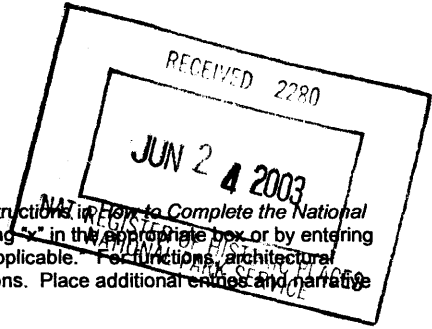


United States Department of the Interior
National Park Service

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, or computer, to complete all items.



1. Name of Property

historic name Cascade River Wayside

other names/site number _____

2. Location

Street & number 3481 Minnesota Highway 61 not for publication N/A

city or town Unorganized Territory; (Cascade River State Park) Grand Marais X vicinity

state Minnesota code MN county Cook code 031 zip code 55604

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X 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 X meets does not meet the National Register criteria. I recommend that this property be considered significant _____ nationally X statewide _____ locally. (See continuation sheet for additional comments.)

Ian R. Stewart 6/19/03
Signature of certifying official/Title Ian R. Stewart Date
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 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:)

Edson H. Beall 8/4/03
Signature of the Keeper Date of Action

Cascade River Wayside
Name of Property

Cook County, Minnesota
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

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

private
 public-local
 public-State
 public-Federal

building(s)
 district
 site
 structure
 object

Contributing	Noncontributing	
0	0	buildings
1	0	sites
7	3	structures
0	0	objects
8	3	Total

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

Number of contributing resources previously listed in the National Register

Federal Relief Construction in Minnesota, 1933-1941

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

Landscape/Park

Landscape/Park

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

Other: NPS Rustic Style

foundation Stone

walls Stone

roof

other Log

Concrete

Narrative Description

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

X 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.

X 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: N/A

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.

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 on 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
X Other State agency
Federal agency
Local government
University
Other

Name of repository:

Minnesota Department of Transportation and
Minnesota Department of Natural Resources

Areas of Significance

(Enter categories from instructions)

Politics and Government

Landscape Architecture

Period of Significance

1934-1936

Significant Dates

1934

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

See Continuation Sheet

Cascade River Wayside
Name of Property

Cook County, Minnesota
County and State

10. Geographical Data

Acreage of Property Approx. 118 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 15 686650 5287180
Zone Easting Northing
2 15 686680 5286290

3 15 685220 5286280
Zone Easting Northing
4 15 685250 5287170
See continuation sheet

Verbal Boundary Description

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

Deer Yard Lake, Minn.
1958
Photorevised 1986

Boundary Justification

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

11. Form Prepared By

name/title Susan Granger, Scott Kelly, and Kay Grossman

organization Gemini Research date January 29, 2003

street & number 15 East 9th Street telephone 320-589-3846

city or town Morris state MN zip code 56267

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 _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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 Report (1024-0018), Washington DC 20503.

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Cascade River Wayside
Cook County, Minnesota

7. DESCRIPTION

Cascade River Wayside is located on Minnesota Highway 61 on the forested North Shore of Lake Superior at the point where the Cascade River empties into the lake. Most of the property is located within Cascade River State Park. The property lies midway between the towns of Lutsen and Grand Marais.

Cascade River Wayside was developed in 1934-1936 by the Minnesota Department of Highways (MHD) as a 2,300-acre roadside park or wayside rest. Labor was provided by the Civilian Conservation Corps (CCC). The wayside was designed with a highway concourse or overlook, a picnic area, and extensive foot trails -- all designed to accentuate the Cascade River, Lake Superior, and the lush forest. Approximately 118 acres of the original wayside -- most of the area in which extensive development originally occurred -- are being nominated to the National Register. Most of the remaining 2,180 acres were not extensively developed during the period of significance and lie outside the boundaries of the nominated property.

Cascade River Wayside is an excellent example of the National Park Service Rustic Style. Like other Rustic Style parks, the wayside was designed to allow large numbers of people to enjoy outstanding scenic beauty with minimum harm to the landscape. The park's man-made features were designed to harmonize with, and be subsidiary to, their natural surroundings. Because of their appropriate siting, scale, massing, and materials, the wayside's trails, walls, and other landscape features succeed in complementing, rather than dominating, their setting.

Cascade River Wayside was designed through the collaboration of Arthur R. Nichols, the Consulting Landscape Architect for the MHD's Roadside Development Division, and landscape architects from the National Park Service's State Parks Division. The names of the National Park Service (NPS) designers have not been identified.

The property's substantive resources are included in the resource count that appears in "Number of Resources Within Property" in Section 5 above. These resources are also listed below in "Summary of Resources" at the end of Section 7.

See accompanying maps entitled "Sketch Map, Cascade River Wayside, Cook County, Minnesota" and "Property Boundaries, Cascade River Wayside, Cook County, Minnesota."

Setting

The setting has not changed substantially since the wayside was originally developed in 1934-1936. The property is located in a rugged, hilly, forested area. The nominated property is surrounded by mixed coniferous and deciduous forests and by the waters of Lake Superior.

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Cascade River Wayside
Cook County, Minnesota

Most of the nominated property lies within the boundaries of Cascade River State Park, a long, linear park that extends along Minnesota Highway 61 and the Lake Superior shoreline for about 12 miles. The nominated property is located near the state park's east-west midpoint. The state park's current 2,865 acres include the Cascade River, nine other major streams, and portions of a ridge system known as the Sawtooth Mountains.

North of the nominated property is relatively undeveloped forested land that, like Cascade River Wayside, is part of the Superior National Forest. The national forest was established in 1909 with 36,000 acres and now encompasses nearly three million acres.

South of the nominated property is Lake Superior, the world's largest freshwater lake.

West of the nominated property is Cascade Lodge, a privately-owned hostelry that was developed in the 1920s. The southwestern edge of the nominated property includes a small piece of land owned by Cascade Lodge that contains the northern edge of Babineau Creek Footbridge and the western edge of the Babineau Creek Culvert. This land was improved as part of the development of the wayside rest. At the time that Cascade River Wayside was created, Cascade Lodge consisted of a woodframe lodge and several small tourist cabins. The 2,300-acre wayside rest surrounded the lodge property on three sides. Today, the Cascade Lodge property retains considerable integrity and includes a 1938 lodge, a circa 1946 restaurant, and several small cabins. Most of the buildings bear the influence of the Rustic Style.

East of the nominated property is Cascade River State Park's principal campground, which consists of 40 campsites, looping gravel roads, and a trail center building. The campground area was once occupied by the Spruce Creek CCC Camp, which was built in 1934 to house the CCC crew that constructed Cascade River Wayside. After the CCC crew vacated the camp, it served as the wayside's public campground for the next 20 years. After Cascade River Wayside became Cascade River State Park in 1957, the campground was redeveloped. No structures or significant landscape features remain from the CCC camp. The campground is excluded from boundaries of the nominated property because of 1960s-1980s alterations. (It is the only extensively-developed portion of the original Cascade River Wayside that has been excluded from the nomination.)

Spatial Organization

Cascade River Wayside was originally designed to include four major use areas: 1) a highway overlook or concourse; 2) a foot trail system that extended north and south along the Cascade River and east and west along the lakeshore; 3) a lakeside picnic area; and 4) a CCC camp that later became the wayside's campground. The latter area is excluded from the nominated property because of alterations. Also excluded from the nominated property is the 2,180 acres of the original wayside that remained generally undeveloped until about 1960.

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Cascade River Wayside
Cook County, Minnesota

The wayside's use areas are linked to one another by foot trails and are generally hidden from one another by the topography and vegetation. The spatial organization of the wayside is basically intact.

Topography and Water Features

Cascade River Wayside was developed on the rugged, forested northern shore of Lake Superior. The elevation of the property drops about 200' from north to south as the land descends into the lake. This difference in elevation provides stunning views of Lake Superior through breaks in the trees in the northern part of the park. The topography also helps isolate the wayside's major use areas from one another.

The volcanic bedrock that underlies the region is visible in numerous outcroppings and cliffs throughout the wayside, in the deep gorges through which the Cascade River flows, and in massive rock shelves and outcroppings that form the Lake Superior shoreline. This volcanic rock, known by such names as "Duluth gabbro," was used to construct the wayside's Highway Overlook, retaining walls, trail steps, and other features. The skillful use of this native stone makes these landscape features blend almost seamlessly with the environment.

The wayside rest was named for the Cascade River, a 45-mile-long river that flows southward through the wayside and into the lake. The river drops 900' in its last three miles. Within the wayside, the river crashes through a twisting 50'-deep gorge in a series of whitewater rapids and waterfalls, the highest of which is about 40'. The roaring sound of the falls is an important part of the experience of hiking on the East and West River Trails. In addition to its scenic beauty, the Cascade River is known for its excellent trout fishing.

The nominated property also contains numerous smaller streams and springs, one of which is Babineau Creek located west of the Cascade River. The southern 160' feet of Babineau Creek are included within the bounds of the nominated property. The mouth of the creek is located just south of Highway 61.

Lake Superior, which is a dominant presence at the wayside, is the coldest and deepest of the Great Lakes. Expansive views of the lake often include glimpses of ocean-going ships. Like the sound of the Cascade River's falls, the crashing of waves on the Lake Superior shoreline is a characteristic feature of the landscape.

The topography and water features of Cascade River Wayside are basically intact.

Vegetation

Cascade River Wayside is located in northeastern Minnesota, the most densely forested part of the state. In the 19th century the region was covered by stands of huge conifers that were logged heavily through the early 20th century. Today Cascade River Wayside and the surrounding

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Cascade River Wayside
Cook County, Minnesota

region are forested with trees such as pine, spruce, cedar, balsam fir, alder, poplar, tamarack, maple, ash, aspen, and birch. Shrubs and other understory plants cover the ground. The wayside's flora includes wild blueberries and raspberries, and abundant wildflowers, moss, and ferns.

Nearly all portions of the nominated property, with the exception of the highway itself, are forested. All man-made structures such as trails and retaining walls are located within areas of dense vegetation. Trees and shrubs screen various use areas from one another, particularly during the summer months.

Original development of the wayside included the preservation of existing trees, judicious cutting to create or frame scenic views, and extensive transplanting of native trees and shrubs to control erosion, to blend man-made landscape features with the environment, and to erase highway construction scars. No original planting plans have been located.

On the banks of the Cascade River along the West and East River Trails, the Minnesota Department of Natural Resources (MnDNR) is currently transplanting young coniferous trees to help stabilize steep banks and control erosion.

Circulation

The nominated property has one principal road, Minnesota Highway 61, which travels east and west through the southern portion of the wayside. The highway is described under "Minnesota Highway 61" below. There are no other roads within the nominated property.

The nominated property contains three small parking areas, all of which are original. A small parking area is located on the Highway Overlook between the oval traffic island and the overlook's parapet wall. A second small parking area is located across Highway 61 from the overlook wall near the start of the West River Trail. These two parking areas are included as part of the "Highway Overlook" below. A third parking area is located in the Picnic Area. It is included under the "Picnic Area" below.

