

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

For NPS use only

received

SEP 6 1984

date entered

OCT 4 1984

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic N.A.

The Historic Resources of Hudson and North Hudson, (Partial Inventory:
and/or common Historic and Architectural Properties)

2. Location

3 dist. + 1

street & number see individual intensive survey forms

not for publication

city, town Hudson and North Hudson vicinity of

state Wisconsin

code

55

county

St. Croix

code

159

3. Classification

Category

☒ district☒ building(s)☐ structure☐ site☐ object

Ownership

☐ public☐ private☒ both

Public Acquisition

☐ in process☐ being considered

Status

☒ occupied☒ unoccupied☐ work in progress

Accessible

☒ yes: restricted☒ yes: unrestricted☐ no

Present Use

☐ agriculture☒ commercial☒ educational☐ entertainment☒ government☒ industrial☐ military☒ museum☐ park☒ private residence☒ religious☐ scientific☐ transportation☐ other:

Multiple Resources N.A.

4. Owner of Property

name Multiple Ownership (see individual intensive survey forms and district forms)

street & number

city, town

vicinity of

state

5. Location of Legal Description

courthouse, registry of deeds, etc. St. Croix County Courthouse

street & number 911 Fourth Street

city, town

Hudson

state Wisconsin 54016

6. Representation in Existing Surveys

title Wisconsin Inventory of Historic Places has this property been determined eligible? ☒ yes * ☒ no

date 1975-76; 1983-84

☐ federal ☒ state ☐ county ☐ local

depository for survey records State Historical Society of Wisconsin

city, town Madison

state Wisconsin 53706

*Chicago, St. Paul, Minneapolis, and Omaha RR Car Shop District/August 25, 1983

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

General Physical Description

The natural environment of the Lower St. Croix Valley is a picturesque backdrop for the architectural and historical resources of Hudson and North Hudson, Wisconsin. Nestled in the wooded bluffs on the eastern bank of the St. Croix River, a National Scenic Waterway which defines the boundary between Wisconsin and Minnesota, Hudson and North Hudson are geographically located in the west central region of the state in St. Croix County. The communities are physically divided by the Willow River, which flows westward into the St. Croix at this point.

The Hudson area is situated at the end of an expanse of prairie land which runs through the central portion of the County. The fertile soils attracted a sufficient number of agricultural settlers who, beginning in the 1850's, raised cash crops such as wheat until the turn of the century when dairy farming became the predominate agricultural pursuit.

Prior to permanent white settlement in the vicinity, which began around 1840, more than half the countryside surrounding the prairies was wooded. Lumber interests stripped local forests of pine and timber. Cutting moved up the St. Croix, leaving approximately 15 percent of county acreage as woodland.

Land purchases by Louis Massey and Peter Bouchea on the south side of the Willow River and Eleazer Steves on the north side were entered in St. Croix County records in 1848. These parcels embody what is today most of Hudson and North Hudson. Hudson proper developed as two separate settlements, Buena Vista and Willow River. Buena Vista was platted in 1849 encompassing most of the southern portion of Massey's claim. In 1850, part of Bouchea's land was platted as Willow River, separated from Buena Vista only by present day Walnut Street. Under direction of the state legislature, the settlements united under the name Hudson in 1852. (Neill, Hist. of Wash. Co. (Minn) and the St. Croix Valley, 1881, pg's 226, 227)

Generally, industrial, commercial, and other developmental influences affected the entire vicinity. But those influences had different results in the individual communities. The area first grew and prospered from early lumber and agricultural endeavors. The construction of the Willow River Mill (demolished), a lumber venture on the north bank of the Willow River in what is now North Hudson, was completed in 1850. Its location created animosity on the part of Buena Vista and Willow River settlers who felt the mill should have been built south of the tributary. The schism was formalized when, in 1857, Hudson incorporated and established its northern limit at the Willow River. When the railroad arrived in 1871, the line terminated in North Hudson. Daniel Baldwin, co-owner of the West Wisconsin Railroad, platted North Hudson in 1873. Lots were small and close together, clustered in short rectangular blocks laid in a simple grid fashion. Railroad car construction and repair shops were erected on the north shore of Lake Mallileau in 1872, but burned in a series of fires during the late 1880's. The shopyards were rebuilt a short distance north of the original site in 1891. The shopyards are being nominated as the Chicago, St. Paul, Minneapolis, and Omaha Railroad Car Shop Historic District. A residential neighborhood grew directly southeast of the yards, on land laid out by Baldwin, comprised primarily of residences for railroad employees.

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While North Hudson physically evolved from needs and priorities of a railroad community, several factors catalyzed Hudson's development from the 1850's. As the seat of St. Croix County government, Hudson grew rapidly as an industrial and commercial center. Lumbering, agriculture, and railroads attracted laborers, speculators, and company executives who settled in the community. Despite the nucleus of railroad activity in North Hudson, the West Wisconsin Railroad built their management offices in Hudson (demolished). Speculators and many other pioneers accumulated considerable wealth and built stately residences which formed affluent neighborhoods. Streets had been planned in a grid, but blocks were longer and lots more spacious than in North Hudson. Streets running parallel to the St. Croix River (i.e., east to west) were named, for the most part, for trees which reflect the significance of local lumbering. Numbered streets run north to south and increase numerically from west to east, with First Street located closest to the St. Croix. The "aristocracy" had a tendency to build along two of Hudson's major thoroughfares, Third and Vine Streets. Imposing dwellings were also erected along the east side of Sixth Street. These areas are being nominated as the Third Street-Vine Street Historic District and the Sixth Street Historic District. Surrounding neighborhoods illustrate a cross-section of modest houses of the middle classes.

Hudson's commercial nucleus mushroomed around a boat landing at the foot of Buckeye Street. As population increased, so did the needs of the community which sparked an influx of business activity. Commercial Hudson spread north along First Street, then east on Walnut. Temporarily stifled by the Panic of 1857, the commercial district began stretching along Second Street during the boom years of the 1860's. Although some commercial activity took place in North Hudson, it never reached notable proportions and many goods and services were acquired in Hudson.

