

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

RECEIVED 2280

OCT - 2 2015

1. Name of Property

Historic name: Inspiration Point Wayside Rest

Other names/site number: _____

Name of related multiple property listing:

Federal Relief Construction in Minnesota, 1933-1941

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

Nat. Register of Historic Places
National Park Service

2. Location

Street & number: On Minnesota Highway 16.2 miles SW of Junction with Fillmore Co. Highway 21

City or town: Carrolton Twp. State: MN County: Fillmore

Not For Publication N/A Vicinity: Lanesboro

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 at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<u>Barbara Howard</u> Signature of certifying official/Title: Barbara Mitchell Howard, Deputy SHPO, MNHS	<u>September 29, 2015</u> Date
_____ State or Federal agency/bureau or Tribal Government	
In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
_____ Signature of commenting official:	_____ Date
_____ Title :	_____ State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register

other (explain:)

Joe Edson H. Beall
Signature of the Keeper

11-16-15
Date of Action

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

Noncontributing

buildings

1

sites

5

structures

objects

6

Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

LANDSCAPE/park

Current Functions

(Enter categories from instructions.)

LANDSCAPE/park

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7. Description

Architectural Classification

(Enter categories from instructions.)

Other: NPS Rustic Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: STONE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Inspiration Point Wayside Rest is a state highway rest area built in 1934-1937 in Fillmore County's Carrolton Township about two miles south of Lanesboro. The nine-acre site was built by the Minnesota Department of Highways (MHD) and enrollees of a Civilian Conservation Corps soil erosion camp located nearby. The property was designed by prominent Minnesota landscape architect A. R. Nichols, in cooperation with MHD engineer Harold E. Olson. It is a well preserved example of the National Park Service Rustic Style with several structures built of native limestone. The property has good historic integrity and includes six principal resources, all Contributing. It is still owned by the Minnesota Department of Transportation and still serves its original function.

Narrative Description

See Continuation Sheet.

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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.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

POLITICS/GOVERNMENT

LANDSCAPE ARCHITECTURE

Period of Significance

1934-1937

Significant Dates

1937

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

See Continuation Sheet

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Inspiration Point Wayside Rest, a state highway wayside rest built in 1934-1937, is an example of the distinctive and well-designed wayside rests developed by the Minnesota Department of Highways (MHD) Roadside Development Division during its formative years – the 1930s and early 1940s – in response to society’s changing transportation needs. The MHD built the wayside in collaboration with one of the division’s most important New Deal partners, the Civilian Conservation Corps (CCC), and the property exemplifies the way such partnerships succeeded in creating needed public infrastructure while providing jobs and training for the poor and unemployed. It is a rare example of an MHD wayside rest built by a CCC soil conservation camp, and is one of the most extensive and well preserved accomplishments of the Lanesboro CCC camp. The property is an excellent example of the National Park Service (NPS) Rustic Style. It meets National Register Criteria A and C in the areas of Politics/Government and Landscape Architecture. The property has a statewide level of significance and the period of significance is 1934-1937.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

See Continuation Sheet.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

See Continuation Sheet.

Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: Minnesota Dept. of Transportation (MnDOT), St. Paul

Historic Resources Survey Number (if assigned): FL-CRL-011

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10. Geographical Data

Acreage of Property approximately 9 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 15 | Easting: 580860 | Northing: 4838190 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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Verbal Boundary Description (Describe the boundaries of the property.)

The boundary of the nominated property is shown by the dashed line on Figures 12 and 13. These figures are sketch maps of the site drawn using an aerial photo owned by Fillmore County. Most of the boundary of the nominated property follows the edge of the Highway 16 shoulder. (The highway shoulder and travel lanes are excluded from the boundary.) The boundary line is about 18 feet away from the centerline of Highway 16, which has not moved historically. Along the western edge of the site, the boundary of the nominated property follows a MnDOT right-of-way line that separates the wayside rest from the adjacent farm. At the extreme southwest corner of the site, the nomination boundary leaves the MnDOT right-of-way line, because the right-of-way line jogs to the east, and continues in a straight line to meet the Highway 16 shoulder. The MnDOT right-of-way line was drawn with a jog in 1933 to exclude a 2,100-square-foot parcel (.05-acre) in which the adjacent farm's field road met the highway. This small parcel became part of the wayside rest circa 1960 when the wayside rest's internal drive was extended through the west picnic area to meet the highway. (The resultant new west entrance shared the farm field road's highway access point.)

