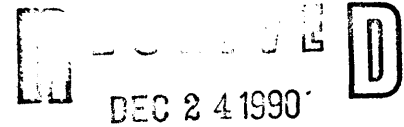


2197

United States Department of the Interior
National Park Service



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 Mendota to Wabasha Military Road: Cannon River Section
other names/site number St. Paul to Red Wing Road; State Road 3; State Trunk Highway 3; Cannon Bottom Road

2. Location

street & number Cannon Bottom Road N/A not for publication
city, town Red Wing N/A vicinity
state Minnesota code MN county Goodhue code 049 zip code 55066

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	<u>3</u> structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	<u>3</u> Total

Name of related multiple property listing: Minnesota Military Roads
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 12/11/90
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. Patrick Andrus 2/7/91
 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:) _____
Signature of the Keeper _____ Date of Action _____

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/road-related

Current Functions (enter categories from instructions)

Transportation/road-related

7. Description

Architectural Classification
(enter categories from instructions)

other: gravel road

Materials (enter categories from instructions)

foundation

walls

roof

other earth

gravel

Describe present and historic physical appearance.

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Continuation SheetMendota to Wabasha Military Road:
Cannon River SectionSection number 7 Page 1

DESCRIPTION: Mendota to Wabasha Military Road: Cannon River Section

A well-preserved fragment of the Mendota-Wabasha Military Road is located within the municipal boundaries of the City of Red Wing. The roadway is gravel surfaced, approximately 24 feet wide, and centered in a 66-foot right-of-way. It runs approximately 3200 feet across the bottom lands of the Cannon River, in Section 20, T113N, R15W.

Now called Cannon Bottom Road, the fragment begins at a junction with Collischan Road, near the base of a steep river bluff, in the SW 1/4 of the township section. The fragment then runs to the southeast, away from the bluff line, and is carried over the main channel of the Cannon River by a four-span, concrete-girder bridge, which has a total length of 193.4 feet. The state highway authorities built the bridge in 1921, when the section of road was designated part of Minnesota Trunk Highway 3 [1]. The stone abutments of an earlier bridge are still visible immediately east of the current span. The date of the abutments is not known, but they are probably not original to the road. When the segment was first constructed, what is now the widest river channel was no more than a stream, and the main branch was located further to the south. The stream was probably bridged by a short wooden trestle [2].

Once over the river, the road crosses a wooded flood plain on an earthen causeway. The river bottom is owned by the Minnesota Department of Natural Resources and is undeveloped. The causeway is approximately 3000 feet in length and 35 feet wide at its crown. The north end of the causeway was widened in 1921 to accomodate the new bridge location. The causeway's original dimensions are not known, but in 1919 the State Highway Commission widened it to 26 feet and raised it to its current grade. At the same time, the state graveled a 24-foot roadway. Aside from some resurfacing in 1927, no other major alterations have been made to the causeway [3]. The fact that it is now wider than 26 feet is probably due to the settling of the fill material.

Two short bridges are located on the causeway and carry the road over minor branches of the Cannon River. The spans are located approximately 1100 and 1500 feet from the start of the causeway. Both are single-lane, single-span, steel, pin-connected, Pratt through trusses. Each has a total length of approximately 93 feet. The northernmost bridge was built in 1915 by M.A. Adams and Company of Minneapolis [4]. The other was completed in 1911, and appears to be located over what was once the main river channel [5]. A 150-foot, single-span Long truss was built on this spot in 1855 by Thomas J. Frazier. It was damaged by floods in 1856 and rebuilt the next year [6]. It is not known what other alterations occurred

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Mendota to Wabasha Military Road:
Cannon River Section

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before the steel truss was built in 1911.

The eligible military road fragment ends approximately 100 feet beyond the last bridge. At that point, a bikepath which follows an old railroad grade intersects the fragment. Beyond the bikepath, the road begins to climb the bluffs bordering the southern edge of the river bottom.