Cascade River Wayside has an historic foot trail system that extends north and south along the Cascade River and east and west along the lakeshore. It is described under "Historic Foot Trails" below. Two modern cross-country ski trails have been added to the property. They are described under "Modern Trails" below.

The wayside's circulation system generally retains good integrity.

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Cascade River Wayside
Cook County, Minnesota

Structures and Furnishings

Babineau Creek Culvert

Built: 1932
Designer: MHD
Builder: MHD
One Contributing Structure

The Babineau Creek Culvert was built in 1932 to carry Minnesota Highway 61 over Babineau Creek near the southwestern corner of the nominated property. The culvert was built by the MHD as part of a realignment of this portion of Highway 61 two years before development of the Cascade River Wayside began. The structure is a simple, utilitarian, poured concrete box culvert. The culvert is 44' long and has a 6' by 6' opening and short wing walls. The northern end of the culvert is visible to hikers crossing the Babineau Creek Footbridge, which is located just a few feet to the north. The southern end of the culvert is encountered by those walking along the lakeshore. The culvert is basically intact.

Bridge 5132

Built: 1932
Designer: MHD
Builder: MHD
One Contributing Structure

Bridge 5132, built by the MHD in 1932, carries Minnesota Highway 61 over the Cascade River. The bridge was built when the MHD realigned this portion of Highway 61 two years before the wayside rest was developed. As part of the realignment, the MHD moved the mouth of the Cascade River about 325' eastward to its current location.

Bridge 5132 is a reinforced concrete, filled-spandrel arch bridge that accomodates a 38'-wide roadway. The bridge has a single 30' span and unornamented spandrel walls.

Two years after the bridge was completed, the Highway Overlook was built immediately southwest of the bridge, with its parapet wall and stone walkway extending over the bridge's southern headwall.

The bridge is a prominent visual feature at the wayside. Its northern headwall and handsome arch are visible to hikers on the East and West River Trails. Its southern headwall and arch can be seen by visitors standing on the lakeshore at the mouth of the river.

Today there is a simple gravel pedestrian walkway over the northern headwall of the bridge to allow visitors to stand over the crashing river. The walkway has a simple waist-high railing made of metal and wood on the river side. A modern post-and-rail highway guardrail separates the walkway from traffic on the highway side. This guardrail, which is considered part of

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Cascade River Wayside
Cook County, Minnesota

Minnesota Highway 61 for the purposes of this nomination, replaces an original post and cable guardrail at the same location.

Dry Stone Retaining Wall

Built: 1934
Designer: A. R. Nichols
Builder: CCC
One Noncontributing Structure

The Dry Stone Retaining Wall was built as part of the landscaping of Minnesota Highway 61 that occurred in conjunction with the creation of the wayside rest. It is located near the southwestern corner of the nominated property. The wall is a utilitarian structure that is located within the ditch on the northern side of the highway where it stabilizes the highway backslope. In the summer and fall, the wall is largely hidden by vegetation.

The wall was built of roughly-coursed, dry-laid gabbro. The stone was gathered from the mouth of Babineau Creek. The wall ranges in height from 3'-6'. It is 2' wide at its upper edge and wider at the base, which is buried in earth at the bottom of the ditch.

The wall was originally about 320' long and extended eastward in a straight line beginning at a point about 25' east of Babineau Creek. Today, only the eastern 67' of the wall remains exposed. The remainder of the wall, located on the extreme northern edge of highway department right-of-way, is apparently buried beneath a Cascade Lodge access drive and beneath the southern edge of the Lodge's bituminous parking lot. The wall has been categorized as a Noncontributing structure because of these alterations.

Highway Overlook

Built: 1934-1935
Designer: A. R. Nichols and NPS
Builder: CCC
One Contributing Structure

The Highway Overlook or concourse is located at the point where Minnesota Highway 61 crosses the mouth of the Cascade River. It is often the landscape feature first encountered by travelers stopping at the wayside rest.

The overlook was built in 1934-1935 to adjoin Bridge 5132, which had been built in 1932 when the highway was realigned and the mouth of the Cascade moved eastward. The eastern end of the overlook's parapet wall and walkway extend over the southern headwall of Bridge 5132 to allow visitors to look down at the mouth of the river. The Highway Overlook was also built over all or part of the substructure of the previous bridge, which had been left in place to help support the realigned highway. (Most remnants of the old bridge are buried, but a small portion of

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Cascade River Wayside
Cook County, Minnesota

poured concrete substructure is visible near the western end of the overlook wall's southern facade.)

The overlook provides outstanding views of Lake Superior, the mouth of the Cascade River, and the surrounding forest. The overlook's curved, 535'-long wall is laid on a battered stone footing and is 18" thick near the top. The wall is built of dark brown gabbro that is laid in a mostly-random pattern. The stone is both square-cut and irregularly-shaped, and many triangular pieces were randomly included. The stones range in size from about 1' to 3' in diameter. The mortar joints are brown. Weep holes, which extend from the parking area through the wall to its southern face, are finely outlined with small slabs of stone. The overall quality of the masonry is excellent.

The overlook wall has two lookout bays: a rectangular bay (about 6' wide) located near the wall's midpoint and a curving bay (about 16' wide) located about 100' farther east. Around 1981 the wall's curved lookout bay was altered when a pedestrian opening and a set of five stone steps were added to create an additional route to the water.

The entire length of the wall was originally lined with a 30"-wide gabbro flagstone walkway. In circa 1996 the flagstone was covered with poured concrete to create a 3'6"-wide concrete walkway.

Short sets of stone trail steps wrap around the western and eastern ends of the wall. The steps lead to footpaths that descend from the highway to the rocky shore where a few additional trail steps have been both placed and hewn from the rock itself.

Around 1981 two compatible stone retaining walls were built several feet south of the overlook wall, close to the water. The retaining walls were built of random rubble gabbro that matches the stone in the overlook wall. The western retaining wall is 23'6" long. It has a 4'-wide pedestrian opening through which passes a footpath with three gracefully curving stone steps. The steps lead visitors through the wall and onto the massive rocks that form the shore. The eastern retaining wall is 45' long. It has a similar 3'-wide opening and two curved stone steps. The ends of both retaining walls were designed to merge naturally into the rock formations of the shore.

Approximately 100' of modern post-and-rail highway guardrail has been added to each end of the overlook wall. (These guardrails are considered part of Minnesota Highway 61 for the purposes of this nomination.)

The Highway Overlook incorporates a bituminous-paved drive that doubles as a small parking area. An oval traffic island separates the parking area from the highway. The island is edged with intact stone curbing made of dark gabbro.

There is another small, narrow parking area on the opposite side of Highway 61. It is considered to be part of the Highway Overlook for the purposes of this nomination. The parking area is

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Cascade River Wayside
Cook County, Minnesota

about 100' long (east to west) and about 20' wide (north to south) and accommodates 8-10 cars. It is paved with bituminous, has no curb, and is essentially intact. A dry-laid gabbro retaining wall that is 80'-100' long and about 6' tall supports the steep, forested slope along the northern edge of the parking area. (The retaining wall is considered to be part of the parking area for the purposes of this nomination.) The retaining wall is essentially intact and is largely hidden by vegetation. A set of trail steps leads to the West River Trail from the northeastern corner of the parking area.

The Highway Overlook retains physical integrity despite the changes described above.

Historic Foot Trails

Built: 1934-1935

Designer: A. R. Nichols and NPS

Builder: CCC

One Contributing Structure

Cascade River Wayside contains an extensive foot trail system that was built in 1934-1935. The historic trails extend north and south along the Cascade River and east and west along the shore of Lake Superior, with several associated branches. One of the most important features of the north-south system is a trail loop that extends from Minnesota Highway 61 up one bank of the Cascade River, crosses a footbridge, and returns to the highway on the opposite bank. The Historic Foot Trails are now part of a larger system of trails that extends throughout Cascade River State Park and up and down the North Shore of Lake Superior.

The Historic Foot Trails share several characteristics. Most still appear to follow their original routes except in places very close to the Cascade River where original trail sections have severely eroded and the trail has been shifted a few feet outward, away from the steep gorge. Most of the historic trails have dirt-packed floors or walking surfaces within a 3'- to 4'-wide clearing. Most have a forest canopy of mature trees overhead as well as mature trees located about an arm's length to the right and left of an adult hiker. Most of the trails retain evidence of existing trees that were preserved during construction and were therefore allowed to enter the trail's path, causing the route to curve around the trunks of the trees. The trails near the banks of the Cascade River are quite steep in places and contain log guardrails and timber and log lookout platforms. In steep areas, the foot trails sometimes incorporate dry-laid rock retaining walls that were built during trail construction to stabilize the side slopes and prevent erosion. All of the historic trails contain trail steps built of both stone and timber.

Cascade River Wayside's historic trails are easily distinguished from trails that have been constructed and/or widened in Cascade River State Park in recent years (see "Modern Trails" below). These modern trails were built for cross-country skiing and also accommodate emergency all-terrain vehicles. They were sited so they have more gentle grades than the historic trails, are wider than the historic trails, do not have trail steps or stabilizing stone structures, and do not show evidence of the preservation of existing mature trees within the path.

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Cascade River Wayside
Cook County, Minnesota

The steep grade of the historic trail system has had both positive and negative effects on its physical integrity. Some sections of trail and sets of trail steps have deteriorated due to water erosion along the steep grade. (Heavy foot traffic and a lack of consistent maintenance has also taken its toll.) On the other hand, the steep grade of the wayside has prevented the historic trails from being widened for emergency vehicle use, a situation that has affected some historic trails in other Minnesota state parks. In general, the Historic Foot Trails retain physical integrity, despite the changes described herein.

Some characteristics of the Historic Foot Trails are described in more detail below. All of these features are part of the "Historic Foot Trails" for the purposes of this nomination.

Guardrails and Lookouts. Log guardrails, designed for visitor safety, are found on the West River Trail, the East River Trail, and the Cascade Lodge Trail. The guardrails generally have posts and rails of milled logs. With the possible exception of one guardrail on the Cascade Lodge Trail, all of the guardrails are of recent construction. Many are believed to be replacements or repairs of original log guardrails that have deteriorated.

Scenic lookouts built of logs and timber are located primarily on the West and East River Trails. The lookouts allow visitors to stand on the upper edge of the deep river gorge and view the crashing water far below. The most elaborate lookout, located at the western end of the Cascade River Footbridge, has a dirt floor, log guardrails, and a small wooden bench. Comparison with historic photos indicate that it has changed little, although the original set of log guardrails were replaced after they deteriorated. Some of the other lookouts have dirt floors, while some have been altered with timber plank floors, built usually where the earthen floor or trail has eroded. Most lookouts have log guardrails.

