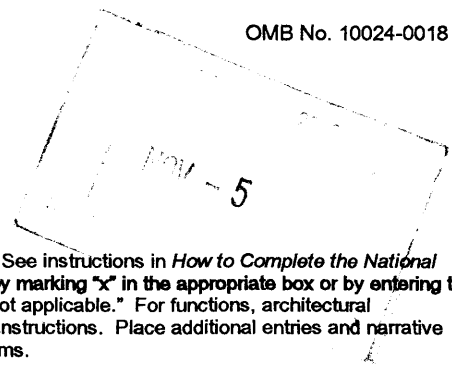


1358

**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 Graceville Historical Marker

other names/site number _____

2. Location

Street & number On Minnesota Highway 28 _____ not for publication N/A

city or town Graceville _____ vicinity N/A

state Minnesota code MN county Big Stone code 011 zip code 56240

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets _____ does not meet the National Register criteria. I recommend that this property be considered significant _____ nationally statewide _____ locally. (_____ See continuation sheet for additional comments.)

Patrick McCormack
Signature of certifying official/Title Patrick McCormack, Deputy State Historic Preservation Officer, Minnesota Historical Society Date 11/2/04

State or Federal agency and bureau _____

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
Signature of the Keeper Date of Action 12/15/04

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
1	0	sites
1	0	structures
0	0	objects
2	0	Total

Name of related multiple property listing

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

Federal Relief Construction in Minnesota, 1931-1941

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Landscape/Park

Current Functions

(Enter categories from instructions)

Landscape/Park

7. Description

Architectural Classification

(Enter categories from instructions)

Other: NPS Rustic Style

Materials

(Enter categories from instructions)

foundation Stone

walls Stone

roof

other

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.

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:

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.

X 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 of Minnesota Department of Transportation (Mn/DOT), St. Paul

Areas of Significance

(Enter categories from instructions)

Politics and Government

Landscape Architecture

Period of Significance

1940-1941

Significant Dates

1940

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Nichols, Arthur A. (Landscape Architect)

Olson, Harold E. (Roadside Development Engineer)

Work Projects Administration (Builder)

Minnesota Department of Highways (Builder)

Graceville Historical Marker
Name of Property

Big Stone County, Minnesota
County and State

10. Geographical Data

Acreage of Property Approx. 5.5 acres

Graceville, Minn., 1974

UTM References

(Place additional UTM references on a continuation sheet.)

1 14 699080 5049080
Zone Easting Northing

3 14 698950 5049080
Zone Easting Northing

2 14 698950 5048870

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, Kay Grossman, and Sue Dieter

organization Gemini Research date July 17, 2003

street & number 15 E. 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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Graceville Historical Marker
Big Stone County, Minnesota

7. DESCRIPTION

The Graceville Historical Marker, built in 1940-1941, is a small highway wayside rest or roadside park. It is located on Minnesota Highway 28 just inside the western city limits of Graceville in west central Minnesota's Big Stone County.

The Graceville Historical Marker is a 5.5-acre property. The wayside rest was designed by A. R. Nichols, the first Consulting Landscape Architect for the Minnesota Department of Highways (MHD) and its Roadside Development Division. Labor for the project was supplied by the Work Projects Administration (WPA), one of largest Depression relief programs of President Franklin Roosevelt's New Deal.

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 map entitled, "Sketch Map, Graceville Historical Marker, Graceville, Big Stone Co., Minnesota."

Setting and Topography

The property is located just within the city limits of Graceville, a small community that was founded in 1877-78 by Catholic immigrants, many of whom moved to Big Stone County as part of a Catholic resettlement program. The community of approximately 600 is located on Toqua Lake, one of several small lakes in Big Stone County.

The wayside rest was developed as part of a one-mile-long roadside development project. The landscape along this stretch of highway was designed to create an attractive western entrance to Graceville and to visually link the rest area and the highway with Toqua Lake.

Today, the wayside rest is located in an agricultural and residential setting that has not changed significantly since 1940-1941. The surrounding land encompasses rolling prairie, tilled fields and some residences. The topography is relatively flat.

The property is bounded by Minnesota Highway 28 on the south. Across the highway to the south -- and within view of the wayside rest -- is Toqua Lake. Between Highway 28 and the shore of the lake is a small area of city-owned park land and a paved lakeshore drive.

Immediately to the west of the property is the Graceville Gun Club, which has a small, circa 1950s one-story clubhouse and a trap shooting range.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Graceville Historical Marker
Big Stone County, Minnesota

East of the property is a residence.

Northwest of the property is a tilled field.

