

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

**SUPPLEMENTARY LISTING RECORD**


**NRIS Reference Number:** 02001704

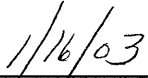
**Date Listed:** 1/16/03

Craigie Flour Mill Historical Marker	Otter Tail	MN
<b>Property Name</b>	<b>County</b>	<b>State</b>

Federal Relief Construction in Minnesota MPS  
**Multiple Name**

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This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

  
\_\_\_\_\_  
**Signature of the Keeper**

  
\_\_\_\_\_  
**Date of Action**

=====  
**Amended Items in Nomination:**

The historical marker is a commemorative property; therefore Criteria Consideration F applies.

This information was confirmed with Susan Roth of the SHPO staff.

**DISTRIBUTION:**  
National Register property file  
Nominating Authority (without nomination attachment)

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Registration Form**

1704  
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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 Craigie Flour Mill Historical Marker

other names/site number \_\_\_\_\_

**2. Location**

Street & number On Minnesota Highway 78 at Balmoral Creek not for publication N/A

city or town Otter Tail Township Ottertail X vicinity

state Minnesota code MN county Otter Tail code 111 zip code 56571

**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.)

[Signature]  
Signature of certifying official/Title Jan R. Stewart Date 12/2/02

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:

Signature of the Keeper

Date of Action

- entered in the National Register.  
  See continuation sheet
- determined eligible for the National Register.  
  See continuation sheet
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:) \_\_\_\_\_

[Signature]  
Beth Poland  
1/16/03

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
[X] public-State
public-Federal

- building(s)
district
[X] site
structure
object

Table with 3 columns: Contributing, Noncontributing, and Resource Type (buildings, sites, structures, objects, Total). Values range from 0 to 2.

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)

Recreation and Culture/Monument/Marker

Recreation and Culture/Monument/Marker

7. Description

Architectural Classification (Enter categories from instructions)

Materials (Enter categories from instructions)

Other: NPS Rustic Style

foundation Concrete
walls
roof
other Granite
Limestone

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

Name of Property

County and State

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.
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:

Site Development Unit within Office of Technical Support, Minnesota Department of Transportation

Areas of Significance

(Enter categories from instructions)

Politics and Government

Period of Significance

1940

Significant Dates

1940

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Nichols, Arthur R., Landscape Architect

Olson, Harold E., Engineer

National Youth Administration, Builder

Minnesota Department of Highways, Builder

10. Geographical Data

Acreage of Property Less than one acre

Battle Lake, Minn. 1973

UTM References

(Place additional UTM references on a continuation sheet.)

1 15 296090 5138760
Zone Easting Northing

2

3 Zone Easting Northing

4 See continuation sheet

Verbal Boundary Description

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

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 August 15, 2002

street & number 15 East Ninth 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 Projects (1024-0018), Washington DC 20503.

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Craigie Flour Mill Historical Marker  
Otter Tail Twp., Otter Tail Co., Minnesota

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### 7. DESCRIPTION

The Craigie Flour Mill Historical Marker, built in 1940, is a highway wayside rest located on Minnesota Highway 78 in west central Minnesota's Otter Tail County. The site was designed by A. R. Nichols and built by the National Youth Administration (NYA) and the Minnesota Department of Highways (MHD). The site was designed in the National Park Service Rustic Style, a style of landscape architecture that sought to preserve and capitalize on a site's natural assets and to minimize manmade intrusions. On the original plan, the site is called "Historical Marker at Balmoral Beach," but it was called Craigie Flour Mill Historical Marker by the MHD Roadside Development Division.

The wayside rest is located in an area of gently rolling, wooded hills near the southern shore of Otter Tail Lake, the county's largest lake. It is located on Balmoral Creek at the point where the creek flows under Highway 78 to the lake. The wayside rest is located at the site of the Craigie Mill, which had been established by Scottish immigrant James Craigie and his wife in 1869-1870. The creek had been named by the Craigies after a castle in Scotland. The mill was Otter Tail County's first mill and served farmers in a 40-mile radius. It formed the nucleus of the small settlement of Balmoral, which at various times included the Craigie farmstead and mill, a hotel, a store, resort cottages, and a dance hall. The mill, which was located near the western edge of the nominated property, had been razed by the mid-1930s. The creek was still dammed into a mill pond when the wayside rest was developed in 1940, but is now more narrow.