Boundary Justification (Explain why the boundaries were selected.)

The boundary of the nominated property encompasses the parcel of land historically associated with the wayside rest.

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11. Form Prepared By

name/title: Susan Granger and Scott Kelly
organization: Gemini Research
street & number: 15 East 9th St
city or town: Morris state: MN zip code: 56267
e-mail: gemres@info-link.net
telephone: 320-589-3846
date: May 2015

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Inspiration Point Wayside Rest
City or Vicinity: Carrolton Township
County: Fillmore County State: MN
Photographer: Scott Kelly
Date Photographed: August 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

See Figure 13 for camera facings on a sketch map of the site.

Photo #1 of 20

Inspiration Point Wayside Rest's main entrance. Highway 16 and its hairpin curve are at right. Most of the trees in the center of the photo are the site's characteristic Eastern red cedars (camera facing east).

Photo #2 of 20

The South Wall and Gateway. At left center is the internal drive and at the left edge is the Parking Bay (camera facing east).

Photo #3 of 20

The west end of the South Wall. The Parking Bay is in background (camera facing northeast).

Photo #4 of 20

The stone Gateway (camera facing east).

Photo #5 of 20

The South Wall and Gateway with red cedars planted as part of the original construction (camera facing southeast).

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Photo #6 of 20

The South Wall and the Central Lawn. In the center of the photo is a large rock outcrop east of the main entrance that is marked on the original plans for preservation (camera facing west).

Photo #7 of 20

The drive extending through the site with the Central Lawn at left (camera facing west).

Photo #8 of 20

The Scenic Overlook and Parking Area. Its vehicle entrance is in the center of the photo (camera facing northwest).

Photo #9 of 20

The Scenic Overlook and Parking Area ringed with Eastern red cedars (camera facing southwest).

Photo #10 of 20

The Scenic Overlook and Parking Area with its central island (camera facing north).

Photo #11 of 20

Mortared limestone curb around the island (camera facing east).

Photo #12 of 20

The East Picnic Area, adjacent to the Scenic Overlook and Parking Area, with its remaining picnic table bench (camera facing north).

Photo #13 of 20

The East Picnic Area's picnic table bench. The fireplace remnant is located about 20 feet to the northwest (camera facing north).

Photo #14 of 20

The Scenic Overlook and Parking Area and its vehicle entrance (camera facing southwest).

Photo #15 of 20

The Parking Bay (camera facing east/northeast).

Photo #16 of 20

The north wall of the Parking Bay (camera facing east).

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Photo #17 of 20

The low mortared stone wall (perhaps circa 1940 or 1941) extending southwest from the Parking Bay which prevents erosion by channeling water to an opening (visible at lower right) near the Parking Bay's western pier (camera facing southwest).

Photo #18 of 20

The West Picnic Area, shaded by mature oaks, with one of its two picnic table sets (the westernmost) (camera facing northeast).

Photo #19 of 20

The West Picnic Area's east stone picnic table set. The table in Photo 18 is visible at upper left (camera facing west/northwest).

Photo #20 of 20

West entrance that was added circa 1960 when the drive was extended through the West Picnic Area to a field road access point (camera facing southwest).

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. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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DESCRIPTION

Inspiration Point Wayside Rest, built in 1934-1937, is located along Minnesota Highway 16 about two miles south of Lanesboro in Fillmore County's Carrolton Township. The wayside rest was established by the Minnesota Department of Highways (also called Minnesota Highway Department or MHD) and is still owned by its successor, the Minnesota Department of Transportation (MnDOT).¹ It has continuously served as a state highway wayside rest since its construction.

The wayside rest was designed in the National Park Service (NPS) Rustic Style by prominent Minnesota landscape architect Arthur Richardson ("A. R.") Nichols, consulting for MHD. Collaborating with Nichols was engineer Harold E. Olson, chief of the MHD Roadside Development Division. The property was built by the MHD and the Civilian Conservation Corps (CCC). It retains good historic integrity.