Spatial Organization

The park has a symmetrical plan with a semicircular pull-off drive that doubles as a parking area. This wayside rest is one of few MHD rest areas of its age that retains gravel surfacing on the drive -- at most similar historic wayside rests the drive has been paved with bituminous. The focal point of the rest area is a stone historical marker that is located at the apex of the entrance road's curve. In front of the historical marker is a large semicircular island whose shape is determined by the curve of the entrance drive.

Along the northern edge of the drive is about 200' of concrete curbing that appears to date from circa 1970 and replaces original concrete curbing at the same location. There was originally a 4'-wide, 200'-long gravel walkway along the concrete curb, in front of the marker. The walkway is now overgrown with grass.

Behind the historical marker is an undeveloped, somewhat overgrown wetlands area that encompasses about one-quarter of the property.

Vegetation

The intent of the original plan was to create a grassy, shaded roadside park, with a natural undeveloped area behind the stone marker. Original plantings were used to frame and emphasize the marker, and to provide shelter and shade to the property (Plans 1940).

In the original plan, Lombardy poplars provide a backdrop for the marker, and Morrows honeysuckle shrubs flank it. Black Hills spruce form two clusters at the outer ends of the honeysuckle shrubs, creating an outer frame for the ensemble. Today, most of the poplars and about half of the spruce remain. The honeysuckle are gone.

The original plan specifies that about 35 American Elm trees be planted throughout the site for shade. (Behind the marker they probably augmented some existing trees and shrubs.) All of the elms were presumably lost to Dutch Elm Disease; no elms exist today.

There are two sets of mature plantings that do not show on original plans but appear to be original or very early: there are about six mature spruce trees near the semicircular drive's western entrance point, and there are solid rows of deciduous shrubs along the western and northern boundaries of the property. These shrubs serve to screen the site from the gun club and surrounding fields.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

Graceville Historical Marker
Big Stone County, Minnesota

Most of the site is planted with grass. The undeveloped area behind the marker is covered in prairie grasses and deciduous shrubs during dry years. During wet years, this area is filled with water, marsh grasses, and many species of birds. A few deciduous trees such as Russian olives and Amur maples appear to have "volunteered" in the northern and western parts of the site.

Since original construction, trees have been added, largely to replace lost elms. The new plantings are generally consistent with the original design intent. These trees include about eight Green ash (now at least 30 years old) near the southwestern corner of the island, about 11 younger ash and poplar trees on the island, and three young ash near the eastern edge of the property.

Structure and Furnishings

The historical marker is built of roughly-cut grayish-purple granite. The stone is mostly (but not perfectly) coursed, and is laid on a stone footing. The granite was probably obtained from a quarry near Ortonville (located 19 miles south of Graceville), which is the closest source of native building stone.

The marker is about 26' long, about 11' wide, and about 10' tall. It has a basically rectangular footprint with the two rear corners canted. The marker has a raised terrace that is surrounded on three sides by low, 2'-wide stone walls with corner piers. The floor of the terrace is paved with granite flagstones. Across the front of the terrace are two 26'-wide granite steps.

Rising from the back wall of the terrace is a rectangular shaft with a 28" by 40" bronze plaque mounted in a shallow niche. The text of the plaque reads:

Graceville. About 1866 a trading post on the Fort Wadsworth Trail was established on Tokua [sic] Lakes a mile west of town. Early in 1878 Archbishop Ireland, after erecting a church on the present town site, located several hundred families in the vicinity through the Catholic Colonization Bureau, and named the settlement for Bishop Thomas L. Grace.

The stone marker is essentially intact.

In circa 1970, a concrete picnic table on a poured concrete pad was erected on the grassy island across from the marker. This likely replaced a circa 1940 portable wooden picnic table at the same location.

Summary of Resources

The Graceville Historical Marker includes two substantive resources -- one Contributing structure and one Contributing site. The roadside park itself is the Contributing site.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

Graceville Historical Marker
Big Stone County, Minnesota

8. STATEMENT OF SIGNIFICANCE

The Graceville Historical Marker, a wayside rest built in 1940-1941, is eligible for the National Register under Criterion A, significance to the broad patterns of our history, in the area of Politics and Government, and under Criterion C, design significance, in the area of Landscape Architecture. The property is associated with the Minnesota Department of Highway's (MHD) early roadside development activities, and represents the successful Depression-era collaboration between the highway department and federal relief agencies to build highway infrastructure while at the same time providing jobs to Minnesota's unemployed. The property is also a good example of a small roadside park designed in the National Park Service Rustic Style. The property is significant on a statewide level.