When the wayside rest was developed, deciduous woods, pasture land, and Balmoral Creek were located south of the site. The area to the south is now a golf course that contains large expanses of open grass, a section of Balmoral Creek, an asphalt parking area, and deciduous and coniferous trees standing both individually and in small groves. The deciduous trees include maple, basswood, ash, willow, and oak, and the coniferous trees include pine and spruce.

The area west and northwest of the wayside rest (across Highway 78) was originally occupied by lakeshore cottages. Since 1940 some of the cottages have been replaced by year-around homes. Otter Tail Lake, located about 400' northwest of the rest area, is still visible from the wayside rest through mature ash and oak trees and between the buildings along the shore.

The site was originally bordered on the east by a small woodframe store, known as Balmoral Store, and a larger woodframe dance hall. In 1940 these buildings and several resort cottages were part of the settlement of Balmoral. The store and dance hall have been replaced by a more modern woodframe dance hall and restaurant. There is a row of short timber posts along the property line between the wayside rest and the dance hall parking lot.

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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 in "Summary of Resources" at the end of Section 7 below.

### Spatial Organization and Circulation

The wayside rest is roughly rectangular in shape and comprises less than one acre. (See accompanying sketch map entitled "Sketch and Boundary Map, Craigie Flour Mill Historical Marker, Otter Tail Township, Otter Tail County, Minnesota.") Balmoral Creek runs through the southwestern portion of the site.

The wayside rest has a semicircular entrance drive that was designed so that cars could safely enter and exit from Minnesota Highway 78. The 20'-wide drive was originally gravel but is now paved with asphalt. The drive is lined on both sides by a 6"-thick poured concrete curb that appears to be original. The entrance drive doubles as a small parking area. The curve of the drive creates an oval island between the drive and Minnesota Highway 78 that is about 75' long.

The rest area's focal point is a stone historical marker that is located at the midpoint of the entrance drive. Immediately in front of the marker is a poured concrete rectangle that marks the approach to the monument.

The property's spatial organization and circulation are essentially intact.

### Topography and Vegetation

The site has sandy soil and is gently sloping. The site generally decreases in elevation from west to east.

A. R. Nichols' design preserved the site's large, preexisting deciduous trees which provided natural shade and a sense of shelter. These trees stood on the site's oval-shaped traffic island, near the western edge of the marker, and near the eastern edge of the site. Additional deciduous trees such as willows also stood near the banks of the creek, as did cat-tails and shrubs.

On his 1939 plan, Nichols sketched small groups of shrubs immediately behind the marker (to serve as a backdrop) and at its front corners (Plan 1939). It is not known whether these shrubs were ever planted. Site landscaping also erased the scars of construction through slope contouring and the planting of grass. The result of Nichols' design was a small grassy, shaded, roadside park that blended well with its surroundings.

Today, most of the site is planted with grass. There are cat-tails and small shrubs at the edge of Balmoral Creek. The site's largest deciduous trees are now gone. There is a line of about seven mature ash trees between the creek and the historical marker. They were probably located near

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the water's edge when the creek was wider and, therefore, are likely native to the site. Three young ash trees and three blue spruce trees have been planted southeast of (behind) the marker. Near the front corners of the marker are two globe-shaped arborvitae and two spirea shrubs. The young ash, spruce, arborvitae, and spirea appear to date from about 1980.

### Structure and Furnishings

The historical marker is located in the northern part of the site about 75' from the Highway 78 centerline. The marker is basically rectangular in shape, although the two front corners are canted. It is about 30' long, about 11'6" wide, and about 7' tall. The marker is built of pink and gray granite boulders placed over a poured concrete core. The granite is probably local field rock that was split on site. The stone is laid in a random pattern.

At the front edge of the marker are two steps (about 10'6" long and 8' wide) made of buff-colored limestone. The steps lead to a terrace that is outlined by an approximately 18"-wide granite border. The terrace is paved with granite flagstone. At the rear of the terrace is a tripartite stone pedestal that supports an iron water wheel (about 3' tall and 3' in diameter) and two mill stones (each about 3'4" in diameter and about 6" thick). The wheel and mill stones were salvaged from the Craigie Mill. It is believed that at least one of the mill stones was partially covered with poured concrete in 1939.