The nominated property includes six principal resources – five structures and one site – all of which are Contributing. The five structures are the Scenic Overlook and Parking Area; the South Wall and Gateway; the Parking Bay; and two picnic tables. The site is the designed landscape itself, and includes original resources such as an internal drive, picnic areas, a large central lawn, and plantings. These resources are not individually counted per National Register guidelines.

The character-defining features of the wayside rest include, but are not limited to, the property's proximity to the highway and the road's hairpin curve; the NPS Rustic Style site design including its spatial organization, original circulation pattern, preserved outcrops, and outstanding views; structures built of native limestone (not exactly built to plan), and vegetation that includes naturalistic patterns of native oak and Eastern red cedar trees, as well as turf groundcover.

The site description below is organized following the general outline of the *Secretary of the Interior's Guidelines for the Treatment of Cultural Landscapes*.²

Setting and Topography

Inspiration Point Wayside Rest is a designed historic landscape located in a striking rural landscape in central Fillmore County.³ The setting is characterized by rolling hills, deep ravines, patches of forest, tilled fields, and pastureland. The wayside rest was established to take advantage of impressive views

¹ A small 2,100-square-foot triangle in the southwest corner of the site, included within the boundaries of the nominated property, is owned by the adjacent landowner.

² Charles A. Birnbaum with Christine Capella Peters, eds., *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (Washington, D.C.: National Park Service, 1996).

³ A designed historic landscape is a type of historic landscape that was consciously laid out or designed, usually in a particular landscape style or tradition, and often by a professional or amateur landscape architect, master gardener, or horticulturist. A vernacular historic landscape, on the other hand, is typically one whose form and appearance has evolved in response to human activity, occupancy, or use (such as a farm, for example). See J. Timothy Keller and Genevieve P. Keller, *How to Evaluate and Nominate Designed Historic Landscapes*, National Register Bulletin 18 (Washington, D.C.: National Park Service, ca. 1989) and Birnbaum with Peters 1996, p. 5.

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from the top of Duschee Hill, named for local landowners, which is one of a number of tall picturesque hills in the vicinity of Lanesboro. Minnesota Highway 16, on which the wayside rest was built, approaches Duschee Hill from the northeast and makes a sharp hairpin curve around the top of the bluff. The wayside rest was developed within the curve. The Lanesboro CCC camp, occupied from 1934 to 1942, was located about one mile north of the wayside rest on Highway 16.

Southeastern Minnesota's Highway 16 is one of Minnesota's most scenic state highways and was named a National Scenic Byway in 2003. In Fillmore County the road meanders through a rugged landscape that was eroded by glacial meltwater, probably during the early Pleistocene age, but was not covered during the later Wisconsin Glaciation and therefore retains steep hills and deep valleys.⁴ Tall ridges like Duschee Hill rise 300 feet above creek valley floors and provide panoramic views. The land is drained by cold-water streams home to freshwater trout and is pocketed with artesian springs and unusual caves and sinkholes. Beneath the ground, fast-moving water flows through a network of interconnected cracks and chambers in the soluble sedimentary bedrock.

The indigenous stone is a gray- and buff-colored limestone which is exposed on the tops and sides of bluffs and in former creek valleys.⁵ Euro-Americans established numerous small quarries in the area to provide rock for buildings, roads, bridges, and retaining walls.

At the time of Euro-American settlement the area's well-drained hills and bluffs were populated by oak savannas comprised of scattered stands of native oak trees above a ground cover of grasses and forbs. The number of trees was kept in check by occasional wildfires. A denser type of forest populated the stream valley floors where more moisture was available. Since 1961 the Lanesboro area has been part of Richard J. Dorer Memorial Hardwood Forest.⁶

The wayside rest occupies an approximately nine-acre parcel (Figure 12). The property boundaries have not changed since the 1930s. The parcel is an irregular oblong that measures roughly 850 feet (east-west) by 330 feet (north-south). It is bounded by Highway 16 along three sides and by a farm on the west.⁷ Farther out, hilly farmland and patches of woods extend in all directions.

Duschee Creek is not visible from the wayside rest but is located about 1,000 feet to the northeast. The Lanesboro State Fish Hatchery, the state's largest producer of brook trout for stocking, is located on the creek about one-half mile north of the wayside rest along Highway 16. Established in the 1920s, the hatchery was significantly improved under the New Deal. Duschee Creek flows into the South Branch of the Root River about 1,600 feet north of the former site of the CCC camp (near the Lanesboro city limits).