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

Requirement 2: Significance to the History of Roadside Development. The Graceville Historical Marker is significant to the history of roadside development as a well-preserved example of the first generation of state highway department roadside development facilities in Minnesota, and of the facilities built by the MHD in cooperation with New Deal agencies.

Requirement 4: Design Significance. The Graceville Historical Marker is a good example of the application of the National Park Service Rustic Style to a roadside development structure (Requirement 4a) and displays the work of highly skilled craftsmen and the distinctive use of indigenous materials (Requirement 4b).

Further contextual information is available in the Multiple Property Documentation Form. The information may be found under "Waysides and Overlooks" in Section F of the document.

Ordinarily commemorative properties are not eligible for the National Register. However, the Graceville Historical Marker meets eligibility criteria because of its associations with the early roadside development work of the MHD, because of its associations with Depression-era federal-relief public works programs, and because of its well-preserved design, and is therefore significant in its own right.

Associations With Early Roadside Development Work

The Graceville Historical Marker is among approximately 70 extant Depression-era properties that represent the MHD's first large-scale effort to construct roadside development facilities in

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Graceville Historical Marker
Big Stone County, Minnesota

the state. Roadside development is a field of landscape architecture and highway design that is concerned with improving highway safety and aesthetics. The MHD's Roadside Development Division was established in 1932.

The Graceville Historical Marker is an example of the Roadside Development Division's early practice of creating roadside parking areas in locations that had been previously marked as historic sites by the MHD in a cooperative program with the Minnesota Historical Society (MHS). Beginning in 1929, the MHD-MHS program had marked historic sites with 3' by 5' white signs located near the highway shoulder. At Graceville, such a marker was located on Highway 28's original alignment along Toqua Lake. (The marker was located west of St. Mary's Academy School on Main Street.) The earlier marker in Graceville had a text identical to that of the current stone marker.

Like many early MHD wayside rests, the Graceville Historical Marker was built in association with the landscaping of a longer section of trunk highway. According to a 1939 article in the *Graceville Enterprise*, the plans included beautifying the highway beginning at the junctions of Minnesota Highway 28 and Minnesota Highway 75 ". . . and extending west along highway 28 to a point where it joins the branch of 28 which detours through Main street and out again to the intersection of 28 and 75, the starting point. The meadow ground that No. 28 crosses just west of the Great Northern Depot will also receive attention such as parking and the planting of shrubs and trees" ("Local Men" 1939). The newspaper also reported:

It is authoritatively stated that Harold E. Olson, an engineer for the state highway department in charge of roadside beautification, has an allotment of \$2500 to use on trunk road No. 75 and presumably No. 28, for roadside beautification in the vicinity of Graceville. Mr. Olson also stated that he could be ready to go with this work in three weeks time.

A few of our prominent citizens who are close to the possibilities of this class of local improvement, are working tooth and nail with the higher-ups to get the project endorsed as a district-wide or state-wide WPA project, with consequent increase in allotment to about \$8,000 ("Local Men" 1939).

The roadside development project occurred soon after this segment of Highway 28 was realigned, and was likely developed to erase construction scars, as well as to enhance safety and aesthetics. (The wayside rest was also probably intended to expand the modest recreational and tourist amenities located near Graceville's Toqua Lake.) Highway 28 had become a state highway in 1920 as one of the original trunk highway system's 70 routes established to connect county seats and the principal cities of Minnesota. Until 1936 it traveled through the center of Graceville's commercial district and closer to the shore of Toqua Lake. In 1936 it was relocated to its current position. In July of 1940 -- concurrent with the roadside development project -- Dunnick Brothers of Prinsburg resurfaced the highway between Beardsley and Graceville.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Graceville Historical Marker
Big Stone County, Minnesota

Roadside landscaping had begun by July of 1940 when the *Graceville Enterprise* reported: "They are planting trees, cleaning up the brush and in other ways beautifying the roadside. Previously it was an eyesore, but now the work has done much to make the highway an asset to the beauty of the town, not a detriment" ("Landscape Highway" 1940).

In September of 1940 the *Enterprise* announced the construction of the wayside rest and a monument dedicated to the Irish colonization, concluding: "All in all, the monument promises to be a fitting recognition of the historical importance of Graceville" ("Historical Marker" 1940). Some construction of the wayside rest occurred during the fall of 1940, and was halted by the Armistice Day blizzard of November 11, 1940 ("Granite Historic Site" 1941). Work resumed during the late summer or fall of 1941 and the wayside rest was completed in November 1941. The *Enterprise* published a prominent, three-column photograph of the completed marker and concluded: "The marker, together with the extensive landscaping along 28 makes the western approach to the town extremely attractive" ("Granite Historic Site" 1941).

