

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Lake City and Rochester Stage Road: Mount Pleasant Section
other names/site number N/A

2. Location

street & number off U.S. Hwy. 63 not for publication N/A
city, town Mount Pleasant Township Lake City vicinity
state Minnesota code MN county Wabasha code 157 zip code 55041

3. Classification

Ownership of Property <input checked="" type="checkbox"/> private <input type="checkbox"/> public-local <input type="checkbox"/> public-State <input type="checkbox"/> public-Federal	Category of Property <input type="checkbox"/> building(s) <input type="checkbox"/> district <input type="checkbox"/> site <input checked="" type="checkbox"/> structure <input type="checkbox"/> object	Number of Resources within Property	
		Contributing	Noncontributing
		<u>1</u>	<u>0</u>
		<u>1</u>	<u>0</u>
		<u>1</u>	<u>0</u>

Name of related multiple property listing: Overland Staging Industry in Minnesota, 1849 - 1880
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility 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. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official Ian R. Stewart Date 7/13/91
Deputy State Historic Preservation Officer
State or Federal agency and bureau Minnesota Historical Society

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register. See continuation sheet.
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:)

Entered in the National Register
Signature of the Keeper 8/30/91
Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/road-related

Current Functions (enter categories from instructions)

Vacant/not in use

7. Description

Architectural Classification
(enter categories from instructions)

Other: earth road

Materials (enter categories from instructions)

foundation _____
walls _____

roof _____
other earth

Describe present and historic physical appearance.

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Lake City and Rochester Stage Road: Mount Pleasant Section, Mount Pleasant Twp., Wabasha Co.

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DESCRIPTION

A well-preserved section of the Lake City and Rochester Stage Road lies in a wooded area in the southeast quarter of section 23 of Mount Pleasant Township (T111N, R13W), three miles southwest of Lake City, off U.S. Highway 63. It belongs to the general property type of "stage road," as defined in "Section F" of the multiple property listing, "Overland Staging Industry in Minnesota, 1849 - 1880."

The road section is part of a U-shaped curve connected to U.S. Highway 63. The curve begins as a one lane, paved road through a wooded area extending northwest from U.S. 63. The eligible road section begins where the curve makes a wide turn back to the southeast and the pavement becomes a distinct, six-foot-wide, grass and dirt path. The eligible section extends 600 feet to the northwest bank of U.S. 63. It is lined by trees on both sides until it reaches a clearing just prior to its meeting the bank. The entire curve has been abandoned. No buildings are visible from the site.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Transportation

Period of Significance

1858 - 1867

Significant Dates

1858

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

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SIGNIFICANCE

The Mount Pleasant Section of the Lake City and Rochester Stage Road is historically significant under Criterion A for stage road in the area of transportation. The section meets the following registration criteria: it closely conforms to the original route; it is unimproved, passable, and distinct from the surrounding landscape; it is of sufficient length to evoke a feeling of direction or destination; and its wooded setting shelters it from intrusion by U.S. Highway 63. It is located in the southeast quarter of section 23 in Mount Pleasant Township (T111N, R13W), three miles southwest of Lake City in Wabasha County.¹

A group of Lake City property owners built the Lake City and Rochester Stage Road in the spring of 1858. They hoped that it would bring to their town increased trade with Minnesota's interior. Towards that end, they also subsidized a line of James C. Burbank's Northwestern Express Company stagecoaches. Northwestern was the leading stage company of the period and by the middle of May ran daily coaches between the cities. The firm's advertisements claimed that "the distance [to Rochester] is much less than from any other point on the River, and the road overway [sic., over the whole way?] superior. Passengers going either up and down the River will save time and money by taking this route."²

The road appeared near the tail end of a six-year period in which road construction first opened the southeastern part of Minnesota to widespread travel. As a result, the road contributed to the development of that region.³ Lake City, Minnesota, in particular, benefitted from the road's presence. The Rochester Democrat of 20 May 1858 reported:

We learn from quite a number of our citizens, who have lately visited the flourishing town of Lake City, that it is improving at a rapid rate. Its location and facilities are spoken of in the very highest terms of laudation. The road leading from Rochester there is described as being the very best running out of our town in any direction -- the distance to the Mississippi by this route being only thirty-two miles. -- This would indicate that Lake City is the natural point for our citizens to strike the Mississippi, as well as the best point on the river to have their shipments made.