Retaining Walls and Other Erosion Control Structures. The historic trails that are located in steep areas retain evidence of various erosion control measures that date from their original construction. In some areas the side slopes of trails were reinforced with dry-laid rock retaining walls to control water erosion, support the trail floor, and/or prevent earth from collapsing from the upper side slope onto the trail. Some of these retaining walls are visible along the West and East River Trails. Others undoubtedly exist but are covered by vegetation and earth. The West and East River Trails and the Cascade Lodge Trail also exhibit areas where stones were placed along the edges of the trail to stabilize it. Many other erosion control structures undoubtedly exist along the historic trails but are not easy to spot because of the builders' success in making them inconspicuous.

Trail Steps. Today there are about 50 sets of trail steps along the historic trails. (There are additional trail steps at the Highway Overlook and the Picnic Area.) About 28 sets are built of stone and 22 sets are built entirely of wood. Some of the 22 sets of all-wood steps replace sets that were originally all stone. In 1938 two photographs of trail steps at Cascade River Wayside - one photo showing stone steps and one photo showing timber steps -- were included in the

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Cascade River Wayside
Cook County, Minnesota

National Park Service publication *Park and Recreation Structures*. The book was considered by the NPS to be an honor roll of exemplary Rustic Style landscape features (Good 1938;rpt.1999:Pt. 1, pp. 163, 165).

Stone: The stone trail steps are built of rough-hewn dark gabbro. The 28 sets range in length from one step to dozens of steps. Several of the longest sets are laid out in serpentine curves. Most stones have been set in place, but a few of the steps were hewn directly into the existing rock. Some of the steps have stone treads while others have stone risers and dirt treads. A few of the widest treads are mortared. Most of the steps are 3' to 5' wide, but a few are a generous 6'-8' wide. Some of the stone sets contain timber steps that replace or supplement original stone. Some sets have simple milled log handrails that probably represent both the replacement of original handrails and the construction of handrails where they did not previously exist. Stone trail steps are found on the East and West River Trails and the Cascade Lodge Trail. Additional stone steps are located at the Highway Overlook and in the Picnic Area.

Wood: The approximately 22 sets of all-wood trail steps are built of timber and/or milled logs. A few of the steps may be original, while many are likely replacements of original deteriorated wood or stone steps. Most of these sets have embedded wood risers and dirt treads. The sets range in length from one step to dozens of steps. Log or timber stringers have been added to the sides of some of the sets. Some sets have simple milled log handrails that probably represent both the replacement of original handrails and the construction of handrails where they did not previously exist. A few sets consist of more complex timber structures, which have timber treads, timber plank landings, and log handrails.

Footbridges. The Historic Foot Trails contain approximately five footbridges. The largest footbridges, the Cascade River Footbridge and the Babineau Creek Footbridge, are described separately below. The others are small, simple, timber plank structures that are located on the West and East River Trails near the wayside's northern boundary.

The major segments of the historic trail system are briefly described below. All are part of the "Historic Foot Trails" for the purposes of this nomination.

West River Trail. The West River Trail travels along the western bank of the Cascade River from Highway 61 (on the south) to the northern boundary of the nominated property. A trail at this location was already in existence when development of the wayside began in 1934, but it had been so damaged by erosion and foot traffic that it was reconstructed by the CCC in 1934-1935. At a point about 1000' upriver from the highway, the Cascade River Footbridge connects the West River Trail and the East River Trail.

The West River Trail has many of the characteristics of the historic trails in the wayside: a steep grade, a width of 3'-4', a dirt floor, a forest canopy overhead, and preserved trees within its route. The trail passes very close to the rim of the Cascade River gorge and offers dramatic views of the rushing water located many feet below. The West River Trail contains about 21 sets of stone

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trail steps, about 21 sets of all-wood steps, several log guardrails, about 4 lookouts, and several areas where stone retaining walls and other original trail stabilization are still evident.

After it leaves Cascade River Wayside, the West River Trail continues northward, connecting with other trails within Superior National Forest. Parts of the West River Trail are now part of the Superior Hiking Trail, a foot trail that extends from Duluth, Minnesota, to the Canadian border. The Superior Hiking Trail was named in the mid-1980s.

East River Trail. The East River Trail travels along the eastern bank of the Cascade River from Highway 61 (on the south) to the northern boundary of the nominated property. The East River Trail is connected to the West River Trail by the Cascade River Footbridge.

The East River Trail has three historic branches that link it with the wayside's campground. (This campground, located just east of the nominated property, was previously the CCC camp and is now the state park campground.) The three branches to the campground contain 3 sets of stone trail steps, 3 sets of all-wood steps, and a small wooden bench that provides an excellent view of Lake Superior.

Like the West River Trail, the East River Trail and its branches have a steep grade, a width of 3'-4', a dirt floor, a forest canopy overhead, and preserved trees within the path. The East River Trail passes very close to the rim of the Cascade River gorge, allowing the hiker to stand above the cascades and waterfalls located many feet below. The East River Trail contains approximately 13 sets of stone trail steps, about 4 sets of all-wood steps, several log guardrails, about 3 lookouts, and several areas where stone retaining walls and other original trail stabilization are still evident.

After it leaves Cascade River Wayside, the East River Trail continues northward, connecting with other trails within Superior National Forest. Parts of the East River Trail are now part of the Superior Hiking Trail, a foot trail extending from Duluth to the Canadian border that was named in the mid-1980s.

Cascade Lodge Trail. The Cascade Lodge Trail (also known as Lookout Trail) travels westward from the West River Trail through the Cascade Lodge property. The trail runs primarily east and west and is part of a longer east-west trail system that extends along the shore of Lake Superior.

The Cascade Lodge Trail is physically similar to the West and East River Trails, although less steep. It contains approximately one set of stone trail steps, about two sets of all-wood steps, one lookout with a collapsed log guardrail, and several areas where original trail stabilization with stones is evident. Near the southwestern corner of the nominated property, the trail crosses Babineau Creek on the Babineau Creek Footbridge, which the CCC built in 1935.

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After it leaves Cascade River Wayside, the Cascade Lodge Trail travels westward through the rest of Cascade River State Park. It also connects with other trails along Lake Superior.

Trail Along the Lakeshore. An historic trail travels along the lakeshore from the Highway Overlook, through the Picnic Area, and eastward out of the bounds of the nominated property. It is generally part of a longer east-west trail system that extends along the shore of Lake Superior.

The Trail Along the Lakeshore is physically similar to the other historic trails but is less steep. It contains approximately two sets of all-wood steps.

Babineau Creek Footbridge

Built: 1935
Designer: A. R. Nichols and NPS
Builder: CCC
One Contributing Structure

The Babineau Creek Footbridge is located on the Cascade Lodge Trail near the southwestern corner of the nominated property. It was built to carry the Cascade Lodge Trail over Babineau Creek.

The bridge is located about 50' north of the Highway 61 centerline. It is 25' long and 8' wide and built of randomly-laid gabbro with dark mortar joints. The bridge has stone wing walls and an arched opening with keystones. Its thick, stepped stone parapets have lancet-like slits. The deck of the bridge has been overlaid with bituminous and two electrical lights have been attached to its eastern end. Despite these changes, the footbridge retains integrity.

Cascade River Footbridge

Built: 1935
Designer: A. R. Nichols and NPS
Builder: CCC
One Noncontributing Structure

The Cascade River Footbridge is located about 1000' upriver from Highway 61. Construction of the bridge linked the West and East River Trails and provided the wayside with a trail loop that is characteristic of Rustic Style park designs. The loop allowed travelers to park their cars on Highway 61, walk up one side of the Cascade, cross the bridge, and return to the highway along the other side of the river.

The footbridge provides stunning views of the Cascade River's falls and rapids. It is 50' long, about 5' wide, and dramatically suspended over the deep river gorge on 14"-thick steel channel beams. Early documents call it a "log footbridge" because its railings were made of peeled logs and peeled logs edged the timber deck. The bridge deck and railings eventually deteriorated and

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were replaced by a new deck and railings built of squared timber. The footbridge has been categorized as a Noncontributing structure because of this alteration.

Picnic Area

Built: 1935-1936

Designer: A. R. Nichols and NPS

Builder: CCC

One Contributing Structure

The Picnic Area is located between Highway 61 and the Lake Superior shoreline, about 2000' east of the Cascade River. Its drive doubles as a long, narrow parking area that is paved with bituminous and has no curbing. An elliptical traffic island is located between the parking area and Highway 61. The island is densely forested and screens the parking area from the highway.

Three separate foot trails lead down to the picnic sites which are located on the shore. The two westernmost trails retain long, graceful sets of dark gabbro trail steps. The westernmost set of stone steps is 36' long and 6' wide. The central set is 44' long and 6'-7' wide. The third, easternmost trail had a similar set of stone steps that has been replaced by a set of all-wood steps with squared timber risers and dirt treads.

There are seven picnic sites. Each is a small clearing that, in the summer, is essentially hidden from others and from the parking area by lush cedars and other coniferous and deciduous trees. The picnic sites are connected by narrow foot trails. Five of the sites are located on the water's edge and two are slightly north of the shore. The sites were originally furnished with portable wooden picnic tables and small low fireplaces, probably built of stone. Each picnic site is now furnished with a portable picnic table and a small picnic fireplace, all of which are modern. Two of the fireplaces are metal fireboxes mounted on metal poles and the other five are circular metal rings set into the ground.

A narrow historic foot trail travels through the Picnic Area on an east-west alignment. It links the Picnic Area with the Highway Overlook. The trail also leads eastward out of the Picnic Area and out of the nominated property.

The Picnic Area retains physical integrity despite the replacement of one set of trail steps and replacement of its original tables and fireplaces.

Minnesota Highway 61

Built: 1932, landscaped 1934-1936

Designer: MHD; landscaping A. R. Nichols

Builder: MHD; landscaping CCC

One Contributing Structure

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Minnesota Highway 61 is aligned east and west and travels through the southern portion of the wayside. This was a 20'-wide gravel road when it became part of the state's new trunk highway system in 1921, the year the system was implemented. In 1931-1932, a 30-mile stretch of the highway, including the segment through the future Cascade River Wayside, was realigned. As part of the realignment several new bridges and culverts were constructed including Bridge 5132 over the Cascade River. The highway at this location was first paved -- to a width of 24' -- in 1933-1934. Today the road is still a two-lane, bituminous highway through the nominated property. The driving lanes are each 12' wide and there are narrow paved shoulders that vary from 3' to 6' wide.

Original landscaping along Minnesota Highway 61 is generally intact within the nominated property. This landscaping was designed by A. R. Nichols and constructed by the CCC in 1934-1936 as part of the same project that built the wayside. The landscaping was designed to erase highway construction scars, control erosion, and help the highway blend with its surroundings. The highway's northern backslope is gently angled and heavily planted with coniferous and deciduous trees and shrubs. Behind the backslope, the remainder of the highway right-of-way is heavily forested. The highway's narrow ditches are generally planted with tall grasses. On the southern side of the highway, the rocky shore of Lake Superior is, in some places, only a few feet from the edge of the shoulder. The highway landscaping within the nominated property is markedly different from landscaping along other portions of Highway 61 which were not improved by the MHD Roadside Development Division in the 1930s or which were altered later. For example, beginning about one mile east of the Cascade River, a stretch of highway that extends eastward has a much wider, more open roadway corridor, with fewer trees close to the highway and scars from ditch and backslope grading still visible.