The completed roadside development project included a one-mile-long tree-lined road that extended from approximately the western city limits to Second Street in the center of Graceville. The roadway included mowed grass ditches, dozens of trees and shrubs planted along the highway, and the wayside rest. (Enough of the trees and shrubs are missing so that the highway plantings do not retain sufficient integrity to be included within the boundaries of the nominated property.)

Associations With Depression-era Federal Relief Programs

The wayside rest in Graceville was developed as part of a roadside development project designed and executed by the MHD with labor supplied by the Work Projects Administration (WPA). The WPA crew foreman was Pat Sherlock. Victor Larson was the masonry foreman. It is not known how many unemployed residents worked on the project, but judging by similar MHD roadside development projects, several dozen men likely received jobs (*Annual Report* 1939).

The Graceville Historical Marker was one of a number of local highway, bridge, and road improvements conducted by the MHD and the WPA during the Depression. For example, in Big Stone County between 1935-1939 (the first four years of the WPA program), 381 miles of road were constructed or improved (375 miles of which were rural roads), 7 bridges were constructed, 714 culverts installed, and 3 miles of sidewalks and 2 miles of gutters were installed ("WPA Head" 1940).

Many of Big Stone County's other large-scale public improvements were also designed and constructed by New Deal agencies during the Depression. The WPA built five new public buildings in the county and renovated six others. For example, WPA workers built the Graceville Village and Fire Hall in 1939 (extant), which was touted as being the "pride of the state WPA chief" ("Village Hall" 1939). The National Youth Administration (NYA), another

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

Graceville Historical Marker
Big Stone County, Minnesota

New Deal relief agency, repaired and installed concrete sidewalks in Graceville in 1939 ("NYA Sidewalk Work" 1939).

County WPA workers also sewed garments to be distributed by welfare boards in Minnesota. Between 1935 and 1939, WPA sewing projects in Big Stone County reportedly completed 44,292 garments ("Many Garments" 1939). Other Big Stone County WPA projects included a recreational project, a library and book repair project, a housekeeping aide project, a school lunch project, and others ("Extent of WPA" 1940).

Well-Preserved Design

The Graceville Historical Marker is a well-preserved example of the MHD Roadside Development Division's small pull-off style roadside parking areas that have a curving entrance/exit drive and a monument positioned at the midpoint of the drive. This plan was the most typical of the early MHD wayside rests. It offered easy access to and from the highway and a much safer location for an historical marker than the highway shoulder had been. The plantings were typical of the MHD's early wayside rests and provided a shady respite from the relatively treeless prairies of west central Minnesota, especially in the summer. The design of the stone monument is typical of A. R. Nichols' more elaborate, shrine-like historical markers which resemble small outdoor "rooms" with raised terraces, low stone walls, and bronze plaques mounted in rectangular niches.

The property is also a good example of the application of the National Park Service Rustic Style to a highway wayside rest. The marker's scale is appropriate to the setting, and it displays the work of highly skilled craftsmen and the use of indigenous materials, all characteristics of the Rustic Style. Its wide steps and bronze tablet entice travelers to leave their cars and climb onto the terrace -- thereby stretching their legs and taking a break from driving. Unlike some Rustic Style structures that are more rugged and primitive in design, the Graceville Historical Marker bears the mark of A. R. Nichols' balanced and somewhat formal interpretation of the style.

The wayside rest has served its original purpose since its completion in 1941.

Additional Historical Background

The stone historical marker was built of Ortonville and Milbank granite. The Ortonville-Milbank area's first known granite quarry, the Baxter Quarry, was in operation as early as 1886. Quarries in the area are still active and produce a striking red granite that is known worldwide as Mahogany granite.

Arthur R. Nichols

Arthur R. 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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Graceville Historical Marker
Big Stone County, Minnesota

Development Division. Nichols began to consult for the highway department in 1932 as the worsening Depression reduced his private clientele (TPT 2001). Nichols designed the majority of wayside rests and much of the roadside landscaping executed by the MHD during this period. Through this work he strongly influenced the theory and design of roadside development in the state. He was trained as both a civil engineer and a landscape architect, and became a leading figure in the roadside development movement nationwide.

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 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 and played a leading role in establishing the profession in the state. He designed numerous campuses, parks, private estates, cemeteries, and urban master plans. During decades of consulting for the State of Minnesota, he planned dozens of hospitals, prisons, state parks, schools, colleges, and other campuses. For the University of Minnesota, he designed projects on at least five separate campuses between 1910 and 1952. Nichols designed the State Capitol Approach in St. Paul (1944-1950). After a long career, he retired in 1960 at the age of 80.

