

DATA SHEET

Form 10-300
(Rev. 6-72)

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:	Washington
FOR NPS USE ONLY	
ENTRY DATE	FEB 24 1975

1. NAME

COMMON:	Stone Bridge
AND/OR HISTORIC:	Stone Bridge

2. LOCATION

STREET AND NUMBER: NW Stillwater crossing Browns Creek 8802 Stone Bridge Trail North Rd.			
CITY OR TOWN:		CONGRESSIONAL DISTRICT:	
Stillwater vicinity		First	
STATE	CODE	COUNTY:	CODE
Minnesota	22	Washington	163

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other, specify:
			<input checked="" type="checkbox"/> Comments: abandoned

4. OWNER OF PROPERTY

OWNER'S NAME:	Roy H. Nelson
STREET AND NUMBER:	8802 Stone Bridge Trail North
CITY OR TOWN:	Stillwater
STATE:	Minnesota
CODE	22

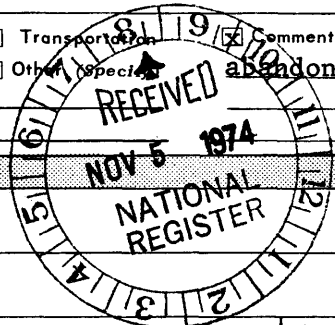
5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:	Washington County Court House
STREET AND NUMBER:	
CITY OR TOWN:	Stillwater
STATE:	Minnesota
CODE	22

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:	Historic Sites Survey
DATE OF SURVEY:	9/12/72 <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local
DEPOSITORY FOR SURVEY RECORDS:	Minnesota Historical Society
STREET AND NUMBER:	Building 25, Fort Snelling
CITY OR TOWN:	St. Paul
STATE:	Minnesota
CODE	22

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STATE:	Minnesota
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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Stone Bridge is located on the northern edge of the town of Stillwater, Minnesota in the NW $\frac{1}{4}$ NE $\frac{1}{4}$ Section 20, T30N, R20W in Washington County. The bridge crosses over Brown's Creek, a small spring fed stream. This stream gradually descends into the St. Croix River about one mile and a half to the east.

Located two hundred feet east of the Stone Bridge is a concrete and steel highway bridge, built in 1962, that serves as a crossing on the present road; The Stone Bridge Trail North Road. Ten feet south of the site is the Northern Pacific railroad tracks, placed there sometime in the late 1860's or early 1870's by the Stillwater and St. Paul Railroad Company. Neither the highway bridge nor the railroad bed are visible from the site because of the natural state of trees and brush that line the sides of the stream. The remains of a mill foundation are positioned adjacent to the bridge on the east side. The grist mill was constructed in 1905, of wooden 2x6's with a foundation of limestone; in 1927, the three story mill was dismantled. North of the Stone Bridge, some two hundred and twenty five feet, is a very late pseudo Italianate styled house built in 1905 by the former grist mill owner; the present owner of the site occupies the house now.

The Stone Bridge was built in 1863 and constructed of local quarried limestone rock. One arch, designed in the Syrian style, constitutes the body that lies between the banks of the ravine. The spring line of the arch begins three feet four inches from the water-line and the total height of the arch is twelve feet. The bridge is twenty feet long and seventeen feet wide. Tree roots have gained a "toe hold" on both ends of the structure and present a danger of kicking the foundation. Still discernable is a visible imprint of the Military Road as it ran down the bank and passed over the limestone bridge. This section of road was abandoned in 1891 and routed to the present road east of the Stone Bridge.

In 1934, the Historic American Buildings Survey recorded the Stone Bridge for its engineering qualities and park-like setting; all of these qualities exist today and the Stone Bridge remains in very sympathetic surroundings, affording it to be nominated to the National Register of Historic Places.



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9. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) **1860s**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input checked="" type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify) _____
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Architecture	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Literature	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Military		
<input type="checkbox"/> Conservation	<input type="checkbox"/> Music		

STATEMENT OF SIGNIFICANCE

The Stone Bridge served as a crossing on the Point Douglas to St. Louis Military Road. In 1850, Congress provided for the Territory of Minnesota the construction of four roads and the surveying of an additional road. The first of the routes was "a road from Point Douglas, on the Mississippi, via Cottage Grove, Stillwater, and Falls of St. Croix to the Rapids of the St. Louis River of Lake Superior"¹ the total length being approximately one hundred and eighty-five miles long.

The first bid for proposed construction on the road was between Stillwater and the Falls of the St. Croix some thirty miles away in March of 1852. "According to this, the military road ran from the southwest corner of the cemetery to a place on Brown's Creek in section twenty of township thirty north, range twenty west...the depression at the south end where the military road ran down over the bank and crossed the creek on a bridge of fieldstone is easy to trace".²

It is doubtful if a bridge existed prior to the building of the Stone Bridge. Brown's Creek formerly flowed over sections eighteen, nineteen, twenty and twenty-one was diverted south through sections twenty-eight and twenty-nine, by way of McKusick's Lake, to power one of the first mills in Stillwater. The creek slowed to a trickle in 1844 after the engineering of a dam and canal system was completed, and was effortless to ford at any point between McKusick's Lake and the St. Croix River which it flows into. Today a small spring is still the creeks source of water. The Military Road was situated in section twenty due to the smooth terrain and juxtaposition of the growing city of Stillwater.