On May 19, 1866, a ravaging conflagration leveled Hudson's commercial district. Buildings had been constructed of wood and were built side-to-side which, coupled with forceful winds, aided the surging flames. According to local press accounts, the fire destroyed 64 businesses and 25 residences for a total loss of \$325,000. (Hudson Star-Times, May 24, 1866, p. 1). Only one building survived the fire, a stone and brick dry goods store currently occupied by the Hudson Star-Observer (112 Walnut Street).

To avoid further fire disasters, Hudson's City Council passed an ordinance that year delineating a fire district west of Third Street from Orange Street south to Buckeye. The action restricted the use of flammable materials in new construction. Complying with the ordinance, Hudson's business community rebuilt using stone and/or brick. The architectural and historical core of downtown is being nominated as the Second Street Commercial Historic District.

Over the years, Hudson and North Hudson have expanded with progress. Man-made elements, in the form of highways, bridges, railroads, and dams, have been added to the natural environment. Old U.S. Interstate 12, at one time, brought travelers directly into Hudson's central business district. Motorists reached Minnesota via the Hudson Toll Bridge at the foot of Walnut Street. The construction of Interstate 94 approximately one mile south of downtown Hudson alleviated the use of

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U.S. 12, forced the dismantlement of the toll bridge, and drew revenue away from the community. The only remembrance of the old bridge is the dike entrance extending Walnut Street, constructed in 1913. (Lakefront Park) This remnant does not warrant recognition as a representative of the bridge's significance and, therefore, is not being nominated.

Other examples of human intervention on the landscape are two dams built at the mouth of the Willow River to create Lake Mallileau, which reaches back to the eastern limits of both communities. State Highway 35 passes north and south through Hudson and North Hudson. The Highway 35 bridge over the Willow provides the only link between the communities.

The Chicago-Northwestern Railroad crosses the St. Croix River in North Hudson near the Lake Mallileau dams. The railroad passes east along the north edge of Hudson, just south of the lake. A spur runs south along the St. Croix shore to serve several businesses in the central business district and another spur runs north to serve the car shops. A pleasure boat marina is maintained along the St. Croix shore south of Buckeye Street.

Urbanization patterns across the country have had an effect in St. Croix County. Mechanization continuously replaced rural man power and young labor sought employment in industrial cities. Hudson area population figures illustrate the urbanization cycle. Large numbers of area residents left farms and migrated to Minneapolis-St. Paul, approximately 30 miles west of Hudson. This is documented in steadily decreasing population through the 1940's. However, as the cycle advanced, centralized city inhabitants returned to the urban fringes.

The greater Hudson area today is a direct product of the urban metamorphosis. Since 1950, area population has grown substantially and Hudson has evolved as a bedroom community within the urban fringes of the Twin Cities. This has resulted in the extension of Hudson and North Hudson corporation limits to encompass the growing number of subdivisions spreading to the south, east, and north.

Architectural Resources

When describing the architectural resources of Hudson and North Hudson, the area is considered as a single unit unless otherwise specified. The same holds true in the statement of significance. Properties are identified by their preferred historic name, current street address, and map code.

Residential buildings dominate the architectural composition of the Hudson area. Comprised of a cross-section of private, semi-private and public structures, local building stock consists of an estimated 90 percent residential, 7 percent commercial, 1 percent industrial, and 2 percent civic, educational and ecclesiastical. Stylistically, Hudson's architecture represents the trends and patterns which were popular in the broad sphere of design during the late nineteenth century and early twentieth century. Vernacular adaptations of architectural periods reflect the needs and individual expressions of their owners.

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Lumber, available through local mills until 1917, has been the primary building material for residential construction. Trenton limestone, and occasionally St. Peter sandstone, were used generally for foundations and sidewalls for commercial buildings. The T.E. Williams block (321 Second Street) is the only structure in the vicinity to completely utilize quarried stone in its construction. Limestone was quarried in St. Croix County, but research has failed to uncover any quarries in Hudson. Brickyards were equally scarce in the immediate locality. Bricks brought to Hudson from other parts of the country were employed in the erection of commercial and industrial structures. Access to these materials improved with the introduction of rail service and as time progressed, civic, educational, and ecclesiastical construction used brick. Residentially, a negligible percentage of homes are built of the material.

Local contractors, builders, and owners erected Hudson's architecture. Professional architects were consulted principally for the design of public buildings: Beckman and Holm, Minneapolis (City of Hudson Municipal Building, 505 Third Street) and Van Ryn and De Gelleke, Milwaukee (Hudson Public Library, 304 Locust Street). In the case of the old St. Croix County Courthouse (914 Third Street, National Register of Historic Places, 1982, included in the Third Street-Vine Street Historic District), architect William Towner and builder F.C. Norlander both hailed from St. Paul.

Owners of commercial properties generally took it upon themselves to have their stores and business blocks built. Two structures bear the name of their respective owners; A.E. Richard's building (1872) whose storefront is veneered with a patented local ashlar "Frear Stone" (522 Second Street, Hudson Star-Times, July 7, 1872, p. 4) and one of E.E. Gatchell's stores built in 1895 (212 Locust Street). Business blocks were popular in commercial Hudson. The first to be constructed was the T.E. Williams Block (321 Second Street). Originally housing two storefronts, the building was built entirely of stone with fluted cast iron Corinthian columns supporting the arcading arches along the east facade. Erected between 1870 and 1900, four business blocks are located within the architectural and historical core of the central business district. (Second Street Commercial Historic District) Italianate design dominates as the style chosen for commercial construction. Exceptions to this statement included in the Second Street Historic District are the Queen Anne Taylor-Goss Block (501-03 Second Street), the True Republican office which reflects Romanesque influence (421-23 Second Street) and the Hotel Hudson, designed by Duluth architect Arthur Hanford reminiscent of the Art Deco style (502-10 Second Street).