There is a 2' by 3' bronze tablet mounted at a slant in front of the water wheel. The text of the plaque reads:

Craigie Flour Mill. Near this spot James Craigie of Aberdeen, Scotland, who came to Otter Tail County about 1868 built the first grist mill in the county in 1870. The mill stones and wheel were imported from Scotland. Craigie and his wife were drowned in Otter Tail Lake in 1872 and after long litigation the mill was torn down.

The seals of the Minnesota Historical Society and the Minnesota Department of Highways appear near the lower corners of the plaque.

The marker has two rectangular benches that flank the mill stones. The benches have short granite legs and poured concrete seats that are about 7'9" long and 1'9" wide. The bench seats were originally made of limestone.

The historical marker is essentially intact except for the replacement of the limestone bench seats with concrete seats.

The wayside rest was equipped immediately with two portable log and timber picnic tables. The tables had a peeled log framework, plank seats, and plank table tops. Tables of this design were commonly used by the Roadside Development Division in its roadside parks built during the



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1930s and 1940s. Many tables of this type were built for the MHD by the National Youth Administration at its vocational training centers in the state. It is likely that the original tables at the Craigie wayside rest were built by NYA youth at one of these centers. There are no tables at the site today.

### Summary of Resources

The Craigie Flour Mill Historical Marker is counted as one Contributing Site (the roadside park) and one Contributing Object (the marker) for the purpose of this nomination.

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### 8. STATEMENT OF SIGNIFICANCE

The Craigie Flour Mill Historical Marker, a wayside rest built in 1940, is eligible for the National Register under Criterion A, significance to the broad patterns of our history, in the area of Politics and Government. The property is a good representative example of the small roadside parks 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 and federal relief agencies. The stone marker on the site displays the distinctive use of indigenous materials, a characteristic of federal relief construction. The property is significant on a statewide level.

The National Register eligibility of the Craigie Flour Mill Historical Marker has been evaluated using the registration requirements in the Multiple Property Documentation Form (MPDF) entitled "Federal Relief Construction in Minnesota, 1933-1941." The property meets the following registration requirement:

Requirement 2: Significance to the History of Roadside Development. The Craigie Flour Mill Historical Marker is significant to the history of roadside development in Minnesota as a good example of the small wayside rests that were built during the formative years of the MHD's Roadside Development Division, thereby meeting Registration Requirement 2. As a Depression-era, federal relief-built, roadside development property, the site is significant as an example of the well-designed public infrastructure that was built by the MHD in partnership with federal relief agencies to meet the objectives of roadside development while providing essential work and job training to the unemployed. The partnership between the MHD and federal relief agencies was crucial to the highway department's first large-scale effort to construct roadside development facilities. The result of this effort was the first set of roadside development properties to be built and managed by the Roadside Development Division.

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

#### Development of the Site

The Craigie Flour Mill Historical Marker is located along a road that became a state highway in 1934. The highway at this location was first paved in 1937. This part of Otter Tail County had become a popular recreational area by the 1920s because of its lakes, woods, and rolling hills, and Minnesota Highway 78 carried tourist traffic, particularly during the summer months.

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The Roadside Development Division of the MHD improved a 5.4-mile stretch of the highway past this location in 1935, and first erected a historical marker at this site in the spring of 1939. This first marker was erected by the first cooperative highway marking program of the Minnesota Department of Highways and the Minnesota Historical Society (MHS), a program that had begun in 1929. The first marker was a 3' by 5' white steel sign with black lettering, following the MHD-MHS marking program's standard design. The marker stood close to the shoulder of the highway. Standing next to the marker were a mill stone and an iron water wheel, both from the Craigie Mill, that were resting on a very simple, rectangular, poured concrete pad. (It is believed that the mill stone was partially covered with poured concrete at this time.) The text of the steel marker was identical to that of the current marker.

The steel marker was dedicated on June 25, 1939, during an annual meeting of the Otter Tail County Historical Society that was attended by more than 2,000 people. In an account of the dedication, the *Fergus Falls Daily Journal* explained,

Mr. Mathews [had] resurrected the mill stones from the marshy bottom along the creek and now has built this [poured concrete] pedestal so they can be seen by tourists passing by. The highway department very generously offered to make the [steel] historical marker on which practically the whole story is told in raised letters. A side road will be built next fall or spring so tourists and others can get off the highway to read the historical marker, examine the stones, and not be in danger. The place will be landscaped and will be a beauty spot as well as an historical marker ("Summer Meeting" 1939).

