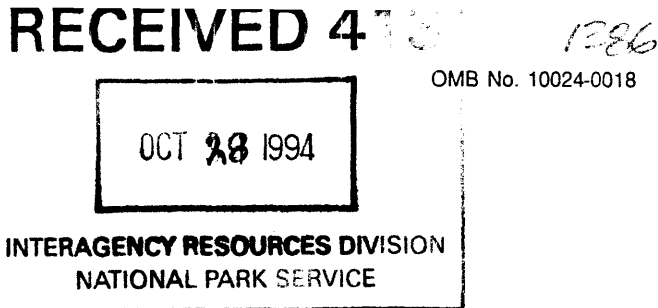


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Jefferson Grain Warehouse

other names/site number N/A

2. Location

street & number off Mn. Hwy. 26  not for publication

city or town Jefferson Twp. Brownsville  vicinity

state Minnesota code MN county Houston code 055 zip code 52160

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

[Signature] 10/19/94  
Signature of certifying official/Title Ian R. Stewart Date  
Deputy State Historic Preservation Officer  
State of Federal agency and bureau Minnesota Historical Society

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date  
\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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:)

[Signature]  
Signature of the Keeper  
Elson B. Beall Entered in the National Register 11-25-94  
Date of Action

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		_____ buildings
		_____ sites
		_____ structures
		_____ objects
1	0	_____ Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

N/A \_\_\_\_\_

**Number of contributing resources previously listed in the National Register**

N/A \_\_\_\_\_

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

COMMERCE/warehouse  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**  
(Enter categories from instructions)

AGRICULTURE/SUBSISTENCE/fishing facility  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

NO STYLE  
\_\_\_\_\_  
\_\_\_\_\_

**Materials**  
(Enter categories from instructions)

foundation limestone  
walls limestone  
wood  
roof steel  
other \_\_\_\_\_  
\_\_\_\_\_

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheets

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

Commerce

Transportation

**Period of Significance**

1868-1872

**Significant Dates**

N/A

**Significant Person**

(Complete if Criterion B is marked above)

**Cultural Affiliation**

N/A

**Architect/Builder**

Robinson, William (builder)

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**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 # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

\_\_\_\_\_

Jefferson Grain Warehouse  
Name of Property

Houston County, MN  
County and State

**10. Geographical Data**

**Acreage of Property** less than one acre

**UTM References**

(Place additional UTM references on a continuation sheet.)

1 

1	15
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6	3	9	0	8	0
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4	8	1	9	4	2	0
---	---	---	---	---	---	---

  
Zone Easting Northing

3 

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

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

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

  
Zone Easting Northing

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

See Continuation Sheet

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title David C. Anderson, Ph. D.

organization \_\_\_\_\_ date April 28, 1994

street & number 169 Lundy Bridge Drive telephone (319) 382-3079

city or town Waukon state Iowa zip code 52172

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name Ed Strong

street & number 218 First St. SE telephone (319) 544-4911

city or town New Albin state Iowa zip code 52160

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 1

Jefferson Grain Warehouse  
Houston County, MN

Description

The Jefferson Grain Warehouse, constructed in 1868, is a story-and-a-half, 22 by 40 foot structure on Lot 13, Block 8, Jefferson Village Plat, Jefferson Township, Houston County, Minnesota. The site is on a Mississippi River slough just east of the Milwaukee Road railroad tracks 1.1 mile north of the Iowa border in the southeastern corner of Minnesota. The property retains historic integrity despite concrete reinforcement on the east basement corners, a lean-to addition on the north side, and the removal of the floor between the first story and the top half story. The warehouse is now cut off from the river because the water level was lowered when a system of locks and dams was installed on the Mississippi in the 1930s.