⁴ For more information see Zach Reusch et al., *Root River Watershed Landscape Stewardship Plan*, June 2013, pp. 6-9.

⁵ For information on limestone exposed in the area see Reusch et al., 2013, p. 6.

⁶ Reusch et al., 2013, pp. 16-20. The memorial forest was established in 1961 and first called the Minnesota Memorial Hardwood Forest. It encompasses parts of the so-called "Big Woods" that covered much of southeastern Minnesota at the time of Euro-American settlement. The Memorial Forest has about one million acres of public and private land on which wildlife habitat, soils, stream quality, recreation, and the productivity and sustainability of timber resources are managed.

⁷ The farm buildings are located about 600 feet west of the western edge of the property.

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Highway 16 past Inspiration Point Wayside Rest is a two-lane road (Photo 1). The road bed is currently the same width as it was during the period of significance. The highway has been paved with bituminous since the wayside rest was completed but today the pavement is 8 feet wider than it was historically.⁸ Historic photos indicate there was originally post-and-cable guardrail on the highway near the property (Figure 5). The current guardrail, in approximately the same location, was installed in 1995 and is post-and-rail style.

The wayside rest's highest point – near the Scenic Overlook and East Picnic Area – is 1,152 feet above sea level (Figures 7-8). The land falls off rapidly to the north and east. There is an approximately 45-foot difference in elevation between the Scenic Overlook and Highway 16 near the northeast corner of the property. The elevation of the state fish hatchery near the base of Duschee Hill is 300 feet lower than that of the wayside rest. The land also declines south of the wayside rest. West of the wayside rest, the land climbs gently to the west and southwest.

Before the wayside rest was built the site was used for several months as highway "borrow pit," a source of rock for the 1933-1934 reconstruction of a three-mile stretch of Highway 16. (How much the natural topography was changed by the site's use as a borrow pit is not known.) The plan for the wayside rest "erased" the borrow pit but preserved many of the site's distinctive rock outcrops. The edges of several outcrops are drawn on the original plans, including one east of the main entrance which the plan specifically notes should be preserved.

The property's setting and topography are generally intact.

Spatial Organization

Consistent with the NPS Rustic Style, the wayside rest has a naturalistic rather than formal or symmetrical site design (Figure 12). The main entrance is on the south edge. The developed or southern one-third of the site contains a set of use areas arranged in an east-west line along the internal drive. These areas include the main entrance and nearby parking bay; a central lawn; a combined scenic overlook, parking area, and picnic area at the east end of the site; and another picnic area near the west end of the property. Each is briefly described below. The use areas are not counted separately in this nomination but are part of the Contributing site. The northern two-thirds of the property was intended to remain passive green space that included a preserved oak forest providing shelter, wildlife cover, and a place to explore.

The main entrance and the Parking Bay are located in the south center part of the site (Photo 4). For a description, see Circulation as well as Structures and Objects below.

The Central Lawn measures about 220 feet (east-west) by 80 feet (north-south) (Photos 6, 7). It is an open meadow-like space, built on fill and planted with turf. The Central Lawn occupies a substantial portion of the former borrow pit. The area was designed to serve as an aesthetic and functional

⁸ Circa 1950 the pavement was increased from 22 feet to 24 feet, and in 1995 it was widened to 30 feet when the road's 6-foot-wide gravel shoulders were paved to about one-half their width.

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contrast to the wooded portions of the site. It is generously proportioned and provides a sunny counterpoint to the shadowy forested areas. It historically served as a passive green space and an informal play area.⁹

The Scenic Overlook-Parking Area-East Picnic Area was designed to provide outstanding views to the northeast, east, and southeast (Figure 7). The area measures roughly 100 feet by 150 feet and contains a stone overlook wall encircling a parking area. Immediately northeast of the wall is the East Picnic Area, which originally contained one stone and concrete picnic table set, one stone fireplace, and a portable metal oil drum refuse container (Photos 12, 13). Today the East Picnic Area contains only one picnic table bench and the remains of the fireplace, both described under Structures and Objects below.

The West Picnic Area measures about 100 feet by 250 feet (Photo 18). It was originally accessed only on foot, as described under Circulation. The picnic area retains its two original stone and concrete picnic table sets but has lost its stone fireplace; see Structures and Objects below. It no longer has a metal oil drum refuse container.

