception to this was the recovery of two cast iron couplers and attachment plates weighing approximately 300 pounds each.

The building appears to have been a one story railroad repair shed commonly called a roundhouse. According to insurance maps the upper portion of the structure was constructed of brick probably with a wooden roof with a series of stacks over the entering tracks to allow for railroad engine smoke to escape. Large doors would have allowed access to the 15 repair bays.

Following the archaeological excavations and documentation undertaken in 1986, the construction of a segment of the West River Parkway was undertaken which destroyed a portion the four northernmost bays and a segment of the north perimeter wall. Impact on the perimeter wall was primarily due to the placement of a water main under the street. Impact on the structural elements was kept to an absolute minimum due to the construction monitoring by the archaeological team. The remainder of the structural elements are thought to be undisturbed. One possible impact on the site may have resulted from a soil reclamation project wherein hundreds of yards of polluted soil from the immediate vicinity of the site were excavated and spread out over the land surface in order to have volatile pollutants evaporate. No information has been obtained on exactly the impact that this operation may have had on the archaeological features of the site.

• Current Landscape Description

Much of the site vicinity today is vacant between the First Street warehouses and the West River Parkway, although the proposed Sawmill Run residential complex would impact most of the area. The freight depot was remodeled for apartments in 1987 and is now known as Riverwalk.

8. Statement of Significance

Certifying official has considered the significance of this property: locally

Applicable National Register Criteria: C, D

Areas of Significance: Archaeology: Historic - Non-Aboriginal
Engineering

Architect/Builder: unknown

Period of Significance: 1891 - 1923

The Bassett's Creek area along the Mississippi River in north Minneapolis was a residential district for the first twenty years of west side settlement, but steam-powered sawmills began to line the riverfront in the late 1860s and railroads invaded the area behind the mills in the 1880s. In the last quarter of the nineteenth century, the area featured an electrical power plant, an ironworks, fuel yards, stone-cutting yards, and several sawmills. The open spaces between the factories and the railroad tracks were filled with stacks of lumber. By the turn of the century, the railroads had taken over much of the area and by 1910 their domination of the area was complete. The area was abandoned by the railroads in the 1970s. A small park was established at the mouth of Bassett's Creek in 1974, but it was soon left untended and the park improvements fell into disrepair until the West River Parkway construction began in 1986.

Incorporated in 1880, the Chicago, St. Paul, Minneapolis and Omaha Railroad built the yards and a freight depot south of Bassett's Creek, east of First Street the same year. The depot still stands and is the oldest surviving structure in the area. Between the depot and the sawmills along the river, multiple lines of track were laid. These developments were critical in stimulating the growth of the adjacent warehouse district.

In 1891 the brick roundhouse was constructed in the center of Block 5 with a gashouse adjoining on the south. The gashouse complex was expanded between 1914-23, but the roundhouse and some associated sheds were torn down. In about 1930 the Chicago, Burlington and Quincy RR built coach yards with several small buildings along the river at the foot of 5th Avenue North. These yards and buildings were expanded over the next thirty years by the Great Northern Railroad.

The archaeological remains of the Chicago, St. Paul, Minneapolis and Omaha Railroad Roundhouse and associated support buildings are significant under National Register Criteria C and D because they can provide information on early technology relating to railroad transportation and building construction techniques. The data recovered to date suggests significant differences in construction practices over the relatively short life of this structure. The period of the buildings existence from approximately 1891 until perhaps the early 1920s represents a period of rapidly changing technology in building construction. Research on this structure could help to understand how that changing technology altered the manner in which buildings were engineered and constructed. The site has also produced artifacts that were the result of removal and/or repair which can provide insight into the specific activities undertaken at this locus. This data can in turn be utilized as a comparative base with which to evaluate activities at other sheds to determine relative repair specialization.

9. Major Bibliographic References

Previous documentation on file: none

Primary Location of Additional Data: State Historic Preservation Office

Bibliography:

Anfinson, Scott Archaeological Potentials on the West Side of the Central Minneapolis Waterfront, St. Paul:Minnesota Historical Society, 1984.

Tordoff, Jeffrey P. "A Phase I Archaeological Survey of the West River Parkway, Minneapolis, Hennepin County, Minnesota." St. Paul:Minnesota Historical Society, 1984.

Tordoff, Jeffrey P. and Robert A. Clouse "Archaeological Excavations along the Proposed West River Parkway - 1986, Minneapolis, Hennepin County, Minnesota." St. Paul:Minnesota Historical Society, 1987.

10. Geographical Data

Verbal Boundary Description: (see map)

11. Form Prepared By

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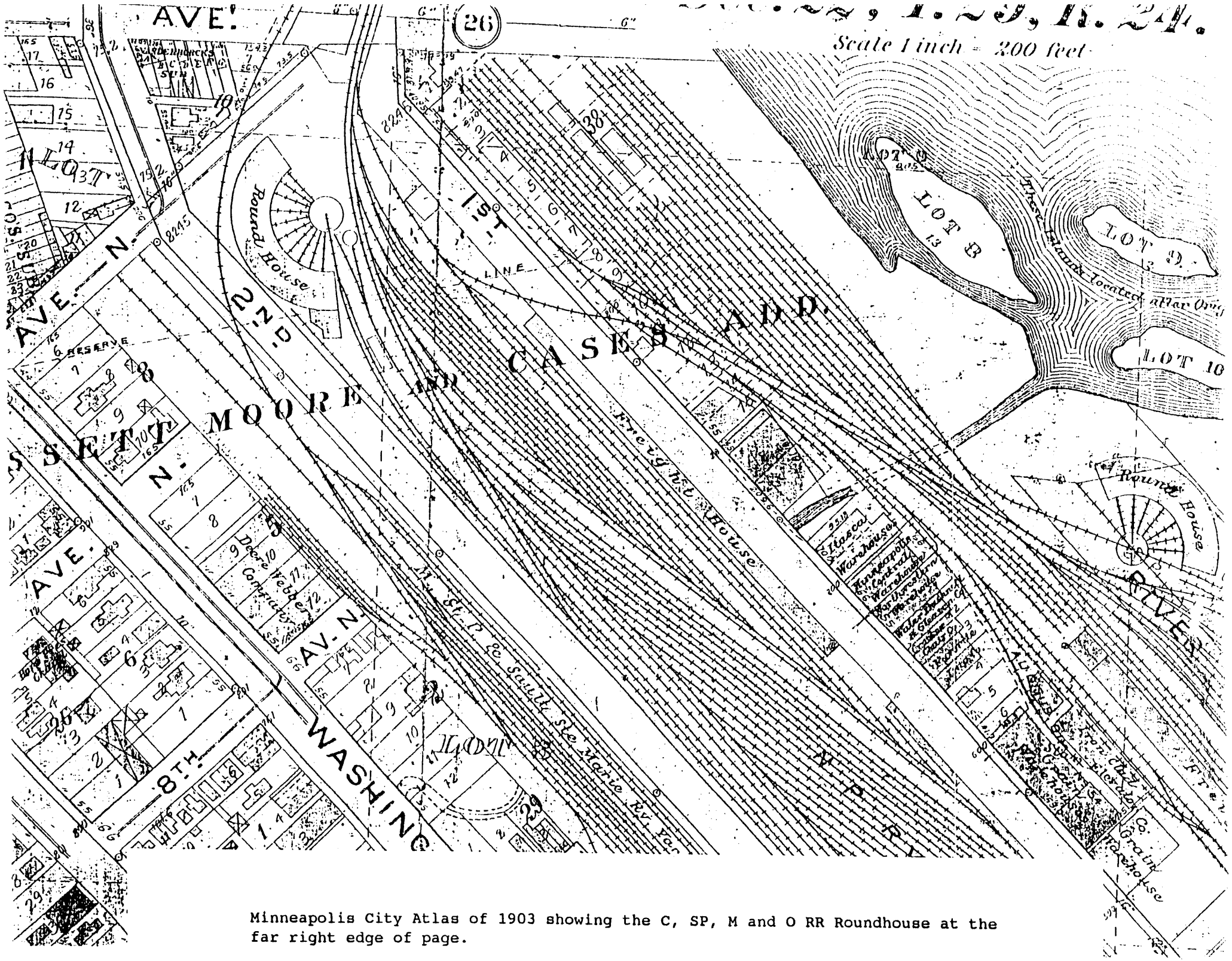
City: Minneapolis
State: MN
Telephone: (612) 726-1171
Date: September 1991

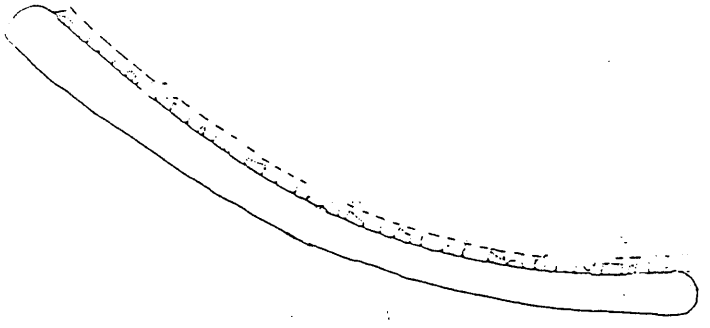


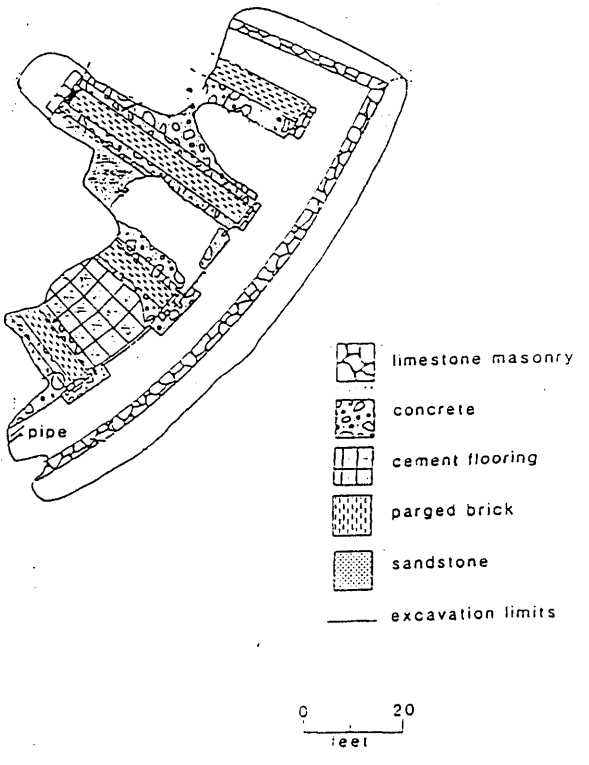
Minneapolis City Atlas of 1903 showing the C, SP, M and O RR Roundhouse at the far right edge of page.

