

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE:	Minnesota
COUNTY:	Washington
FOR NPS USE ONLY	
ENTRY DATE	JUN 28 1974

1. NAME

COMMON: Marine on St. Croix (Historic District)

AND/OR HISTORIC: Marine, Marine Mills

2. LOCATION

STREET AND NUMBER: (see continuation sheet) *Roughly bounded by St. Croix River, railroad tracks, Kennedy, and Spruce Sts.*

CITY OR TOWN: Marine on St. Croix

CONGRESSIONAL DISTRICT: First

STATE: Minnesota

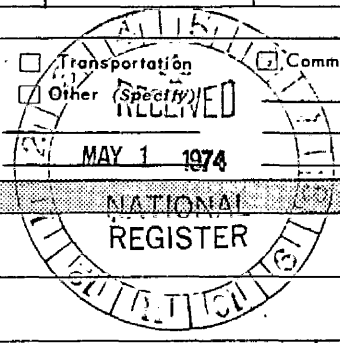
CODE: 22

COUNTY: Washington

CODE: 163

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify)



4. OWNER OF PROPERTY

OWNER'S NAME: Multiple -- Private, Public

STREET AND NUMBER: 7

CITY OR TOWN: Marine on St. Croix

STATE: Minnesota

CODE: 22

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Registry of Deeds, Washington County Courthouse

STREET AND NUMBER: 14791 North 60th Street

CITY OR TOWN: Stillwater

STATE: Minnesota

CODE: 22

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Statewide Survey

DATE OF SURVEY: 1973

DEPOSITORY FOR SURVEY RECORDS: Minnesota Historical Society

STREET AND NUMBER: Building 25, Fort Snelling

CITY OR TOWN: St. Paul

STATE: Minnesota

CODE: 22

SEE INSTRUCTIONS

STATE: Minnesota

COUNTY: Washington

ENTRY NUMBER: JUN 28 1974

DATE:

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7. DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Marine on St. Croix Historic District is relatively untouched by modern intrusions and affords a feeling of an early river/lumber village.

The historic district is situated on the St. Croix River Valley built upon alluvial terraces. The total depth of the valley in the region of Marine is approximately 300 feet. The historic district of Marine on St. Croix is situated along the banks of the St. Croix River, forming the eastern boundary of the historic district and the boundary between Minnesota and Wisconsin. From the river bank the historic district makes its way, by gradual stages, up the alluvial terraces of the St. Croix Valley that was formed by a glacial river. A growth of pine, oak, maple, birch and elm covers the valley walk. Some twenty-one springs dot the Marine area in addition to the forceful stream that flows through the historic district and into the St. Croix River.

The "Fall River" stream was essential for milling operations but additional physical conditions contributed to settlement of the village of Marine. Marine is one of the only three good steamboat landings north of Stillwater on the St. Croix River. Jordan Sandstone could be easily quarried from the northern section of town along the river bank for foundation stone blocks. At Marine is one of the few locations where the river forms one channel and a ferry was operated to connect Minnesota and Wisconsin till 1954 for this purpose.

The village is operated on the 1853 plat map and there are no street signs nor house numbers to be found within the historic district. Numerous hand water pumps are found throughout the village as is a concrete water trough originally constructed of wood between 1850 and 60.

Marine on St. Croix Historic District contains frontier adaptations of the important architectural styles of the pre Civil War and post Civil War periods with examples representing the Greek Revival, Italianate and Swedish vernacular architecture. All buildings with the exception of the stone sawmill engine house and the stone Township Hall are constructed of wood.

The historic district is subdivided into two areas; commercial and residential. (60 structures and 3 ruins depict these areas.)

The commercial area of Marine represents the nucleus of the lumbering industry and the very beginnings of the town. The area is bounded by Oak, Fifth and Mill Streets and the St. Croix River and identified as "Area One" on the historic district sketch map. This area represents Marine's civic and business district that operated between 1839 and 1895. The area suffered from fires almost from its beginning and was encroached upon in 1951 with the building of Highway 95 by the State of Minnesota. Nevertheless, enough of the old commercial district remains in very sympathetic surroundings affording a feeling of a river/lumber town. (8 structures and ruins portray Area One)

Principle structures and ruins representing this commercial area:

The Walker, Judd and Veazie Saw Mill Site: located on block 47 and is approximately six acres in size. Minnesota's first commercial sawmill was first built on this site in 1839 and consisted of a wood frame sawmill housing an up and down muley saw powered by a flutter which straddled the flowing stream. During the mill's "hey day", all of the six acre tract was occupied by the lumbering operation. The

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known) **1839-1895**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

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

STATEMENT OF SIGNIFICANCE

Marine on St. Croix Historic District is the birthplace of Minnesota's vast lumbering industry that began in 1839 in the St. Croix Valley. The historic district, in addition, represents two very distinct regional and ethnic emigrations and the interdependent roles each group played in creating Marine on St. Croix.