Cannon Bottom Road closely conforms to the original alignment of the Mendota-Wabasha Military Road. The federal land survey of the area, made in 1854, clearly shows the road crossing the river bottom in Section 20 on approximately its current line. The road fragment's general design is also still consistent with the original, being composed of a causeway, a main bridge, and two smaller spans.

NOTES

1. Minnesota Department of Highways, Construction Project Log Record (on file at the Department of Transportation, St. Paul); Report of the State Highway Commission of Minnesota, 1922, P. 16. The bridge (State Bridge Number 3841) is probably eligible to the National Register for its association with the early Trunk Highway system, see: Robert M. Frame, III, Multiple Property Documentation Form for Reinforced-Concrete Highway Bridges in Minnesota, unpublished, 1988; copy on file at the Minnesota SHPO.
2. The U.S. land survey plat for T113N R15W (1854), on file at the Office of the Secretary of State in St. Paul, clearly shows that the main river channel lies in the south-half of Section 20. However, there were three river crossings, as shown in C.M. Foote and Company, Plat Book of Goodhue County (Minneapolis, 1894), P. 14. Reference is also made to a main bridge over the Cannon River and "a couple" of bridges located on the causeway, in James Hervey Simpson, "Annual Report of Operations on the General Government Roads in the Territory of Minnesota," 20 September 1855, contained in Senate Executive Document 1, Part 2, 34 Congress, 1 Session (Serial 811), Pp. 468-500. In this report, Simpson also lists general specifications for bridges over minor streams.
3. For a description of state-funded work on Cannon Bottom Road, see Minnesota Department of Highways, Construction Project Log Record, on file at the Department of Transportation, St. Paul.
4. Construction information recorded on bridge plaque; The bridge (State Bridge Number 1324) is probably eligible to the National Register for its

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Mendota to Wabasha Military Road:
Cannon River Section

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association with a known bridge builder. See: Frederic L. Quivik and Dale L. Martin, Multiple Property Documentation Form for Iron and Steel Bridges in Minnesota, unpublished, 1988; copy on file at the Minnesota SHPO.

5. The 1911 bridge (State Bridge Number 122) is probably eligible to the National Register as an example of an early State highway bridge. See Quivik and Martin, Multiple Property Documentation Form for Iron and Steel Bridges in Minnesota.

6. Although they apparently changed in width, the locations of the three river crossings remained constant, see: U.S. land survey plat for T113N R15W (1854); C.M. Foote and Company, Plat Book (1894); Webb Publishing Company, Atlas and Farmers' Directory of Goodhue County (Philadelphia, 1914); Webb Publishing Company, Platbook of Goodhue County, MN (St. Paul, 1921); Albert E. Rhame, Platbook of Goodhue County, MN (1926); Rhame, Platbook of Goodhue County (1933), P. 5; Ray Johnson Printing Company, Goodhue County Platbook (Red Wing, MN, 1954). For information on the 1855 bridge over the main river channel, see Simpson, 1855 Report.

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

1854-1861

Significant Dates

1854

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Engineers: Simpson, James Hervey;
Thom, George
Builder: Read, C.R.

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

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Mendota to Wabasha Military Road:
Cannon River Section

Section number 8 Page 1

SIGNIFICANCE: Mendota to Wabasha Military Road: Cannon River Section

Cannon Bottom Road is a fragment of the Mendota-Wabasha Military Road, and is significant in the context of Minnesota Military Roads from 1850 to 1875. The road fragment meets the following registration criteria: it closely conforms to the original route of the Mendota-Wabasha Military Road; the roadway is unpaved, passable, and 18-33 feet in width; the fragment is long enough to evoke a sense of function or "destination"; the current setting is identical to that of the original roadway.

The Mendota-Wabasha Military Road was surveyed and staked-out by the Corps of Topographical Engineers in 1851 and 1853. Work did not begin on the Cannon River section until after 1854, when Capt. James H. Simpson of the Topographical Engineers proposed to apply "the recent appropriation of \$15,000...to the construction of a causeway and the necessary bridges across Hay Creek marsh, and the construction of a bridge over Cannon river and bottom, (both of them very heavy works,) and the balance wherever most needed on the road" [1].