C, ST. P, M & O RAILROAD ROUNDHOUSE

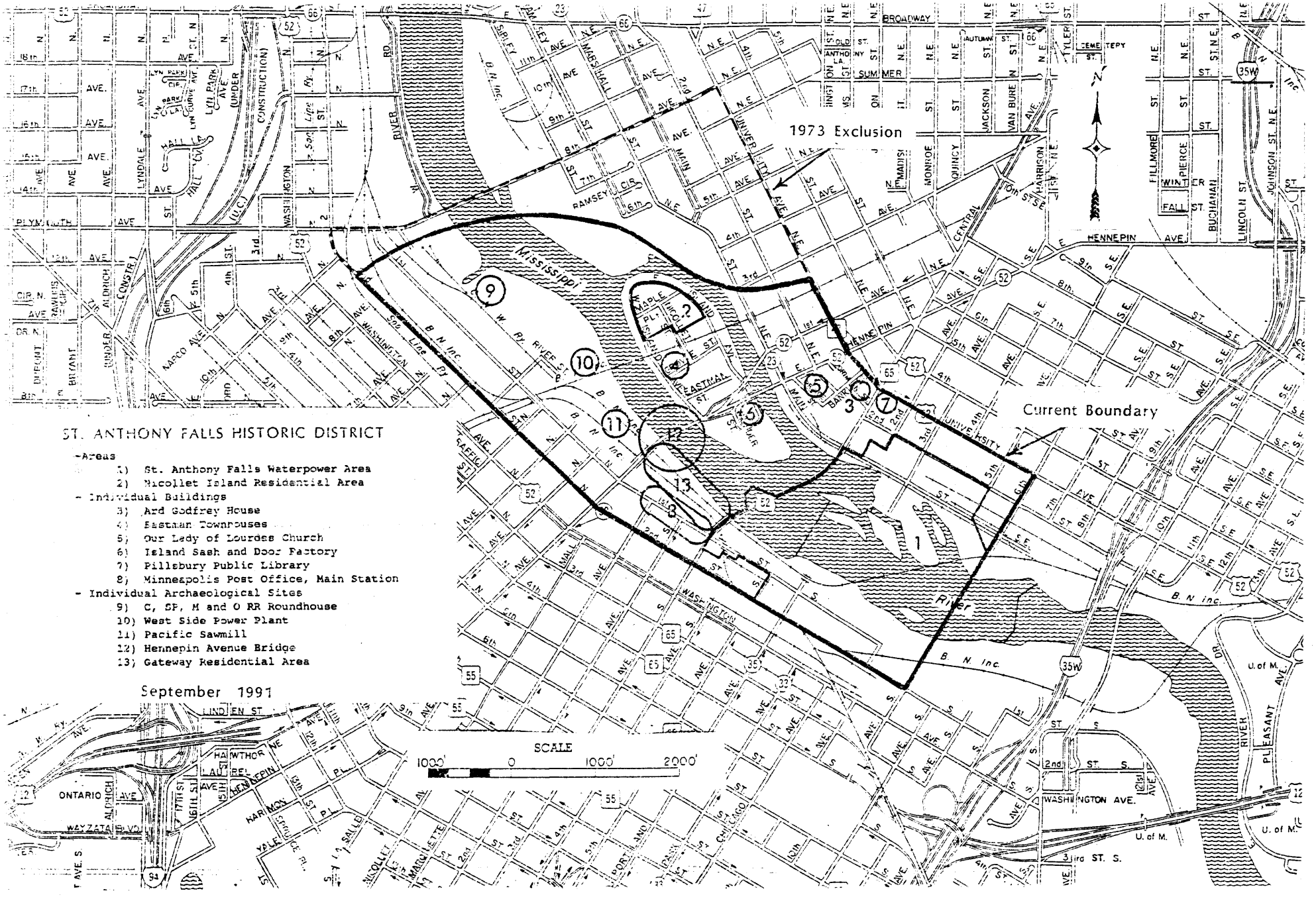
WEST RIVER PARKWAY ARCHAEOLOGY 1986

MHS





Foundations of Chicago, St. Paul, Minneapolis and Omaha Railroad Roundhouse
(after Tordoff & Clouse 1987)



ST. ANTHONY FALLS HISTORIC DISTRICT

- Areas
  1) St. Anthony Falls Waterpower Area
  2) Nicollet Island Residential Area
- Individual Buildings
  3) Ard Godfrey House
  4) Eastman Townhouses
  5) Our Lady of Lourdes Church
  6) Island Sash and Door Factory
  7) Pillsbury Public Library
  8) Minneapolis Post Office, Main Station
- Individual Archaeological Sites
  9) C, SP, M and O RR Roundhouse
  10) West Side Power Plant
  11) Pacific Sawmill
  12) Hennepin Avenue Bridge
  13) Gateway Residential Area

September 1991

1. Name of Property
   Historic Name: St. Anthony Falls Historic District, Pacific Sawmill
   Other Name/Site Number: 21HE115

2. Location
   Street & Number: just west of West River Parkway between the feet of 1st and 2nd Avenues N.
   State: Minnesota Code: MN County: Hennepin Code: 053
   Zip Code: 55401

3. Classification
   Number of Resources: 1 contributing site

   Number of contributing resources previously listed: 0

6. Function or Use
   Historic Functions: INDUSTRY/manufacturing facility

   Current Functions: LANDSCAPE/Park
   VACANT/not in use

7. Description

Archaeological remains of the Pacific Mill were discovered during excavations on the central Minneapolis riverfront in 1983 and 1986. The work was conducted by the Archaeology Department of the Minnesota Historical Society under contract with the Minneapolis Park and Recreation Board as part of the environmental review process prior to the construction of an extension of West River Parkway in Minneapolis. The first season of excavation indicated the presence of the site and the work undertaken in 1986 was part of a data recovery operation to record information about those parts of the site that may have been adversely impacted by the impending road construction.

The historical description that follows is based on Scott F. Anfinson Archaeological Potentials on the West Side of the Central Minneapolis Waterfront (St. Paul:Minnesota Historical Society, 1984). The archaeological description is based on Jeffrey R. Tordoff "A Phase 1 Archaeological Survey of the West River Parkway, Minneapolis, Hennepin County, Minnesota," (St. Paul: Minnesota Historical Society, 1984) and Jeffrey R. Tordoff and Robert A. Clouse "Archaeological Excavations Along the Proposed West River Parkway 1986, Minneapolis, Hennepin County, Minnesota," (St. Paul: Minnesota Historical Society, 1987).

Historic Description

At the time of white settlement, the area between Hennepin Avenue and Bassett's Creek was wooded with elms, maples, and other native trees. The trees were soon removed by white settlers in the 1850s. The narrow lower terrace along the riverfront was largely undeveloped, but a residential district was soon in place on the second terrace just to the west along First Street N. A small steam-powered sawmill was built just south of Bassett's Creek in 1856, but it was destroyed by a fire in 1859 and not rebuilt. The riverfront north of Hennepin Avenue saw little development until 1866 when the Pacific Mill was built one block to the north.

In 1866, Joseph Dean and Company built the large steam-powered Pacific Sawmill east of River Street between 2nd and 1st Avenues North. This was the first major sawmill to be built outside of the immediate St. Anthony Falls area. It started a trend toward the use of steam power and a north Minneapolis location. The original Pacific Mill included a frame sawmill (20 feet x 80 feet), a frame planing mill (50 feet x 100 feet) and a stone boiler house (40 feet x 80 feet). An impressive brick smoke stack considered to be "the finest in the west" was 162 feet high with a 14-foot diameter base excavated into the

limestone bedrock. The sawmill contained two circular saws, a double-steam gang of 38 saws, a lath machine, two shingle machines, two edgers, and a wood saw. The planing mill contained a large double flooring machine, a siding machine, a double surfacer, and a splitting saw. An illustration of the sawmill appears in the 1874 Andreas Atlas.

In 1877, the Pacific Mill was sold to Camp and Walker. That same year the storage yards burned in a spectacular fire. The mill itself burned in 1880, but was rebuilt by the next year. The new mill was a 66 foot x 132 foot frame structure and contained "the largest gang saw in the west." In 1887 the Pacific Mill machinery was purchased by Bovey-DeLaittre Lumber Co. and moved to a new mill at Shingle Creek at the northern limits of Minneapolis. The Pacific Mill was then torn down for railroad expansion. In 1914 the trainshed for the Great Northern Depot was built over the site. The depot and trainshed were torn down in 1978.

Archaeological Description

In 1983, a mortared limestone footing was encountered in a test trench that was excavated parallel to the river north of Hennepin Avenue. An intersecting trench then followed the footing to its northeast and northwest corners; the wall length was 50'. This was apparently the north wall of the main sawmill. The eastern wall of the foundation was excavated for 27 feet to the south. The initial trench had also uncovered four concrete footings that were bases for I-beams that had supported the Great Northern Depot train shed.

The two foundation walls of the Pacific Sawmill exposed by the 1983 excavations represented only a small portion of the entire site. Excavations in 1986 were undertaken in response to final construction plans which showed the West River Parkway encroaching on the site. The 1986 excavations focused only on the portion of the site that was within the proposed roadway limits which were largely riverward (east) of the previous excavations. A stratigraphy pit excavated 40' west of the south end of the platform encountered a layer of pine bark 4.5' below the surface. This layer appears to represent the mid-nineteenth century riverbottom near the west edge of the river.

The 1986 excavation relocated the east limestone foundation wall of the Pacific Sawmill and exposed it for its entire length (80 feet). The northeast corner was well defined as noted in the 1983 excavations, but the southeast corner was ill-defined which is probably best explained by the fact that the building was open here to allow for the intake of logs. Testing failed to find additional structural foundations to the west. These may have been destroyed by the construction of the Great Northern Depot.

The principal feature encountered by the 1986 excavations was an extensive log slide. The 1885 Sanborn Insurance Atlas shows such a slide extending from the southeast side of the mill. This configuration conforms with the composite excavation map of the Pacific Mill. A steep drop-off of the grade in this area as indicated by a layer of wood chips appears to trace the late nineteenth century river bank. The platform was constructed of heavy planks laid directly on the surface. The preservation of the wood was excellent. The flooring was at the same level as a large limestone footing at the west end of the floor. A large wooden beam with two rectangular slots found nearby is probably an additional footing for the large piece of machinery supported by the stonework. Wood pilings were found east of the platform.

A wood-covered chase containing a four-inch iron pipe was located near the north end of the platform running east-west. This was no doubt either for water intake or outflow. Three small limestone footings were also found directly associated with the platform. They may have served as building supports. Based on the 1983 and the 1986 excavations, the building dimensions were approximately 135′ by 50′. It is unclear whether or not the foundations represent the original configuration of the 1866 structure or the reconstructed 1880 structure.

Current Landscape Description

Because the fill above the mill ruins averaged nine feet in depth and most of the site is located west of the parkway limits, there was probably little adverse affects on the site caused by the parkway construction. The eastern part of the site is preserved within the West River Parkway, while the western part is beneath undeveloped land.

8. Statement of Significance

Certifying official has considered the significance of this property: locally

Applicable National Register Criteria: A, D

Areas of Significance: Archaeology: Historic - Non-Aboriginal
Industry

Architect/Builder: unknown

Period of Significance: 1866-1887

In 1821 U.S. government soldiers built a small, frame sawmill on the west side of the Mississippi River near the brink of St. Anthony Falls. This sawmill provided lumber for the construction of Fort Snelling several miles downstream. Exactly one hundred years later, the last sawmill in Minneapolis shut down. In the intervening century, Minneapolis sawmills laid the economic foundations of the city. They provided hundreds of jobs for new settlers, produced the raw materials for building houses and factories, spawned a wide assortment of related wood product industries, and provided capital for the growth of flour milling and railroad construction.

Minneapolis was in an excellent geographic location to fulfill the immense timber demands of the booming Midwest in the latter half of the nineteenth century. The pineries of northern and eastern Minnesota were nearby and logs could easily be floated down the Mississippi and Rum rivers. The Falls of St. Anthony offered a power source of great potential for sawing and finishing the lumber. Once processed, the Mississippi River below the Falls provided an excellent transportation route to the rapidly growing cities downstream.

The efficient production of timber was dependent on several factors: the ability to catch and sort the logs floated down the river, effectively harnessing the waterpower at the Falls, and quickly moving the finished lumber to market. The first requirement was fulfilled by the formation of several boom companies in the 1850s. These companies would sort the logs according to ownership stamps and deliver them to the appropriate sawmills. Boom Island at the northeast end of the St. Anthony Falls Historic District is named after the log booms that were attached there.

The harnessing of the waterpower at the Falls began in 1848 with the construction of a dam across the east channel. On this dam Franklin Steel

built a sawmill and began the commercial production of lumber when Caleb Door sent the first large drive of logs down the river from Fort Ripley in 1848. Within several years, a row of sawmills lined the east side dam. In 1857 the first "V-shaped" dam across the main channel was built and a year later platform mills began to be built over the Falls on the west side. These platform mills were not the first private sawmills on the west side, however, as the old government sawmill had been leased by Robert Smith in 1849 and a small steam sawmill had been built at the mouth of Bassett's Creek in 1856 (it burned in 1859). The most efficient use of the waterpower at the Falls resulted from the building of the west side canal in 1857, but only one sawmill (J.B. Bassett and Co.) ever utilized this power.

Once the lumber had been sawed, it was transported to the calm waters just below St. Anthony Falls by means of sluiceways. These were water-filled wooden troughs about four feet wide which gradually sloped down the river from the platform mills. With the coming of the railroads in the mid-1860s, it was no longer necessary to raft the lumber down the river and by 1873 the sluiceways had been removed. Some unsawed logs were also sent over the Falls through a large spillway built by the United States Government in 1879. Some logs escaped the booms and plunged over the Falls outside of the spillway.

The mill district soon became congested leaving little room for large sawmills which required extensive storage and handling areas. The sawmills also filled the waterpower intakes with trash and were a constant fire threat. By the mid-1860s waterpowered sawmill construction at the Falls had reached its peak. The arrival of railroads and efficient steam engines made non-waterpowered sawmilling practical and the congestion of the mill district at the Falls made a different location desirable.

In 1866 with the construction of the Pacific Mill at the foot of 1st Avenue North, the migration of the sawmilling industry to north Minneapolis began in earnest. During the next fifty years, both banks of the Mississippi River from just below Bassett's Creek to just above Shingle Creek became almost the exclusive domain of sawmilling. This is graphically portrayed on the Yerkes Map of the Lumber Milling Districts of Minneapolis (1894).