The MHD installed timber and cable guardrails on both sides of Highway 61 near the Cascade River in the 1930s. They have been replaced by modern metal and timber guardrails. These sections of guardrail are considered to be part of Minnesota Highway 61 for the purposes of this nomination.

Minnesota Highway 61 generally retains physical integrity within the bounds of the nominated property.

Modern Trails

Built: post-1957

Designer: Minn. Dept. of Conservation (later MnDNR)

Builder: Minn. Dept. of Conservation (later MnDNR)

One Noncontributing Structure

Two modern cross-country ski trails have been built within the bounds of the nominated property since 1957. These trails are 6'-8' wide and designed with more gentle grades than the Historic Foot Trails. The modern trails generally do not provide dramatic views of the Cascade River nor travel close to its banks. The modern trails were built for cross-country skiing and also

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accommodate emergency all-terrain vehicles. One of the trails is located west of the West River Trail and the other is located east of the East River Trail.

The Modern Trails also include a trail segment between the Picnic Area and the state park campground. This segment may date from the 1930s but has been widened to about 6' wide.

Summary of Resources

Cascade River Wayside includes eight Contributing resources -- seven structures and one site. The roadside park itself is the Contributing site. The property includes three Noncontributing resources -- all structures. The resources are listed below:

Babineau Creek Culvert	1932	One Contrib Structure
Bridge 5132	1932	One Contrib Structure
Cascade River Wayside	1934-1936	One Contrib Site
Dry Stone Retaining Wall	1934	One Noncontrib Structure
Highway Overlook	1934-35	One Contrib Structure
Historic Foot Trails	1934-35	One Contrib Structure
Babineau Creek Footbridge	1935	One Contrib Structure
Cascade River Footbridge	1935	One Noncontrib Structure
Picnic Area	1935-36	One Contrib Structure
Minnesota Highway 61	1932, 1934-36	One Contrib Structure
Modern Trails	post-1957	One Noncontrib Structure

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8. STATEMENT OF SIGNIFICANCE

ARCHITECT/BUILDER, CONTINUED

Nichols, Arthur R. (Landscape Architect)
National Park Service (Landscape Architect)
Olson, Harold E. (Engineer)
Civilian Conservation Corps (Builder)
Minnesota Department of Highways (Builder)

NARRATIVE STATEMENT OF SIGNIFICANCE

Cascade River Wayside, built in 1934-1936, is eligible for the National Register under Criterion A, significance to the broad patterns of our history, in the areas of Politics and Government, and under Criterion C, design significance, in the area of Landscape Architecture. The property is a well-developed and distinctive example of the roadside development properties that were built during the formative years of the Roadside Development Division of the Minnesota Department of Highways (MHD) and an example of the fruits of the partnership between the Roadside Development Division, the National Park Service (NPS), and the Civilian Conservation Corps (CCC). The property is an excellent example of the National Park Service Rustic Style. It displays landscape-sensitive design and layout, the use of indigenous materials, and the work of skilled craftsmen, all of which are characteristics of the style. The property is significant on a statewide level.

The National Register eligibility of Cascade River Wayside was evaluated using the registration requirements in the Multiple Property Documentation Form (MPDF) entitled "Federal Relief Construction in Minnesota, 1933-1941." The property meets three of those registration requirements:

Requirement 1: Important Federal Relief Associations. Cascade River Wayside is the principal accomplishment of CCC Company 2702, the first of four CCC camps in Minnesota that were specifically established to work on MHD roadside development projects, thereby meeting Registration Requirement 1.

Requirement 2: Significance to the History of Roadside Development. Cascade River Wayside is significant to the history of roadside development as one of the largest and most well-developed roadside facilities that were built during the formative years of the Minnesota Department of Highways' Roadside Development Division, thereby meeting Registration Requirement 2. The wayside is significant as an excellent example of the well-designed public infrastructure that was built by the MHD in partnership with federal relief agencies. Such projects were successful in meeting the objectives of roadside development as well as providing essential work and job training to the unemployed during the Depression.

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Requirement 4: Design Significance. Cascade River Wayside is an excellent example of the application of the National Park Service Rustic Style to a roadside park, thereby meeting Registration Requirement 4. The wayside's spatial arrangement, foot trails, highway overlook, picnic area, and numerous other landscape features illustrate the principles of Rustic Style design, display work of skilled craftsmen and the use of local materials, and represent the artistic collaboration between National Park Service landscape architects and prominent Minnesota landscape architect A. R. Nichols, who was serving as Consulting Landscape Architect for the MHD Roadside Development Division.

Cascade River Wayside is unique among early MHD roadside development properties for several reasons. The wayside was among the largest roadside parks to be developed and administered by the Roadside Development Division during its early decades. Cascade River was one of few (perhaps the only) MHD wayside rest that was intended to be eventually transformed into a state park. Cascade River Wayside had one of the most extensive trail systems among the MHD roadside development properties. Cascade was also the first of a limited handful of roadside development facilities that were built by four CCC camps that were specifically dedicated to MHD roadside development activities.

Cascade River Wayside was typical of MHD roadside development properties in other ways. The MHD's goals for the project – including the desire to provide badly-needed roadside facilities for the traveling public and to preserve an exceptional scenic area for public use, rather than for private development – were goals that also drove the development of other MHD roadside development projects. The MHD's principals – Roadside Development Engineer Harold E. Olson and Consulting Landscape Architect Arthur R. Nichols – directed and designed most MHD roadside development of the period. The collaboration between the Roadside Development Division and federal agencies such as the National Park Service and the Civilian Conservation Corps (as well as the U.S. Army), was common. Cascade River Wayside was designed in the National Park Service Rustic Style, which was typical of most of the MHD's pre-World War II wayside rests. The wayside was developed at the same time that several adjacent miles of trunk highway were landscaped, which was again typical of many projects.

Further contextual information on the partnership between the MHD Roadside Development Division and federal relief agencies is available in the Multiple Property Documentation Form. The information may be found under "Civilian Conservation Corps" in Section E and under "Waysides and Overlooks" in Section F of the document.

Establishment of the Wayside

Cascade River Wayside was developed in 1934-1936 as a Minnesota Department of Highways (MHD) wayside rest that was intended to eventually become a state park. The property was designed by landscape architects from the National Park Service (NPS) and A. R. Nichols, Consulting Landscape Architect for the MHD, who was also trained as an engineer. NPS design

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assistance was provided through the State Parks Division, an agency within the NPS that provided assistance to the states in developing state parks and similar facilities. (The names of individual NPS designers have not been identified.) Construction labor was provided by the occupants of the Spruce Creek Civilian Conservation Corps (CCC) Camp (initially Company 2702), which was located within the wayside.

Several state and federal agencies collaborated on the Cascade River project. They included the MHD, the CCC, and the NPS, as well as the State Parks Division of the Minnesota Department of Conservation (now Minnesota Department of Natural Resources or MnDNR), and the U.S. Army, which operated the nation's CCC camps.

Cascade River Wayside was developed along Minnesota Highway 61, a nationally-known scenic highway along the North Shore of Lake Superior that was substantially improved in the 1930s. The highway provides exceptional views of the lake's blue waters and pristine wooded shore. Cascade River Wayside was one of several roadside development facilities built by the MHD along the North Shore during the 1930s and early 1940s, and "occupie[d] a very strategic position in the state from the standpoint of accommodations for tourists using U.S. Highway No. 61" (*Minnesota State Park and Recreational Area Plan 1939:97*). (Other extant MHD-developed properties on the North Shore from the period include Grand Marais Harbor Sea Wall, Gunflint Trail Gateway, Spruce Creek Culvert, Gooseberry Falls Concourse, Cross River Rest Area, Temperance River Roadside Parking Area, Knife River Historical Marker, and Thompson Hill Overlook. Gooseberry Falls Concourse is located within a portion of Gooseberry Falls State Park that was listed on the National Register in 1989.)

Land for Cascade River Wayside was acquired in 1934 when the MHD purchased 2,300 acres adjacent to Highway 61. The land was acquired in part "to protect from private encroachments of undesirable nature the beautiful North Shore Drive near the mouth of the picturesque Cascade River" and to maintain the land for public use. At more than 2,000 acres, the parcel became the largest wayside rest within the purview of the MHD (*Minnesota State Park and Recreational Area Plan 1939:95*).

At the time that the land was acquired, Minnesota Highway 61 was being upgraded from a two-lane gravel road. In 1931-1932, a 30-mile stretch of the highway, including the segment at the Cascade River, had been realigned with several new bridges and culverts. In 1933-1934 this section of the highway was surfaced with bituminous to a width of 24' (still its basic width). In 1934 construction of the wayside began.

Establishment of the CCC Camp

Development of the Cascade River Wayside and a 10-mile stretch of newly-realigned Highway 61 was the principal *raison d'être* of the Spruce Creek CCC Camp, which was located at the Cascade River. The Spruce Creek Camp was the first of four CCC camps in Minnesota that were specifically established to work on MHD roadside development projects. (Most of the state's

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dozens of other CCC camps were sponsored by agencies such as the Minnesota Department of Conservation, the U.S. Forest Service, and the U.S. Soil Conservation Service.)

The Spruce Creek CCC Camp was established in July of 1934. The camp's first superintendent was Leo W. Donnelly, who served between July 1934 and mid-February 1935. The camp's first and principal occupants were CCC Company 2702, which had recently been formed. The camp was named for the Spruce Creek, a stream located about 2.5 miles west of the Cascade River. The camp was called "Spruce Creek," rather than "Cascade River," because another CCC camp known as the Cascade River Camp had been established several miles upriver the previous year by the U.S. Forest Service. The wayside rest was officially named Cascade River Wayside in August of 1934.

For the first four months (July to October 1934), Company 2702 lived in temporary quarters at a vacated CCC camp called Caribou Lake, which was located about eight miles west of the Cascade River. Men were transported from the Caribou Lake camp to work at the Cascade River each day.

The company's own CCC camp at the Cascade River was built in September through November of 1934. The camp was designed by the National Park Service, in cooperation with the MHD (Donnelly Aug. 31, 1934). The camp was built and run by the U.S. Army, with help from the CCC. The camp was located on the northern side of Highway 61 and the eastern side of the Cascade River, just east of the nominated property. From the beginning, it was planned that the CCC camp would become a public campground for the wayside rest after the CCC's work was accomplished, and that the barracks would be rented as tourist cabins. Superintendent Donnelly noted in a monthly report to the National Park Service:

The construction division of the Army seem to be entirely in sympathy with our efforts in attempting to preserve, as far as possible, the natural beauty of the [CCC camp] site and although we can expect some damage to the plant and tree growth, I feel that when completed we will have a camp second to none in this part of the country. The idea of planning to use the buildings and facilities as a tourist park after they have served their purpose as a CCC Camp has been the cause of much favorable comment (Donnelly Oct. 2, 1934).