The first emigration began in 1820 with "yankee" settlers leaving the New England states in search of new lands and opportunities. In 1837, a group of newly settled New Englanders at Marine Settlement, Illinois met to discuss the prospects of lumbering in the St. Croix Valley. Not only were the prospects of exploiting the pineries favorable but rich fertile soils were attainable. In 1838, two of their group, Lewis S. Judd and David Hone, were sent up to explore the St. Croix Valley but not till their return trip down the river did the men net a location. With this outcome, a verbal agreement was made at Marine Settlement by twelve members for the purpose of conducting a logging and sawmill under the name of Marine Lumber Company.

In April of 1839, the lumber company, consisting of eight active members of the firm, a millwright, a blacksmith, one of the member's wives and her two sons arrived at the designated site only to be met by a pair of claim jumpers. The three hundred dollars that was asked by the opportunists for the location was paid and immediate construction of the sawmill commenced under the direction of Orange Walker, a tanner from Vermont. Within a brief ninety days the cumbersome up and down muley saw cut the first logs for the commercial enterprise on August 24, 1839.

The winter of 1839-40 yielded 2,000 logs, cutting 5,000 board feet a day with a total output of 800,000 feet of lumber. Some forty years later, five separate logging crews represented the company and a sawmill production capacity of 75,000 board feet a day was cut with a total output of 9,000,000 feet per annum. The 1880-81 yield nearly doubled this figure. In 1875, the income of the mill reached four hundred thousand dollars.

The first decade represented the meager beginnings of Marine and the involvement of the "yankee" settlers to insure the success of the venture. The log boarding house was built on the south side of the of the stream for the lumber company employees to replace their hastily constructed shanty they built the first year. The first trial in the St. Croix Valley was held at Marine concerning a claim dispute. Samuel Burkleo, a Marine Lumber Company partner, was chosen the first commissioner for the St. Croix County in Wisconsin Territory created in

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Campion, William F., A Century of Fire Fighting. A pamphlet published by the Golden Rule, Minneapolis, 1958, pp. 1-8.
 Dunn, James Taylor, Marine on St. Croix From Lumber Village to Summer Haven, 1838-1968. Marine Historical Society, Marine on St. Croix, 1968, pp. 1-105.
 _____, "Some St. Croix Valley Postal Problems", Minnesota History, 6:206-115 June, 1959.
 _____, St. Croix Valley Scrap Books 1-16 and note cards - unpublished.
 Easton, Augustus B., History of the St. Croix Valley. H.C. Cooper Jr. and Co., Chicago, 1909, pp. 442-445 (see continuation sheet - page 8)

NW15/517660
 SE15/518580
 SW15/517000/517660
 0205005
 085815/513M
 5005600
 5103680
 CD

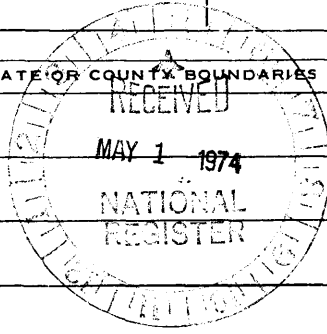
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE				LONGITUDE				
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	45°	12	20"	92°	47	01"			
NE	45°	12	20"	92°	45	49"			
SE	45°	11	18"	92°	45	49"			
SW	45°	11	18"	92°	47	01"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **450**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
John J. Hackett, Survey Specialist

ORGANIZATION: **Minnesota Historical Society** DATE: **4/8/74**

STREET AND NUMBER:
Fort Snelling, Building 25

CITY OR TOWN: **St. Paul** STATE: **Minnesota** CODE: **22**

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Russell W. Fridley
 Russell W. Fridley, Director

Title Minnesota Historical Society

Date April 22, 1974

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

[Signature]
 Director, Office of Archeology and Historic Preservation

Date 6/28/74

ATTEST:

[Signature]
 Keeper of The National Register

Date 6-28-74

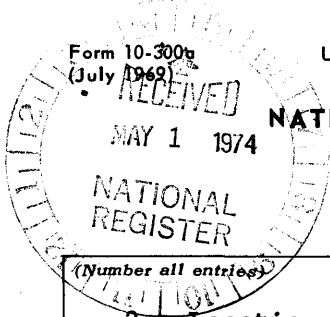
Form 10-300g
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

STATE	
Minnesota	
COUNTY	
Washington	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUN 28 1974



2. Location

Marine on St. Croix Historic District in Washington County is located within the village of Marine on St. Croix and includes the southwest corner of Sec. 6 and the south half of the northwest quarter of Sec. 6, T31N, R19W, the northwest quarter of Sec. 7, T31N, R19W, these acres lying west of the St. Croix River. Also, the southwest quarter of Sec. 1, T31N, R20W, and the east half of the northeast quarter of Sec. 12, T31N, R20W.

The village of Marine on St. Croix lies between Taylors Falls, Minnesota, sixteen miles to the north, William O'Brien State Park located two miles directly north and Stillwater, Minnesota, twelve miles to the south all linked together by Minnesota Highway 95.

7. Description

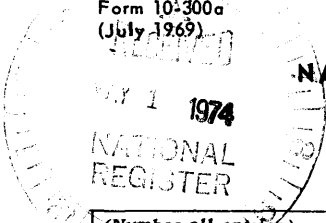
structure included a 102 x 56 foot board and batten sawmill, a wood frame planning mill, numerous storage sheds, a steam drying house and areas for stock piling lumber, shingles, laths, etc.... The steamboat wharf extended almost the entire length of the property and continued one block further south to Wilki Street. The Walker, Judd and Veazie Lumber Company failed in 1885 and Marine Mills terminated as a lumbering village in 1895 when the machinery was sold and numerous frame buildings were torn down. Today, the remains of the sawmill operation that produced 197,000,000 board feet of lumber include the standing sandstone block walls of the sawmill engine house and foundations for the planning mill, engine room, and steam drying house. The mill stream still runs through the property covered by a large number of trees, both standing and fallen, and heavy underbrush. The mill site has been acquired by the Minnesota Historical Society and was placed on the National Register in 1970.

The Marine Lumber Company Store: located on the southeast corner of Maple and Fourth Street on block 47. The building was constructed in 1870 and an addition on the south side added shortly at a total cost of \$7,500.00. The six over six windowed, two and half story 30 x 70 foot store was assembled with the finest pine boards the lumber company could provide. Utilizing mortise and tenon construction, the building was designed in Greek Revival style with Italianate overtones, which was basically unaltered with the exception of the removal of the glass windowed porch that enclosed the front doors. The building was designed for a general store and is still operated as one. The store was located on the first floor and the large Walker, Judd and Veazie Company safe is still to be found in the back room. The second floor held the lumber company offices and the basement functioned for storage, pork packing and lard tying. The basement remains unaltered and the 70 foot pine beams and building construction are left exposed. The upper floors have been modified. The building is in a good structural state.

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7. Description - continued - page 2

Engine House and Village Hall: located on block 47 on Judd Street north of the stream. It was constructed in 1888 by local craftsmen for the village of Marine Mill at a cost of \$2,000.00. It is a two and half story structure with front central bell tower and shaft, and is designed in a very simple rectangular Italianate mode with simple decorations in the form of jigsawed window trim and brackets. A centrally placed balcony accents the front facade. The building housed the village fire engine, jail and assembly rooms. Today the building continues to serve as a village hall to which a library has been added. The exterior of the building has remained basically unaltered with the exception of the removal of the fire house doors in 1963 and replaced by the library's bay window. The building appears to be in good condition.

The residential area represents the roles of those people who were instrumental in creating the lumbering industry and in orienting services for the needs of the village. Subdivision of the residential area yields two distinctive ethnic areas. "Area Two" on the historic district sketch map represents New England "yankee" settlement and "Area Three" signifies a Swedish settlement zone.