The production of the Minneapolis lumber mills and the attendant wood product industries steadily increased into the late nineteenth century. In 1856, 12,000,000 board feet of lumber came out of the Minneapolis and St. Anthony sawmills. By 1880 Minneapolis ranked third in the nation in lumber production with 179,585,182 board feet. Over half of this lumber was still produced by the east side platform mills and the Hennepin Island mills, while the north Minneapolis steam mills produced only 32,608,000 board feet.

By 1890 Minneapolis led the nation in lumber production with almost all of the 325,629,000 board feet produced in the north Minneapolis center. The peak production years were the last decade of the nineteenth century and the first decade of the twentieth century when almost a half billion board feet of lumber were produced each year. In the peak year of 1899 Minneapolis mills produced 594,400,000 board feet. The record daily production for a single mill was set in 1891 when the Backus-Brooks Mill produced 804,470 feet of lumber, 91,000 lath, and 53,500 shingles.

Entire city blocks with lumber piles up to 60 feet high bracketed the Falls on both sides of the river. The brick smoke stack of the Pacific Mill towered 140 feet above the river bank. The air smelled of woodsmoke and fresh cut pine. While wood product industries provided the economic backbone of the infant city, they had their drawbacks. The mills fouled the river with sawdust and wood chips, forcing the municipal waterworks to move from the falls to Shingle Creek in 1897, and clogging the water-driven turbines of the flour mills. The noise and air pollution from the steam mills as early as 1870 forced the abandonment of the Bassett's Creek residential area by the more well-to-do citizens that had settled there (e.g., J.B. Bassett). Logs escaping the booms rammed into the protective wooden apron over the falls requiring frequent repairs.

The decline of sawmilling in Minneapolis was as rapid as its growth. In 1890 only two water-powered sawmills were operating at the Falls, but the north Minneapolis steam mills were leading the nation in production. As the pine forests became depleted, the Minneapolis lumber industry sagged. By 1915 lumber production had fallen to 65,000,000 board feet. In 1921 the last sawmill in Minneapolis, the Carpenter-Lamb Mill at the foot of 30th Avenue NE, closed. Ironically, the last year's production at this mill was sustained by timber cut along the river below Fort Snelling and shipped to the mill by rail. As the lumber industry died, the flour milling business peaked, and the adverse effects on the city's economy of falling lumber production were easily made up by the increasing production of flour.

The visual legacy of the sawmilling era on the central riverfront is almost nonexistent. While five large flour mill buildings still remain, all of the sawmills have been torn down. On the east side, a decaying logslide (bark slide?) hidden in the trees on Hennepin Island is the only above-ground feature left evidencing the heyday of Minneapolis sawmilling.

The best potentials for investigating and interpreting actual remnants of St. Anthony Falls Historic District sawmills lies with archaeological exploration. While most sawmill buildings were built of wood, most had stone foundations

such as those present at the Pacific Mill. The heavy machinery (e.g., gang saws) used in the sawmills needed to be supported on massive stone or concrete pedestals. Even the wooden logslides and posts of the sawmills can be preserved deeply buried in wet sediments as demonstrated at the Pacific Mill site.

The Pacific Mill is significant under National Register Criterion A for its association with the early white settlement of Minneapolis and the industrial expansion of sawmilling. The construction of the Pacific Mill in 1866 near Hennepin Avenue began the trend to build Minneapolis sawmills north of St. Anthony Falls and to power them with steam. The Pacific Mill with its high smokestack was landmark along the central riverfront for 20 years. In 1887 it was torn down for the railroad yards associated with the Union Railroad Depot. By the turn of the century, the railroads had largely taken over the entire area and by 1910 their domination of the area was complete. The area was abandoned by the railroads in the 1970s. Archaeological excavation has documented that the railroad construction was largely limited to filling, thus preserving the archaeological remains of earlier riverfront activities.

The Pacific Mill is significant under National Register Criterion D for the information it can provide through archaeological investigation. Research topics that could be pursued at the site relate to early sawmilling technology, early building construction techniques, and early steam power technology. We may also be able to gain insight into the lives of the workers whose history is poorly documented in the existing literature. Research questions that could be addressed include:

- Can discrete areas of the site be associated with the original 1866 construction as opposed to the reconstruction after the 1880 fire? Did construction techniques change significantly?

- Are changes evident in sawmilling technology during the 20 years that the mill operated especially before and after the 1880 fire? Can details of the original steam power plant be discerned? Are changes in steam power technology present?

- Are personal artifacts present associated with the mill workers?

Notes

This significance statement was based on Scott F. Anfinson, Archaeological Potentials on the West Side of the Central Minneapolis Riverfront, 1984, pp. 31 - 35.

9. Major Bibliographic References

Previous documentation on file: none

Primary Location of Additional Data: State Historic Preservation Office

Bibliography:

Anfinson, Scott Archaeological Potentials on the West Side of the Central Minneapolis Waterfront, St. Paul:Minnesota Historical Society, 1984.

Tordoff, Jeffrey P. "A Phase I Archaeological Survey of the West River Parkway, Minneapolis, Hennepin County, Minnesota." St. Paul:Minnesota Historical Society, 1984.

Tordoff, Jeffrey P. and Robert A. Clouse "Archaeological Excavations along the Proposed West River Parkway - 1986, Minneapolis, Hennepin County, Minnesota." St. Paul:Minnesota Historical Society, 1987.

10. Geographical Data

Boundary Description: (see map)

11. Form Prepared By

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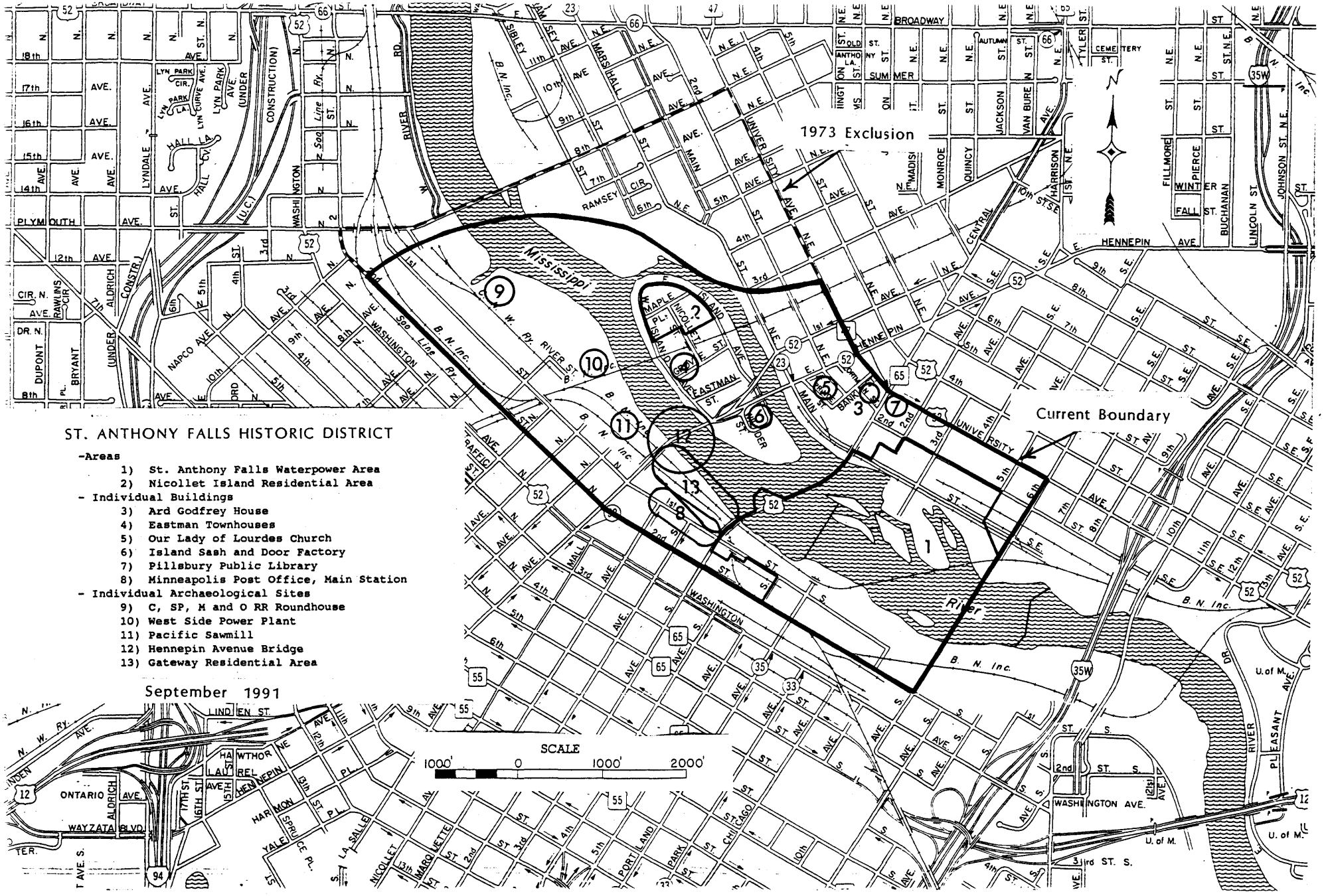


ST. ANTHONY FALLS HISTORIC DISTRICT

-Areas
1) St. Anthony Falls Waterpower Area
2) Nicollet Island Residential Area
- Individual Buildings
3) Ard Godfrey House
4) Eastman Townhouses
5) Our Lady of Lourdes Church
6) Island Sash and Door Factory
7) Pillsbury Public Library
8) Minneapolis Post Office, Main Station
- Individual Archaeological Sites
9) C, SP, M and O RR Roundhouse
10) West Side Power Plant
11) Pacific Sawmill
12) Hennepin Avenue Bridge
13) Gateway Residential Area