The CCC moved into the partially-completed camp in October of 1934 and it was finished the next month. Camp buildings included ten barracks, a recreation hall, quarters for the NPS staff, and a garage. The camp had electricity and running water.

During the spring and summer of 1935, a public campground for tent camping was built on the eastern side of the CCC camp for use by the public while the CCC camp was in operation. This campground had 20 camp sites, 20 log and plank picnic tables, and two log latrines (Hella "April 1 to October 1, 1935"; Progress Report Oct. 28, 1935). The site of this public campground has been altered and is outside the bounds of the nominated property.

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No significant landscape features or structures remain from the CCC camp. The site of the CCC camp is now Cascade River State Park's principal campground. The area was excluded from the nominated property because of post-1960 alterations.

Construction of the Wayside

The wayside was built over a 26-month period. There was an initial 18-month construction period from July 1934 through December 1935, followed by six months when the CCC camp was vacant (January through July 1936), and then a final construction phase of about two months in August and September 1936. Monthly reports by two successive CCC camp superintendents are among the documents that provide details of the undertaking.

Construction began when 60 men started work in July of 1934 using MHD tools and CCC trucks, which were borrowed from a CCC camp at the Gooseberry River several miles to the west. Work during the first few weeks consisted mainly of roadside cleanup, landscaping, and topographical surveying (Donnelly Aug. 31, 1934). Superintendent Donnelly reported, "... the project is meeting with general approval not only from local residents along the North Shore Highway but from tourists and other visitors as well. The officials of the State Highway Department who, as you know, are sponsoring the project, have on several occasions expressed themselves as being well pleased with the quality of the work as well as with the progress we are making" (Donnelly Aug. 31, 1934).

The CCC crew worked in several areas at once. For example, during the fall of 1934 CCC workers surveyed the site, helped the Army build the CCC camp, worked on roadside landscaping with its associated earth moving and retaining wall construction, planned and constructed foot trails, and began to build the massive stone Highway Overlook wall. During the winter of 1934-1935, trail construction and construction of the overlook wall continued and the outer boundaries of the wayside were surveyed. The spring and summer of 1935 saw more roadside landscaping, the construction of small stone bridges, the construction of the dramatic footbridge over the Cascade River, and the construction of the Picnic Area.

Harold Moe, a Brainerd native, was a member of the CCC crew in 1934 and 1935. His family remembers Moe describing construction of the wayside including the Cascade River Footbridge, which he worked on, as well as other activities (Moe Telephone Interviews 2001). Clayton Herman, a Minneapolis native, was also stationed at the Spruce Creek Camp in 1934 and 1935. Herman worked as a carpenter in the camp and recalls building picnic tables, among other projects (Herman 2001).

Many of the wayside's landscape features were built of dark gabbro, an abundant local stone that was also called "green granite," "black granite," and "trap rock." MHD plans and other documents mention the gathering of rock in ditches, gravel pits, and at the mouth of Babineau Creek (Hella May 31, 1935; MHD Plans).

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Construction of Cascade River Wayside was watched with interest by a variety of park designers and government officials. Highway department personnel such as A. R. Nichols and Harold E. Olson, and various CCC and NPS inspectors and staff, visited the site almost monthly during the first year of activity. Harold W. Lathrop, Supervisor of State Parks for the Minnesota Department of Conservation, and Theodore Wirth, Superintendent of the Minneapolis park system, also visited. Sometimes more formal events were held. For example, on May 18, 1935, the CCC camp hosted a dinner followed by an inspection of the site. Those in attendance included Harold W. Lathrop, N. W. Elsberg (Minnesota Commissioner of Highways), O. L. Kipp (MHD Construction Engineer), J. T. Ellison (MHD Chief Engineer), S. Rex Green (MHD Right-of-Way Engineer), P. D. Mold (MHD District Engineer), George Larson (MHD District Maintenance Engineer), L. L. Allen (MHD Assistant Engineer), J. M. Brown (District Highway Engineer), C. E. Adams (Minnesota State Senator), W. E. Hastings (Minnesota State Representative), and two Canadian public works officials – P. E. Doncaster (District Engineer, Canadian Public Works) and Earl Smith (Chief Engineer, Northern Developments, Ontario) (Hella May 31, 1935).

Roadside Landscaping

Roadside landscaping of a 10-mile stretch of Highway 61 was among the first tasks of the CCC. The landscaping began in July of 1934 and continued for many months. Designed by A. R. Nichols, the work included clearing and reshaping ditches and slopes; repairing highway construction scars; improving drainage; building stone retaining walls; planting trees, shrubs, and groundcovers; and “judicious thinning of native plant material” (Donnelly Oct. 2, 1934:photo id.). The CCC crew transplanted huge quantities of native plants from nearby state-owned land to control erosion, erase construction scars, and beautify the highway. In October of 1934 the camp superintendent reported, “Soil and weather conditions were almost ideal for the [transplanting] operation and we have hopes of a high percentage of survival on our planting” (Donnelly Oct. 2, 1934). (No original planting plans have been located.)

Roadside landscaping continued through much of the winter of 1934-1935, with an average of 66 men per day working on this task in December 1934 and January 1935. On May 31, 1935, the camp superintendent reported that fine grading and road sloping “still remains the major project in our work program. . . . Under this project we also have kept a crew of men quarrying rock in the road ditches east of the CCC camp site for filling the old river bed of the Cascade River [left dry when the MHD moved the mouth of the river]. It is estimated that approximately 8000 yds. Of rock will be necessary to make the fill . . .” (Hella May 31, 1935). In the fall of 1935, the superintendent reported that work on highway shoulders and backslopes “has progressed rapidly with the use of the power shovel furnished by the State Highway Department,” suggesting that previous work had been done by hand (Hella “October 1 to November 30 [1935]”).

Harold W. Lathrop, Supervisor of State Parks for the Minnesota Department of Conservation, wrote in a report for January of 1935:

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The roadside development work at Spruce Creek Camp has shown considerable more progress during the winter months than was expected. It is indeed gratifying to see the difference between a highway which has been tied in with a natural landscape than under the old method whereby nature was not considered by the construction engineers. Much work has been necessary to overcome the scars left by the highway construction, and the results show the material benefit obtainable when Nature is considered (Lathrop "February, 1935").

The highway landscaping included erosion control measures such as the construction of a Dry Stone Retaining Wall east of Babineau Creek. The retaining wall was built in September and October of 1934. Donnelly reported on October 2nd, "Work on the rock retaining wall at Station No. 1093 was started and is approximately 50% complete. We are using CCC labor and one skilled stone mason in this work" (Donnelly Oct. 2, 1934). Today, 67' of the retaining wall remains visible. This wall is located near the southwestern corner of the nominated property.

Highway landscaping also included the construction of the Spruce Creek Culvert (Bridge 8292) during the spring or summer of 1935. The culvert is located on Highway 61 about 2.5 miles west of the Cascade River, outside the bounds of the nominated property. The Spruce Creek Culvert had been a simple concrete box culvert installed circa 1932 when Highway 61 was realigned. As part of the roadside landscaping, the CCC rebuilt the culvert with Rustic Style gabbro headwalls and log and gabbro railings.

Roadside landscaping also included the removal of considerable amounts of dead timber and brush to reduce the hazard of fire. Much of the downed timber had been the result of previous decades of wind damage and commercial logging. About 30% of the fallen trees and brush were intentionally left in place for wildlife habitat (Donnelly Feb. 2, 1935).

Foot Trail and Footbridge Construction

Building foot trails within the wayside rest was another early task of the CCC crew. The construction of trails began almost immediately in August of 1934. Some sections of trail were reconstructions of pre-existing trails – many of which had washed out – while others were new. The trails were skillfully designed and built, and are an important element in the wayside.

At the end of August 1934, Superintendent Donnelly reported:

We have a party engaged in making a detailed survey of the area immediately adjacent to the Cascade River. The survey notes are being plotted daily and trails and other features are being laid out. A map showing the proposed relocation of the present trail along the west side of the river has been prepared and forwarded [to the NPS] together with estimates for approval. We expect to start construction of this trail as soon as approval has been obtained (Donnelly Aug. 31, 1934).

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Later in the report Donnelly writes, "There is considerable use of the existing trail [on the western bank of the Cascade River] and the public are doing considerable damage to this area, one of the most attractive in the park" (Donnelly Aug. 31, 1934).

By October 2, 1934, approximately 6,000 feet of trail had been 80% completed. Donnelly wrote in October, "The enrolled men are very enthusiastic about this type of work and we were surprised to find among them boys who are fairly good craftsmen" (Donnelly Oct. 2, 1934). By December first there were 4.5 miles of trails that were 95% complete (Donnelly Dec. 1, 1934). Work on the trails continued through December, with trail guardrails being erected, steps built, and the trails surfaced. During December and January the crew also surveyed old logging roads and other existing trails in preparation for eventually incorporating these into the trail system (Donnelly Feb. 2, 1935). During the spring and summer of 1935, 4 more miles of foot trails were constructed (Hella "April 1 to October 1, 1935"; Progress Report Oct. 28, 1935).

The spring and summer of 1935 also saw the construction of footbridges over the Cascade River and Babineau Creek. The Babineau Creek Footbridge is a 25'-long, arched gabbro footbridge that carries the Cascade Lodge Trail over Babineau Creek. The bridge was built during the spring of 1935. It is located at the southwestern corner of the nominated property.

The Cascade River Footbridge, built during the summer of 1935, was one of the wayside's most popular structures. It is a long, narrow footbridge suspended over the deep river gorge, high above falls and rapids. The bridge connects the West and East River Trails, forming a trail loop that begins and ends at the Highway Overlook. Design work was completed during the spring of 1935 and materials were delivered in June. The bridge was opened to the public on Labor Day in September of 1935. Camp Superintendent Hella reported: "As has already been stated, the Cascade River is one of the scenic features of the park, so in order to link together foot trails on either side of the river a foot bridge of log design, supported by 14" steel channel beams was constructed across the river gorge. The bridge also affords a beautiful view up and down the river" (Hella "April 1 to October 1, 1935").

Cascade River Wayside's trails appear to closely follow National Park Service guidelines for trail development, and are excellent examples of the NPS Rustic Style. Techniques for trail building had been well established in national parks and forests by 1915, the year before the National Park Service was established. These techniques were designed to enhance the experience of the hiker as well as preserve fragile landscapes from erosion and overuse. In October of 1934, while the Cascade River trails were under construction, the National Park Service Engineering Division published its first written standards for foot and bridle trails. Historian Linda Flint McClelland writes that "The Civilian Conservation Corps working in both national and state parks perpetuated these [NPS] principles and practices [for trail building] to an unprecedented extent" (McClelland 1993:140, 141-142; McClelland 1998:130).

