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United States Department of the Interior National Park Service

RECEIVED JUL 16 1991

National Register of Historic Places Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Mantorville and Red Wing Stage Road: Mantorville Section other names/site number N/A

2. Location

street & number off 5th Street not for publication N/A city, town Mantorville vicinity N/A state Minnesota code MN county Dodge code 039 zip code 55955

3. Classification

Table with 3 columns: Ownership of Property, Category of Property, and Number of Resources within Property. Includes checkboxes for private, public-local, public-State, public-Federal, building(s), district, site, structure, object, and counts for contributing and noncontributing resources.

Name of related multiple property listing: Overland Staging Industry in Minnesota, 1849 - 1880 Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [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. [] See continuation sheet. Signature of certifying official Ian K. Stewart Date 7/13/91 Deputy State Historic Preservation Officer State or Federal agency and bureau Minnesota Historical Society

In my opinion, the property [] meets [] does not meet the National Register criteria. [] See continuation sheet. Signature of commenting or other official Date State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is: [X] 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:)

Patrick W. Andrews 8/30/91 Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
Transportation/road-related

Current Functions (enter categories from instructions)
Vacant/not in use

7. Description

Architectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

Other: earth road

foundation

walls

roof

other earth

Describe present and historic physical appearance.

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DESCRIPTION

A well-preserved fragment of the Mantorville and Red Wing Stage Road lies within the municipal boundaries of the City of Mantorville. It is a one-lane dirt and grass path. The road belongs to the general property type of "Stage Road," as defined in "Section F" of the multiple property listing, "Overland Staging Industry in Minnesota, 1849 - 1880."

The fragment begins on the north side of Fifth street, about two blocks east of State Trunk Highway 57, across the road from the ruins of an old brewery. The road runs northeasterly up the bank of a hill for approximately 550 feet, lined by trees on either side. It then levels and curves eastward over 50 feet until it ends at a fork, where branches run northeast and north. Because it is impossible to determine which branch the stages traveled, or if they traveled both, the eligible section ends at this point.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Transportation

Period of Significance

1855 - 1867

Significant Dates

1855

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

N/A

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

See continuation sheet

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SIGNIFICANCE

The Mantorville Section of the Mantorville and Red Wing Stage Road is located in the city of Mantorville in Dodge County. The section meets the following integrity criteria: it closely conforms to the original road; it is unimproved, passable, and distinct from the surrounding landscape; it conveys a sense of destination or direction; and its woodland setting evokes the condition of the area during the period of significance. It is historically significant under criterion A in the area of transportation.¹

A Dodge County resident petitioned the county board on 1 October 1855 for a road "commencing at Mantorville and running in the most direct route toward Red Wing to the county line." The board accepted the petition and appointed the county surveyor, a man named William Chadwell, to head the project. The board also named two prominent local residents as "viewers," apparently to oversee the work for the county.²

The petition for the road came at a time of widespread road construction throughout Minnesota's southeastern region. An examination of Dodge and Olmsted County Commissioners' Minutes from the mid 1850s reveals a large number of petitions requesting roads both within the counties and to neighboring areas. Such requests can be attributed to the settlers who moved into the southeast following the ratification of the Second Treaty of Traverse des Sioux in 1853. They needed a strong road system to open channels of communication and trade between the settlements. As part of this emerging system, the Mantorville and Red Wing Stage Road contributed to the development of the region.³

The surviving documentary evidence indicates that the Mantorville and Red Wing Stage Road was one of Minnesota's most traveled routes. One historian called it an "important" trade route and noted that it made a major contribution to the development of the town of Zumbrota in Goodhue County, where the road intersected the Saint Paul and Dubuque Stage Road. David Hancock, a well-known early stage driver from Red Wing, ran mail stage over the road during the last half of the 1850s. By the end of that decade, the mail route between Red Wing and Mantorville was one of the most heavily bid in Minnesota. At that time, the Federal government allowed private individuals and companies to bid on the mail-carrying rights over all of the routes, with the contract generally going to the lowest bidder. In 1859, the government received 25 bids for the Red Wing and Mantorville route, tying it with four other routes for the most bids in Minnesota.⁴

The road also contributed to the development of the hotel industry in Dodge County. During the last half of the nineteenth century, Mantorville lay on a major east-west trail between Saint Peter and Winona. The addition of the Mantorville and Red Wing Stage Road may have made the town a crossroads for those traveling in or out of Minnesota's interior. According to one source, the town "became a favorite place for travel-weary passengers anxious to recuperate from the jolting ride in the stagecoaches." In 1856, one year after the county cleared the Mantorville and Red Wing Stage Road, a Mantorville resident named John Hubbell expanded his hotel in order to accommodate the increasing stage traffic. At least two other stops, the O.B. Kidder House and the Garver Hotel, also boarded stage travelers in the Mantorville area.⁵