September 1991

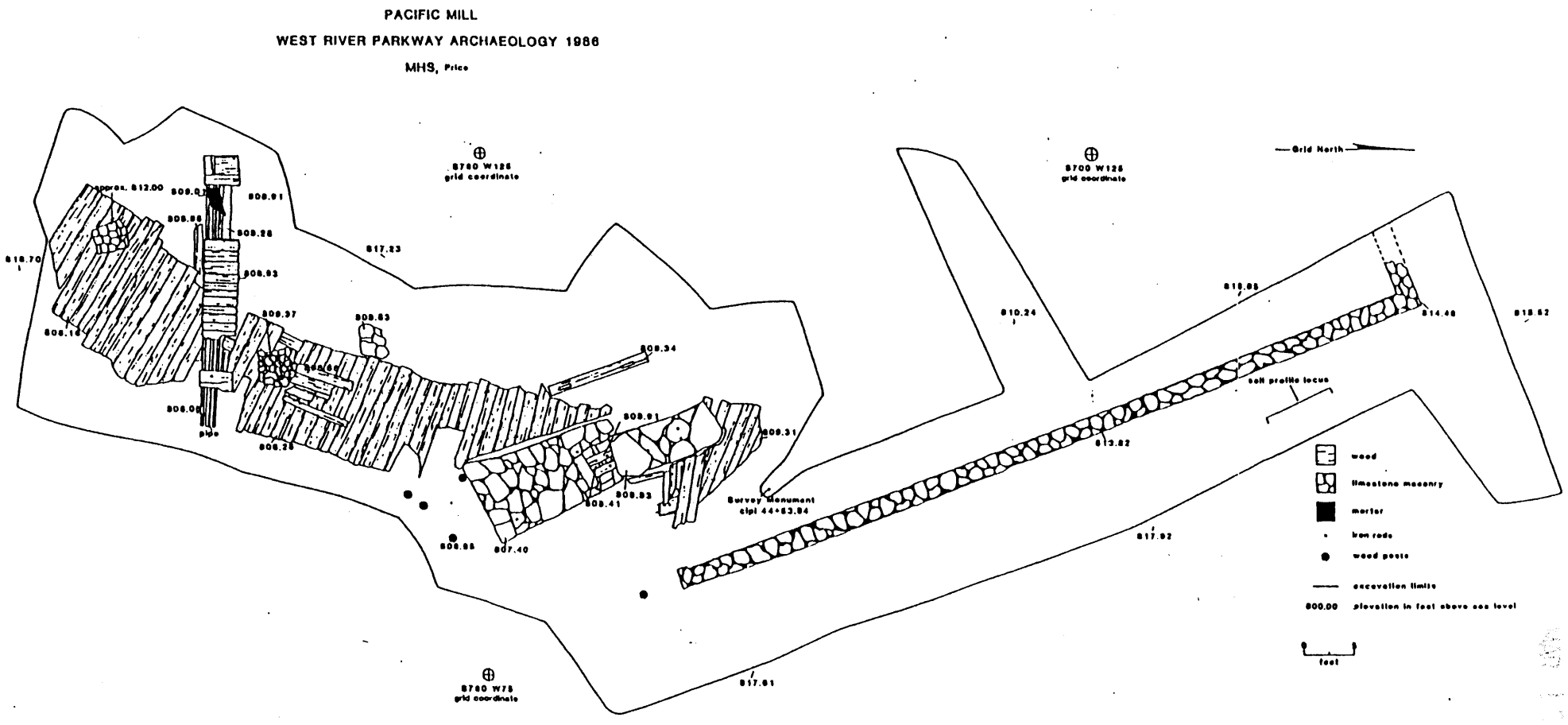
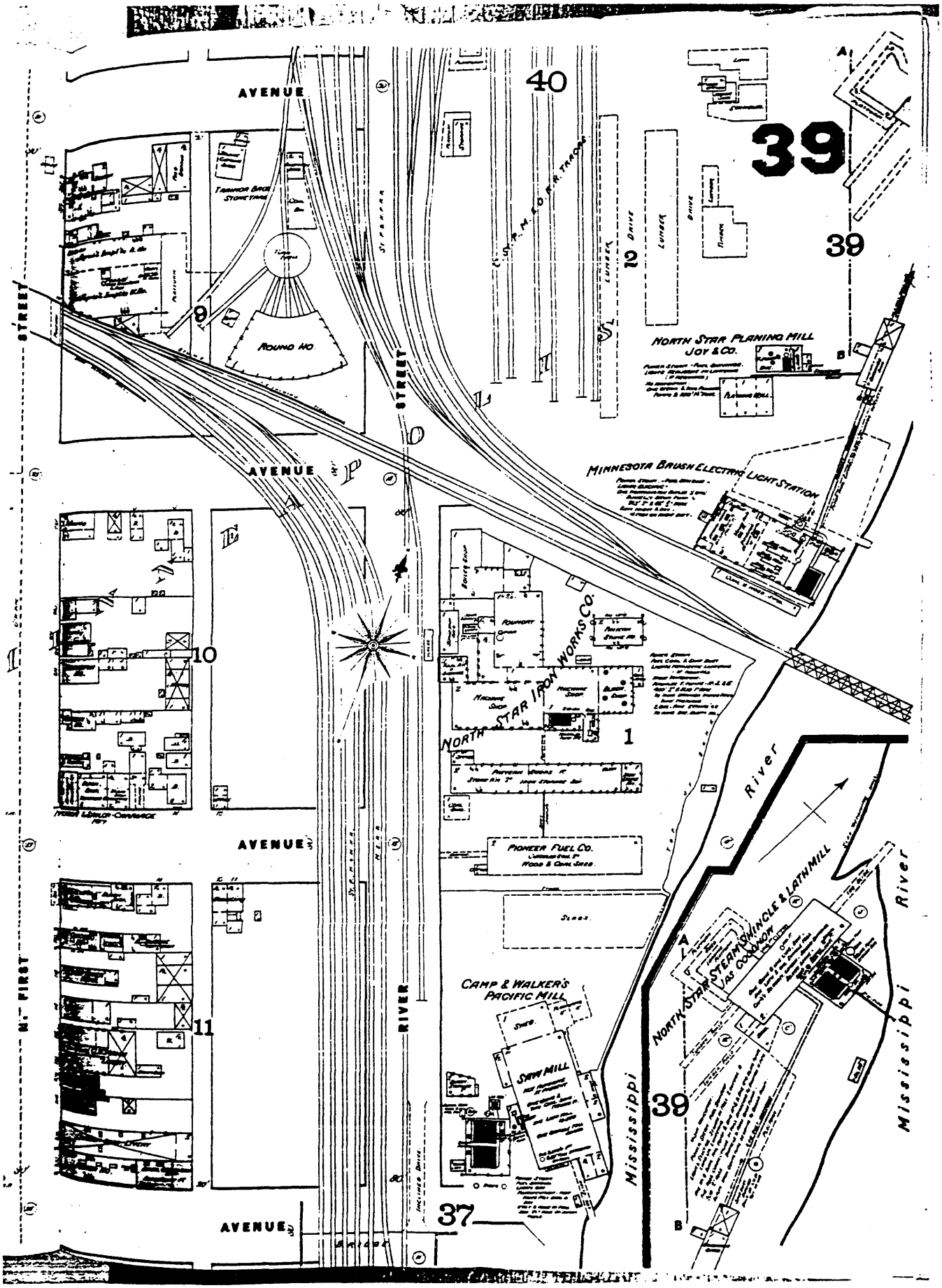
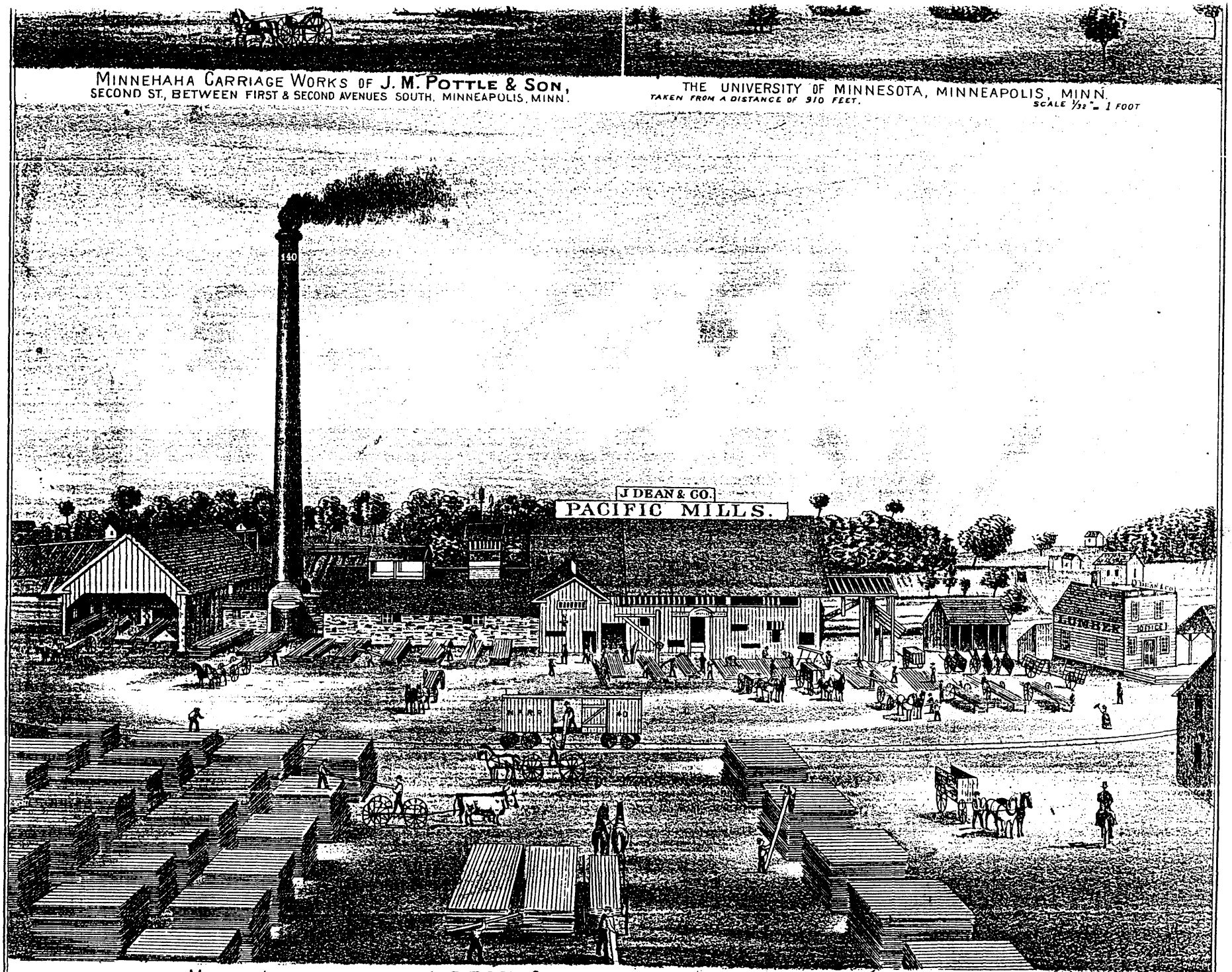


Figure 18 - Pacific Sawmill; plan view



1885 Sanborn Insurance Map
Pacific Mill



Pacific Mill from 1874 Andreas Atlas (p.46)

1. Name of Property
   Historic Name: St. Anthony Falls Historic District,
   Hennepin Avenue Bridges Archaeological Site
   Other Name/Site Number: Hennepin Avenue Suspension Bridges
   Hennepin Avenue Steel Arch Bridge
   21HE116

2. Location
   Street & Number: Hennepin Avenue at Mississippi River main channel
   State: Minnesota Code: MN County: Hennepin Code: 053
   Zip Code: 55401

3. Classification
   Number of Resources: 1 contributing site

   Number of contributing resources previously listed: 0

6. Function or Use
   Historic Functions: TRANSPORTATION/road related

   Current Functions: LANDSCAPE/Park
   TRANSPORTATION/road related

7. Description

The Hennepin Avenue crossing of the main channel of the Mississippi River above St. Anthony Falls in Minneapolis has had four different bridges. The first two bridges (1854-76, 1876-90) were suspension bridges, the third bridge was a steel arch (1888/91-89), and the current bridge (1990) is once again a suspension bridge. Extensive archaeological remains of the three previous bridges are present below the deck and approaches of the current bridge. These remains were documented by excavations and construction monitoring conducted by the Minnesota Historical Society in 1983, 1985, and 1987-89.

The descriptions of the historic bridges are largely based on the following sources: Scott F. Anfinson, Archaeological Potentials on the West Side of the Central Minneapolis Waterfront (St. Paul: Minnesota Historical Society, 1984) and Scott F. Anfinson, Archaeology of the Central Minneapolis Riverfront, Part 1: Historical Overview and Archaeological Potentials (St. Paul: Minnesota Archaeological Society, 1989). The archaeological descriptions are principally based on Robert A. Clouse, "The Archaeology of a River Crossing: The Minneapolis Suspension Bridges," (manuscript in preparation; on file at the Ft. Snelling History Center, Minnesota Historical Society), along with supplemental information from: Jeffrey P. Tordoff, "A Phase I Archaeological Survey of the West River Parkway, Minneapolis, Hennepin County, Minnesota," (St. Paul: Minnesota Historical Society, 1984), Jeffrey P. Tordoff and Robert A. Clouse, "The Hennepin Avenue Archaeology Project," (St. Paul:Minnesota Historical Society, 1985), and Scott F. Anfinson, Archaeology of the Central Minneapolis Riverfront, Part 2: Archaeological Excavations and Interpretive Plans (St. Paul:Minnesota Archaeological Society, in press).

Historic Description

First Hennepin Avenue Suspension Bridge (1854 - 1876)

In 1852 Franklin Steele, H.H. Sibley, Frank Morrison, and others formed a company to build a bridge across the Mississippi River. They hired Thomas Griffith to be the engineer. Griffith had helped John Roebling (of Brooklyn Bridge fame) build the Niagara Falls suspension bridge in 1850. By the end of 1854, the bridge was finished, making it the first permanent bridge to span the Mississippi throughout its entire length. The structure was a suspension bridge 620 feet long and 17 feet wide. The towers were of wood with stone bases. Cast iron anchors placed below the limestone bedrock held the wire support cables. The anchors were the first large castings made in Minnesota. The bridge was a privately owned toll bridge until 1869 when Hennepin County

bought it. The city of Minneapolis took control a year later. In 1875 streetcar tracks were laid on the bridge deck. The bridge was torn down in 1876 when a new stone towered suspension bridge was built adjacent to it on the north.

Second Hennepin Avenue Suspension Bridge (1876 - 1890)

By the mid-1870s, the first suspension bridge was inadequate to carry the increasing traffic between the west and east sides of the river so Thomas Griffith was again hired to build a larger, stronger suspension bridge. In 1876 Griffith finished a stone towered bridge 675 feet long and 32 feet wide incorporating a 20 foot roadway and two 6-foot sidewalks. Streetcar tracks went down the center of the roadway. The towers were 80 feet high and had H-shaped bases 55 feet long and 20 feet wide. The west side tower was immediately northwest of the first suspension bridge tower. Large cast iron cable anchors were once again buried beneath the limestone. The cables were bent through large stone housings intermediate to the towers and the anchors. This bridge also soon became inadequate and was replaced in 1890 by a steel arch bridge after only 14 years of use.