The New England residential area contains houses that were constructed for the lumber company owners and influential citizens after the lumber company became established. During the 1850's, the New England owners built their stylish houses in the Greek Revival design and in later years in the Italianate design. These houses are positioned along the commanding bluff, situated on both sides of Highway 95 from Oak to Chestnut Street and immediately north of the commercial area, overlooking their prosperous village. (13 structures portray "Area Two")

Principle structures of this area include:

Samuel Burkleo House: located on the eastern portion of block 15 on the terraced point overlooking the sawmill area. This house is the first frame dwelling in Marine, constructed in 1848 by the lumber company. It is a two story frame structure, designed in the Greek Revival style. The west wing was built in the 1870's and the north wing and front porch in the 1930's. These additions are compatible to the original structure. The structure is still utilized as a dwelling and in good state of preservation.

John Holt House: located on block 10 along Third Street. Constructed by John Holt in 1856 as a one story clapboard structure of simple Greek Revival design. The building has retained its original characteristics and remains in good condition.

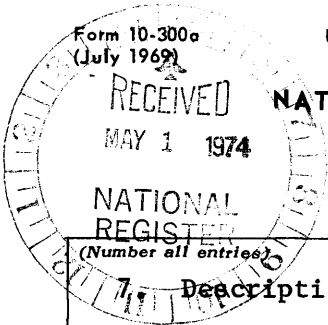
Asa Parker House: located on block 2 along Highway 95. The building was constructed in 1856 and is an impressive two story Greek Revival structure. It has characteristics of a plantation house with a metal hip roof and front facade which is symmetrical. The building boasts a full two story Ionic portico with second floor veranda. The Asa Parker House sits on the commanding bluff overlooking the village. To the rear of the

(continued)

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7. Description - continued - page 3

structure can be found a one story portion integral to the main two story mass. The house is in excellent state due to efforts of the owners of this structure.

Elisha M. Murch House: located on block 14 at the northwest corner of Oak and Second Street. Constructed in 1872 as a two story Italianate frame structure with simple detailing as can be seen in the jig-sawed window decorations and simple but yet diminutive brackets. Modification to the exterior of the structure has been the enlargement of the semi-circular window for ventilation. The gabled roof is made of metal, and prominent features include two bay windows and a small entry porch with balustrade. The building appears to be in fair to good condition.

Other buildings on the immediate residential area add to this New England continuity in terms of material usage, proportion, architecture style and period.

Along with the demand for labor and services at the Marine Lumber Company came the emigration of Swedish people. The emigrants first settled permanently in the residential area that lies north and south of the sawmill, "Area Three A" between the years 1857 and 1872. After 1872, the majority of the emigrants that settled in Marine Mill resided in the western half of the village on top of the bluff; "Area Three B". The later settling laborers and craftsmen first resided close to the Swedish Lutheran Church and the Township Hall on Fifth Street between Pine and Oak Street. In 1883, land west of the "Fall River" stream was platted to allow for continued settlement.

The Swedish-built homes remained very simple, utilitarian, non-ornamental pieces of architecture representing a trades people on comparison to the styled "yankee" owned houses. Occasionally, a Greek Revival or Italianate design was constructed for a prosperous Swedish businessman. However, the majority of their ethnic groups lived in very simple, rectangular, non-decorative houses. Diversity is represented by a porch or a dormer added for function as the family grew in later years. (42 structures represent "Area Three")

Typical of the architecture found throughout the Swedish settled area:

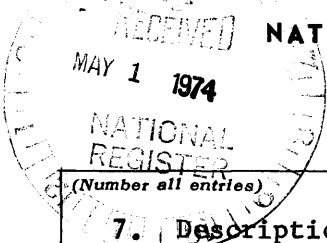
Peter Liligren House: constructed in 1869-70. A simple rectangular, gabled roof, one and half story, frame house that represents a very functional and utilitarian dwelling seen throughout Marine. The house is located at the foot of the bluff beneath the New England residential area. Typical of the later additions to these houses is the porch and living appendix.

Township Hall: constructed in 1872, as example of early Minnesota civic architecture and craftsmanship of Swedish stone masonry. A one story gabled roof structure 26'-0" wide by 44'-0" long. The building

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7. Description - continued - page 4

is located mid point between Oak and Pine Street. The principle entrance is centered on the south gabled wall. The heads of the entrances, the two windows flanking it, and the other masonry openings are segmented-arched, giving the simple structure a suggestion of Italianate style. The wood paneled, double entrance doors are set deep into the stone walls and are topped by a glass transom. The windows are protected by heavy batten shutters. Walls are of hand tooled finish, ashlar sandstone of uniform height, depth, and course. Building corners are accented by quoins, twice the height of the remaining coursing. The sandstone quoins have a tooled margin around an otherwise bush-hammered finish. Window sills and the heavily worn threshold are also made of sandstone. The stone used for this building as well as all the building foundation stones were quarried in Marine Mills. The structure operated as a Township Hall and jail. Today it serves as a museum to Marine's pioneer past. The building was surveyed in 1934 by the Historic American Building Survey.