The property's spatial organization is basically intact.

Circulation

The wayside has one internal drive (Photo 7). The drive is not counted separately in this nomination but is part of the Contributing site. The drive enters the property from Highway 16 through a stone gateway. The property's identification sign (see Structures and Objects below) was probably located near the entrance. Inside the Gateway the drive passes a limestone-supported parking bay; both are described under Structures and Objects below. The drive was originally graded to a width of 20 feet and surfaced with gravel. By 1961 it had been paved with bituminous.¹⁰ Today the bituminous paving is about 12 feet wide.

The internal drive did not originally serve the West Picnic Area, which was accessible only on foot. Circa 1960 the drive was expanded through the West Picnic Area and to the southwestern corner of the site where it met an existing field access road. This created a new west entrance to the site (Photo 20).

The site's circulation system has been altered only by the paving of the drive with bituminous and the extension of the drive through the West Picnic Area which created a west entrance to the site.

Vegetation

Original construction plans indicate both the center and east end of the site were occupied by natural

⁹ A. R. Nichols included such open areas, sometimes labeled for softball, in several MHD wayside rests of the period; see Susan Granger et al., *Historic Roadside Development Structures on Minnesota Trunk Highways*, prepared for MnDOT by Gemini Research, 1998.

¹⁰ "State of Minnesota Department of Highways Roadside Development Projects," typescript chart of Roadside Development Division properties, Dec. 31, 1961.

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stands of oak trees (*Quercus* spp.) spaced fairly far apart. The west end had a more dense forest, also dominated by oaks. Historic photos confirm the pattern of preexisting vegetation drawn on the original plans (Figures 3-6). Most existing trees were preserved in the site design, consistent with the NPS Rustic Style. Most remain today: the West Picnic Area, for example, is shaded by about 20 large mature oaks (Photos 18, 19, 20). There are also a number of impressive oaks standing near the Scenic Overlook and scattered elsewhere in the site. Today the site's wooded areas are more dense than they were historically and stone outcrops are overgrown. In addition to oaks the trees include shagbark hickory (*Carya ovata*), sugar maple (*Acer saccharum*), common hackberry (*Celtus occidentalis*), American elm (*Ulmus americana*), black walnut (*Juglans nigra*), black cherry (*Prunus serotina*), and others. The site also has a wide range of volunteer deciduous shrubs including smooth sumac (*Rhus glabra*), chokecherry (*Prunus virginiana*), and invasive buckthorn (*Rhamnus cathartica*).

The designers supplemented the existing vegetation with dozens of Eastern red cedar trees (*Juniperus virginiana*) (Figures 3-5).¹¹ The planting pattern is clearly visible in early aerial photos. The trees were planted in naturalistic clusters, particularly in a group near the west end, groups near the Gateway, and a large number near the east end of the site. Most of the original trees are extant. Cedars by the entrance include about 12 mature trees near the Gateway (Photos 1 through 4). Those at the east end include about 40 cedars in a staggered double row around the Scenic Overlook (Photos 6 through 12). These cedars have reseeded down the sides of the slopes. A. R. Nichols specified Eastern red cedar on many of his MHD wayside rests. The trees are hardy, long-lived, drought-tolerant, and provide winter interest. Their peeling bark is revealed as they drop their lower limbs. Today the tall, gnarled cedars combine with the mature oaks, natural rock outcrops, and low stone walls to give the wayside rest a distinctive rustic quality.

Only a handful of trees have been planted since the site was developed. In the center of the Scenic Overlook's island is a mature Colorado spruce (*Picea pungens*) that does not appear in historic photos (Photo 10). Judging by its size, however, it may have been planted soon after the site was developed. In the Central Lawn are two intentional green ash trees (*Fraxinus pennsylvanica*) and near the Gateway is a pair of Russian olive trees (*Elaeagnus angustifolia*) (Photo 1). Near the west end of the property are a few Colorado spruce trees (Photo 20).

The southern one-third of the wayside rest has mowed turf groundcover. A mix of grasses were specified on the plans for many MHD wayside rests of the period, although the sites were likely mowed less frequently than they are today.