Hennepin Avenue Steel Arch Bridge (1889 - 1990)

In the late-1800s, Andrew Rinker, the Minneapolis city engineer, with the help of F. W. Cappelen designed a two-span steel arch bridge for Hennepin Avenue. A plan for a single arch bridge by K.E. Hilgard was rejected. Keystone Bridge Company of Pittsburgh finished the abutments, central pier, and south half of the bridge in 1889. The north half of the bridge was finished in 1891 by the Wrought Iron Bridge Company of Canton, Ohio. The two arched spans were 280 feet each with a 56 foot roadway and 12 foot sidewalks. Two streetcar tracks occupied the outside traffic lanes. The wooden deck was replaced with an open-mesh steel deck in 1954 and the streetcar tracks were removed. The north half of the steel arch bridge was torn down in 1988 for the construction of the north half of the current suspension bridge. The south half was torn down in 1989 following the opening of the north half of the new bridge.

Archaeological Description

Archaeological excavations undertaken in 1983, 1985, and 1987 and construction monitoring undertaken 1988 and 1989 documented extensive portions of the first and second Minneapolis suspension bridges. All excavations were undertaken by the Archaeology Department of the Minnesota Historical Society. The initial excavations were conducted for the Minneapolis Park and Recreation Board in 1983 as part of a survey of the West River Parkway extension. In 1985 and

1987-89 the work was done under contract with the Hennepin County Department of Transportation in conjunction with the planning for a new suspension bridge to replace the steel arch Hennepin Avenue bridge. The documentation undertaken in 1988 and 1989 was part of construction monitoring associated with the actual construction of the fourth bridge.

The archaeological remains of the first two Minneapolis suspension bridges consist of limestone tower foundations, cable anchors, limestone anchor piers, holes cut through the Platteville limestone formation for access to tunnels for placement of the anchors, tunnels excavated into the St. Peter sandstone formation, and slots through the Platteville limestone through which links were passed to connect to the anchors. Various parts of the structures were found on both the east and west banks of the Mississippi River.

First Hennepin Avenue Suspension Bridge (1854-1876)

Archaeological evidence of the 1854 suspension bridge consists of the following features:

East Bank	West Bank
Anchor links and pins	Two limestone tower foundations
Anchors (not excavated)	Four slots through the Platteville Formation through which to pass anchor links
Two holes through the Platteville Formation for placing anchors	Access hole through Platteville Formation to reach St. Peter Sandstone
Two wooden walkways adjacent to east approach road (since removed)	Tunnel in St. Peter Sandstone for placing anchors

The tower foundations measure 21 by 21 feet at their uppermost remaining surface. The tower foundations are not connected to each other, being separated by 18 feet. They are constructed of coursed, quarry faced massive Platteville Limestone blocks. The stones were set in a lime mortar which today is essentially non-existent as a bonding agent. The remaining upper surface of the two foundations is approximately 810.7 feet above sea level. Each of the footings had a "hollow" center measuring approximately 4 by 5 feet. These footings were designed to support the wooden towers on the west side of the suspension bridge. No remains of the tower foundations were documented on the East bank of the river.

Approximately 125 feet west of the tower foundations were four slots, in two pairs, cut through the Platteville Limestone formation. These slots measured

on the average 2.5 x 0.8 feet in plan view. The slot pairs were spaced 10 feet apart in one case and 6 feet in the other. They are connected to a tunnel below the limestone which was excavated in order to place the cable anchors beneath the limestone ledge. Passing first through a trapezoidal shaped central access hole measuring 4 x 7 x 9 x 9 feet cut through the limestone, the tunnel runs in both an upstream and downstream direction a total of about 53 feet. At the ends of the tunnel one enters an 'anchor room' at both the upstream and downstream ends. The pair of rooms varied in size from 7 x 10 to 7 x 14 feet. Ceiling height in the tunnel was variable but appears to have originally been between 4 to 4.5 feet. During the incorporation of the tunnel into a utility tunnel for carrying water pipes, the central access hole was closed off with a brick vaulted ceiling.

On the east bank of the main channel on Nicollet Island the only documented remains of the 1854 bridge were the pairs of slots and the *in situ* links and connecting pins that were presumably still attached to the anchors. A sample of 5 links and one pin were recovered from the downstream pair. The remainder were reburied and remain *in situ*. The upstream pair was likewise documented and the links left in place to be reburied. The slots were separated by approximately 58 feet -- almost an identical measurement with that on the west bank."

Second Hennepin Avenue Suspension Bridge (1876 - 1890)

Archaeological evidence for the 1876 suspension bridge consists of the following:

East Bank	West Bank
Tunnel in St. Peters Sandstone for placing anchors	Tunnel in St. Peters Sandstone for placing anchors
2 anchors and link bars (one recovered)	2 anchors and link bars (one recovered)
1 slot in Platteville (another presumed to exist but not accessible)	2 slots through Platteville through which to pass link bars
1 'Block-H' shaped solid limestone foundation (since removed)	1 'Block-H' shaped solid limestone foundation
2 limestone anchor piers	Tunnel access hole through Platteville
2 limestone retaining walls (since removed)	

Because the replacement of the first bridge with a second suspension bridge in 1875-76 was undertaken while the first bridge still functioned, it was necessary to construct the replacement adjacent to the early structure. However, due to the increased height of the second bridge and because of the longer span the west bank tower slightly overlapped and sat about 10 feet landward of the earlier foundations. The exact relationship obtaining on the east bank was undetermined since the 1850's period tower remains were not documented (presumably because they had been removed during the construction of the 1888-89 steel arch bridge or incorportated into the abutments).

The tower foundations, in the form of a "Block-H" or a "square dumbbell" measured 18.5 feet square on each end connected by a 16.5 foot long and 7 foot wide limestone wall that supported the intervening roadway. The upper elevation of the west bank foundations was about 811.5 feet AMSL. This is approximately 1 foot above the bedrock upon which it was built. On the east bank the tower foundations stood over 22 feet high, beginning just below the level of the roadway existing in 1988.

The east bank also contained two nearly complete limestone anchor piers. The piers measured 10 by 40 feet and were nearly 14 feet high. Near the landward (east) side of the piers link bars protruded above the cut, coursed and rusticated limestone construction. The bars were connected to 5 ton cast iron anchors. One of the anchors was recovered in 1988 from the east bank with 16 feet of link bars and another was recovered in 1985 from the west bank with only 7 feet of bars remaining. The second anchor on the west bank was documented during removal in 1989 but not collected.

The east bank tower footings were the nearly the same dimensions as those on the west bank that had been recorded in 1985. However the significantly greater remaining stonework on the east bank revealed many more details relating to the original construction. These findings showed rusticated tooling on nearly all stonework, the carefully cut and coursed nature of the limestone blocks and the tremendous size (some measuring 2 feet thick, 7 feet long and 3 feet deep) of the component stones.

Hennepin Avenue Steel Arch Bridge (1888/91 - 1989)

The recent archaeological work on the Hennepin Avenue Bridge site has not included detailed examination of the remains of the steel arch bridge that was torn down in 1988 and 1989. Parts of the sandstone abutments for the steel arch bridge have been incorporated into the new bridge abutments and are still visually apparent on the west bank of the river. The footing of the mid-channel pier may also still be in place.

8. Statement of Significance

Certifying official has considered the significance of this property: statewide, locally

Applicable National Register Criteria: A, C, D

Areas of Significance: Exploration/Settlement
Engineering
Archaeology: Historic - Non-Aboriginal

Architect/Builder: Griffith, Thomas (suspension bridges)
Rinker, Andrew and Cappelin, F.W.(steel arch bridge)

Period of Significance: 1854-1941

The Hennepin Avenue Bridge Archaeological site (21HE116) is significant under National Register Criterion A for its association with the early settlement of Minneapolis and the fact that it was the first location on the entire length of the Mississippi River to be spanned by a permanent bridge. Because a large island (Nicollet) is present in the river just above St. Anthony Falls, thus narrowing the water distance between the two banks, the location has served as a major crossing point even before the appearance of the first bridge at Hennepin Avenue in 1854. The river was first crossed by fording or by travelling on the ice in winter. In 1850, a ferry crossing was established with the ferry keeper's house (the John Stevens House) being the first permanent dwelling on the west side of the river in what was to become Minneapolis. With the opening of the west side of the Mississippi River to white settlement in 1854, the need for a bridge over the river became paramount to link the infant cities of Minneapolis and St. Anthony.

The opening of the First Suspension Bridge at Hennepin Avenue in late 1854 created what was truly the "gateway to the west" as it became the principal route across the river for the early settlers of Minneapolis and points west. Indeed, the area immediately adjacent to the west end of the bridge became known as the Gateway district of Minneapolis. The bridge was financed by some of the area's most prominent citizens: Henry Hastings Sibley was to become the first governor of Minnesota, Franklin Steele was the first white settler on the east side of the river and the founder of the city of St. Anthony, and Henry T. Welles who was the first mayor of St. Anthony. The builder of the bridge, Thomas Griffith, had helped John Roebling build the Niagara Falls bridge in 1850. The suspension bridges at Hennepin Avenue are the only road related suspension bridges ever built in Minnesota.

The archaeological remains of the 1854 and 1876 Minneapolis Suspension Bridges are significant under National Register Criteria A, C, and D because of their association with the initial settlement of Minneapolis and for the information they can provide on the early technology relating to bridge and specifically suspension bridge construction techniques.

The 1854 suspension bridge was the first bridge ever built over the Mississippi River. It was built the same year the west side of the river was opened to white settlement in Minnesota. It was constructed by some of the most prominent territorial pioneers. Over it, many of the first settlers of Minneapolis and points west passed with all their worldy possessions. It was a lifeline linking the new settlements with the established businesses in St. Anthony and St. Paul. The second suspension bridge and the steel arch bridge continued to serve as major links between the two sides of the river.

No surviving plans or engineering documents have been located leaving the archaeological remains as the only detailed record of the technology utilized in the construction of the two river crossings. The data recovered to date suggests significant differences in construction and engineering practices from the time of the construction of the 1854 bridge and the development of the 1876 structure. The use of a loop type cable anchor system in 1854 was replaced with a single cable connection in the 1876 bridge. Both bridges were engineered by the same man and anchored into the same substrate. The resulting data suggests significant technological change in the 22 year span. However, the Brooklyn Bridge built in the late 1880's utilized the loop type anchor system. Some of the factors responsible for differential decisions may relate to specific anchorage, an increase in engineering sophistication, cost differentials and/or preference of the engineer. A detailed examination of anchorage connections may provide some direction to those research questions.

The artifacts recovered associated with the cable link systems has the potential to generate significant new data relative to specialized iron manufacturing in Minnesota. Research on this structure could help to understand how that changing technology altered the manner in which structures of this nature were engineered and constructed.

9. Major Bibliographic References

Previous documentation on file: none

Primary Location of Additional Data: State Historic Preservation Office

Anfinson, Scott F. Archaeological Potentials Along the West Side of the Central Minneapolis Waterfront. St. Paul: Minnesota Historical Society, 1984.

Archaeology of the Central Minneapolis Riverfront, Part 1: Historical Overview and Archaeological Potentials. St. Paul: Minnesota Archaeological Society, 1989.

Archaeology of the Central Minneapolis Riverfront, Part 2: Archaeological Excavations and Interpretive Plans (St. Paul:Minnesota Archaeological Society, in press).

Clouse, Robert A. "The Archaeology of a River Crossing: The Minneapolis Suspension Bridges," manuscript in preparation; on file at the Ft. Snelling History Center, Minnesota Historical Society.

Tordoff, Jeffrey P. "A Phase I Archaeological Survey of the West River Parkway, Minneapolis, Hennepin County, Minnesota," St. Paul: Minnesota Historical Society, 1984.

Tordoff, Jeffrey P. and Robert A. Clouse, "The Hennepin Avenue Archaeology Project," St. Paul:Minnesota Historical Society, 1985.