Either the steel marker was a temporary measure, or the highway department's plans for the site evolved between the summer and fall of 1939, because by December of 1939 the MHD had approved a plan drawn the previous month for much more elaborate marker and a small roadside park. The site was designed to be a small highway wayside rest in which travelers could safely rest from driving, picnic, and learn about a point of local historical interest.

The site and its marker were constructed in 1940 by boys and young men employed by the National Youth Administration (NYA), which was working in cooperation with the MHD. Unfortunately, no specific information has been learned about the NYA crew that worked on the site.

The site and monument were designed by Arthur R. Nichols, the Roadside Development Division's Consulting Landscape Architect. Harold E. Olson, head of the Roadside Development Division, served as engineer for the project.

Craigie Flour Mill is among the smallest of the wayside rests that were developed by the Roadside Development Division during its first two decades of existence. The design of the site was a typical MHD plan, with a curving pull-off drive and a monument positioned at the midpoint of the drive. The design of the stone marker is unusual among the shrine-like historical

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markers that A. R. Nichols designed for the MHD because it incorporates three large objects -- the Craigie Mill's grinding stones and iron water wheel. While many of Nichols' historical markers of the 1930s and 1940s had bronze plaques mounted in rectangular niches, very few incorporated objects or artifacts. While the wayside rest is a typical example of the work of the Roadside Development Division in the 1930s, it is not significant under Landscape Architecture for the purposes of this nomination.

The wayside rest has served its original purpose since its construction in 1940.

### **National Youth Administration**

The National Youth Administration was established in June of 1935. The NYA was first administered as a subsidiary program within the Works Progress Administration (WPA), and was later operated as a separate program.

The NYA was designed to help alleviate the despair that poverty, unemployment, and economic collapse had created among youth. It also worked to counteract rising juvenile delinquency and homelessness. The NYA served young people between the ages of 16 and 25, most of whom were from families that were receiving relief. The program provided part- and full-time jobs, job training and counseling, and meaningful leisure-time activities.

Prior to World War II, the focus of the NYA program was to encourage adolescents to remain in school and to provide them with work experience. These goals were designed to preserve for the nation a well-educated and well-trained future work force, and to discourage youth from competing in the Depression labor market for jobs being sought by adults. NYA work projects included professional and clerical work, homemaking, public service, recreational leadership, conservation, and production work. Construction activities were added in 1937. NYA construction projects often built or improved playgrounds, swimming pools, and other public facilities that were used by children. A significant part of the NYA construction program in Minnesota focused on highway landscaping and building historic markers, scenic overlooks, and roadside parking areas, all for the state highway department's Roadside Development Division.

Most NYA enrollees lived at home and reported to a job site each day. However, beginning in 1938, the NYA established a series of resident training camps at which youth lived for short periods of time. There were about 12 residential centers in Minnesota, most located at existing public facilities such as college campuses. The centers offered room and board as well as educational and vocational coursework and job training. The NYA vocational training centers built picnic tables, fireplace grates, signs, and other site furnishings for the MHD Roadside Development Division.

When World War II began, several of Minnesota's NYA resident camps were converted to NYA war-training facilities where 16 and 17 year olds were trained in skills needed by defense

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industries such as welding, sheet metal work, and machinery. By early 1942, many NYA youth from Minnesota were assigned to work in factories such as the Rock Island Arsenal in Clinton, Iowa; Northwest Airlines in Seattle, Washington; and defense-related companies in Sacramento and San Luis Obispo, California (*Final Report* 1943:262).

Minnesota's average monthly enrollment in the NYA varied due to enrollment policies and the availability of funding. In July 1941, for example, there were 2,678 youth working in the regular (non-defense) NYA program. They were divided between construction (about 1,000), production (about 1,400), and professional and clerical projects (about 260). By June 1942, most projects were defense-related, with only 349 youth in Minnesota employed in non-defense construction work (*Final Report* 1943:190).

A total of about 184,500 Minnesota young people were given full- and part-time jobs during the NYA's eight-year history, and about \$14 million were invested in the state. Nationwide, about 4.8 million youth were employed. The NYA program was ended on June 30, 1943.