The grain warehouse is all that remains of the Village of Jefferson, which was laid out along the Mississippi River in 1869 by William Robinson and R. P. Spencer, both residents of Allamakee County, Iowa at that time.<sup>1</sup> Bounded on the east by the river and on the west by steep bluffs rising some 500 feet above the river, the village consisted of 40 by 80 foot lots laid out on either side of a single street for a distance of one-half mile.<sup>2</sup> The Chicago, Dubuque, and Minnesota railroad went through in 1872, essentially following the village Main Street. This is now part of the Milwaukee Road system, and it shares the limited space between bluff and river with Minnesota Highway 26. When this highway was built in the 1940s, all other traces of Jefferson were destroyed.<sup>3</sup>

The warehouse is oriented on an east-west axis and was built so that the basement level would be at the water's edge at one end and set into the river bank on the other. The walls are uncoursed limestone rubble except for the gable ends which are of wood frame construction.

On the lower end there are large openings on each of the three levels for loading and unloading grain and supplies into and out of river boats. There are two windows on either side of the top half story door. The two lower doors are flanked by eight foot timbers held in place with bolts running through the wall which are possibly bumpers to keep vessels at mooring from making direct contact with the stone wall.

On the west end wall there are openings at both stories with windows flanking the door on level three and a single window to the south of the first story entrance. The only opening on either long side is a single door on the south side. All openings in the stone walls are headed with oak lintels. On the west end a single lintel serves both door and window.

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Continuation Sheet

Section number 7 Page 2

Jefferson Grain Warehouse  
Houston County, MN

Description (continued)

The gable roof is covered with corrugated steel on dimension lumber roof boards and rafters.

Modifications to the exterior include concrete reinforcement at each corner on the east end, a lean-to shed on the north wall, and an enlargement of the west end door on the top floor. The concrete reinforcement was done in 1978 and the lean-to added some time after that.

The top floor door was changed at an unknown date, probably to make hay storage easier. There is a track in the roof peak of the kind found in barns which stored loose hay. This may also explain why the upper floor was removed. That this floor was intended to carry heavy loads is clear from the joist stubs, which are still in place. They are a full two by twelve inches and placed on twelve inch centers. There is no date for these modifications. The first floor is of the same heavy construction, and it is supported by two series of hand-hewn timbers on posts that run the length of the building. The floor joists are supported on their ends at each wall by timbers fastened to the limestone with through bolts anchored on the exterior with "S" plates.

On the underside of the first floor there are still several hand-made spouts in place which were probably used to bag grain for shipment. These were built into the space between the floor joists, and from remaining evidence it looks like they ran three-across the entire length of the building.

Large cracks in the limestone walls, in particular at the lower end of the building, indicate that the wall footings are probably giving way. In an attempt to forestall further deterioration, the owner has reinforced these corners with concrete. This and the modifications cited above do not impair the property's historic integrity. But the basement wall cracks suggest that extensive foundation repair will be necessary to preserve the building.

The warehouse is currently being used for storage and repair of equipment used in commercial fishing.

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<sup>1</sup>Book "6" of Deeds, Houston County Recorder's Office, Caledonia, MN, p. 508.  
<sup>2</sup>Jefferson Village Plat. On file in the Houston County Recorder's Office.

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Continuation SheetSection number 7,8 Page 3Jefferson Grain Warehouse  
Houston County, MN

## Description (continued)

<sup>3</sup>Robey, Elnora. "Sisters Recall Fun of Clamming in Jefferson, Now A Ghost Town." La Crosse Tribune, August 23, 1974. pp. 4-5.

## Statement of Significance

The Jefferson Grain Warehouse is significant under National Register Criterion A in the areas of Commerce and Transportation for its association with the grain trade and with steamboat traffic in the Upper Mississippi Valley. The warehouse, which operated between 1868 and 1872, relates to the statewide historic context of Early Agriculture and River Settlement, 1840-1870. Wheat was the leading cash crop in northeast Iowa and southeast Minnesota during these years and the warehouse was built to handle grain raised by farmers in the Iowa-Minnesota border area as a closer alternative to the existing river ports of Lansing, Iowa and Brownsville, Minnesota.