NPS guidelines recommended that trail loops start and end at concentrated use areas. It was recommended that trails be sited to bring visitors through a sequence of specific optimal views,

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with the trail turning away from and back toward specific vistas. A trail width of four feet was recommended and grades were to be varied to give the traveler some relief from a continuous uphill climb. Trails were to be as inconspicuous as possible. For example, no more than one foot to either side of the trail was to be cleared of underbrush, the trail was to be routed around large trees, and no large trees were to be cut unless this was impractical (McClelland 1998:84, 130, 242, 445-446).

In steep areas the NPS recommended that trails be cut or "benched" into slopes and stabilized with dry rubble walls. Log guardrails, which had been used by the NPS for visitor safety since at least 1920, were usually recommended for forested areas (McClelland 1998:12, 216). A recommended design used roughly-hewn log posts and log cross rails. The NPS also recommended that stone trail steps be constructed with treads of varying width so that they resembled natural stone ledges. The treads were to be as wide as possible with risers not exceeding six inches, and the sets of steps were to curve naturally, rather than form straight lines (Good 1938;1999:Pt. 1, p. 161).

Two years after Cascade River Wayside was completed, two photographs of the wayside were included in the National Park Service's 1938 *Park and Recreation Structures*, which was considered an honor roll of exemplary Rustic Style landscape features. The two photos depict log and stone trail steps, a trail guide sign, and a log handrail along a trail (Good 1938;rpt.1999:Pt. 1, pp. 163, 165).

Highway Overlook

One of the principal features of Cascade River Wayside is the massive stone Highway Overlook or concourse. It was designed so that travelers could safely leave the highway to stretch their legs and experience the site's outstanding qualities. The overlook was an engineering feat and is an excellent example of the blending of highway safety, the aesthetics of the visitor experience, Rustic Style design, and exceptional stone craftsmanship.

The Highway Overlook was built between September of 1934 and the summer of 1935. By December 1, 1934, the CCC crew had laid approximately 165 lineal feet of rock. Superintendent Donnelly reported, "We have one skilled workman employed on this job and four enrolled men who are being trained as stone masons. The enrolled men are getting to be better mechanics every day and we anticipate better progress in the future" (Donnelly Dec. 1, 1934).

During the winter of 1934-1935, the wall was enclosed within a timber and canvas shelter so work could continue. Donnelly wrote, ". . . we have been successful in protecting the finished work from freezing temperatures. The enrolled men engaged in this work are becoming quite excellent in laying the stone and we continue to receive many favorable comments on the quality of work we are doing. We have obtained splendid cooperation from the Army in securing canvas tarpaulins and heating equipment for this project" (Donnelly Feb. 2, 1935).

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The subsequent camp superintendent, U. W. Hella, reported at the end of March 1935 that an average of 14 men per day had been employed on the overlook wall during February and March. By the end of May, 1935, much of the overlook had been completed. On May 31 Hella reported, "35 man days were expended on this project this month [May] in completing the filling of the concourse area. It is expected that some time later in the season the Minnesota State Highway Department will give this area an asphaltic concrete treatment such as had been given the adjoining U.S. Highway #61" (Hella May 31, 1935). The flagstone walkway along the inner side of the wall was built during the spring and summer of 1935, as was the stone curbing around the traffic island (Hella "April 1 to October 1, 1935").

The Highway Overlook served as a model highway development project statewide, and possibly nationally. It was the first of several Rustic Style highway overlooks to be built by the MHD Roadside Development Division and is one of the largest. Historian Rolf Anderson indicates that, according to Camp Superintendent U. W. Hella, whom Anderson interviewed, the Cascade project "served as a demonstration project of how natural rock outcroppings might best be accommodated within the highway backslopes" (Hella 1990; Anderson 1990/1993:E23).

Picnic Area

Cascade River Wayside's Picnic Area was developed during the spring and summer of 1935. The Picnic Area has its own entrance drive and parking area, which required about 1500 cubic yards of fill. A log guardrail was constructed along the edge of the parking area. The picnic sites themselves are intimate clearings that are hidden from one another by the rich forest. Five of the picnic sites open onto Lake Superior. Log and plank picnic tables were built for the picnic grounds during the summer of 1935 (Hella "April 1 to October 1, 1935"; Progress Report Oct. 28, 1935). During August of 1936, the CCC continued to work on two log latrines in the Picnic Area and on picnic tables and picnic fireplaces (Progress Report Sept. 1, 1936).

Completion of the Wayside

After 18 months of steady construction, work on Cascade River Wayside stopped between January and August of 1936 while the Spruce Creek Camp was vacant. Construction resumed in August of 1936 when members of a "side camp" of the Gooseberry Falls CCC company moved into the Spruce Creek facility. These 40 men worked for about two months on unfinished projects including work on the highway bridge, latrines, picnic tables, and picnic fireplaces (Progress Report Aug. 1, 1936; Sept. 1, 1936). In a monthly report to Harold Lathrop of the Minnesota Department of Conservation, an official wrote, "There is [still] much work to do in this area and a full time camp should be assigned in the future. It is not economical to carry on a side camp, because of the overhead cost, and it, therefore, should be limited to the completion of projects which were unfinished when the camp was abandoned [in January 1936] and which are an eyesore to the public as they now stand" (Progress Report Sept. 1, 1936). A full time camp at the Cascade River was not re-established.

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Auto tourists visited the beautiful falls of the Cascade River right through construction of the wayside. For example, in August of 1935 (mid-way through construction), Superintendent Hella reported, "Since the fourth of July we have had an unusually large number of visitors in the park area and a great increase in the number of tourist cars passing through the park on U.S. Highway No. 61. No doubt this has been due to the improvement in weather over June and also due to the heat wave suffered by the rest of the country in general" (Hella July 31, 1935).

In 1939 the *Minnesota State Park and Recreational Area Plan* reported:

[Cascade River Wayside] is used largely by the pleasure touring public. . . . attendance records taken in 1935 [show] that on July 4th, 258 people used the foot trails up the river gorge; and that 172 cars, 25% of which were from out of state, used the highway concourse in a period of fourteen hours. The use is undoubtedly increasing (*Minnesota State Park and Recreational Area Plan* 1939:95-97).

During the next 20 years, the MHD continued to administer Cascade River Wayside. Most of the CCC camp buildings were apparently razed around 1937 and not used for tourist cabins as originally planned. A few were still standing during the summer of 1938 (Moe Research Notes 2001). The expected transformation into a Minnesota state park did not immediately occur, and Cascade River Wayside saw relatively little physical improvement during the next few decades.

Conversion to a State Park

Plans to convert the wayside rest to a state park were finally realized in the mid-1950s. In 1954-1955 landscape architect A. R. Nichols, this time working as a consultant to the State Parks Division of the Minnesota Department of Conservation, helped develop plans to improve Cascade in preparation for its use as a state park.

In 1957 Cascade River Wayside was officially transferred to the Department of Conservation and became a state park. The MHD relinquished control over all acreage except Minnesota Highway 61 and its right-of-way, which varies in width from 100' wide to about 550' wide. The highway department right-of-way includes several landscape features such as the Highway Overlook, Babineau Creek Footbridge, Babineau Creek Culvert, portions of Historic Foot Trails, part of the Picnic Area, and others.

Cascade River State Park's first manager was Palmer Roen, who served from 1957 until 1959. Roen's job undoubtedly included planning for the considerable park improvements that were made during the next several years. Work between 1959 and 1971 included building a campground on the site of the former CCC camp (1959-1961); building a trail center (1962); expanding and improving the campground and building camper toilets and a water storage tank (1963-1965); improving the Picnic Area and campground, building vault toilets, surveying and clearing the boundary, and grading and landscaping (1966-1967); posting the boundary and

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building a shop and garage (1968-1969); and improving trails, the campground, and roads (1969-1971) (State Park Construction Costs 1959-1971; Hodapp 2001).

Today Cascade River State Park encompasses 2,865 acres.

Further Information on Spruce Creek CCC Camp

Spruce Creek CCC Camp, home of Company 2702 of the CCC, was initially numbered camp "DSP-5" and later numbered "SP-13." (DSP stands for Division of State Parks and SP for State Park.) The Spruce Creek Camp was established in July of 1934. It was the first of four CCC camps in the state that were sponsored by the MHD. Spruce Creek was one of 13 CCC camps that operated in Cook County.

Spruce Creek's first superintendent was Leo W. Donnelly, who served between July 1934 and February 14, 1935. Donnelly was then transferred to a CCC camp known as Glenwood Park. Donnelly was followed by U. W. Hella who became superintendent on February 14, 1935. Hella apparently served until January of 1936. He had previously been part of the National Park Service (NPS) staff at the Scenic Park CCC Camp. Hella later served as Director of the State Parks Division of the Minnesota Department of Conservation. In addition to a superintendent, there were several other NPS and U.S. Army supervisory staff at the camp. For example, camp documents indicate that NPS supervisory personnel on April 15, 1935, included: Hella (Superintendent), George Bayle (Landscape Architect), C. G. Starr (Engineer), James Clement (Engineer), Don Colton (Non-technical Foreman), Joseph Hinchcliff (Non-technical Foreman), Albert J. Skelly (Non-technical Foreman), Helmer T. Lane (Non-technical Foreman), and Carl R. Anderson (Facilitating Personnel) (Hella April 15, 1935).

For most of its existence, the Spruce Creek Camp was occupied by Company 2702 of the CCC. During 1934 and most of 1935, the majority of these men came from northern Minnesota. During the first several months of operation, camp enrollment often exceeded the usual CCC camp population of 200. For example, from the fall of 1934 through the spring of 1935 there were usually between 230 and 240 enrollees at Spruce Creek.

Most of Company 2702 agreed to be transferred to the Applegate CCC Camp in Ruck, Oregon, during the spring of 1935. Those who chose not to go to Oregon were transferred to the Sawbill Camp near the North Shore town of Tofte.

In the fall of 1935, enrollment at the camp was low; there were about 90 enrollees in October of 1935. The crew was reinforced in November of 1935 when 170 enrollees from Missouri moved in. The Missouri enrollees remained at the camp for two months until they were also transferred to the Oregon camp in January of 1936.

The Spruce Creek Camp was apparently vacant from January through July of 1936. It was reoccupied on August 1, 1936, when 40 men from the Gooseberry Falls CCC Camp moved into

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the Spruce Creek facility to work on unfinished projects. During this period the Spruce Creek Camp was operated as a "side camp" of the Gooseberry Falls CCC Camp. The Gooseberry men apparently worked at the Cascade River for two months, August and September of 1936.

The Spruce Creek Camp was closed permanently in 1937.

Highway Department CCC Camps

The success of the Spruce Creek Camp's work inspired the establishment of three additional MHD-sponsored CCC camps in November of 1935, about a year and a half after work at Cascade had begun. One of the highway department camps was established at Knife River on Lake Superior, and the other two were placed at two other large lakes – Mille Lacs Lake and Leech Lake.