The Omaha Railroad car shops in North Hudson are distinct examples of industrial architecture (Chicago, St. Paul, Minneapolis, and Omaha Railroad Car Shop Historic District). Standing a single story, the shop buildings are strictly utilitarian in design. Pilastered brick walls encase spacious open interiors utilized for each buildings specified task. Large multi-paned windows, and in some cases monitors, provided sufficient light and ventilation while massive wooden doors allowed the conveyance of railroad cars between buildings. A course of cruciform brickwork along the freize is the only suggestion of ornamentation.

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Residential neighborhoods in Hudson proper provide a substantial sampling of prototypical architectural periods. Greek Revival was highly popular during Hudson's initial settlement and many fine examples still exist. The Frederick Darling House (617 Third Street) epitomizes the style with its classically pedimented portico. Emulating a Greek temple, the VanMeter House (Third Street-Vine Street Historic District, 503 Vine Street) is a modest, but pure, representation of the period. Its pedimented gable faces the street, visually supported by corner pilasters. Both residences are attributed to the craftsmanship of pioneer contractor Ammah Andrews, who modified porch columns by making them octagonal.

In the Third Street-Vine Street Historic District, the John S. Moffat House (1004 Third Street, National Register of Historic Places, 1974) is Hudson's rendition of octagonal architecture. Built as one of the earliest residences on Third Street, the Octagon House set a precedent for the construction of other affluent dwellings along the thoroughfare.

Gothic Revival appears briefly, primarily in ecclesiastical architecture. The First Presbyterian Church (Third Street-Vine Street Historic District, 828 Third Street) is Victorian Gothic with pointed arch stained glass windows. "Frear Stone" forms the window hoods and veneers the exposed basement which, in contrast with the cream brick edifice, simulates polychrome. The Boyd T. Williams House (101 Third Street) is Hudson's emblematic Gothic Revival residence. Steep gables are embellished with elaborate wooden bargeboards and finials. The dwelling's integrity is enhanced by its setting, nestled on a wooded lot in the bluffs overlooking the St. Croix River.

Italianate dwellings in the community are widespread. By far, the most prominent example is the William Dwelley House (1002 Fourth Street). Carved brackets placed in pairs accent the cornice of the truncated hip roof. The building's integrity is strengthened by elaborate porches, although added during a later period. Italianate, including vernacular renditions, is well represented throughout the residential historic districts. Examples include the John C. Spooner House (Third Street-Vine Street Historic District, 915 Third Street), St. Patrick's Catholic Church Rectory (Third Street-Vine Street Historic District, 321 St. Croix Street), and the Frank D. Harding House (Sixth Street Historic District, 802 Sixth Street)

Picturesque, Victorian architectural styles augment the character and integrity of the districts and the entire vicinity. Philo Q. Boyden's residence (Third Street-Vine Street Historic District, 727 Third Street), predates other representatives having been built in 1879. Ornate millwork, heavily carved capitals on tapered verandah posts, and the multiple use of quatrefoil piercing exemplifies Victorian Gothic styling. The David C. Fulton House (Sixth Street Historic District, 904 Sixth Street) symbolizes eclecticism, blending the plan and "campanile" tower of an Italian Villa with Queen Anne shingling, stickwork, and milled porch detail. William H. Phipps erected the "grande dame" of Hudson's Queen Anne period in 1884 (Third Street-Vine Street Historic District, 1005 Third Street). The mansion's complex plan is defined by chamfered and polygamal bays, projections, and an octagonal tower. An array of shinglework, classical detail, verandahs, balconies, and gable dormers fancifully express the picturesque quality of the period.

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Disregarding sedate ornamentation, Dr. Samuel C. Johnson's Queen Anne residence (405 Locust Street) rivals the integrity of the Phipps House. Classical lines are interrupted by graceful curves, a detail unique to the Johnson House, but the irregular plan and sweeping verandah are typically Queen Anne. Transition between Queen Anne and the early revival periods of the twentieth century resulted in a vast number of dwellings reflecting both architectural influences. Generally these houses retained asymmetrical plans and frequently some decorative Queen Anne elements, but incorporated pedimented gables, boxed cornices and simplified porches with tapering classical columns. Several transitional Queen Annes contribute to the character, integrity, and feeling of the Third Street-Vine Street Historic District (511 Vine Street, 1308 Third Street, and 1215 Third Street).

Hudson's twentieth century residential architecture is marked by period revivals. The Presbyterian manse, built in 1900, is the finest example of Colonial Revival architecture in the community (Third Street-Vine Street Historic District, 209 Orange Street.) English Revivals were popular through the 1930's and the Barber-Campbell House (Third Street-Vine Street Historic District, 1027 Third Street,) is the prominent local representation of Tudor architecture. Neo-classical design is particularly recognized in Hudson's public buildings. A massive stone pediment, complete with a tryglipied entablature supported by fluted Doric columns, accents the central entrance to the Hudson Public Library (304 Locust Street). The city's Municipal Building (505 Third Street) revivifies typically Georgian themes; a slightly projecting central entrance with a broken-bed pediment, visually supported by two story corner pilasters, and crowned by a louvered cupola. Hudson's post office (225 Locust Street) also symbolizes Neo-Georgian characteristics and is eligible for the National Register inclusion. Hudson's bungalows personify the significance of the Craftsman design movement. Exposed structural components serve as decorative features and natural construction materials, such as wood, brick, and stucco, closely tie the building with the landscape. The Alfred Schultz House (Third Street-Vine Street Historic District, 800 Vine Street) exemplifies the period locally, with wood shingle siding, turned knee braces and plain bargeboards at the eaves, and tapering pyramid porch posts.