An examination of mail contracts for the Lake City and Rochester route also reveals the road's importance. At that time, the Federal government awarded the rights to carry the mail to private companies and individuals. The government opened each route to bidding and generally gave the route to the lowest bidder. In 1859, the government received 22 bids for the Lake City to Rochester route. Only seven of Minnesota's 61 mail routes received more bids.⁴

The road became less important following 1867, when a railroad line between Winona and Waseca began to carry most of the traffic to the Mississippi. The Mount Pleasant section was abandoned in later years, when the Lake City and Rochester road was straightened and redesignated U.S. Highway 63.⁵

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NOTES

1. The road section is visible in an 1874 atlas. Its use by the staging industry is confirmed by James C. Burbank's 1859 bid for the mail contract between Lake City and Rochester, which states that his coaches would travel through Mount Pleasant township. A knowledgeable local history source also confirms the section's use by stagecoaches (An Illustrated Historical Atlas of the State of Minnesota [Chicago: A.T. Andreas, 1874]: 102; Offers and Contracts -- Minnesota, House Executive Document 86, 36 Congress, 1 Session, Serial Set 1057; Carl Bremer, Wabasha County Historical Society, Interview, 8 January 1990).
2. The quote is from a Northwestern Express Company Advertisement, Rochester Free Press 12 May 1858, p. 3, c. 4. See also "The Route Between Rochester and Lake City," Rochester Free Press 2 June 1858, p. 2, c. 2.
3. See Multiple Property Documentation Form for Overland Staging Industry in Minnesota, 1849 - 1880, State Historic Preservation Office, Minnesota Historical Society.
4. Offers and Contracts -- Minnesota, House Executive Document 86, 36 Congress, 1 Session, Serial Set 1057.
5. Arthur J. Larsen, "Roads and the Settlement of Minnesota," Minnesota History 21 (September 1940): 239.