The camp at Knife River was known as the Lakeshore Camp (Camp SP-19). The Mille Lacs Lake Camp (Camp SP-15) was located at Garrison at the lake's northwestern corner. The Leech Lake Camp (Camp SP-16) was located near the town of Whipholt on the lake's southern shore.

All four camps were established specifically to conduct roadside development work and were supervised by the MHD, the National Park Service, the State Parks Division of the Minnesota State Department of Conservation, and the U.S. Army. Each camp had approximately 200 enrollees who worked on roadside landscaping and erosion control, and built wayside rests, bridges, culverts, and similar highway structures.

Surviving structures built by the four CCC camps include Cascade River Wayside and the Spruce Creek Culvert (both built by the Spruce Creek Camp), the Knife River Historical Marker (built by the Lakeshore Camp), and seven wayside rests and stone bridges near Mille Lacs Lake (built by the Mille Lacs Lake Camp). No standing structures are known to have been built by the Leech Lake Camp.

Minnesota Highway 61

Cascade River Wayside is associated with the MHD's early development of Minnesota Highway 61 on the North Shore. This road was an important component of the state's original trunk highway system and one of Minnesota's most popular scenic highways. Through the years the highway has been numbered Minnesota Highway 1 (1921-1934), U.S. Highway 61 (ca. 1926 to present), and Minnesota Highway 61 (1934 to present). It has also been called the "North Shore Drive" and the "Lake Superior International Highway."

At the time that Minnesota's trunk highway system was implemented in 1921, existing roads along the North Shore between Duluth and the Canadian border were few and primitive. The new trunk system's "Minnesota Highway 1" along the North Shore used existing roads that in some cases were little more than gravel tracks.

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By the time the highway officially "opened" in 1925, the entire route between Duluth and the Canadian border had been graded, some portions had been graveled, and several miles immediately northeast of Duluth had been paved with concrete.

As part of its early improvement of Minnesota Highway 1, the MHD moved major sections of the road closer to the lakeshore to both improve the efficiency of the route and to take advantage of the scenic qualities of the world's largest freshwater lake. Much of this work occurred in the 1930s with help from federal funding and Depression-relief work programs. To encourage tourism and to protect and improve the route's scenic beauty, the MHD Roadside Development Division landscaped some sections of the new highway and built amenities such as wayside rests.

Minnesota Highway 1 was the only thoroughfare to serve the entire northern shore of Lake Superior including such towns as Two Harbors and Grand Marais. The highway provided sole access into Minnesota from Thunder Bay and other Canadian cities on Lake Superior. Minnesota Highway 1 traveled the length of the state from Canada through the Twin Cities to Iowa.

The opening of the North Shore segment of Minnesota Highway 1 in 1925 launched auto tourism in the region. Although some tourists had been visiting the area since the late 19th century, construction of an all-weather road was critical to attracting large numbers of people. The new highway soon became one of the state's most important scenic routes.

Highway 1 became known as the "Lake Superior International Highway" in 1926 following a campaign by local civic groups. In circa 1926, the highway between the Twin Cities and Canada was designated part of U.S. Highway 61, a major north-south interstate route.

In March of 1934, Minnesota Highway 1 between the Twin Cities and Canada was renumbered Minnesota Highway 61 as part of a statewide renumbering effort designed to reduce confusion between state and U.S. highway numbers.

In 1959, Highway 61 along the North Shore was ranked as one of the top three scenic highways in the U.S. by the National Association of Travel Organizations. The highway tied for second place with U.S. Highway 101 along the Pacific Coast. The highway that ranked first was the Blue Ridge Parkway, which travels through Virginia, North Carolina, and Tennessee ("North Shore Drive" 1959).

More recently, Highway 61 on the North Shore was named an All-American Road (the highest level of National Scenic Byway designation) by the Federal Highway Administration. It has also been named a Minnesota State Scenic Byway by the Minnesota Department of Transportation.

Arthur R. Nichols

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Arthur R. Nichols, one of the designers of Cascade River Wayside and its associated highway landscaping, visited the site many times during construction. Nichols included numerous photographs of the wayside in a series of photo albums that he compiled for the MHD, suggesting that he was pleased with the outcome (Nichols ca. 1937-1941).

Nichols (1880-1970) was a prominent Minnesota landscape architect who served from 1932 to circa 1941 as the first Consulting Landscape Architect for the MHD and its Roadside Development Division. Nichols was a leading figure in the roadside development movement nationwide. He strongly influenced the design of early roadside development properties in Minnesota. Nichols also played a major role in establishing the profession of landscape architecture in the state.

Nichols was originally from Massachusetts. He studied engineering, architecture, and landscape design at the Massachusetts Institute of Technology (MIT) and was the first person to graduate from MIT's newly-created landscape architecture program. During his early career he prepared plans for Monument Valley Park in Colorado Springs while working in the office of New York City landscape architect Charles W. Leavitt, Jr. In 1909 he formed a partnership with fellow Leavitt designer Anthony Morell (1875-1924) and both men moved to Minnesota. (They had become acquainted with the state and with Lake Superior while working for Leavitt on the landscaping of "Glensheen," Chester A. Congdon's mansion in Duluth.) Morell and Nichols' park designs in Minnesota included extensive work in Duluth, as well as parks in Minneapolis, Thief River Falls, Albert Lea, and elsewhere. In 1926, after Anthony Morell's death, the firm designed scenic roadways in Glacier National Park, as well as the grounds of Glacier Park's popular Glacier Park Hotel.

Nichols was one of Minnesota's most prolific landscape architects. He designed numerous campuses, state parks, private estates, and urban master plans. During decades of consulting for the State of Minnesota, he planned dozens of state facilities including hospitals, prisons, parks, colleges, and other institutions. Between 1910 and 1952 he consulted for the University of Minnesota on numerous projects on at least five separate campuses. He also designed the State Capitol Approach in St. Paul (1944-1950). Nichols worked on Cascade River Wayside again during the mid-1950s, this time while consulting for the State Parks Division of the Minnesota Department of Conservation. After a long career, Nichols retired in 1960 at the age of 80.

Harold E. Olson

Harold E. Olson served as Roadside Development Engineer for Cascade River Wayside. Olson had been working for the MHD for ten years when, in 1932, he was charged with organizing the MHD's new Roadside Development Division. He led the division for 31 years. During the Depression, Olson helped orchestrate many partnerships between the MHD and New Deal relief programs. Olson was prominent in roadside development nationally and, beginning in 1938, was a leader in the multi-state effort to designate the Great River Road along the Mississippi River. He served as the MHD's primary ambassador to state and national conservation groups; civic,

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tourism, and development associations; and various public agencies on the topics of scenic highways and roadside development. Olson retired from the Roadside Development Division in 1963 and continued to work with the MHD until January of 1968. (His dates of birth and death have not been identified.)

Conclusion

Cascade River Wayside, built in 1934-1936, was created by the Minnesota Department of Highways (MHD) to both preserve for public use a particularly scenic portion of Minnesota's North Shore, and to increase safety, aesthetics, and comfort for the highway traveler – all objectives of the MHD's Roadside Development Division. The wayside was built through the cooperation of several state and federal agencies including the MHD, the Civilian Conservation Corps, the National Park Service, the U.S. Army, and the Minnesota Department of Conservation. Cascade River Wayside is significant to the early history of the Roadside Development Division of the MHD. It was unique among early roadside properties for its large size and extensive trail system. It was typical of many early properties in terms of its objectives, its New Deal funding, and its planning and execution. The wayside is an excellent example of the National Park Service Rustic Style. The property is associated with the early construction of Minnesota Highway 1 along the North Shore, and with the development of auto tourism in this part of the state.

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10. GEOGRAPHICAL DATA, CONTINUED

Verbal Boundary Description

The boundaries of the nominated property are shown by the solid line on the accompanying map entitled "Property Boundaries, Cascade River Wayside, Cook County, Minnesota." This map was drawn using the "Deer Yard Lake" USGS topographical map quadrant and a Minnesota Department of Transportation (Mn/DOT) Right-of-Way Map. The property lies within Section 1, Township 60N, Range 2W, Cook County, Minnesota.

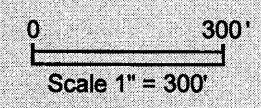
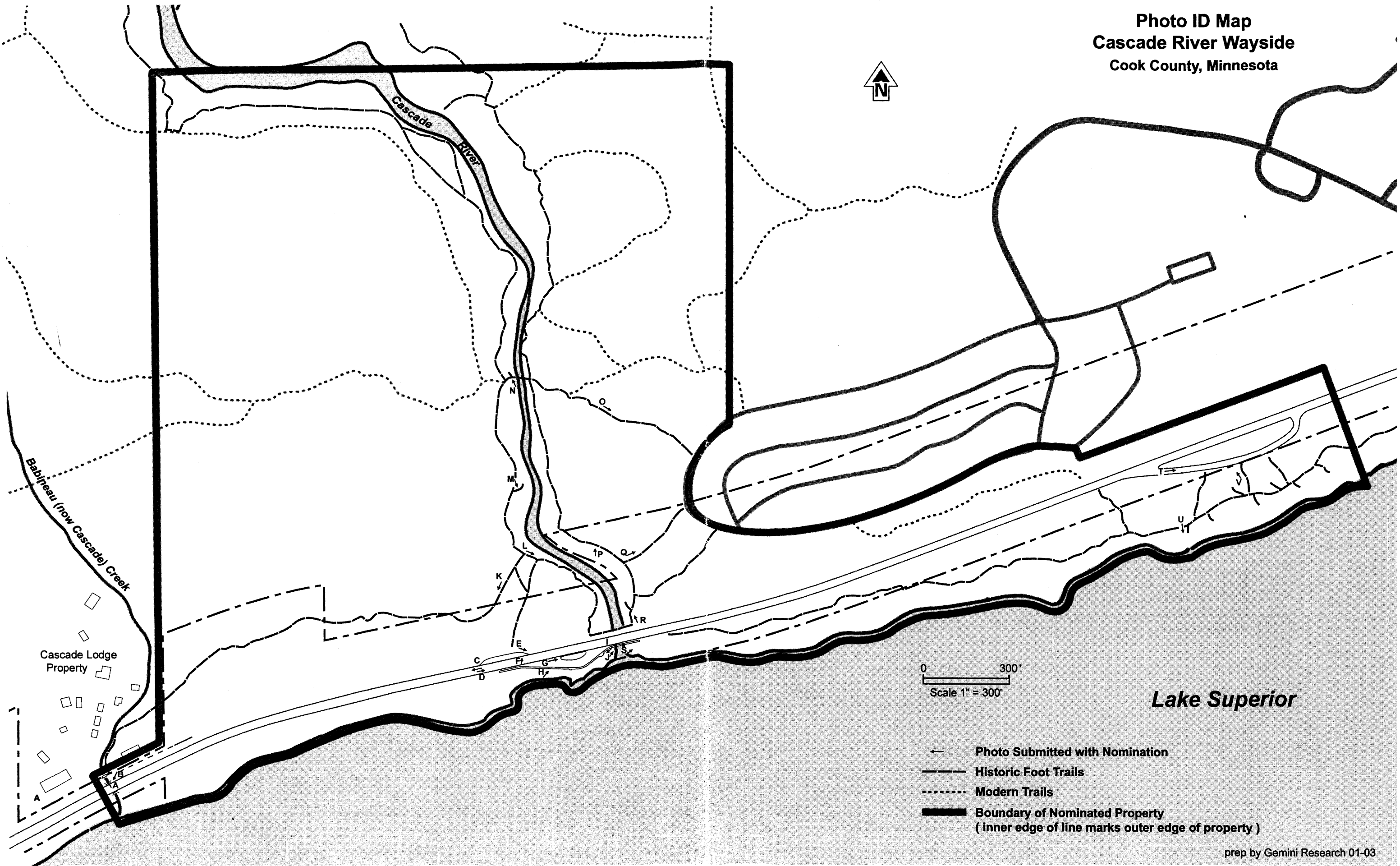
The southern boundary of the nominated property follows the Lake Superior shoreline. The northernmost portion of the boundary follows the historic boundary of Cascade River Wayside, a line that is also now the current boundary of Cascade River State Park. The western boundary is drawn to follow (and extend northward) the historic and current boundary of Cascade Lodge (a parcel of privately-owned land that predates the establishment of Cascade River Wayside). Near the southwestern corner of the nominated property, the boundary is drawn to include the Babineau Creek Footbridge and the Babineau Creek Culvert but to exclude the Cascade Lodge restaurant building. (Near this corner, the boundary line is drawn 10' west of the western end of the Babineau Creek Footbridge and 60' north of the Highway 61 centerline on the northern side of the footbridge.) The eastern boundary is drawn to include the Picnic Area but to exclude the current Cascade State Park campground, an area which has significant post-1960 alterations. The easternmost point of the boundary is located 150' east of the centerline of the Picnic Area's eastern entrance drive.