Hudson and North Hudson are rich in period representations of late nineteenth and early twentieth century residential, commercial, and industrial architecture. From the most modest temple form of Greek Revival dwellings, to the highly embellished Queen Anne mansions, to the utilitarian design of railroad car shop buildings, compatibility in workmanship, design principles, character, and feeling create a high degree of architectural and historical integrity within the entire community. The finest representations, as individual properties or cohesive historic districts, are included in this multiple resource nomination.

Archeological Surveys

The Hudson/North Hudson Intensive Survey did not include an investigation of archeological resources. Since no comprehensive study or survey has been completed regarding these resources, no archeological resources are included within the nomination.

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Survey Methodology

In 1983, the West Central Wisconsin Regional Planning Commission in Eau Claire was awarded a survey and planning grant by the Historic Preservation Division of the State Historical Society of Wisconsin. The purpose of this grant was to conduct an intensive architectural and historic survey of Hudson and North Hudson's resources and prepare a multiple resource nomination for all potentially eligible properties and districts. Ann Raid, staff planner, with the West Central Wisconsin Regional Planning Commission, served as Project Director. Richard C. LaRowe, Principal Investigator and Architectural Historian/Preservationist, conducted the survey and research as well as completing the nomination. Local citizen participation played a vital role in the project. A general advisory committee coordinated the efforts of working subcommittees which were responsible for the production of a popular publication, slide/tape program, and public information.

Initially, the principal investigator updated an existing reconnaissance survey conducted by the State Historical Society in 1975-76. Some 56 properties of architectural and/or historical interest were recorded by the state. During the 1983 update, the principal investigator noted alterations or demolition of previously identified properties, re-photographed them, and added approximately 550 sites to the existing survey. Once completed, data for each surveyed property, including architectural descriptions, locational information, a dry-mounted photograph, and historical background (if applicable), was compiled on individual intensive survey forms to be filed at the State Historical Society and the Hudson Public Library.

Hudson and North Hudson were surveyed as two distinct communities, each within their respective corporation limits, and sites were recorded on mylar maps. Architecturally, buildings documented in the project represent the range of architectural periods popular between Circa 1849 and Circa 1950 and vernacular adaptations thereof.

Within the course of fieldwork, the principal investigator roughly defined boundaries for potential historic districts. In conjunction with the Historic Preservation Division, four historic districts were delineated; two residential (Third Street-Vine Street Historic District, and Sixth Street Historic District) and one commercial (Second Street Commercial Historic District) in Hudson and one industrial district (Chicago, St. Paul, Minneapolis and Omaha Railroad Car Shop Historic District) in North Hudson. These areas have been defined as possessing high architectural and historical integrity based on design quality, setting, workmanship, materials, feeling, and the historical associations they convey.

Following the completion of intensive fieldwork, in-depth research on surveyed properties was conducted focusing on themes associated with the community's historical development. The principal investigator consulted various resources housed at the Hudson Public Library, St. Croix County Historical Society, St. Croix County Register of Deeds Office, Hudson Star-Observer, the University of Wisconsin at River Falls Archives, and the Minnesota Historical Society Library. Of particular aid to historical research were a number of local histories published by the Hudson

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Star-Observer, St. Croix County Deed Records, Sanborn-Perris Insurance maps, past editions of local newspapers, and historical photographs. Data gathered during research was instrumental in finalizing the intensive survey forms, the project's final report, and evaluating a property's National Register eligibility.

Finally, 9 individual properties were identified, along with the four districts, for inclusion in the multiple resource nomination. The principal investigator evaluated these sites according to National Register criteria.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input checked="" type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify)
Period of Significance:			-assoc. w/ significant	
Specific dates	1855–1934	Builder/Architect (see survey forms)	individual	
			-assoc. w/health service	

Statement of Significance (in one paragraph)

Introduction

The St. Croix River Valley, carved thousands of years ago through extensive glacial activity and melt water, provides a pastoral and poetic setting for the history of Hudson and North Hudson, Wisconsin. But the significance of local natural resources is functional rather than aesthetic. Wide prairies surrounding the vicinity furnished multiple bushels of wheat and other grains. Timber, cut in the northern pineries, were floated downriver to waiting mills. In effect, the Hudson area developed rapidly as an industrial and commercial center.

Located at the convergence of the St. Croix and Willow Rivers (the later geographically divides Hudson from North Hudson), pioneers harnessed water power from both rivers to operate early lumber and grist mills. The navigable waters of the St. Croix, used by Indians, French trappers and missionaries, and the English as channels of commerce centuries before permanent white settlement, became a primary transportation link for export and passenger travel. Prior to Wisconsin statehood, the seat of St. Croix County had been established at Brown's Warehouse, now Stillwater, Minnesota. In 1848, the St. Croix River was designated as Wisconsin's western boundary, segregating the governmental seat from its jurisdiction. As a result, Hudson became the county seat which advanced its significance as a pivotal city.

Railroads supplanted the river as a transportation route during the 1870's, but the Hudson area maintained its industrial and commercial influence as a nucleus for rail networks in Wisconsin's west central region. Agriculture, lumbering, and railroads provided opportunities which attracted domestic and foreign immigrants which contributed to local historical development.

Twentieth century Hudson witnessed the decline and cessation of industrial and commercial activity which had shaped the area. Automobiles allowed for more personal mobility, and with the employment potential of the greater Minneapolis/St. Paul region a few miles west, Hudson has become a bedroom community for the metropolitan area.

Nine individual properties and four districts have been selected for architectural and/or historical significance for inclusion in the nomination. Historically significant properties and districts are associated with the lives of significant people or have contributed to the cultural, industrial, religious, civic, or commercial development of Hudson and North Hudson. Architecturally significant properties and districts are significant examples of types, periods, and methods of construction in 19th and 20th century Hudson.