The Upper Mississippi is that section of the river between St. Louis and St. Paul, and 1823 marks the beginning of steamboating. In that year the steamboat Virginia was the first craft to succeed in getting above the Des Moines rapids, which are located near the Iowa-Missouri border and were thought to be an impenetrable barrier to navigation by steam-powered vessels. The destination was Ft. Snelling, at the mouth of the St. Peter's (Minnesota) River, and the Virginia carried supplies for the garrison there.<sup>1</sup> The U.S. Government quickly realized the usefulness of steamboats for moving troops and supplies into the Upper Mississippi region. The fur trade and lead shipments were also facilitated by the steamboat.<sup>2</sup>

In 1829 the U.S. Government obtained title to lands east of the Mississippi between the Rock and Wisconsin rivers, and after the Black Hawk War of 1832, nearly all of eastern Iowa became open for settlement.<sup>3</sup> Most of southern Minnesota became available after the treaties of Mendota and Traverse des Sioux were negotiated in 1851.

The steamboat was a vital means of transportation for the large immigration that occurred into these areas between 1833 and the 1870s. The lands bordering the river in both Iowa and Minnesota were settled first.<sup>4</sup> Wheat farming grew rapidly to prominence and the highest levels of production between 1840 and 1880 were on the river or one county westward.<sup>5</sup> Wheat not processed and consumed locally was shipped via steamboat to St. Louis or beyond to the eastern U.S. and abroad, either via New Orleans or on the Ohio River.

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Houston County, MN

## Statement of Significance (continued)

Eventually the railroad would replace the steamboat as the most important mode of transportation in the Upper Mississippi Valley region. Until at least the Civil War, however, the two were complementary, in that steamboats could haul their cargo to the closest regional railheads as they were established. The first railroads into the region came out of Chicago and Milwaukee, arriving at Rock Island in 1854, Dunleith (across from Dubuque) in 1855, Prairie du Chien in 1857, and La Crosse in 1858.<sup>6</sup> Meanwhile, the opening of the Erie Canal made it possible to ship cargoes to the eastern seaboard via the Great Lakes.

A complementary relationship persisted to some degree until the river was bridged and rail lines parallel to the river were completed. This occurred in Iowa and Minnesota in 1872, when a single railroad ran from St. Paul to Chicago.<sup>7</sup> And by 1880 there were thirteen railroad bridges spanning the Mississippi between St. Louis and St. Paul.<sup>8</sup> One of the important consequences for steamboating of the competition with railroads was the increasing use of barges and towboats to increase tonnage capacity after the Civil War.<sup>9</sup>

The 1850s and 60s have been called the steamboat's "Golden Age" because of the low level of railroad competition.<sup>10</sup> This can be seen in the numbers of steamboat arrivals in St. Paul. They run from 95 in 1849 to over 1000 in 1857 and 1858 to an average of 632 for 1863 and 1864.<sup>11</sup> The Civil War cut off traffic on the river below St. Louis and served to increase shipment of bulk cargo from the Upper Mississippi region via rail to Great Lake ports. Even though it was actually cheaper to ship grain to the eastern markets or to Europe via New Orleans, the railroads later maintained the share to traffic they had acquired during the war.<sup>12</sup>

By 1890 the transportation of grain by steamboat was over.<sup>13</sup> Passenger and excursion traffic plus the transport of logs and lumber kept the steamboats busy until the early years of the 20th century after which their numbers declined to an insignificant level. This was the end of the steamboat, but the river again became important after the lock and dam system was set up in the 1930s.<sup>14</sup> This period, which extends into the present day, is characterized by the transportation of bulk cargoes in fleets of barges moved along by diesel-powered towboats.

Turning to the grain trade on the Upper Mississippi, we can refer to river pilot George Merrick's memory of the steamboat Minnesota Belle to illustrate the close relationship between wheat and steamboats before the Civil War.