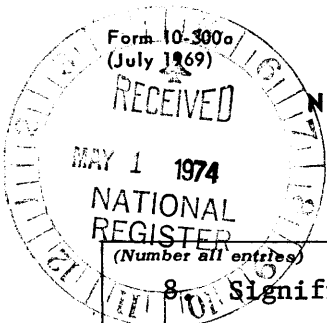
John Peter Carlson House: constructed in 1875 by John P. Carlson, and located on block 11 along Third Street. It is a simple gabled two story frame house with one story rear dependency that was constructed about 1858. The house remains basically unaltered from time of construction.

Nels Rosengren House: constructed about 1880 and located on block 74. A one and half story, simple frame structure built in a rectangular floor plan with sandstone foundation. The structure has a very simple front porch, decorated with scrolled sawed brackets, which shields the front door. The house remains basically unaltered and in fair condition.

These houses are representative of the dwellings found throughout the residential area in Marine on St. Croix Historic District. The utilitarian architectural construction of the Swedish owned houses signifies a working class of people that were service oriented to the needs of the village. In marked contrast, the houses of the New England "yankees" are distinctive in architectural design and in use, being built by a different ethnic group. This group was instrumental in creating the lumbering industry and remained the controlling faction in Marine's lumbering history. These buildings serve to convey and reinforce the character and the history of the Marine on St. Croix Historic District.

8. Significance, *Continued*

1840. In 1848, the first permanent frame dwelling was constructed by the mill company, a post office established and the lumber company was reformed to Judd, Walker and Company that represented six of the original members. In 1849, Samuel Burkleo became a member of the



Form 10-300a
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8 Significance - continued - page 5

of the first Minnesota Territorial Legislature. The first hotel, the Marine House, was built by the lumber company to replace the log boarding house that became Marine's first school.

The 1850's marked the realization that a town could sprout from the logging venture. It was in this decade that the growth of the village of Marine began to take foothold and for settlement to spread away from the immediate sawmill area. This realization was supported by several factors. Marine had the advantage of being one of only three good steam-boat landings north of Stillwater, Minnesota on the St. Croix River. The river was the main and sometimes the only highway to the outside world. The river highway was to have the advantage for Marine of receiving emigrants, coveted supplies and a tourist excursions on the St. Croix River. This explains why Marine persisted in settlement and others failed. In the 1850's, the second emigration began to flow into Marine and brought the advantages of settlement. The predominantly Swedish emigrants filled a needed working force for the expanding logging firm, and skilled craftsmen and farmers met the needs of a growing community. As early as 1854, the manager of the lumber company, Orange Walker, extended liberal credit and began advertisement for Swedish emigrants which would increase the business of the mill and the company store. From the 1850's through the 80's, many of the Swedish emigrants entered Minnesota through Marine.

The mill itself was remodeled in 1852 to enlarge the capacity to meet the demands for lumber and the available work force. In 1858, the partnership was dissolved and the ownership of the lumber company re-constituted under the same name of Judd, Walker, and Company. The village of Marine was platted for settlement in 1853 and the New Englanders started to move out of the sawmill area and into their stately houses along the commanding bluff overlooking the village. "The St. Paul Advertiser" remarked that the newly built homes of Orange Walker and Asa Parker 'for style of architecture and beauty of finish are not surpassed in the Northwest'". (Dunn, 1968, p.21) John Holt, who arrived at Marine in 1846 from Kentucky, constructed in 1856 the first frame dwelling not owned by the lumber company firm.

The emigrants found lodgings at the lumber company's boarding houses or they built log cabins. The first houses owned by Swedes were acquired in 1857 and permanent settlement of emigrants were in areas directly north and south of the sawmill between the river and the bluff line through the 1860's.