The section of road across the bottom lands of the Cannon River required a causeway and a main bridge. Simpson contracted with Thomas J. Frazier in December, 1854, to build a 150-foot, single-span Long Truss. The next month, Simpson contracted with the firm of Mason and Whipple "for the construction of a couple of bridges, and the causeway across Cannon river bottom, and the grading of the adjacent bluff...." [2]

Frazier finished the main Cannon River bridge by September 1855. Simpson noted in his annual report that "the bridge over Cannon river is a fine structure, and answers well the locality for which it was designed." He found less cause for joy in the work on the causeway. Due to the illness of one of the partners, Whipple and Mason were unable to complete their contract. Simpson therefore awarded the job to C.R. Read, of Read's Landing in current-day Wabasha, who was already at work on adjacent sections of the road. Despite the delay, Simpson reported in 1855 that the road was generally passable over its entire length, and when the causeway and a few other portions were finished, "it will be in as good order as will be required" [3].

Read completed the causeway by the end of 1856, but in that same year the Cannon River bridge was damaged by highwater. Capt. George Thom, the new officer in charge of the military roads, estimated that \$3,000 was needed to repair the structure. Unfortunately the 1857 federal appropriation provided only \$2,000 for work on the Mendota-Wabasha Road. Thom initially could not attract any contractors to take the job for such

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Mendota to Wabasha Military Road:
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a low amount. Eventually he contracted with the Goodhue County Commissioners to repair the bridge. Thom explained in his 1857 report that "the commissioners of Goodhue county,...rather than lose the benefit of the appropriation, insufficient as it is for the purpose, contracted to complete the work on or before the 1st of November next" [4].

No more federal funds were appropriated after 1857. Four years later, the military road program officially came to an end. The road across the Cannon River bottom came under the jurisdiction of the Goodhue County Commissioners and the Burnside Township Superintendants. Due to limited funds, it is unlikely that the road received much maintenance or that any major changes were made during the remainder of the nineteenth century.

In 1898, the Minnesota Legislature ammended the state constitution to allow the state to undertake road construction and other internal improvements. Taking advantage of this provision, the legislature in 1905 passed a law allowing county boards to designate state roads and receive state road funds. Reflecting its importance, Cannon Bottom Road was designated part of State Road 3, linking Red Wing and St. Paul. State funds enabled the county to construct new bridges on the road in 1911 and 1915 [5]. In 1914, the district highway engineer reported that Route 3 was one of the best roads in the county, although it did "not conform with state plans and alignment is poor" [6]. In all likelihood, the road still resembled the original military route. To remedy the situation, the road over the river bottom was regraded and graveled in 1919 [7].

By a constitutional amendment, the state legislature created the Trunk Highway system in 1921. The amendment designated 70 state routes, which were under the direct charge of the Commissioner of Highways. Under the law, State Road 3 became a Trunk Highway of the same number. As part of the new system, the Commissioner of highways built a new bridge over the Cannon River in 1921. In 1927, the road over the Cannon River bottom was also treated with oil and regravelled. Despite these improvements, the Highway Commissioner apparently still found fault with the road's alignment. In 1931, therefore, a new section of road was constructed over the Cannon River. Running to the west of the original military road and still in use today by US 61, the new alignment shortened the distance over the river bottom by 0.35 miles [8].

No longer part of the Trunk Highway system, Cannon Bottom Road became the responsibility of Burnside Township. In 1971, the City of Red Wing annexed the township, and acquired ownership of the road [9].