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Jefferson Grain Warehouse  
Houston County, MN

Statement of Significance (continued)

Looking back on his arrival in Prescott, Wisconsin in 1854, Merrick relates how this vessel had paddle boxes "decorated with pictures (of) . . . a beautiful girl carrying a bundle of wheat 10 or 12 feet long," which she had just harvested from a Minnesota field.<sup>15</sup>

Wheat has been an important export food crop in the U.S. since Colonial times.<sup>16</sup> Wheat production began moving west in the early 19th century, first to Ohio in the 1830s and then north and west in the 1840s and 1850s.<sup>17</sup> Oats, corn, and other grains were also important, but most of these were used locally to feed people or their livestock. Corn was an export crop, initially in the form of whiskey and later into the present as food for livestock.<sup>18</sup>

As noted above, wheat production in Iowa and Minnesota grew with advancing population, and while at first the largest production was in areas close to the Mississippi, railroad penetration of the interior enabled both states to become major wheat producing areas. In 1889 Minnesota was the number one producer in the U.S., and Iowa's highest production was reached in 1879.<sup>19</sup>

The opening of Minnesota for settlement initiated a land boom which achieved its first crest in 1857.<sup>20</sup> Until 1858 internal consumption in burgeoning local markets used up whatever surplus farmers could produce. The first local flour mills in the northeast Iowa and southeast Minnesota region date from the 1850s, namely the Village Creek Mill near Lansing and a mill on Winnebago Creek just west of Jefferson.<sup>21</sup>

By 1859 the value of wheat shipped from Minnesota exceeded that of furs, which had been the most important trade item in areas north of Dubuque.<sup>22</sup> Several river ports developed north of McGregor, Iowa in the 1850s and became important in the wheat trade of which Lansing, Brownsville, Winona, and La Crosse were the most prominent. In Winona, for example, by 1862 there were some 30 grain warehouses which could hold between 5000 and 100,000 bushels each.<sup>23</sup> Wheat was hauled on roads to these market towns until railroad feeder lines were built into the interior beginning in the early 1860s.

Wheat was purchased from farmers by individuals who were most often middlemen, representing others on commission.<sup>24</sup> Some of these buyers would go out to the farms and make offers directly to the farmer, and since the grain would have to be shipped by steamboat and the highest prices were in the spring of the year, storage of this purchased grain was a significant factor in the trade.<sup>25</sup>

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Continuation Sheet

Jefferson Grain Warehouse  
Houston County, MN

Section number 8 Page 6

Statement of Significance (continued)

Before railroads penetrated the interior, grain was stored in warehouses on the river, and most of this over winter.

The riverside warehouses, called "flat tops" to distinguish them from the later elevators, were often placed on a sloping site so that the grain could be received on one side or end and shipped out at the other.<sup>26</sup> These warehouses were owned by a variety of interests including railroads and steamboat lines. Towns in southeast Minnesota and northeast Iowa which had warehouses besides Winona were Brownsville, La Crosse, Lansing, and McGregor. Others are known to have existed in Wisconsin and south of McGregor in Iowa but their current status is not known.<sup>27</sup> The Jefferson property is the only known survivor of this type in Minnesota. The Kerndt Brothers Warehouse in Lansing (1868) is on the National Register of Historic Places.

It is within this general picture of steamboating and the grain trade that the Jefferson warehouse achieves significance. It is located in that part of Iowa and Minnesota once known as the "Neutral Ground," a strip of land 20 miles on either side of a line running southwest from the mouth of the Upper Iowa River to the Des Moines River, a distance of 200 miles. This territory was available for Euro-American settlement in 1849 and had been ceded by the Sioux (northern one-half) and the Sac-Fox (south one-half) with the 1830 Prairie du Chien Treaty. In 1837 Winnebago Indians were moved there from Wisconsin to act as a buffer between the hostile Sioux and Sac-Fox tribes. In 1848 the Winnebago were moved to a reservation near Long Prairie, Minnesota and government surveyors began their work in advance of settlement in 1849, beginning in the southern part of this area and moving north. The Iowa-Minnesota border was established in 1846 and surveyed in 1852. The "Neutral Ground" included virtually all of Allamakee County, Iowa and the southwest two-thirds of Houston County, Minnesota.<sup>28</sup>

The population grew rapidly after 1849 in these counties. In Allamakee it went from 777 in 1850 to 12,237 10 years later.<sup>29</sup> Figures are not available for Houston county until 1860, when the federal census shows a population of 6645, rising to 14,936 in 1870.