The commerce of the town expanded with the creation of the first St. Croix Boom Corporation in 1851. Construction of a grist mill began in 1855 and was in operation a year later to capture the growing wheat market provided by the numerous farmers. The name of Marine Mills was applied to the settlement because of the two milling operations. A ferry was chartered by the territorial legislature at Marine Mills to link Minnesota and Wisconsin and continued in service till 1954. 1858 marked the year of statehood for Minnesota, and the First Congregational Church was under construction and dedicated in 1859. The village

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8. Significance - continued - page 6

consisted of some two hundred people with a majority of "yankee" origin.

Through the 1860's the village expanded in the commercial and residential areas. The booming river traffic continued to increase as side wheelers carried valuable supplies for the mills and landing numerous emigrant families. Neither the Civil War and the Sioux Uprising of 1862 directly affected the village except for the loss of manpower into the services. The lumber company was reconstructed as Walker and Judd Company in 1862 until 1868 when William H. Veazie joined the concern and the name changed to Walker, Judd and Veazie. The first actual set back for the lumber company took place in 1863 when the sawmill completely burned. The catastrophe severely affected the village and it was not until 1866 that lumbering operations were again started. Soon after, stage lines to Stillwater and Taylors Falls were operating and in 1870 a livery stable was built on the north corner of block 46. The stage service brought regular trips, a steady flow of mail, and competition by other stage lines for these services. The St. Croix House opened in 1868 with some twenty-one chambers to accommodate the town and touring excursions which visited Marine Mills frequently. In 1869, the Swedes opened the first cooperative store in the St. Croix Valley which proved successful but unfortunately burned in 1872. The emigrants continued to settle north and south of the mill area. By the turn of this decade, services provided by the emigrants for the town included: farmers, boat and harness makers, cabinet makers, stone masons, carpenters, flour millers, a wagon maker, a brewery and saloon, blacksmith, and numerous laborers for the sawmill contributing to Marines' prosperity and growth.

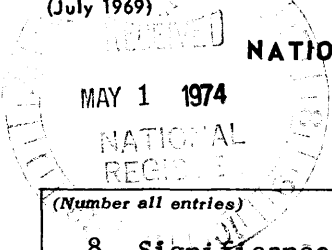
The 1870's represented the most profitable and expansive period in Marine's lumbering and village history. This decade represents the "hey day" of Marine Mills. The population increased from two hundred to four hundred and sixty residents living in the village at the time of the 1880 census. The Marine Lumber Company put up what was called "the best wooden store building in the state", (Stillwater Messenger, 16 Dec. 1870), with a yearly volume of one hundred thousand dollars. In 1873, the sawmill was completely remodeled and the milling operations expanded in size from Maple to Mill Street; the steamboat landing pier continued on to Wilki Street. The log boom was enlarged at Marine in 1876, to accommodate some five separate logging camp operations. The Polk County Press reported... "this is one of the largest logging firms in the St. Croix Valley..." Polk County Press, 12 February, 1876. The Walker, Judd and Veazie logging firm constructed a telephonic line between Stillwater and the company store office to serve business and community interests.

Expansion of the residential area takes place behind the bluff with the building of the Swedish Lutheran Church and the stone Township Hall both in 1872. The Marine Lumber Company donated the land for these buildings to encourage further settlement and continue to attract a labor and service population. A second strong flow of emigrants begins entering Marine Mills in the early 1870's. It had been seven years since the war between the states has ended and some ten years since the last Indian War in Minnesota

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8. Significance - continued - page 7

and with settled conditions and the prosperity at Marine Mills the emigrants flowed in to the village to offer their services. The predominately Swedish born emigrants settled behind the bluff near the newly built Swedish Church and the village Township Hall.

The village itself grew as the Oakland Cemetery was organized in 1872 on the west side of the village. In 1875, the village was incorporated by the state legislature, and in that year the first election was held at the stone Township Hall. Social clubs, as the Independent Order of Odd Fellows, the Marine Glee Club, Amateur's Dramatics Club, a Library Association, and even a base ball club, prospered during the 1870's; but curiously enough Marine Mills was not a melting pot. Marriages remained within their own ethnic origins and only two marriages of different nationalities are noted.

Through the 1880's the population and settlement in the residential area continued to increase. In the winter of 1880-81 the Walker, Judd and Veazie sawmill hit its highest lumber yield in its history. Yet, in the year 1885, creditors forced bankruptcy upon the same company. Since the 1860's, log jams hampered work for the mill and in 1883, a fifty-seven day log jam prevented the firm from meeting contract deadlines. In April of 1884, the mill withdrew the crews from the log drive because the low level of water could not force the logs over the St. Croix Falls. The company could not procure a loan to hold it over until the following year because of a widespread depression in the St. Croix Valley. In addition, a tornado struck the village in September and damaged facets of the milling operation and destroyed 500,000 feet of prime cut lumber. Competition of course compounded all of the problems and in 1885 creditors demanded settlement and forced bankruptcy upon the mill.