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Historical Development

Hudson and North Hudson's historical development is rooted in the years preceeding permanent white settlement. Eastern Dakota Indians in the Lower St. Croix Valley met French explorers and fur traders as early as the late 17th century. The French regime controlled the region until they were expelled by the British after the French and Indian War. English occupation prevailed through the War of 1812, after which American domination of the territory solidified and Congressional legislation banned foreign trademen from the United States fur industry. Prior to this time, Lt. Zebulon Pike was sent up the Mississippi River to investigate regional assets and evict the British. Pike's evaluation led to the establishment of Fort Snelling, a military fortress in 1819. Fort Snelling served a pivotal role as headquarters for potential settlements. After Wisconsin organized as a territory in 1836, two U.S. Government treaties were signed with the Sioux and Chippewa, purchasing lands in what is today western Wisconsin and eastern Minnesota. In 1837, the new area was opened for settlement.

The original settler of land now occupied by Hudson was Louis Massey. Born in Montreal, Canada around 1790, Massey combed the Upper Great Lakes and most of Wisconsin as a fur trapper until he settled on the Fort Snelling reservation in 1828. In 1840, shortly after the Federal Government cleared the reservation of all non-military white settlers, Massey located at the mouth of the Willow River. Massey was immediately followed by his brother-in-law Peter Bouchea and Elezer Stevens. These three squatters, whose combined land holdings are currently occupied by most of Hudson and North Hudson, legalized their claims at the U.S. Land Office in St. Croix Falls, August 23, 1848. "Massey (entered)...land fronting on the St. Croix River...lying between (present day) Division...and Elm Streets. On the same day, Peter Bouchea filed a claim on...land...south of Massey's boundary...", while Eleazer Stevens requisitioned riverfront acreage north of the Willow River. (Day, Hudson in the Early Days, 3rd Edition, 1978, p. 26-7).

Originally, St. Croix County extended into the upper northeast region of Minnesota. Throughout the 1840's the county receded in size as a result of territorial legislation. Brown 's Warehouse, now Stillwater, Minnesota, was designated as St. Croix County's governmental seat in 1840, but was severed from its jurisdiction in 1848, when Wisconsin's boundary was drawn along the St. Croix and Mississippi Rivers. On June 8, 1848, the state legislature approved the relocation of the St. Croix County seat on sections 4 and 5, at the mouth of the Willow River later named Hudson. (Neill, History of Washington County, 1882, p. 220).

The construction date of St. Croix County's first government building is obscure. Documentation reveals the location of a small frame building, used as a courthouse and other public functions, on the southeast corner of Third and Elm Streets, and where this single structure succumbed to fire in 1851, the "courthouse, Methodist (Episcopal), Baptist, Congregational, and Episcopal churches, together with the high school buildings, were all consumed." (Hudson Star-Times, Semi-Centennial Edition, June, 1898, p. 1.). A suitable courthouse was finally erected in 1857 on county

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property at Third and Orange Streets. This structure was demolished in 1900 to make room for a massive Richardsonian Romanesque courthouse which serves as an annex within the present courthouse complex. (National Register of Historic Places, 1982, Third Street-Vine Street Historic District, 914 Third Street).

In 1849, the Village of Buena Vista, named for its beautiful view, was platted along the east bank of the St. Croix River which included a southern tract of Louis Massey's parcel. The following year, Bouchea aided in the organization of the Village of Willow River, separated from Buena Vista by present-day Walnut Street. Wisconsin's legislature "directed the uniting of (these) two settlements under the name Willow River" in 1851. (Weatherhead, Westward to the St. Croix, 1978, p. 28). In order to quell favoritism, an alternate name was submitted and the state approved the name "Hudson", the seat of St. Croix County, in 1852.

Since the early days of settlement, North Hudson developed as a separate community. The vicinity's first mill, completed in 1850, was erected on the north bank of the Willow River (demolished). The event created animosity on the part of Buena Vista and Willow River settlers, who favored a construction site on the Willow's south side. When Hudson incorporated in 1857, the schism widened when the city's northern corporation limit was established at the Willow River.

Agriculture, lumbering, and railroads were the vital industrial forces which contributed to Hudson's success as a commercial center. Timber cutting had moved up the St. Croix by the time Massey arrived at the Willow River, but the community sported a number of lumber mills (demolished). "In 1872, lumbering establishments on the St. Croix numbered 17 mills and two booms, with a capital of \$500,000 and a turn out of 35-million feet of lumber, 10-million feet of lath, and 15-million shingles." (Day, Hudson in the Early Days, 3rd. Edition, 1978, p. 68).

St. Croix County was one of Wisconsin's leading wheat producers throughout the nineteenth century. Two grist mills were erected at the convergence of the Willow and St. Croix rivers in 1867 and 1868. After 1877, flour production increased from 70 to 450 barrels per day to meet the growing demand, local and exported, for processed flour. Before the mill's construction, raw wheat was shipped to LaCrosse then on to St. Louis, in the form of flour or whole grain, for national distribution. Samuel T. Merritt, who came west during the wave of Yankee immigration, finally settled in Hudson in 1862. Merritt is reputed to have been the first to ship wheat to LaCrosse in the late 1860's. The mills and similar representation of Hudson's wheat production and export have been demolished. The only surviving evidence of Merritt and his significant contributions to local industry is his family residence at 904 Seventh Street.

When the West Wisconsin Railroad reached the shores of Lake St. Croix in 1871, it symbolized progress. But the full impact of the railroad was not realized until years later, when Hudson became recognized as an influential rail center. Lumbering was a seasonal occupation before the 1870's. The introduction of rail transport extended the felling season and lumber interests looked to the railroad, not so much for exporting their products, but to obtain supplies and raw materials, especially in winter.

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As independent lines were absorbed to form networks, the vicinity of Hudson became a pivotal rail center. A small complex of railroad car construction and repair shops were built on the north shore of Lake Mallalieu in North Hudson in 1872. The following year, Daniel Baldwin, co-owner of the West Wisconsin Railroad, platted North Hudson with the desire and foresight that a community would develop around a prosperous rail industry.