10. Geographical Data

Boundary Description: (see map)

11. Form Prepared By

Name: Robert A. Clouse and Scott F. Anfinson
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Street: Ft. Snelling History Center
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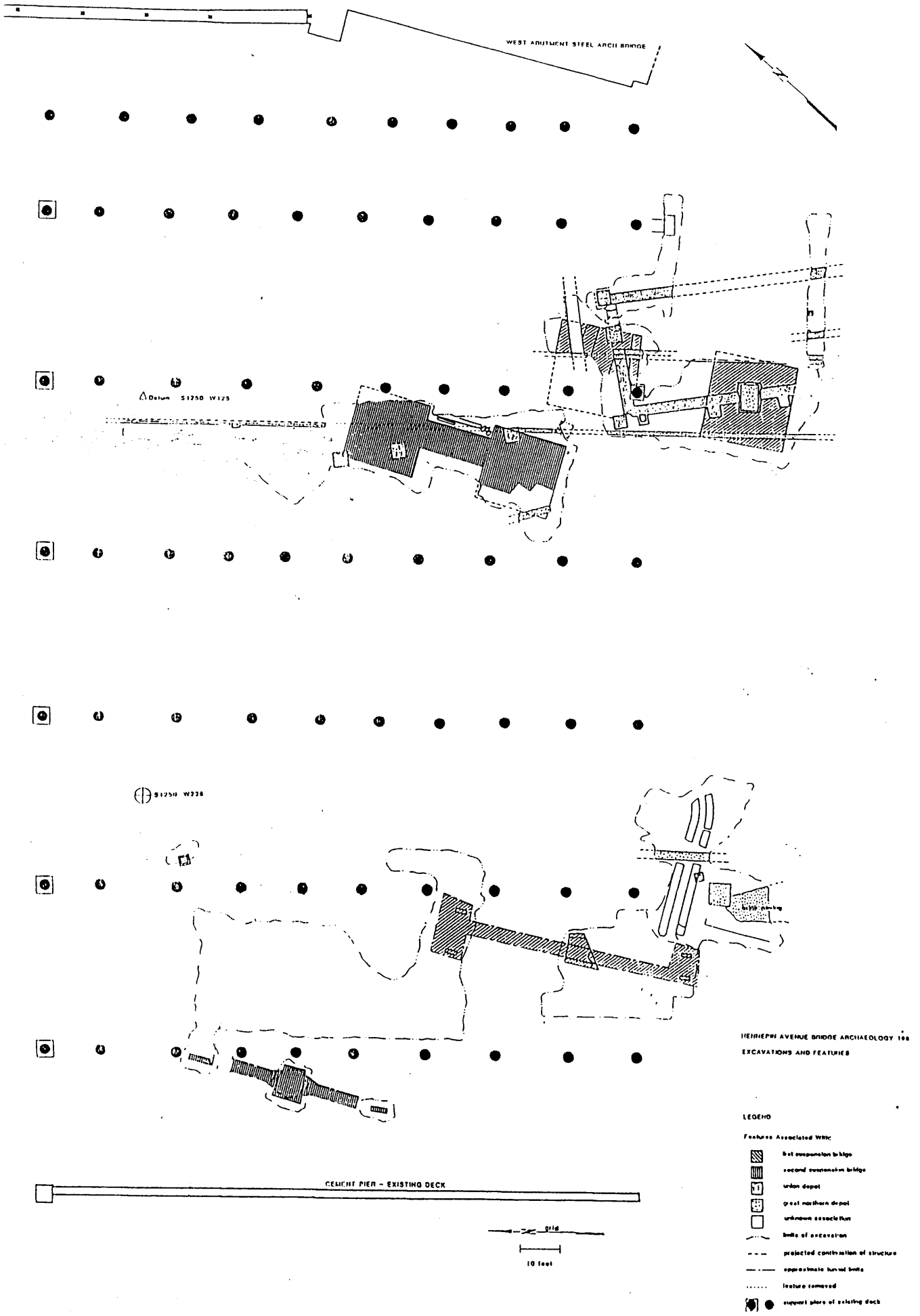
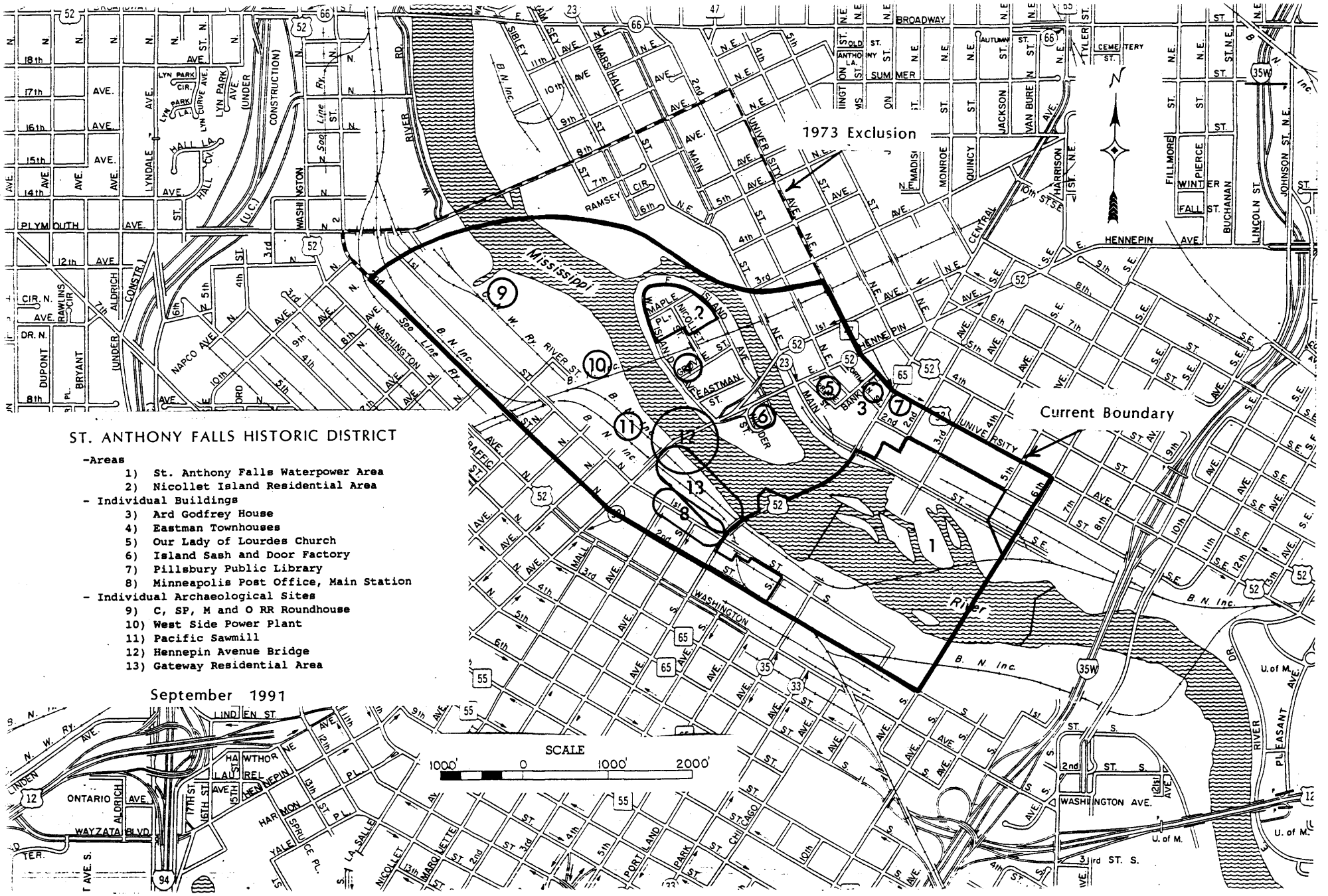
Date: September, 1991



Foundations and Tunnels of 1854 and 1876 Minneapolis Suspension Bridges (after Tordoff & Clouse 1985)



ST. ANTHONY FALLS HISTORIC DISTRICT

-Areas
1) St. Anthony Falls Waterpower Area
2) Nicollet Island Residential Area
- Individual Buildings
3) Ard Godfrey House
4) Eastman Townhouses
5) Our Lady of Lourdes Church
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- Individual Archaeological Sites
9) C, SP, M and O RR Roundhouse
10) West Side Power Plant
11) Pacific Sawmill
12) Hennepin Avenue Bridge
13) Gateway Residential Area

September 1991

1. Name of Property
   Historic Name: St. Anthony Falls Historic District,
   West Side Power Plant
   Other Name/ Site Number: Minnesota Brush Electric Light Station
   (21HE114)

2. Location
   Street & Number: intersection of 3rd Ave. N and West River Road
   State: Minnesota Code: MN County: Hennepin Code: 053
   Zip Code: 55401

3. Classification
   Number of Resources: 1 contributing site

   Number of contributing resources previously listed: 0

6. Function or Use
   Historic Functions: INDUSTRY/energy facility

   Current Functions: VACANT/NOT IN USE

7. Description

Archaeological reconnaissance for the West River Parkway Extension in 1983 encountered an unfilled basement with an intact ceiling four feet below the surface in an area that had been recently covered with railroad tracks. A literature search indicated the archaeological remains were of the West Side Power Plant. The archaeological work was conducted by the Archaeology Department of the Minnesota Historical Society under contract with the Minneapolis Park and Recreation Board. The 1983 excavations indicated extensive remains of the site, but did not document the full extent of the building foundations. Initial West River Parkway construction plans indicated that the site would not be impacted by the impending development. In 1986, however, due to a change in the construction limits, extensive foundations of the east wall were encountered and subsequently excavated and documented.

The historical description that follows is based on Scott F. Anfinson Archaeological Potentials on the West Side of the Central Minneapolis Waterfront (St. Paul:Minnesota Historical Society, 1984). The archaeological description is based on Jeffrey R. Tordoff "A Phase 1 Archaeological Survey of the West River Parkway, Minneapolis, Hennepin County, Minnesota," (St. Paul: Minnesota Historical Society, 1984) and Jeffrey R. Tordoff and Robert A. Clouse "Archaeological Excavations Along the Proposed West River Parkway 1986, Minneapolis, Hennepin County, Minnesota," (St. Paul: Minnesota Historical Society, 1987).

Historical Description

In 1884 the Minnesota Brush Electric Company built a steam-powered electrical generating plant just south of the foot of 3rd Avenue North. They moved the generators from their pioneering Upton Island hydroplant to the West Side Power plant because the water flow at St. Anthony Falls varied so much seasonally. This was the first steam-powered electrical generating plant built in Minneapolis. It utilized brush arc dynamos. It originally burned sawdust produced by the neighboring lumber mills, but as the use of thin bandsaws increased, the sawdust became too fine to burn and the plant switched to coal. Additional generators were installed in 1886 to provide for incandescent lighting as well as the arc lighting.

Based on information from insurance maps, the building was a one story brick structure 135 feet x 60 feet with a brick addition on the north (50 feet x 40 feet) housing additional boilers. The generators were moved to the east side Main Street Plant in 1895. The West Side Power building was converted into a lumber shed used by the adjacent Hall and Shevlin lumber mills. It was torn down in about 1907.

Archaeological Description

The 1983 excavations were conducted primarily to identify the presence or absence of cultural resources. The testing documented the extent and condition of a portion of the south, west and north walls of the building. In 1986, during the construction of the West River Parkway underpass of the Burlington Northern Railroad tracks leading to Nicollet Island, extensive remains were discovered that were identified as the east end foundation wall of the structure.

All of the archaeological evidence for the existence of the structure consisted of coursed, quarry faced limestone foundation walls averaging 2.5 feet in thickness. The lower levels of the east and portions of westward projecting north and south walls documented in 1986 were 3.8 feet thick. The foundation walls were penetrated by a number of openings interpreted as door and utility line openings. In the south wall, the 1983 excavations encountered two door openings which led from the filled-in basement area on the north side of the wall into an intact, underground (basement) room measuring 48 by 13 feet on the south. The ceiling of the room was constructed of fourteen iron I-beams on 3.5 foot centers placed at right angles to the south walls with the intervening spaces spanned by brick vaulting. The maximum ceiling height documented was 9.6 feet. The two openings in the south foundation wall of the main structure (filled with earth from the filling of main basement area) had triple thick brick arches to support the superior building walls. No excavations were conducted within the room, but three limestone pedestals were recorded along the south side of the room. Because of their massive construction and the bolts protruding from the upper surfaces, it is suggested that they may have supported turbines or generators.

Limestone foundation walls were located on an intermittent basis to determine building extent and to locate structure corners in 1983. Towards that end the excavations documented portions of the south wall, locating the southwest corner but unable to determine the eastward extent of the feature. It was in 1986 that the southeast corner was discovered along with the east wall foundation allowing an accurate determination of the east-west building dimension of 180 feet. From the southeast corner, the building foundation projects northward for 64.5 feet and then turns west for at least 20 feet which was the extent of excavation. It is assumed that the foundation continues until it meets with those footings discovered in 1983. In general the building is one of an irregular shape. Documentary evidence in city plats and insurance maps indicate that the building had at least one addition constructed.

Archaeological deposits documented within and adjacent to the building remains were varied. The excavations adjacent to the exterior of the east wall contained fragments of a large number of carbon arc rods and was the only deposit located that contained artifacts directly associated with the building's use as a power generating facility. Excavations within the building foundations near the southwest corner yielded tremendous quantities of bottles associated with food preparation. These artifacts all dated post-1925 and the area appeared to continue in use as a dump until about 1960. Much of the food preparation refuse is associated with Great Northern Railroad passenger service operations dating from 1925 - 1960; a distinctive china was identified as Great Northern's after a search through Great Northern publicity photos in the Minnesota Historical Society manuscripts collection. The Great Northern depot was located just south of the West Side Power Plant site from 1914 to 1978.