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The Mantorville and Red Wing Stage Road became less important when a railroad line opened between Waseca and Winona in 1867, diverting most traffic bound for the Mississippi River. The Mantorville Section of the road fell into disuse over the years and has been supplanted by paved and gravel roads.⁶

NOTES

1. The road section conforms to a road visible in an 1874 atlas. Its northwesterly direction made it the logical choice for a route to Red Wing. A local contact confirms the road section's use by Red Wing-bound stagecoaches (An Illustrated Historical Atlas of the State of Minnesota [Chicago: A.T. Andreas, 1874]: 125; Clarence Smith, Dodge County Historical Society, Interview, 10 January 1990).
2. Dodge County Board Meetings - Minutes. 1 October 1855, available at Dodge County Auditor's Office in Mantorville, Minnesota.
3. Multiple Property Documentation Form for Overland Staging Industry in Minnesota, 1849 - 1880, State Historic Preservation Office, Minnesota Historical Society.
4. The quote is from Roy W. Meyers, "The Story of Forest Mills; A Midwest Milling Community," Minnesota History 35 (March 1956): 21. For information on mail service between Red Wing and Mantorville see Franklyn Curtiss-Wedge, ed., History of Dakota and Goodhue Counties, Minnesota (Chicago: H.C. Cooper, Jr. and Company, 1910): 229 - 230; Offers and Contracts -- Minnesota, House Executive Document 86, 36 Congress, 1 Session, Serial Set 1057.
5. The quote is from Harold Severson, Dodge County Profiles, 1960 (Kenyon, Minnesota: 1960): 22. See also survey forms for Hubbell House, O.B. Kidder House, and Garver Hotel available at State Historic Preservation Office, Minnesota Historical Society. The Hubbell House is now a restaurant and has already been named to the National Register. The other two stops no longer retain their integrity.
6. Arthur J. Larsen, "Roads and the Settlement of Minnesota," Minnesota History 21 (September 1940): 239.

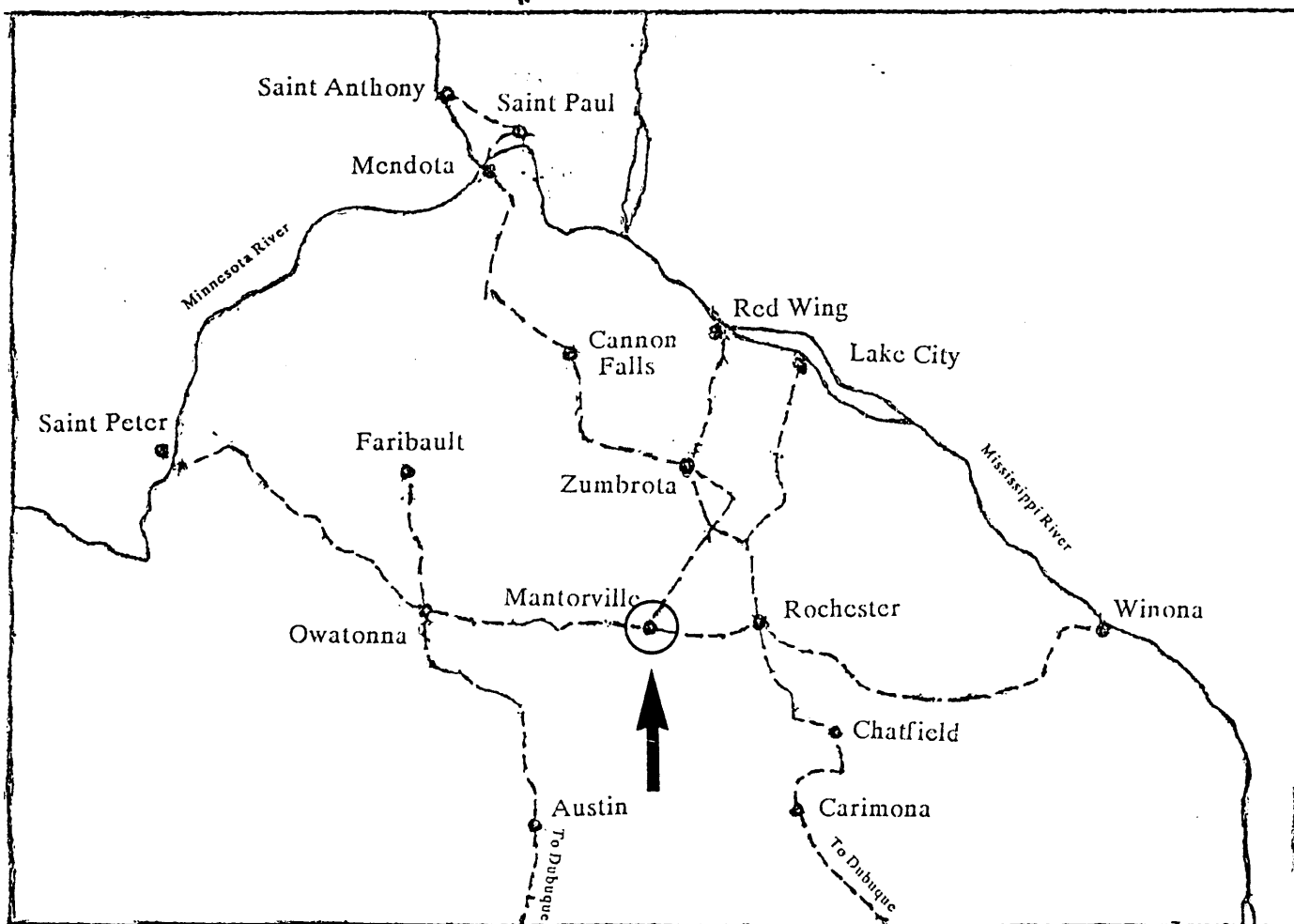
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Map 1
Selected Southeastern Minnesota Stage Roads
(Source: Arthur J. Larsen, "Roads and Trails in the
Minnesota Triangle," *Minnesota History* 11 (December 1930): 391.