When William Robinson built his warehouse in Jefferson, the closest shipping points on the river were at Brownsville and at Lansing, about 13 and 10 miles distant, respectively. For farmers in the Iowa-Minnesota border area it was a long trek to either port. A road of sorts along the west bank of the Missis-

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Continuation SheetSection number 8 Page 7Jefferson Grain Warehouse  
Houston County, MN

## Statement of Significance (continued)

Mississippi had been in existence since at least 1852 when a mail route was established from St. Paul to Lansing via Wabasha.<sup>30</sup>

The topography of the eastern part of southeast Minnesota and northeast Iowa is rugged and the roads to the river most often followed stream beds. Winnebago Creek flows into the Mississippi just south of Jefferson and the Jefferson Ridge Road comes down two miles north. The Upper Iowa River valley, approximately one and a half miles south of Jefferson, was an important means of access to the interior as well. Good landing sites on the Mississippi are not common in this region, and a shipping point called Ross' Landing had existed at or near the Jefferson townsite since 1847.<sup>31</sup> All these factors suggest that Jefferson was a good location for a grain warehouse.

Jefferson Village was one of many attempts to establish towns on the Mississippi between Galena, Illinois and St. Paul in the pre-railroad days of settlement. Most of these failed and are referred to as "paper towns" if they were officially platted and filed in the local county courthouse. The 1913 Allamakee County history reports that a "house or two and a store" were built about the same time as the warehouse and that "lumber to sell to farmers was barged in there." Two hotels were also established in the area about this time.<sup>32</sup> The warehouse landing was no doubt a delivery point for supplies as well as a shipping point for grain.

The Jefferson Warehouse became an important storage facility and shipping point for grain harvested in the Portland Prairie area, which is located on both sides of the Iowa-Minnesota border about ten miles west of Jefferson. Before the Jefferson facility was established these farmers had to haul their produce to Lansing for shipment.<sup>33</sup> Wheat production had been growing steadily in Allamakee County since 1856 and made its largest increase between the years 1867 and 1869 (435,007 to 712,285 bushels). Production continued to grow until sometime between 1875 and 1880.<sup>34</sup> There are no figures available for Houston County until 1860, and in that year 108,518 bushels of wheat were grown. This increased to 623,557 in 1870 and 654,336 in 1880, falling off to 129,619 in 1890.<sup>35</sup>

This decline in wheat production, which occurred in most of northeast Iowa and in southeast Minnesota, was the result of several factors, including insect infestations and fungus diseases. It was replaced by corn, oats, and more livestock and dairy farming, a diversified mix that continues to characterize agriculture in this region. Wheat has long been considered a frontier crop,

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Continuation Sheet

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Jefferson Grain Warehouse  
Houston County, MN

Statement of Significance (continued)

and the figures for farm production and population bear this out. By 1880 the frontier had moved north and west and wheat farming had gone with it.<sup>36</sup>

Census records and the 1872 Allamakee County Atlas indicate that the William Robinson family owned land in the Portland Prairie area, specifically in Section 12 of Waterloo township. William died in 1872 and his share of the Jefferson Village property was sold to the Chicago, Dubuque and Minnesota railroad.<sup>37</sup>

In 1872 the Jefferson Village plat was re-filed with R. P. Spencer and the railroad as the major property owners. The railroad ran its track through Jefferson the same year thus completing its link from Chicago to St. Paul via Dubuque and Winona. The village of New Albin, Iowa had been platted the year before by railroad interests only one and a half miles south of Jefferson on a site much better for expansion. This town grew rapidly and facilities for handling grain were established there. There is no river access at New Albin but this was not important to what was essentially a railroad town.

Whether the railroad ever used the Jefferson Warehouse for grain storage is not certain. It could have since the tracks run right past the west entrance. In Lansing the same railroad loaded grain from the steamboat warehouse that had been established there in 1868.