Current Landscape Description

The power plant site is located immediately west of the West River Parkway retaining wall just north of the Burlington Northern Railroad tracks. The site is currently vacant land that was abandoned by the railroad in 1978. A Northern States Power electrical transmission tower was located near the site in 1989, but this did not appear to disturb the site. The proposed Sawmill Run development could adversely affect the site.

8. Statement of Significance

Certifying official has considered the significance of this property: locally

Applicable National Register Criteria: C; D

Areas of Significance: Archaeology: Historic - Non-Aboriginal
Engineering

Architect/Builder: unknown

Period of Significance: 1884-1907

Minneapolis was a pioneer in the development of electric power. One of the first central hydropower generating plants in the nation was built on Upton's Island at the foot of St. Anthony Falls in 1882. Just prior to this, several industries in the city, such as the new Pillsbury A Mill, had installed individual dynamos to provide interior lighting. The Upton Island plant was built by a number of prominent local businessmen including W.D. Washburn, J.B.Bassett, and O.A. Pray who named their firm Minnesota Brush Electric. The hydro-plant was a small frame building with five generators run by a waterwheel. Overhead wires were strung to, and then along Washington Avenue.

Fierce opposition from the politically powerful gas company slowed early development somewhat, but enterprising electricity supporters erected a 257 foot tall tower at Bridge Square with eight electric arc bulbs at its top. When this was lit in early 1883, the citizens of Minneapolis were soon convinced of electricity's superiority over gas for lighting. Within the next few years, electric lights burned along the city's main streets and avenues, replacing most of the dimmer gas lights.

Because the waterpower at the Falls was affected by seasonal fluctuations, a number of the Minnesota Brush stockholders built a steam-powered plant at the foot of 3rd Avenue North under the name of West Side Power. In 1884 the generators from the Upton Island hydro-plant were moved to the steam plant and it became the first steam powered electric generating plant in Minneapolis. In 1895, the West Side Power Plant was abandoned and the generating equipment was moved from the West Side Power plant to the new Main Street hydro-plant on the east side of the Falls.

The archaeological remains of the West Side Power Plant are significant under National Register Criteria C and D because the site can provide data about the

early industrial and electric generating industry in Minnesota. Extensive research has failed to generate any detailed documentary evidence relating to the design and use of this electric generating facility. The structure as an artifact may yield data relevant to a study of building construction practices and building use changes over a relatively short period of time (only 11 years as a generating facility). There is some potential to provide data relevant to the wood processing industry since the building was used as a lumber shed for adjacent wood working plants, however no recognizable data has yet been recovered relevant to this use of the structure.

Finally, the site area, following its use in a structural capacity, served as a dumping ground for railroad dining car waste. This extensive trash dump has the potential to answer questions about changing dietary habits and/or food preferences over the second quarter of the twentieth century. Although the deposits appear to be reflective only of railroad passengers, it is hypothesized that railroad passengers represent a cross section of the American population and may generate a representative data base for a study of changing foodways.

9. Major Bibliographic References

Previous documentation on file: None

Primary Location of Additional Data: State Historic Preservation Office

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10. Geographical Data

Boundary Description: (see map)

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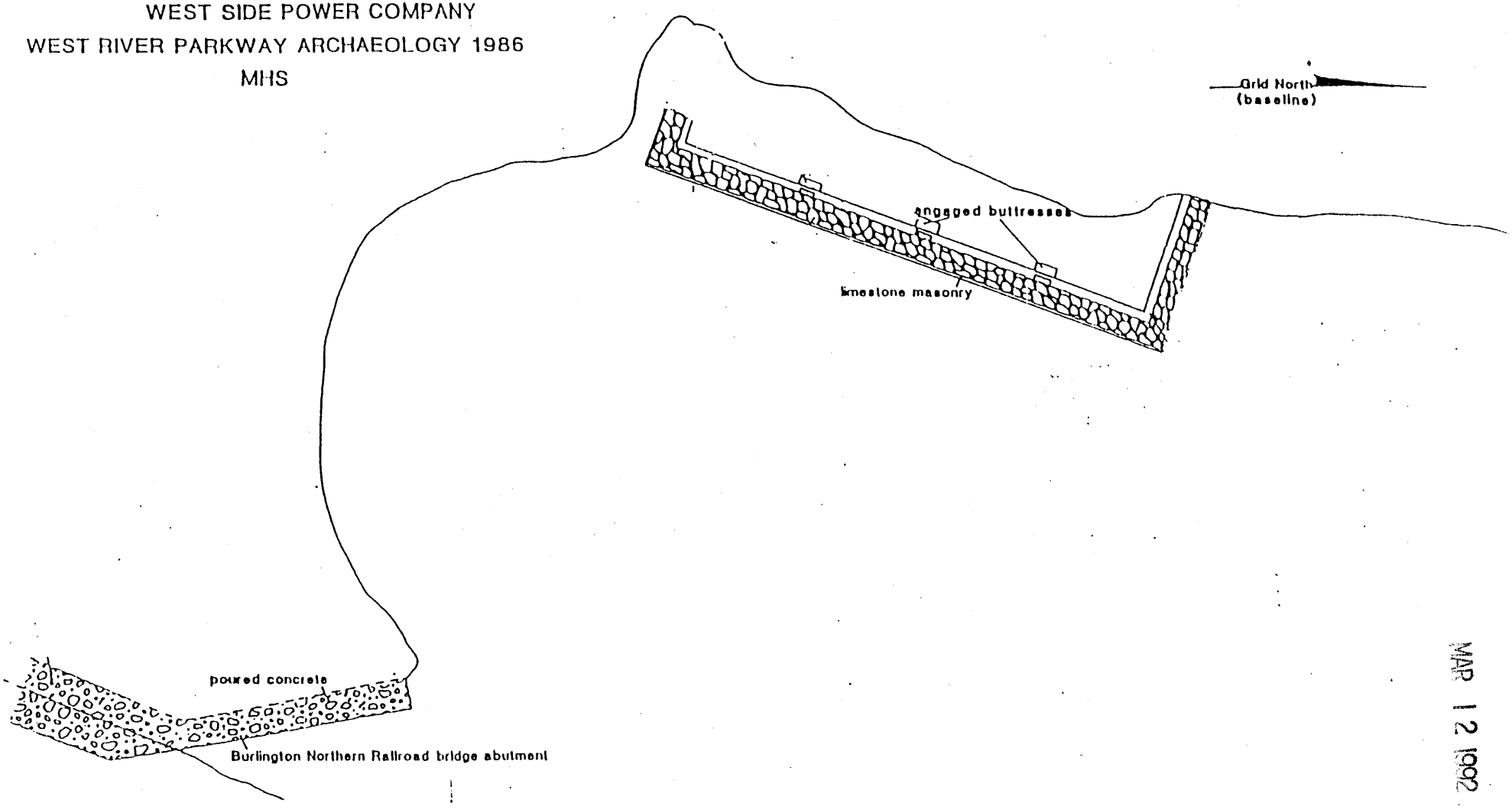
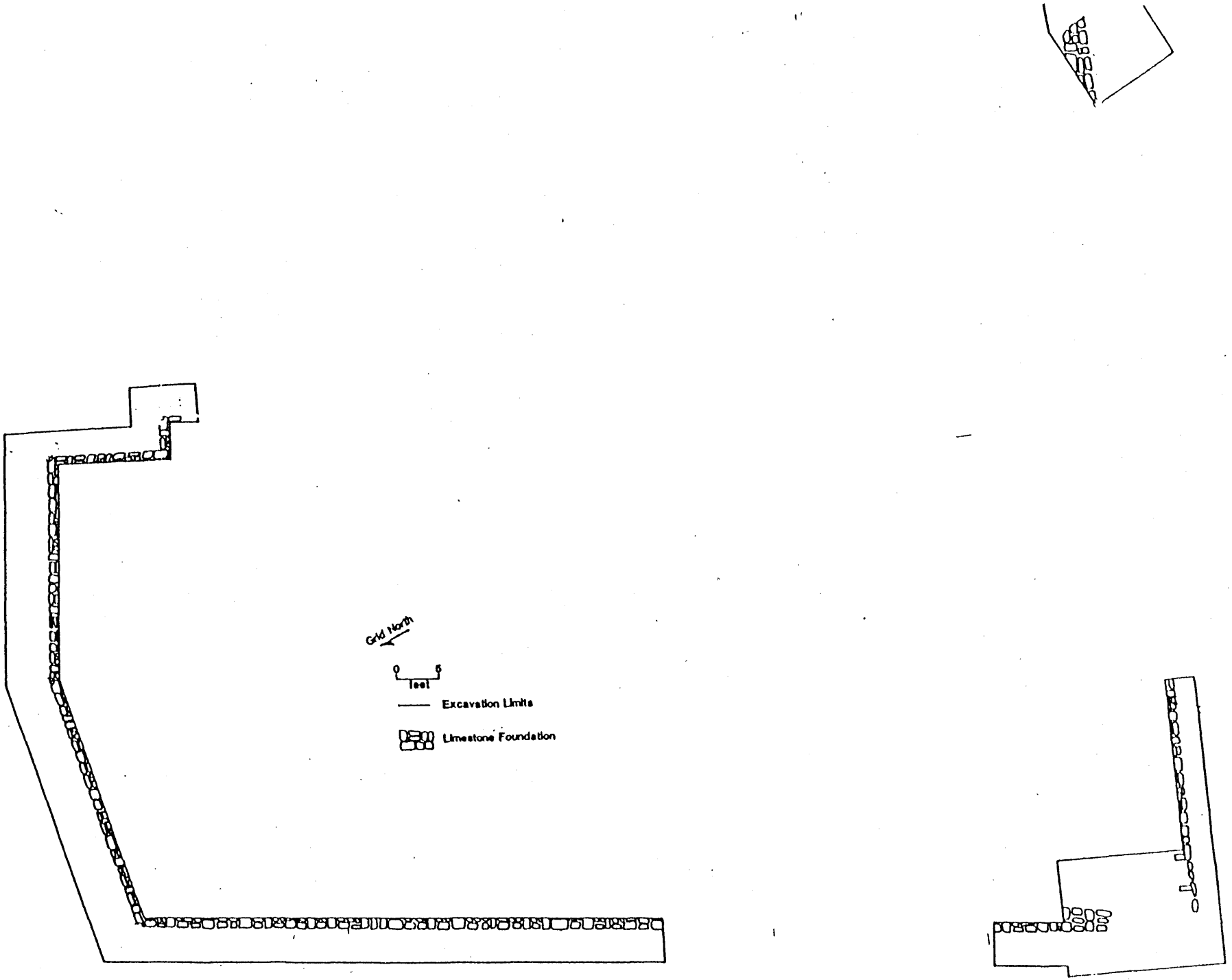
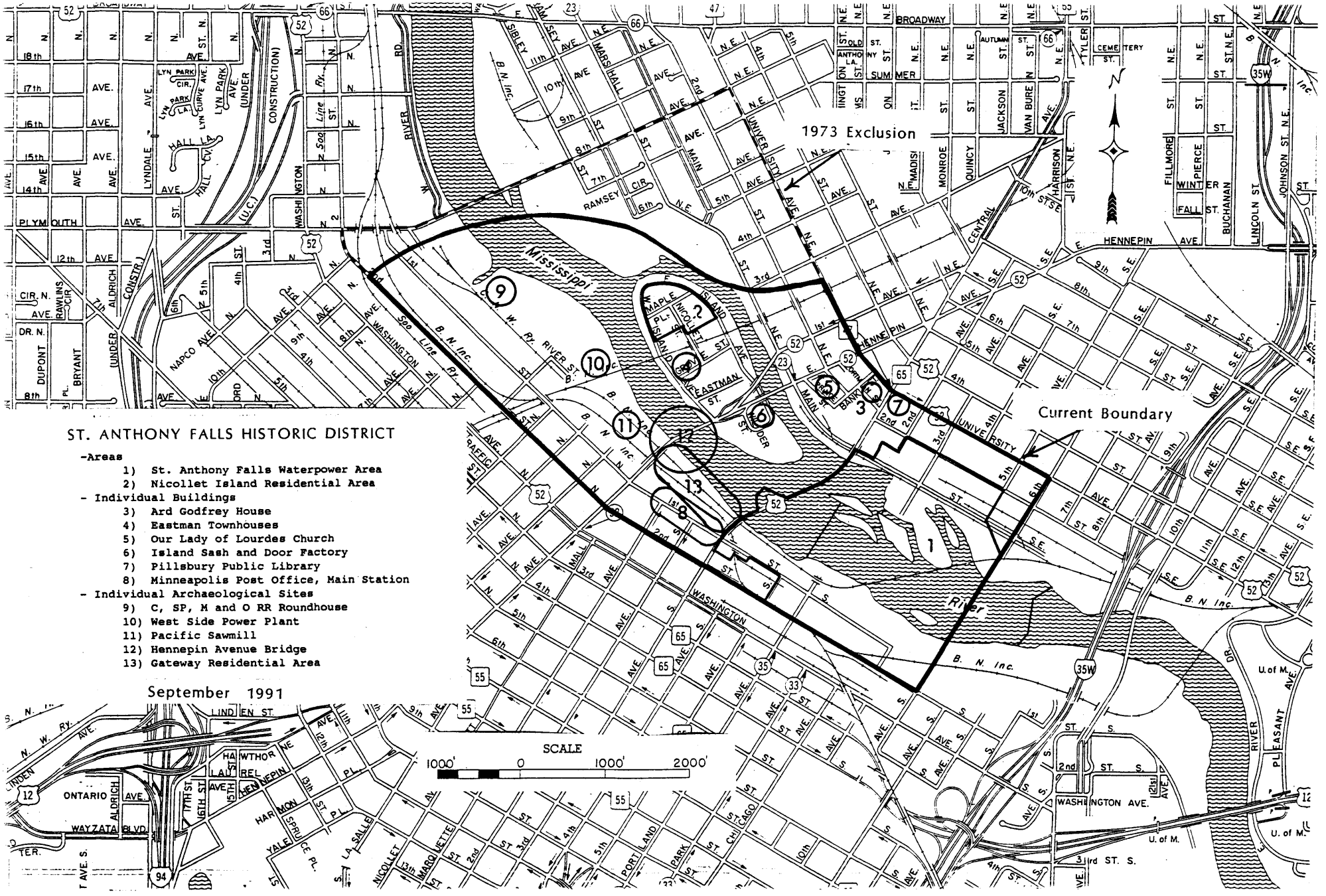