Harold E. Olson

Harold E. Olson served as head Roadside Development Engineer for the Graceville project. 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. Like Nichols, he was prominent in the roadside development movement nationally. Beginning in 1938, Olson 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. (His dates of birth and death have not been identified.)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 6

Graceville Historical Marker
Big Stone County, Minnesota

Summary

The Graceville Historical Marker (1940-1941) is a well-preserved example of the early roadside development work of the Minnesota Department of Highways, and in particular the Depression-era projects completed in partnership with the federal relief program called the Work Projects Administration. It is an excellent example of the National Park Service Rustic Style and of the sophisticated interpretation of that style by Minnesota landscape architect A. R. Nichols.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

Graceville Historical Marker
Big Stone County, Minnesota

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Anderson, Rolf T. "Federal Relief Construction in Minnesota, 1933-1941." National Register of Historic Places Multiple Property Documentation Form. Oct. 9, 1990; amended by Anderson Aug. 30, 1993; amended by Gemini Research 2002.

Annual Report of the Accomplishments of Roadside Development Along the Trunk Highways in Minnesota. Minnesota Department of Highways, 1939. Site Development Unit of Mn/DOT.

Bauer, Tom. "How Graceville Began." Graceville Centennial Supplement to the *Northern Star*, June 15, 1978.

"Extent of WPA Work in County is Outlined." *Graceville Enterprise*, Dec. 31, 1940.

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.

"Granite Historic Site Marker is Completed Here Last Week." *Graceville Enterprise*, Nov. 11, 1941.

Guide to Historic Markers Erected by the State Highway Department, Cooperating with the Minnesota Historical Society. Prepared by the Minnesota Historic Records Survey, Division of Professional and Service Projects, Work Projects Administration. St. Paul, May 1940.

"Highway 28 is Being Re-topped This Week." *Graceville Enterprise*, July 2, 1940.

"Historical Marker is Being Erected Near Village on Highway 28." *Graceville Enterprise*, Sept. 24, 1940.

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

"Landscape Highway 28 Near Town This Week." *Graceville Enterprise*, July 2, 1940.

"Local Men Seeking More Funds by WPA to Beautify Highway." *Graceville Enterprise*, July 18, 1939.

"Many Garments are Made by WPA Sewing Projects in County." *Graceville Enterprise*, Aug. 8, 1939.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 2

Graceville Historical Marker
Big Stone County, Minnesota

"NYA Sidewalk Work Underway This Week; Boys Learn Concrete." *Graceville Enterprise*, July 18, 1939.

Olson, Harold E., comp. *Historical Markers in Minnesota*. Photo albums prepared by Department of Roadside Development, Minnesota Department of Highways, circa 1942, updated circa 1954. Site Development Unit of Mn/DOT.

Plans for S.P. 0605-03. Stamped "Final Plans Construction Division. W.P.A. Nov. 15, 1940." Minnesota Department of Highways. Site Development Unit of Mn/DOT.

"Plaque Set in Historic Site Marker." *Graceville Enterprise*, Nov. 18, 1941.

Twin Cities Public Television (TPT), Inc. *Highway 100: Lilac Way*. 30-minute documentary film. 2001.

"Village Hall Here is Pride of State WPA Chief." *Graceville Enterprise*, April 25, 1939.

"WPA Head Reports Work Done in State, Big Stone County." *Graceville Enterprise*, March 26, 1940.

Wulff, Mrs. Walter, and Mrs. John Daly. "Village of Graceville." In *Big Stone County History*. Ed. Mrs. Walter Wulff. Ortonville, MN: Ortonville Independent, 1959.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

Graceville Historical Marker
Big Stone County, Minnesota

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 Map, Graceville Historical Marker, Graceville, Big Stone Co., Minnesota." The western boundary of the property follows the Minnesota Department of Transportation (Mn/DOT) right-of-way line. The northern boundary of the property follows the Mn/DOT right-of-way line and an eastern extension of that line that intersects with Minnesota Highway 28. The remaining boundary of the property follows the northwestern edge of the Minnesota Highway 28 roadway. The property lies within the NW 1/4 of Section 9, T124N, R46W.

Boundary Justification

The nominated property is comprised of the parcel of land historically associated with the Graceville Historical Marker.

Sketch Map
Graceville Historical Marker
Graceville, Big Stone Co., Minnesota