On Wednesday, September 2, 1863, Mr. J.A. Jackman, the Chairman of the Board of County Commissioners of Washington County, at a commission meeting stated to the board "that he had made a contract with Michael Hanley and Fredrick Curtis, for construction of a stone bridge across Brown's Creek, where the county road crosses said creek".³ The Commissioners ratified and affirmed the contract and proposed to finance the bridge with internal revenue and common county funds.

1. Singly, Grover, Tracing Minnesota's Old Government Roads, pp. 14
 2. Ibid., pp. 17
 3. Records of the Proceedings of the Board of County Commissioner, Washington County, Commissioners Records June 4, 1860 to April 23, 1873, pp. 62

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Andreas, A. T., Historic Atlas of Minnesota 1874, Lakeside Building, Chicago, 1874, pp. 51, 52.
 Larson, Arthur J., The Development of the Minnesota Roads System, unpublished Ph.D. thesis, in the Minnesota Historical Society library, 1938.
 Neill, Rev. Edward D. and Williams, J. Fletcher, History of Washington County and the St. Croix Valley, North Star Publishing Company, 1881, Minneapolis, pp. 489, 498-500.

(see continuation sheet)

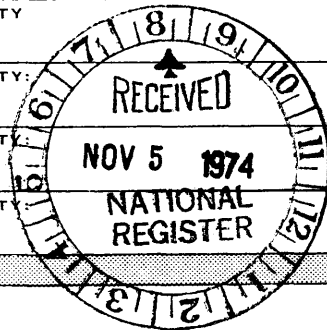
10. GEOGRAPHICAL DATA

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 ° 04 ' 33 "	92 ° 49 ' 43 "	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: $\frac{1}{2}$ acre

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



15/513470
4991150

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11. FORM PREPARED BY

NAME AND TITLE: **John J. Hackett, Survey Specialist**

ORGANIZATION: **Minnesota Historical Society** DATE: **September 30, 1974**

STREET AND NUMBER: **Building 25, Fort Snelling**

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
 Russell W. Fridley, Director

Title: Minnesota Historical Society

Date: Oct 25, 1974

NATIONAL REGISTER VERIFICATION

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

[Signature]
 Director, Office of Archeology and Historic Preservation

Date: 2/24/75

ATTEST: [Signature]
 Keeper of The National Register

Date: Feb 21, 1975

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(Continuation Sheet)

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(Number all entries)

8. Significance

A special meeting of the Board of County Commissioners met Wednesday, September, 19, 1863, and "the Board proceeded to Brown's Creek so called, to inspect the new bridge built by Hanley and Curtis."⁴

Unfortunately for Michael Hanley and Fredrick Curtis when they appeared to make settlement on Friday, November 20, 1863, before the Board of County Commissioners their payment was not forthcoming. It had been resolved by the Board that "the conditions of the contract for the building of the bridge across Brown's Creek, had not been fulfilled on the part of Hanley and Curtis, the work, therefore be not accepted."⁵

The demand for a larger bridge to accommodate the heavier traffic and to overpass the Stillwater and St. Paul Railroad tracks forced the Stone Bridge to be abandoned in 1891. A wider wooden bridge was built two hundred feet further east of the arched bridge and the road was adjusted accordingly.

In 1905, John Kaplan incorporated the Stone Bridge in a milling operation scheme. The second floor, of the three story mill, was the same height as the top of the bridge and allowed patrons to back up and unload their grain for processing. After completing the mill, John Kaplan tried unsuccessfully to revert the water course back down Brown's Creek. The railroad company owned the land around McKusick's Lake and would not permit Kaplan the rights to revert the water for fear it would wash out the trackbeds near the creek. The mill was never operational because of the lack of water and stood until 1927 when it was dismantled.

The Historic American Buildings Survey recognized the engineering qualities of the Stone Bridge and its park-like setting in 1934. The site has been placed on the Advisory List to the National Register of Historic Places.

The Stone Bridge is significant both as a beautiful example of stone engineering and as a remnant of the historic government road network in the State of Minnesota.

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- 4. Ibid., pp. 64
 - 5. Ibid., pp.64-65



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INVENTORY - NOMINATION FORM**

(Continuation Sheet)

STATE Minnesota	
COUNTY Washington	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
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(Number all entries)

9. Major Bibliographical References

Records of the Proceedings of the Board of County Commissioners, Washington County, Commissioners Records June 4, 1860 to April 23, 1873, in the Washington County Courthouse, pp. 62, 64, 65.

Singley, Grover, Tracing Minnesota's Old Government Roads, Minnesota Historical Society, St. Paul, 1974 pp. 1-5, 14-29.

Trygg, J. Wm. Composite Map of United States Land surveyor's Original Plats and Field Notes - Sheet 7, Minnesota Series, Ely, Minnesota, 1964.

United States Department of the Interior Office of National Parks, Buildings, and Reservations Branch of Plans and Designs, Highway Bridge - Stillwater, Minnesota, Survey No. 29-35, March 30, 1934. Historic American Buildings Survey, Sheet 1 of 1 sheets.

Washington County Register of Deeds, "Northeast Quarter-Section 20", Tract Index B., pp.416.

Interviews with:

Mr. Thomas Curtis, Mr. Jack Madden, Mr. Roy H. Nelson, Mrs. H. Clay Neuman, and Mr. Grover Singley.