By the end of the decade, the West Wisconsin merged with several local and regional lines to form the Chicago, St. Paul, Minneapolis, and Omaha Railroad with over 1700 miles of track. After a series of fires destroyed the shop yards during the late 1880's, the "Omaha" considered relocating and expanding their construction and repair facilities. However, in 1890, the local press hailed the railroad's decision to stay in North Hudson. A site was procured just north of the old yards and in 1891, the new complex began operation.

Lumbering began to wane at the turn of the century due to depleting northern pineries. During the same period, wheat was supplemented by dairy products as St. Croix County's foremost agricultural product and the "Omaha car shops, in full swing, superseded other industries as the locality's leading economic factor. Throughout the peak years of railroad car construction and repair, between 1910 and 1920, the shops employed nearly 500 men." (Easton, History of the St. Croix Valley, 1909, p 835) Laden with economic problems, the rail industry steadily declined until 1957 when the shops closed. As a significant representation of the railroad's association with industrial development, North Hudson's Chicago, St. Paul, Minneapolis, and Omaha Railroad Car Shops are being nominated as an historic district.

With grist and lumber mills in full operation since Hudson's initial settlement period, a thriving export trade evolved. Mills and warehouses, which have long since disappeared, mushroomed along the east bank of the St. Croix River, clustered around a boat landing and wharf at the foot of Buckeye Street. Hudson's commercial district also originated along Buckeye, but as business actively increased, the district spread along First, Walnut and Second Streets. Fire leveled commercial Hudson in 1866 and according to local newspaper accounts, the fire claimed 64 businesses and 25 residences. (Hudson Star-Times, May 24, 1866, p. 1). Only one building, a dry-goods store, survived the conflagration. (Second Street Commercial Historic District, 112 Walnut Street). Hardware dealer T.E. Williams, who incurred the greatest monetary loss in the fire, erected the first "fireproof" building in 1866. (321 Second Street)

Hudson's City Council took steps to insure against future devastating fires by establishing a fire district west of Third Street between Orange and Buckeye. The ordinance restricted the use of flammable materials in new construction. Eager to rebuild, enterprising businessmen complied with municipal action and, during the commercial building boom of the late nineteenth century, brick and stone buildings were erected in the vicinity of Second Street. The architecturally and historically significant core of Hudson's central business district, which possesses the most integrity of its surroundings, is being nominated as the Second Street Commercial Historic District.

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Hudson's residential neighborhoods are a direct product of the community's historical development. Local dwellings were built primarily of wood, signifying the importance and availability of locally-milled lumber. Architecturally, Hudson's homes reflect the broad patterns, as well as vernacular adaption, of styles popularized during the nineteenth and twentieth centuries. The Greek Revival Frederick Darling House (617 Third Street), the picturesque Gothic Boyd T. Williams House (101 Third Street), and the William Dwelley House (1002 Fourth Street), built according to Italianate design, are the community's finest examples of their respective periods.

The Third Street-Vine Street and Sixth Street Historic Districts illustrate a locally significant cross-section of architectural styles. Gracefully intermixed with ecclesiastical structures, the architectural character of the Third Street-Vine Street Historic District is enhanced by the John S. Moffat Octagon House (1004 Third Street, National Register of Historic Places, 1974), the St. Croix County Courthouse (914 Third Street, National Register of Historic Places, 1982), the Victorian Gothic Philo Q. Boyden House (727 Third Street), and a range of period examples dating from 1855 to 1934. The representation of architectural styles is equally diverse in the Sixth Street Historic District which includes the David C. Fulton House (904 Sixth Street), an eclectic expression of Italian Villa and Queen Anne design.

Several residences within these districts are associated with the lives of significant individuals. The John Comstock House (804 Vine Street) was built by one of Hudson's early entrepreneurs who greatly contributed to the industrial and commercial development of the locality. U.S. Senator John C. Spooner, a prominent politician and railroad solicitor built the vernacular Italianate at 915 Third Street and local philanthropist William H. Phipps erected Hudson's finest Queen Anne residence in 1884. (1005 Third Street)

Since the turn of the century, major changes have taken place within the industrial, commercial, and architectural development of Hudson and North Hudson. After 1900, dairy farming became the major thrust of agricultural production, forcing the closure and demolition of flour and grist mills. In 1917, the Central Lumber Company, the last of a chain of successful lumber mills along the St. Croix riverfront, sawed its last board. Those buildings have also disappeared. The railroad industry, once the lifeblood of the entire vicinity, steadily declined through the 1930's and 1940's. In 1957, the old Chicago, St. Paul, Minneapolis and Omaha Railroad car shops permanently closed their doors.

In terms of architecture, styles became cleaner in design, shedding much of their elaborate ornamentation. Purified Colonial Revivals set a standard for simplicity in architecture, followed by Craftsman Bungalow popularity and the Moderne movement. Many of these, Colonial Revivals and Bungalows in particular, are found in the cohesive residential historic districts along Third, Vine and Sixth Streets.

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Resources Included in the Nomination

Architectural significance is the primary focus of the nine individual properties and four historic districts included in the nomination. Of the nine sites, six are nominated strictly for architecture, two for history, and one for both history and architecture. Seven properties are residential, one commercial, one library, . Three of the four historic districts are in Hudson, two residential and one commercial; and all three are historically and architecturally significant. One hundred and thirty-eight total properties comprise these districts. Three National Register sites are located within historic district boundaries; the John S. Moffat Octagon House (1004 Third Street, National Register of Historic Places, 1974, Third Street-Vine Street Historic District), the St. Croix County Courthouse (914 Third Street, National Register of Historic Places, 1982, Third Street-Vine Street Historic District), and the Opera Hall Block (516 Second Street, National Register of Historic Places, 1979, Second Street Commercial Historic District). The Chicago, St. Paul, Minneapolis, and Omaha railroad car shops is the fourth historic district included in the nomination. Located in North Hudson, this industrial district has been determined eligible by the U.S. Department of the Interior, August 25, 1983.