### Arthur R. Nichols

Arthur R. Nichols (1880-1970) was a prominent and prolific Minnesota landscape architect who served as the first Consulting Landscape Architect for the MHD and its Roadside Development Division in 1932-circa 1942. 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. Early in his career, he worked in the office of New York City landscape architect Charles W. Leavitt, Jr. Among his assignments for Leavitt was design work for the new Chester A. Congdon house called "Glensheen" in Duluth. In 1909 Nichols formed a partnership with fellow Leavitt designer Anthony Morell (1875-1924) and both men moved to Minnesota.

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 monumental Glacier Park Hotel. Nichols also prepared designs for numerous private estates, campuses, state parks, and cities. During decades of consulting for the State of Minnesota, he planned dozens of state facilities including hospitals, prisons, schools, 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). After a long career, Nichols retired in 1960 at the age of 80.

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### Harold E. Olson

Harold E. Olson had been working for the MHD for ten years in 1932 when he was charged with organizing the MHD's new Roadside Development Division. He led the division for 31 years. During the Depression, Olson collaborated with the staffs of many New Deal relief programs to build roadside development facilities throughout the state. Olson was prominent in the roadside development movement 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, 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. (Birth and death dates for Harold E. Olson are not known.)

### Conclusion

In conclusion, the Craigie Flour Mill Historical Marker is a good representative example of the roadside development facilities that were built during the formative years of the Minnesota Department of Highways' Roadside Development Division. The site represents the strong partnership between the highway department and New Deal federal relief agencies such as the National Youth Administration (NYA). These collaborations created distinctive and well-constructed public facilities that met the objectives of roadside development while providing essential work and job training to Minnesota's unemployed during the Depression.

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### 9. MAJOR BIBLIOGRAPHICAL REFERENCES

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Baker, Roy A. Report on Craigie Flour Mill Marker. Typed index cards. W.P.A. Survey of Otter Tail County Markers, Sept. 18, 1941. Otter Tail County Historical Society.

*Final Report, National Youth Administration for the State of Minnesota: Sept. 1935 to July 1943.* U.S. National Youth Administration, Minnesota. 1943.

Granger, Susan, Scott Kelly, and Kay Grossman. *Historic Roadside Development Structures on Minnesota Trunk Highways.* Prepared for Minnesota Department of Transportation by Gemini Research. Dec. 1998.

Kopischke, Gregory. "Nichols, Arthur Richardson." In *Pioneers of American Landscape Design.* Ed. Charles A. Birnbaum and Robin Karson. New York: McGraw-Hill, 2000.

"Markers and Monuments in Otter Tail County." Typescript. Otter Tail County Historical Society, Jan. 1980.

Olson, Harold E., comp. *Historical Markers in Minnesota.* Vol. 4. Photo albums prepared by Department of Roadside Development, Minnesota Department of Highways, circa 1942, updated circa 1954. Site Development Unit, Minnesota Department of Transportation, St. Paul.

Photographs taken during construction of the Craigie Flour Mill Historical Marker by Minnesota Department of Highways. 1940. Minnesota Department of Transportation, St. Paul.

Plan for Craigie Flour Mill Historical Marker, S.P. 5620-01 (78-180), Nov. 1939. Minnesota Department of Highways. Minnesota Department of Transportation, St. Paul.

"Summer Meeting of the Otter Tail County Historical Society at Balmoral, June 25, 1939. Reprint from Report in the *Fergus Falls Daily Journal* of June, 26, 1939." Newspaper reprint circa 1939. Otter Tail County Historical Society.

Tweton, D. Jerome. *The New Deal at the Grass Roots: Programs for the People in Otter Tail County, Minnesota.* St. Paul: Minnesota Historical Society, 1988.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

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Craigie Flour Mill Historical Marker  
Otter Tail Twp., Otter Tail Co., Minnesota

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### 10. GEOGRAPHICAL DATA, CONTINUED