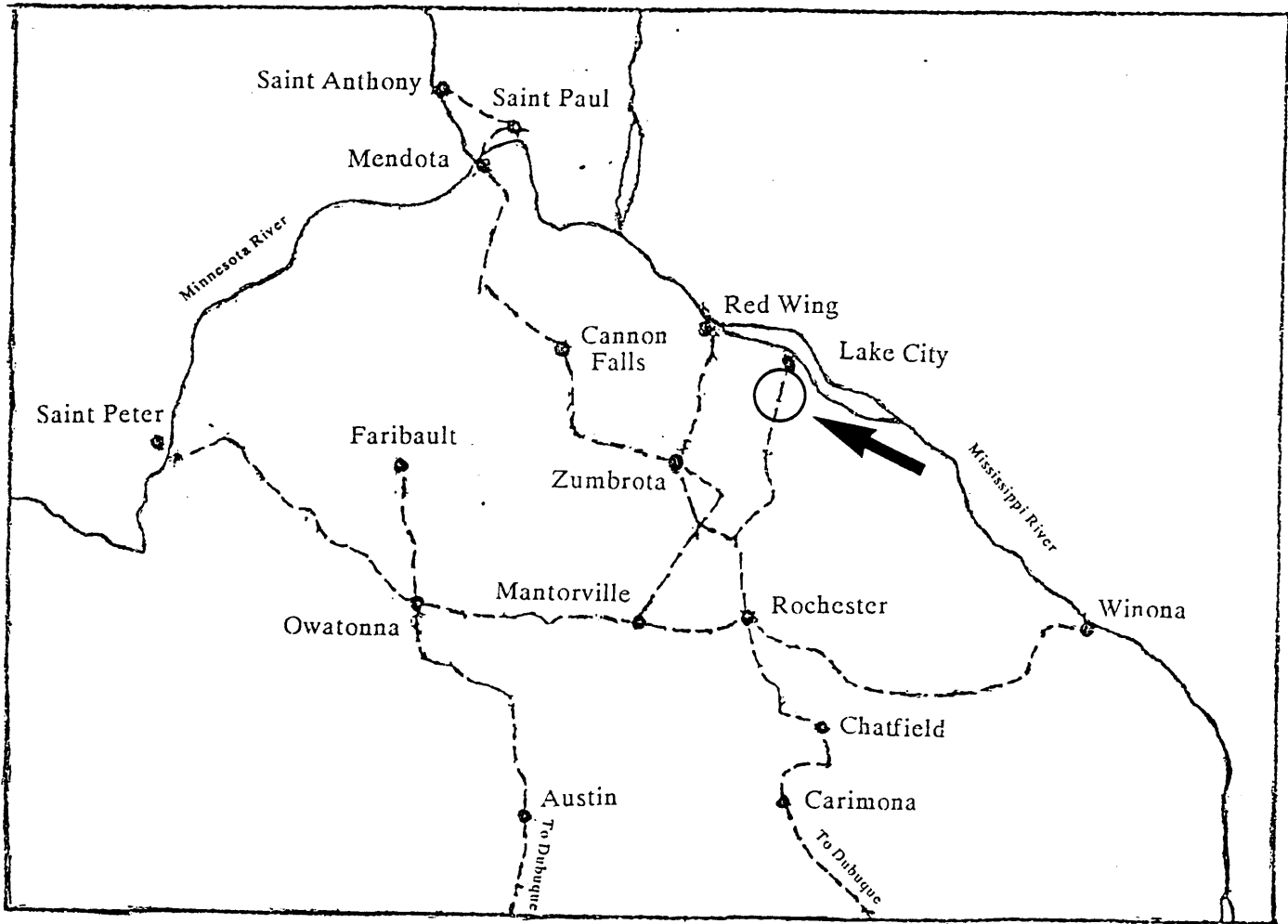
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Map 1
Selected Southeastern Minnesota Stage Roads
(Source: Arthur J. Larsen, "Roads and Trails in the
Minnesota Triangle," Minnesota History 11 (December 1930): 391.



9. Major Bibliographical References

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acres of property Less than 1 acre

UTM References

A

1	5
---	---

5	5	2	7	4	0
---	---	---	---	---	---

4	9	1	6	6	0	0
---	---	---	---	---	---	---

Zone Easting Northing

B

1	5
---	---

5	5	2	9	6	0
---	---	---	---	---	---

4	9	1	6	5	0	0
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Zone Easting Northing

C

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--	--	--	--	--	--	--

D

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--	--	--	--	--	--

--	--	--	--	--	--	--

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Robert Hybben and Jeffrey A. Hess
organization Hess, Roise and Company date July 1990
street & number 710 Grain Exchange Building telephone 612-338-1987
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BIBLIOGRAPHY

Bremer, Carl. Wabasha County Historical Society. Interview. 8 January 1990.

Illustrated Historical Atlas of the State of Minnesota. Chicago: A.T. Andreas, 1874.

Larsen, Arthur J. "Roads and the Settlement of Minnesota." Minnesota Historical Society 21
(September 1940): 225 - 244.

Northwestern Express Company Advertisement. Rochester Free Press, 12 May 1858, p. 3, c. 4.

Offers and Contracts -- Minnesota. House Executive Document 86, 36 Congress, 1 Session (Serial
1057).

"Route Between Rochester and Lake City." Rochester Free Press, 2 June 1858, p. 2, c. 2.

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VERBAL BOUNDARY DESCRIPTION

The property consists of a six-foot wide strip of land centered on the line delineated on the accompanying map (USGS, 7.5 Minute, Lake City Quadrangle). The line connects the following UTM reference points: A 15 552740 4916600, B 15 552960 491650.

BOUNDARY JUSTIFICATION

The property boundaries encompass the visible roadway as determined through field survey by Robert Hybben, 29 May 1990.