The nominated properties, individual and districts combined, present a diverse cross-section of local building stock. These properties illustrate the progression of architectural periods popular from the mid-nineteenth century to 1930. Historically, the nominated sites are associated with the historical development of the community and prominent individuals whose lives represent local and statewide significance.

Planning, Preservation, and Restoration Activities

Initiated by concerned citizens and the Old Homeowners Association of Hudson, the historic preservation survey and planning project was organized to inventory, document, and identify the community's architecturally and historically significant properties. The major thrust of the project was to intensively survey the architectural and historical resources in Hudson and North Hudson and nominate potentially eligible properties to the National Register of Historic Places, which are included in this multiple resource nomination.

Through the distribution of a slide/tape program and popular publication, both products of the survey project, extensive printed media coverage, and public presentations, local residents have become aware of the community's architectural/historical resources and the need to preserve them. Hudson's citizenry has developed even greater pride in the architectural character and integrity of their neighborhoods, increased in the delineation of historic districts. Several residents have taken steps to enhance their properties by researching historic design principles and applying them to their dwellings. Commercial property owners have investigated tax investment credits, offered through the Economic Recovery Act of 1981, and have begun restoration and adaptive reuse of historic buildings. It is hoped that

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through local historic preservation legislation, Hudson and North Hudson's architectural and historical resources, identified during this project, will be maintained.

The entire intensive survey, including photographs and narrative documentation, the final report, and copies of the nomination, publication, and slide/tape program, will be housed at the Hudson Public Library for public access to these materials. The Historic Preservation Division of the State Historical Society of Wisconsin will also retain the complete survey.

Significance: Architecture

Hudson's architectural resources included in the multiple resource nomination represent type, period, or method of construction. Individual properties typify their respective styles dating from 1857 to 1927. The historic districts are architecturally diverse and illustrate the evolution of architectural design as high and vernacular examples of styles popular from 1855 to 1934.

Architecturally significant individual properties are primarily the community's foremost representatives of a particular style. The Boyd T. Williams House (101 Third Street) exemplifies the picturesque romanticism of Gothic Revival with elaborate bargeboards adorning steeply pitched gables. Greek Revival dwellings enhance the entire community, but the Frederick Darling House (617 Third Street), with its stately portico supported by four octagonal columns, is the supreme example. William Dwelley's residence (1002 Fourth Street) has ornamental porches of a later period, but retains its integrity of Italianate design. Dr. Samuel C. Johnson erected one of Hudson's best Queen Anne houses (405 Locust St.) and contractor/stonemason August Johnson built for himself a transitional Queen Anne-Colonial Revival home by casting cobblestones in concrete and placing them in a common block pattern.

The T.E. Williams Block (321 Second Street) was erected as Hudson's first "fire-proof" building following a conflagration which leveled the commercial district in 1866. Constructed of stone and cast iron, the Italianate building features arcading arches spanning the east facade.

Hudson's three historic districts contain a comprehensive array of late nineteenth and early twentieth century residential and commercial architecture. Some locally prominent residential styles are found in the Third Street-Vine Street Historic District and the Sixth Street Historic District such as the William Phipps House, built in the Queen Anne style and rivaled only by the aforementioned S.C. Johnson residence; a Victorian Gothic residence built by Philo Q. Boyden (727 Third Street, Third Street-Vine Street Historic District); the eclectic grace of David C. Fulton's house (904 Sixth Street, Sixth Street Historic District); the former Presbyterian Manse, a Colonial Revival built in 1900 (209 Orange Street, Third Street-Vine Street Historic District); and the Alfred Schultz House, Hudson's finest Craftsman Bungalow (800 Vine Street, Third Street-Vine Street Historic District). Vernacular renditions, particularly of Italianate design, express individual tastes of their original owners

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including the John C. Spooner House (915 Third Street, Third Street-Vine Street Historic District)

and the vernacular Queen Anne Baptist Church Parsonage (309 Vine Street, Third Street-Vine Street Historic District). The Second Street Commercial Historic District is a collection of nineteenth and twentieth century commercial architecture composed of Italianate buildings, but accented by a single Queen Anne representative (501-3 Second Street, Second Street Commercial Historic District). The best example of late nineteenth and early twentieth century industrial architecture in the area is represented by the Railroad Car Shops Historic District. For more information, please refer to individual survey forms and district forms.

Significance: Associated with Significant Individuals

The residence at 803 Orange Street was the home of Judge Herman L. Humphrey, a locally significant lawyer and politician who contributed to the establishment of a few of Hudson's primary commercial and industrial ventures and served the public in a number of elective capacities.

Samuel T. Merritt, credited with being the first to ship wheat down the St. Croix River to LaCrosse, lived at 904 Seventh Street. His dwelling is the last surviving example of his life and contributions to the community.

Dr. Boyd T. Williams, a native Hudsonite who received his medical training from the Cincinnati College of Physicians and Surgeons in 1901. After serving as a general practitioner for a few years, Williams went to Minneapolis and opened his first facility for the treatment of cancer in 1911. In 1931, the doctor purchased the former Charles Lewis House (101 Third Street) and opened the residence as a cancer sanatorium. Boyd T. Williams made great strides in the development of cancer treatment techniques and surgery. His extensive medical library, which included many of his personal findings and reports, is currently owned by the Mayo Clinic.

Within the Third Street-Vine Street Historic District, several houses are associated with significant personages. These include the residences of John Comstock (804 Vine Street), a local industrialist; philanthropist William H. Phipps (1005 Third Street); and U.S. Senator John C. Spooner, whose political career warrants statewide significance (915 Third Street). Dr. Samuel Johnson was a prominent 19th century surgeon who served as State Surgeon General as well as Hudson mayor. (405 Locust St.) For more information, please refer to individual survey forms and district forms.