9. Major Bibliographical References

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property Less than 1 acre

UTM References

A

1	5
---	---

5	1	9	8	8	0
---	---	---	---	---	---

4	8	7	9	1	4	0
---	---	---	---	---	---	---

Zone Easting Northing

B

1	5
---	---

5	2	0	0	1	0
---	---	---	---	---	---

4	8	7	9	3	0	0
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Zone Easting Northing

C

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

D

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

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Robert Hybben and Jeffrey A. Hess date July 1990
organization Hess, Roise and Company telephone 612-338-1987
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BIBLIOGRAPHY

Curtiss-Wedge, Franklyn. History of Dakota and Goodhue Counties, Minnesota. Chicago: H.C. Cooper, Jr. and Company, 1910.

Dodge County Commissioners' Minutes. 1 October 1855. Available at Dodge County Auditor's Office in Mantorville, Minnesota.

Illustrate Historical Atlas of the State of Minnesota. Chicago: A.T. Andreas, 1874.

Larsen, Arthur J. "Roads and the Settlement of Minnesota." Minnesota History 21 (September 1940): 225 - 244.

Meyers, Roy W. "The Story of Forest Milles; A Midwest Milling Community." Minnesota History 35 (March 1956): 21.

Offers and Contracts -- Minnesota. House Executive Document 86, 36 Congress, 1 Session (Serial 1057).

Severson, Harold. Dodge County Profiles, 1960. Kenyon, Minnesota, 1960.

Smith, Clarence. Dodge County Historical Society. Interview. 10 January 1990.

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VERBAL BOUNDARY DESCRIPTION

The property consists of a eight-foot wide strip of land centered on the line delineated on the accompanying map (USGS, 7.5 Minute Series, Dodge Center Quadrangle). The line connects the following UTM reference points: A 15 519880 4879140, B 15 520010 4879300.

BOUNDARY JUSTIFICATION

The property boundaries encompass the visible roadway as determined by field surveys by Robert Hybben, 25 May 1990.

MANTORVILLE

COUNTY SEAT, DODGE COUNTY, MINN.

MANTORVILLE TWP.

Scale: 400 Feet to 1 Inch.

printed 1937
Andrew Abel.

79.55

Mate Ferrin, Est. 5.00

Claus Holborn.

A. Gronseth, 19.00

B. Olive, et. al. 121.50

R. P. Gregg & E. Pease, 19.50

John F. Dingles.

Fred Picket 12.50

Lorenzo Clark. 28.00

SE NW

Tennis Slingerland, Est.

Anna M. Schulte.

Oliver J. Holtan. 25.50

Alfred Be.

NE NW 4

mann. 9a 3r. 17p. LOT 13.

9a 3r. 17p. LOT 12.

9a 3r. 24p. LOT 11.

9a 3r. 37p. LOT 10.

9A. 3r. LOT 17.

Mantorville and Red Wing Stage Road:
Mantorville Section
Off 5th Street, Mantorville, Dodge Co