A small portion of the privately-owned Cascade Lodge property is included within the boundary of the nominated property. The rest of Cascade River Wayside is part of Cascade River State Park.

Boundary Justification

The nominated property is comprised of an 118-acre parcel of land which represents most of the land on which extensive development occurred when the Cascade River Wayside was built in 1934-1936. The only other area in which extensive development occurred are the site of the Spruce Creek CCC Camp, now Cascade River State Park's principal campground. The campground was excluded from the boundary of the nominated property because of post-1960 alterations. The remaining 2,180 acres of the original wayside were not extensively developed in the 1930s and lie outside the boundaries of the nominated property.

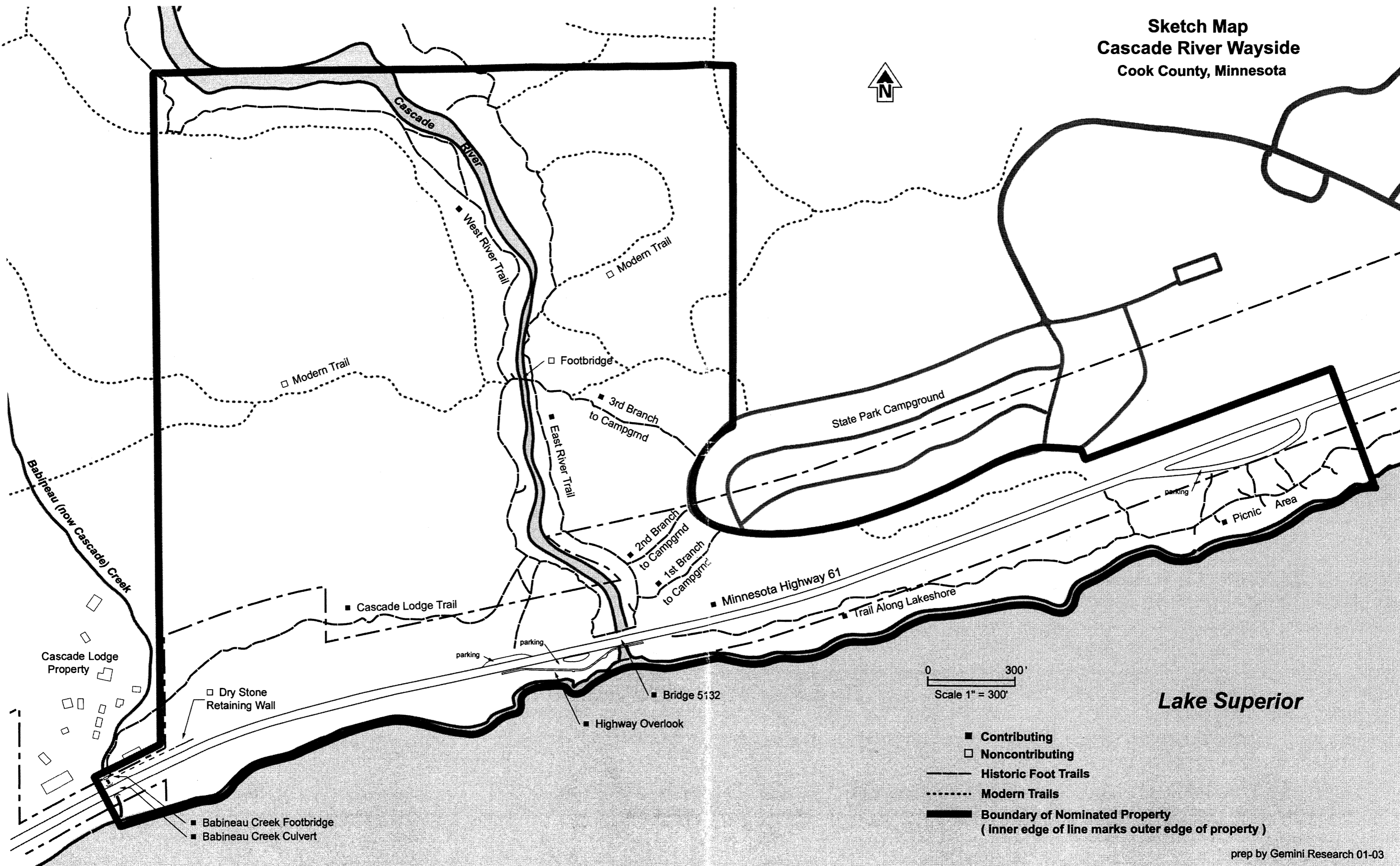
**Photo ID Map
Cascade River Wayside
Cook County, Minnesota**



Lake Superior

- ← Photo Submitted with Nomination
- Historic Foot Trails
- Modern Trails
- ▬ Boundary of Nominated Property
(inner edge of line marks outer edge of property)

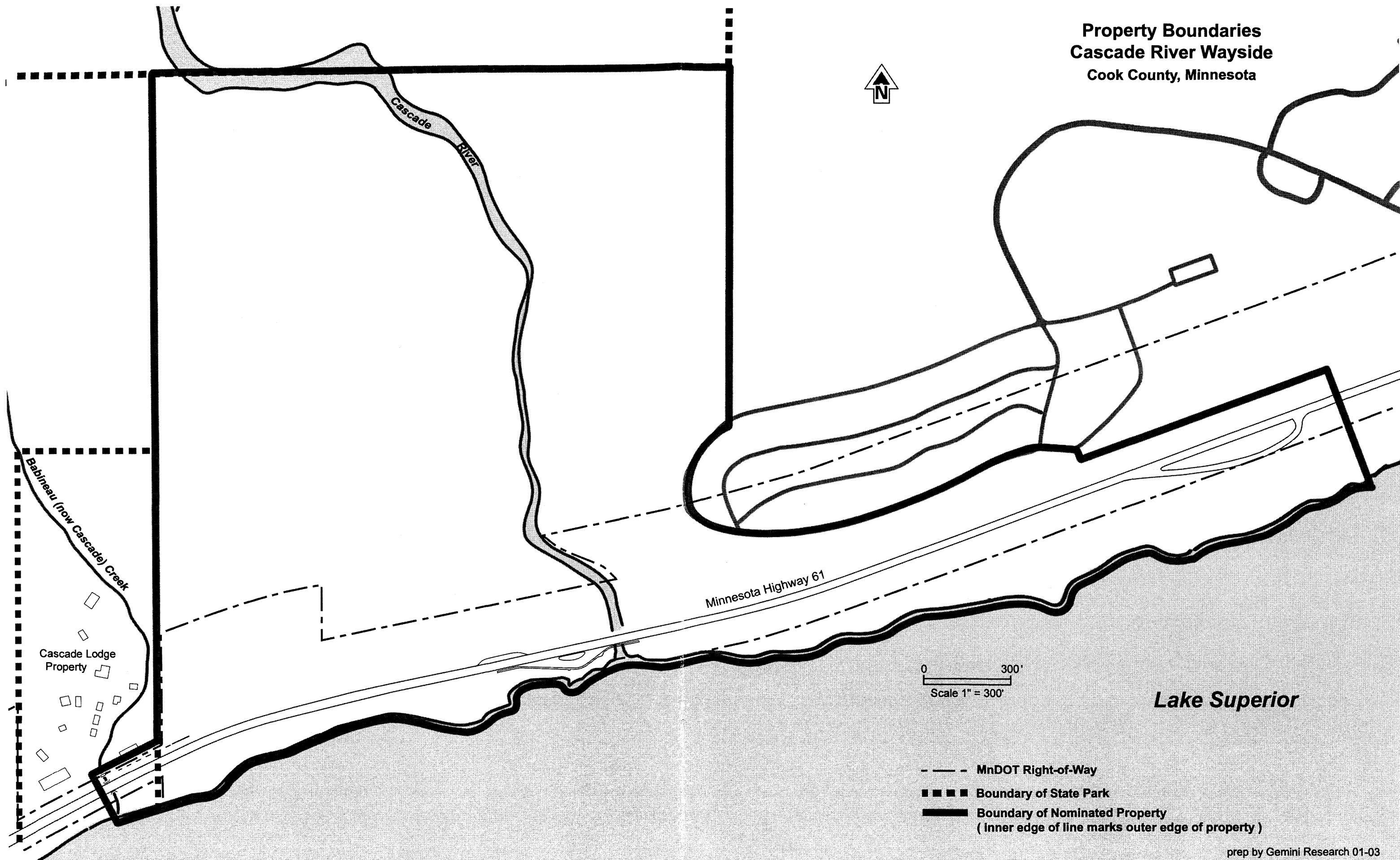
**Sketch Map
Cascade River Wayside
Cook County, Minnesota**



- Contributing
- Noncontributing
- Historic Foot Trails
- Modern Trails
- ▬ Boundary of Nominated Property
(Inner edge of line marks outer edge of property)

Lake Superior

**Property Boundaries
Cascade River Wayside
Cook County, Minnesota**



0 300'
Scale 1" = 300'

- - - - MnDOT Right-of-Way
- ■ ■ ■ Boundary of State Park
- ▬▬▬▬ Boundary of Nominated Property
(inner edge of line marks outer edge of property)

Lake Superior