And whether the Jefferson Warehouse functioned as a steamboat landing after the railroad came through is also uncertain. An 84-year-old long-time resident of the village, interviewed in 1974, claimed to remember barges of grain being shipped from the warehouse.<sup>38</sup> But according to the 1913 Allamakee County history, after the railroad came through, there were "some four years of uncertainty," after which the warehouse at Jefferson was abandoned.<sup>39</sup> Houston County records indicate that in 1881 the warehouse and all the lots east of the railroad were sold for \$12.00 in back taxes.<sup>40</sup>

The Jefferson Warehouse represents the period when the steamboat was a leading mode of transportation in the Upper Mississippi Valley. The "Golden Age" of steamboating had passed and the railroad age was about to begin. The warehouse was operated at a time when wheat was becoming the most important commercial crop both in Minnesota and in the North Central region of the U.S.<sup>41</sup>

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Continuation Sheet

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Jefferson Grain Warehouse  
Houston County, MN

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Statement of Significance (continued)

- <sup>1</sup> Petersen (1968), Chapter 12.
- <sup>2</sup> *ibid.*, Chapters 13-28.
- <sup>3</sup> *ibid.*, p. 206.
- <sup>4</sup> Albeit at different times, since settlement proceeded from south to north.
- <sup>5</sup> Larson, p. 18. See Census of Iowa, 1836-1880 (Des Moines, 1883), Table LXXVIII-5 and Robinson, Table XIII.
- <sup>6</sup> Tweet, p. 38.
- <sup>7</sup> Shippee, p. 496.
- <sup>8</sup> Tweet, *ibid.*
- <sup>9</sup> Tweet, p. 29.
- <sup>10</sup> Tweet, p. 22.
- <sup>11</sup> Tweet, p. 23.
- <sup>12</sup> *ibid.*
- <sup>13</sup> Petersen (1970), p. 183.
- <sup>14</sup> Tweet, p. 9.
- <sup>15</sup> Merrick, p. 152.
- <sup>16</sup> Cochrane, p. 31.
- <sup>17</sup> *ibid.*, p. 72.
- <sup>18</sup> *ibid.*, p. 73.
- <sup>19</sup> Schmidt, pp. 218-219.
- <sup>20</sup> Larson, pp. 17-18. Jarchow, p. 5. Between 1854 and 1857 some 35,000 settlers came to Minnesota each year.
- <sup>21</sup> MN State Historic Preservation Office. History/Architecture Files. Houston County.
- <sup>22</sup> Larson, p. 18.
- <sup>23</sup> Larson, p. 30.
- <sup>24</sup> Larson, p. 27.
- <sup>25</sup> Larson, pp. 27-28.

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Jefferson Grain Warehouse  
Houston County, MN

Statement of Significance (continued)

- 26 Larson, p. 30.
- 27 Information from Lowell Soike, State Historical Society of Iowa and Roger Osborne, Curator of the Riverboat Museum, Dubuque.
- 28 Abernethy, Alonzo. "Early Iowa Indian Treaties and Boundaries." Annals of Iowa, Volume XI, #4 (January, 1914), pp. 241-259.
- 29 Census of Iowa for 1869 (Des Moines, 1869), Table IX.
- 30 Larsen, Arthur J. "Roads and Trails in the Minnesota Triangle." Minnesota History 11 (December, 1930). p. 389.
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- 32 Merrick discusses these town schemes in Chapter 22. Hancock, p. 252 and Houston County History (1882), p. 419.
- 33 Hancock, *ibid.*
- 34 Census of Iowa, 1836-1880, Table LXXVIII-5.
- 35 Robinson, Table XIII.
- 36 Census of Iowa, 1836-1880, pp. 284-288. Larson, pp. 118-119. Jarchow, pp. 186-187.
- 37 Arnold, H. V. Old Times on Portland Prairie. Larimore, ND: 1911, p. 60.
- 38 Robey, Elnora. "Sisters Recall Fun of Clamming in Jefferson, Now A Ghost Town." La Crosse Tribune, August 23, 1974, pp. 4-5.
- 39 Hancock, *ibid.*
- 40 Book "34" of Deeds, Houston County Recorder's Office, Caledonia, MN. p. 48.
- 41 Schmidt, Table IV.

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Verbal Boundary Description

The nominated property occupies Lot 13, Block 8, Jefferson Village Plat, Houston County, Minnesota.

Verbal Boundary Justification

The boundary includes the entire village lot that has historically been associated with the property.