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Cannon River Section

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NOTES

1. James H. Simpson to John J. Abert, 15 September 1854, contained in Senate Executive Document 1, Part 2, 33 Congress, 2 Session (Serial 747), Pp. 346-7.
2. James H. Simpson, "Annual Report of Operations on the General Government Roads in the Territory of Minnesota," 20 September 1855, contained in Senate Executive Document 1, Part 2, 34 Congress, 1 Session (Serial 811) (hereafter referred to as Simpson, 1855 Report), P. 473.
3. Simpson, 1855 Report, P. 473.
4. George Thom to John J. Abert, 5 September 1857, contained in Senate Executive Document 11, 35 Congress, 1 Session (Serial 920), P. 352.
5. Minnesota Department of Transportation, Structure Inventory Forms for Minnesota Bridge Numbers 122 and 1324; on file at the Department of Transportation, St. Paul.
6. Report of the State Highway Commission of Minnesota, 1914, P.89.
7. Minnesota Department of Highways, Construction Project Log Record; on file at the Department of Transportation, St. Paul.
8. Ibid.
9. Demian Hess, personal interview with Thomas Drake, Red Wing Municipal Engineer, 23 May 1989.

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

Acreeage of property 4.8 acres

UTM References

A

1	5	5	2	8	2	2	0	4	9	3	6	5	0	0
Zone		Easting				Northing								

B

1	5	5	2	8	2	9	0	4	9	3	6	3	8	0
Zone		Easting				Northing								

C

1	5	5	2	8	4	4	0	4	9	3	5	5	1	0
Zone		Easting				Northing								

D

Zone		Easting				Northing								

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Demian Hess, historical consultant
organization Jeffrey A. Hess, Historical Consultants date July 1989
street & number 710 Grain Exchange Building telephone 612-338-1987
city or town Minneapolis state MN zip code 55415

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Mendota to Wabasha Military Road:
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BIBLIOGRAPHY: Mendota to Wabasha Military Road: Cannon River Section

C.M. Foote and Company. Plat Book of Goodhue County. Minneapolis: C.M. Foote and Company, 1894.

Minnesota Commissioner of Highways. Report of the State Highway Commission of Minnesota. 1914, 1922.

Minnesota Department of Highways. Construction Project Log Record. On file at the Department of Transportation, St. Paul.

Ray Johnson Printing Company. Goodhue County Platbook. Red Wing, MN: Ray Johnson Printing Company, 1954.

Rhame, Albert E. Platbook of Goodhue County, MN. 1926.

_____. Platbook of Goodhue County. 1933.

Simpson, James Hervey to John J. Abert, 15 September 1854, in Senate Executive Document 1, Part 2, 33 Congress, 2 Session (Serial 747), Pp. 344-349.

Simpson, James Hervey. "Annual Report of Operations on the General Government Roads in the Territory of Minnesota," 20 September 1855. Contained in Senate Executive Document 1, Part 2, 34 Congress, 1 Session (Serial 811), Pp. 468-501.

Thom, George to John J. Abert, 5 September 1857, in Senate Executive Document 11, 35 Congress, 1 Session (Serial 920), Pp. 348-355.

Thomas O. Nelson Company. Atlas of Goodhue County, MN. Fergus Falls, Minnesota: Thomas O. Nelson Company, 1965.

U.S. Land Survey Plat of T113N R15W (1854). On file at the Office of the Secretary of State, St. Paul.

Webb Publishing Company. Atlas and Farmers' Directory of Goodhue County. Philadelphia: Webb Publishing Company, 1914.

_____. Platbook of Goodhue County, MN. St. Paul: Webb Publishing Company, 1921.

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Mendota to Wabasha Military Road:
Cannon River Section

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION: Mendota to Wabasha Military Road: Cannon
River Section

The property consists of a 66-foot wide strip of land centered on the line delineated on the accompanying map (USGS, 7.5 Minute Series, Welch Quadrangle). The line connects the following UTM reference points: A 15 528220 4936500, B 15 528290 4936380, C 15 528440 4935510.

BOUNDARY JUSTIFICATION: Mendota to Wabasha Military Road: Cannon River
Section

The property boundaries are based on the roadway's legal right-of-way, which is historically associated with the property.