#### Verbal Boundary Description

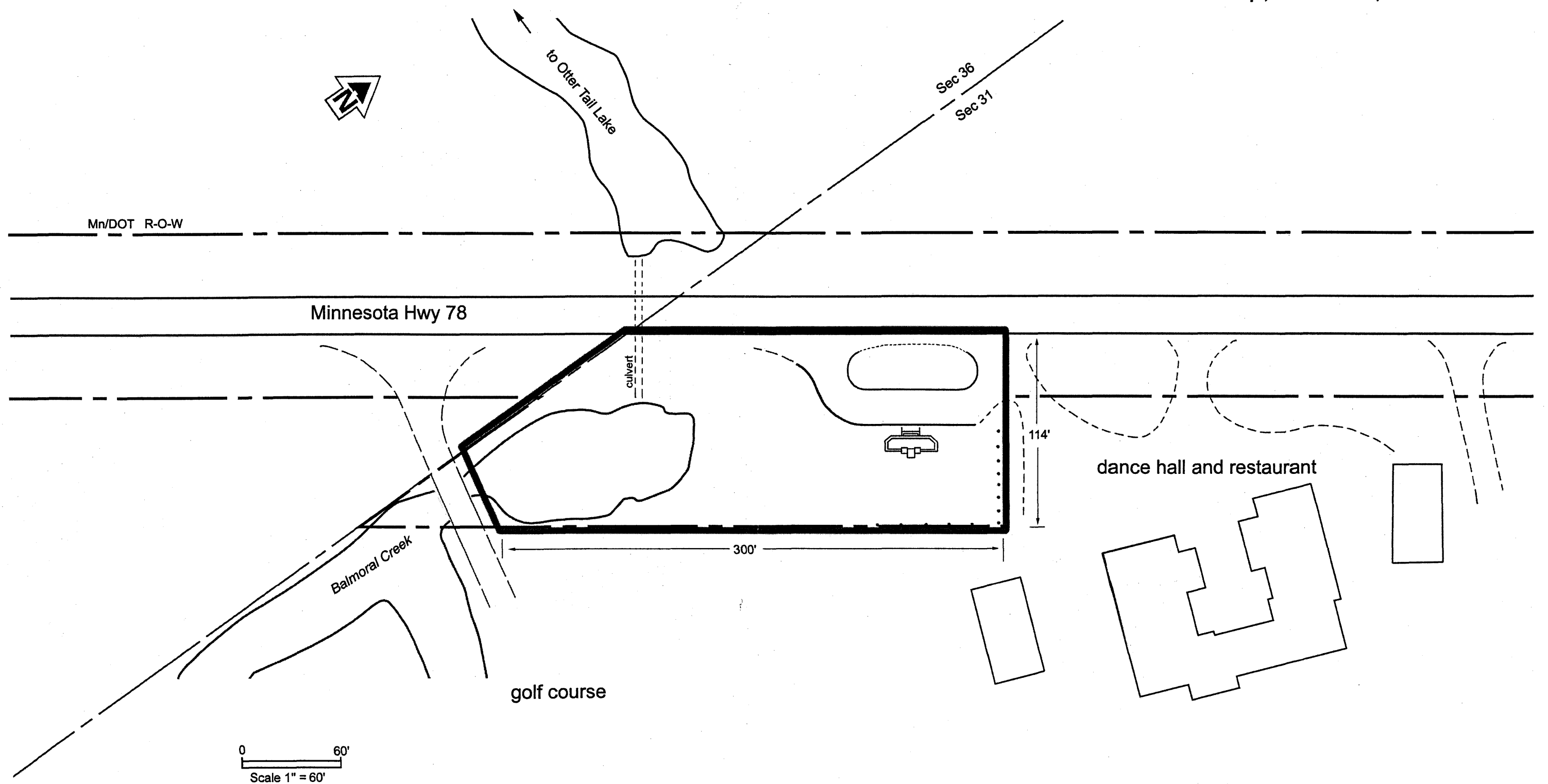
The boundary of the nominated property is shown by the solid line on the accompanying map entitled "Sketch and Boundary Map, Craigie Flour Mill Historical Marker, Otter Tail Township, Otter Tail County, Minnesota." The northwestern boundary is parallel with, and 12' southeast of, the Minnesota Highway 78 centerline. The southeastern boundary is 300' long. The northeastern boundary is 114' long. Three of the boundary lines -- western, southeastern, and northeastern -- follow Mn/DOT right-of-way lines. The western boundary line is also the western edge of Sec. 31, Township 134N, Range 39W. The property lies within the SW 1/4 of Section 31, Township 134N, Range 39W, Otter Tail Township, Otter Tail County, Minnesota.

#### Boundary Justification

The nominated property is comprised of the parcel of land historically associated with the Craigie Flour Mill Historical Marker.



**Sketch and Boundary Map**  
**Craigie Flour Mill Historical Marker**  
Otter Tail Twp., Otter Tail Co., Minnesota



0 60'  
Scale 1" = 60'

**—** boundary of nominated property