Significance: Commerce

The Second Street Commercial Historic District is the historical core of Hudson's central business district. The physical composition of fireproof buildings was directed by municipal legislation following the Great Fire of 1866. The district symbolizes the commercial development of the entire vicinity as an assemblage of business blocks and storefronts which possess the highest degree of integrity within the community. For more information, please refer to district form.

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Significance: Industry

The Chicago, St. Paul, Minneapolis, and Omaha Railroad Car Shop Historic District contains ten buildings which signify one of the area's most important industries. An expanded and more complete version of North Hudson's railroad car industry, the shops replaced former yards destroyed by fire during the late 1880's. Railroad car construction and repair supplanted lumber and agriculture as the community's leading industry around the turn of the century. For more information see survey form.

Significance: Education

The desire for cultural stimulation during Hudson's settlement period sparked the beginning of the Hudson Public Library. The facility developed from an organization of local women who purchased books and subscribed to periodicals, with the aim of making them accessible to the public, and kept them in the Amos Jefferson House (1109 Third Street, Third Street-Vine Street Historic District). In 1903, funds were received from industrialist Andrew Carnegie for the construction of Hudson's first and only public library (304 Locust Street). Completed in 1904, the library is one of the earliest Carnegie-funded libraries in Wisconsin and is architecturally significant as a prominent representative of Neo-classical architecture.

For further information, please refer to individual survey form.

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Significance: Associated with Health Services

The Lewis-Williams House (101 Third Street) stands as the only historical representative of the development of health services in Hudson. Purchased by Dr. Boyd T. Williams in 1931, the house was used as a sanatorium for the treatment of cancer, primarily external varieties. A general illness sanatorium, the Oliver Wendell Homes Hospital, erected in 1887, burned in 1935. The only other health facility in the community is Hudson Memorial Hospital, constructed after the period of significance for the National Register.

Significance: Transportation

Although steamboats and stagecoaches provided the first transportation in the Hudson/ North Hudson region, it was the arrival of the railroad in 1871 that had the greatest impact on the industrial and commercial development of the community, facilitating the shipment of products from the lumber industry and linking the area to a rail network that stretched across the country. The arrival of the railroad to the area provided an important employment opportunity, as well. In 1872, the West Wisconsin Railroad moved its central car construction and repair shops from Eau Clair to North Hudson, making the small village an important node in the area's transportation system. As the railroad grew (eventually merging with several regional lines to form the Chicago, St. Paul, Minneapolis, and Omaha Road in 1878), the car shops district grew, particularly after a fire necessitated rebuilding the shops in the 1890s. The car shops continued to serve the "Omaha Road" system well into the twentieth century and exists today as the best group of structures associated with the coming of the railroad to Hudson.

For details, see Chicago, St. Paul, Minneapolis, and Omaha Railroad Car Shops Historic District survey form.

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreage of nominated property See Survey/District Forms

Quadrangle name See Survey/District Forms

Quadrangle scale See Survey/District Forms

UTM References See Survey/District Forms

A

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Zone Easting Northing

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Zone Easting Northing

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Verbal boundary description and justification

All nominated properties are contained within the corporation limits of Hudson and North Hudson as they existed in March, 1983. For specific boundary descriptions and justification please refer to individual intensive survey forms and district forms.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Richard C. LaRowe, Principal Investigator

organization West Central Regional Planning Commission

date April, 1983

street & number 1425-1/2 Third Street

telephone (715) 386-8949

city or town Hudson

state WI 54016

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☐ local

See Intensive survey Form and District Forms.

As the designated State Historic Preservation 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.

State Historic Preservation Officer signature 

title DIRECTOR, HISTORIC PRESERVATION DIVISION

date AUG. 28, 1984

For NPS use only

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

See Continuation Sheet for listings date 1984
Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
National Park Service

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Multiple Resource Area
Thematic Group

dnr-11

Name Hudson and North Hudson Multiple Resource Area
State St. Croix County, WISCONSIN

Cover 10/4/84

Nomination/Type of Review

Date/Signature

1. Darling, Frederick L., House

Entered in the
National Register

for Keeper

Attest

Delores Byers 10/4/84

2. Dwelley, William, House

Entered in the
National Register

for Keeper

Attest

Delores Byers 10/4/84

3. Hudson Public Library

Entered in the
National Register

for Keeper

Attest

Delores Byers 10/4/84

4. Humphrey, Herman L., House

Entered in the
National Register

for Keeper

Attest

Delores Byers 10/4/84

5. Johnson, August, House

Entered in the
National Register

for Keeper

Attest

Delores Byers 10/4/84

6. Johnson, Dr. Samuel C., House

Entered in the
National Register

for Keeper

Attest

Delores Byers 10/4/84

7. Lewis-Williams House

Entered in the
National Register

Keeper

Attest

Delores Byers 1/2/85

8. Merritt, Samuel T., House

Entered in the
National Register

for Keeper

Attest

Delores Byers 10/4/84

9. Williams, T.E., Block

Entered in the
National Register

for Keeper

Attest

Delores Byers 10/4/84

10. Chicago, St. Paul, Minneapolis
and Omaha Railroad Car Shop
Historic District

Entered in the
National Register

for Keeper

Attest

Delores Byers 10/4/84

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Continuation sheet

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Multiple Resource Area
Thematic Group

Name Hudson and North Hudson Multiple Resource Area
State St. Croix County, WISCONSIN

Nomination/Type of Review

Date/Signature

11. Second Street Commercial District

for Keeper
Entered in the
National Register Attest

Delores Byers 10/4/84

12. Sixth Street Historic District

for Keeper
Entered in the
National Register Attest

Delores Byers 10/4/84

13. Third Street-Vine Street
Historic District

Substantive Review
Keeper Attest

14.

Keeper

Attest

15.

Keeper

Attest

16.

Keeper

Attest

17.

Keeper

Attest

18.

Keeper

Attest

19.

Keeper

Attest

20.

Keeper

Attest