Creditors attempted to run the mill for a short period but finally Anderson and O'Brien Sawmill of Stillwater purchased the company. Several efforts by the town residents to revive the mill proved fruitless and the mill stood idle till 1895 when J.S. and C.H. Burris of St. Paul purchased and sold the sawmill machinery to Minneapolis and Stillwater firms, closing the era of lumbering at Marine Mills.

In contrast, the village continued to grow through the 1880's and into the 90's. The census of 1890 recorded the highest resident figure in the village history with 670 residents. Explanation of growth after the failure is due in part to the fact Marine Mills had grown beyond simple dependency on the sawmill economy. The village, by this time, had become agriculturally oriented with the rise of wheat and dairy farming. The village continued to be settled by Swedish emigrants and their dependents into the nineties. A land addition was added to the plat map in 1883 and a bridge was built to span the ravine above the flour mill to connect the newly settled area with the village. The future Minneapolis, St. Paul and Sault St. Marie Railway in 1866 was voted a bond by the village toward construction of the rail line and land for a depot was donated. A progressive element within the village voted a bond issue for the construction of the Village Hall in 1888 to house the new fire engine and provide an assembly room for the village.

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The loss of the sawmill did affect the village of Marine Mills in that change after the turn of the century became increasingly slower for Marine in contrast to the earlier days. The name of Marine Mills was changed to Marine on St. Croix by the post office in 1917 because the lumber era had ended and only the flour mill was operating. Although, it wasn't till 1950 that the village residents approved the change by vote.

Marine on St. Croix Historic District represents the site of a once significant lumbering industry, relatively untouched by modern intrusions and affords the feeling of an early river/lumber town. The center of the village represents the nucleus of the lumbering industry and the beginnings of the town. The residential area signifies the roles of those people who were instrumental in creating the lumbering industry and in orienting services for the needs of the village.

9. Major Bibliographical References

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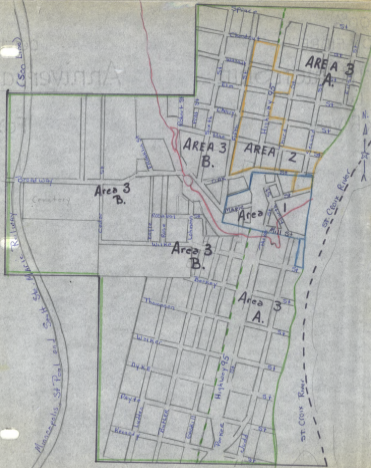
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Interviews with: Mr. Roy Strend, Mrs. Carrie Mallum, Miss Ellen Lindgren, Miss Myrtle Holmstrom, Mr. James Dunn and Mr. Jack Warren. Residents of Marine on St. Croix.





1 INCH = 700 Feet

MARION ST. CROIX HISTORIC DISTRICT
Washington County, Minnesota

Marine on St. Croix Historic District Sketch Map

- Area One - Commercial - 1839 to 1895
Refer to Photographs 1,2,3
- Area Two - Residential - New England 1850-1875
Refer to Photographs 4,5,6,7
- Area Three - Residential - Swedish 1857-1895
 - A. 1857 Settlement Origins
 - B. 1872 Settlement Origins
 Refer to Photographs 8,9,10

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NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
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(Type all entries - attach to or enclose with map)

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SEE INSTRUCTIONS

1. NAME			
COMMON:	Marine on St. Croix Historic District		
AND/OR HISTORIC:	Marine, Marine Mills		
2. LOCATION			
STREET AND NUMBER:			
CITY OR TOWN:			
Marine on St. Croix			
STATE:	CODE	COUNTY:	CODE
Minnesota	22	Washington	163
3. MAP REFERENCE			
SOURCE:			
Key City Map - 760 Mount Curve - St. Paul, Minnesota			
SCALE:			
One inch equals 700 feet			
DATE:			
April, 1974			
4. REQUIREMENTS			
TO BE INCLUDED ON ALL MAPS			
1. Property boundaries where required.			
2. North arrow.			
3. Latitude and longitude reference.			