East wall foundations of Minnesota Brush Electric Light Station (after Tordoff & Clouse 1987)



North, south and east wall foundations of Minnesota Brush Electric Light Station (after Tordoff 1984)



ST. ANTHONY FALLS HISTORIC DISTRICT

-Areas

1) St. Anthony Falls Waterpower Area
2) Nicollet Island Residential Area

- Individual Buildings

3) Ard Godfrey House
4) Eastman Townhouses
5) Our Lady of Lourdes Church
6) Island Sash and Door Factory
7) Pillsbury Public Library
8) Minneapolis Post Office, Main Station

- Individual Archaeological Sites

9) C, SP, M and O RR Roundhouse
10) West Side Power Plant
11) Pacific Sawmill
12) Hennepin Avenue Bridge
13) Gateway Residential Area

September 1991

1. Name of Property
historic name: St. Anthony Falls Historic District, Island Sash and Door Factory

2. Location
street & number: 95 Merriam Street
city/town: Minneapolis
state: Minnesota Code: MN County: Hennepin Code: 053 zip code: 55401

3. Classification
Number of Resources within Property:
1 contributing building

Number of contributing resources previously listed: 0

6. Function or Use
Historic Functions: INDUSTRY/PROCESSING/EXTRACTION/ manufacturing facility

Current Functions: DOMESTIC/hotel

Architectural Classification:
other: mill construction

Materials:

foundation:	stone: limestone
walls:	stone: limestone
roof:	other: composition/metal standing seam

Description:

The Island Sash and Door Company is a single-building. It is located on the south end of Nicollet Island adjacent to the east channel of the Mississippi River. The building stands by itself on ground the owners lease from the Minneapolis Park and Recreation Board, and is surrounded by either streets or parking lots.

The structure is a three story limestone block utilitarian building with a full basement and exterior walls of native limestone. Stone is laid in a random ashlar pattern with no ornamentation. The building is rectangular in footprint with a small el at the east corner. It is about 100 feet deep by approximately 72 feet wide at the el and 60 feet wide at the back or north side. The south side faces toward the old Durkee-Atwood building today which sits in the park at the south end of Nicollet Island. Both the north and south sides have a similar series of four windows on the top two floors. The south side had an arched wide door and three windows on the first floor and four windows each on the top two floors. One of these windows on each floor was lower and functioned as egress for an exterior fire escape. After the rehabilitation in 1981, the fourth window on these upper floors had been "evened up" with the others. The north side had and still has four windows on the upper floors, but a new shed-roofed kitchen and utility addition with loading dock side along most of the north side on the first floor. Until the 1981 rehabilitation which converted the former factory into an inn, the east side had a series of eleven similar windows with a wide rectangular door at the north end on each of the upper floors. Today, it has twelve similar windows on the upper two floors and the wide doors on the north end are gone. Also, the one-story porch on this side, now part of the dining room extends along the entire east length.

The interior structural system is heavy post-and-beam. A brick party wall divides the structure into two parts. Windows were wood six-over-six double-hung before the 1981 rehabilitation. They are now wood

one-over-ones and window openings retain their original limestone sills. The building has a tall stone parapet and a flat roof. The roof penthouse on the southeast corner and the shed-roofed addition on the north side are sheathed in clapboards. Roofs on the one story north addition and glass and wood porch which wraps around the north and east facades is standing seam metal.

Certifying official has considered the significance of this property:
locally

Applicable National Register Criteria:
A

Areas of Significance:
Industry

Period of Significance:
1893-1904

Significant Dates:
1893

Architect/Builder:
McDonald and Delamater

Significance:

The Island Sash and Door Company is significant under National Register Criterion A for its association with the early lumber industry in Minneapolis. Built at the height of the lumber industry's importance in the city, it serves as one of the few remaining examples of the related sash and door industry in Minneapolis, when the city was the nation's leading producer of sashes and doors (Minneapolis Journal, January 4, 1910).

This is one of the few remaining structures associated with the early industrial development of Nicollet Island and the last of once-numerous mill work and woodworking factories (lumber-related industries) at St. Anthony Falls. Built during the time when Minneapolis was the first city in the country in the "sash and door" industry--when her factories produced more mill work than those of any other city in the United States. The sash and door industry grew out of the demand for finished wood products as towns sprang up along railroads in the trans-Mississippi west.

According to the 1985 State Historic Preservation Plan, the statewide historic context for this property is "St. Croix Triangle Lumbering, 1830s to 1900s." The sub-context is "Sawmills--Related Industries" and the

property type is "Sash and Door Plants." This is because Minneapolis was a major processing point for the lumber coming from the pineries within the St. Croix Triangle.

Locally, the Island Sash and Door Company falls into the the local context of "Business and Industry, 1821 - 1990," the sub-context of "Early Lumber Milling, 1848-1899," and the property type "mills," according to the Minneapolis Preservation Plan (Zahn: 1990 p. 4.3.1). Lumber milling is significant to Minneapolis as one of the earliest industries to take hold in the city and at St. Anthony Falls. As the industry flourished, the city flourished, creating jobs, producing cheap building materials for the booming town, and ultimately providing capital for the growth of other industries, especially flour milling (Zahn: 1990 p. 4.3.5). Along with the lumber industry came the related wood products industry, including the manufacture of sash and doors.

The location of the lumber mills upstream from St. Anthony Falls gave rise to the milling district, located on both sides of the Mississippi River all the way into the Camden area of North Minneapolis, several miles from the falls. Almost as a natural progression, the related wood products industries began cropping up along side the river as well, at locations convenient to the transport of the raw materials and the finished products to and from the factories.

Some of the other sash and door companies that thrived in Minneapolis were largely begun by local lumbermen: Smith Sash and Door Company; Curtis and Yale Company; M. L. Johnson and Sons; Carr-Collier Company; Bardwell-Robinson Company; Simonson Brothers Manufacturing Company; John F. Wilcox Company; and the Winston Brothers Company (Minneapolis Journal: 1911 p. 23). These companies, along with the Island Sash and Door Company, kept pace with the growing demand of the midwestern population which exploded in the 1880s. The demand for new houses and business blocks created a huge demand for finished lumber products, such as sashes and doors. Excellent and extensive railroad connections by the early 1890s created ready markets for Minneapolis wood products as the Dakotas opened to settlement. Housing starts at the turn of the century also created a demand and the sash and door industry at Minneapolis had year-around work for their factories. This led to the claim that Minneapolis was the nation's largest producer of finished millwork (Minneapolis Journal: 1911 p. 20). It is within this context that the Island Sash and Door factory is significant in Minneapolis history.

The period of significance for the Island Sash and Door Company is 1893-1904. The building itself was actually constructed and operated after the height of independent mill work manufacturing. Shutter (1923: 383) notes that:

> Other [mill work] factories were started in the '80s and '90s, but gradually most of the sash, door and blind business passed into the hands of the lumbermen, and declined with the decline of lumbering. The height of manufacture appears to have been reached between 1880 and 1890. It is said that in 1890 Minneapolis had more machinery engaged in the manufacture of sash, doors and blinds than any other city on the continent.

This is the period during which it can be verified that the building was used as a sash and door factory and was associated with Fred W. Delamater, one of the two original owners (Hess: 1979 p. 92).

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Shutter, Rev. Marion Daniel D.D., LL.D. History of Minneapolis: Gateway to the Northwest. vol. 1. Minneapolis, Minnesota: The S. J. Clarke Publishing Company, 1923.

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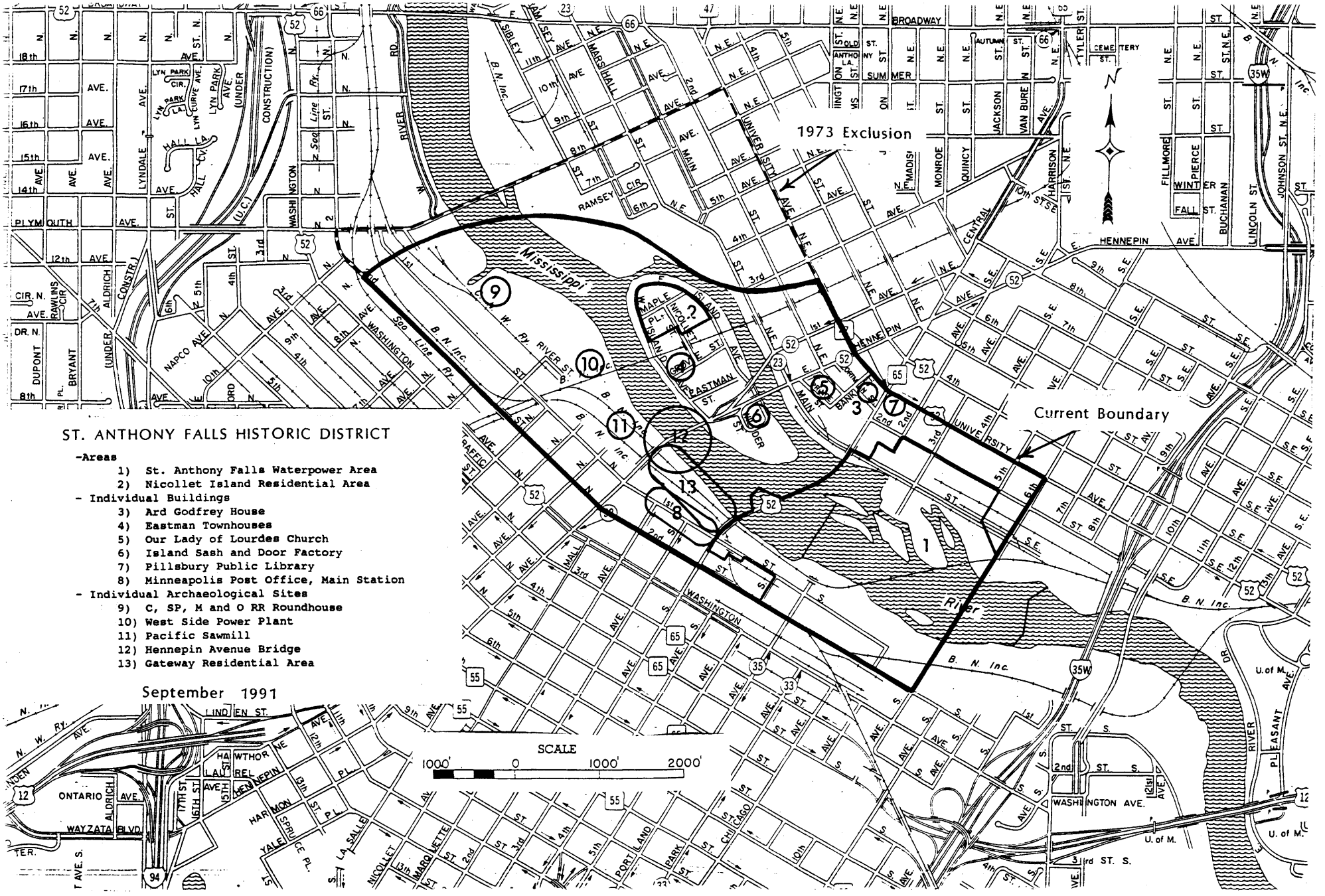

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