The historic integrity of the wayside's vegetation is generally good. While volunteer growth has added significantly more trees and shrubs to the site, the baseline oak forests remain in the same location as they were historically. Most of the site's characteristic cedar trees are extant. The cedars are reseeded, which would have been expected. Only a few trees have been added to the site's use areas in the last several decades. Turf exists in approximately the same locations as historically intended. The trees and shrubs near the Scenic Overlook have not been trimmed recently, so much of the

¹¹ An original planting plan has not been located.

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intended view is blocked. This is largely a maintenance or condition issue rather than a site alteration. Vegetation is not counted separately in this nomination but is part of the Contributing site.

Structures and Objects

The wayside rest's original manmade structures were the Scenic Overlook and Parking Area (with stone curbing); the South Wall and Gateway (with stone curbing); the Parking Bay; and three Picnic Table Sets and two Picnic Fireplaces. All were built of tan-gray limestone likely quarried on the site.

The stone structures were not built exactly to Nichols' plan, but instead their sizes and footprints were evidently field-adjusted to account for topography that was not fully reflected in the plan. This is somewhat unusual but not unique among the MHD wayside rests of the period. It is interesting that the field adjustments strayed farther from Nichols' intent than was typical and resulted in structures slightly smaller than the plans intended. These characteristics of design and construction contribute to the property's unique identity. The variance from the original intent may be a reflection of the site's age – it was early among the Roadside Development Division's body of work when methods for plan development and construction were perhaps being worked out. It may be a reflection of the remote location and the difficulty of traveling there from St. Paul at a time when the MHD was building wayside rests in several locations statewide. It may reflect the fact that Inspiration Point is the only wayside rest to be built by a CCC soil conservation camp, and that most other roadside development properties built by the CCC were built by camps in which federal National Park Service personnel participated in supervision and inspection (see Section 8). It is interesting that the MHD's Preston Overlook (NRHP-listed), built nearby about two years later in 1937-1938 by the MHD itself, has an equally remote location and excellent workmanship.

All of the wayside rest's original structures are extant except the following: the picnic table set in the East Picnic Area (although one of the benches remains); both picnic fireplaces (a remnant of one remains); and most stone curbing near the Gateway (which may be extant but buried). It is presumed the site also had a wooden identification sign which is gone. A hand pump to provide well water and pair of wooden privies were added to the site at an unknown date and later removed. In 1998 a black metal interpretive marker was added to the site. Each structure and object is described below:

Scenic Overlook and Parking Area (with stone curbing) (One Contributing Structure). The Scenic Overlook and Parking Area is a pivotal structure and forms the eastern terminus of the drive (Photos 8, 9, 10, 12, 14). It was built at the property's highest point and was intended to provide panoramic views of the Root River Valley to the northeast, east, and southeast. The East Picnic Area is located on the northeast side of the wall.

The Scenic Overlook and Parking Area is basically circular, approximately 90 feet in diameter, and entered from the west. It has a low perimeter wall that encircles a parking area with space for about 10 cars. The wall is about 2 feet wide and varies in height from 16 inches to 18 inches. It has 12 piers, each 3 feet square and about 24 inches tall. The two piers that stand on either side of the west entrance have a keystone footprint. Six of the piers flank the structure's 3-foot-wide pedestrian

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openings at northeast, east, and southeast points on the circle (Photo 8). Four more piers are spaced out in the west half of the wall.

The wall is built of roughly cut limestone blocks laid over a rubble core in a somewhat coursed pattern. The stone blocks on the piers are more squarely cut and evenly laid than those on the rest of the wall. The original plans specify that mortar be used only in the structure's top course, which was to be about 6 inches tall. The wall is in fair to poor condition and has received some poorly executed repairs including the addition of mortar between most stones on the wall faces. The MHD also applied a thin layer of mortar to the upper surface of the wall, perhaps circa 1960.

The parking area was originally surfaced with gravel and is now paved with bituminous. The gravel surface originally extended all the way to the base of the wall, but today a band of turf has grown along this surface (Figure 7; Photo 9).

In the center of the parking area is a circular island, 25 feet in diameter, edged with a mortared stone curb. The curb stones are about 10 inches wide (Photo 11). The face of the curb was probably 6 inches tall originally; this has been reduced to about 4 inches by bituminous overlays. The circular island and limestone curb are not individually counted in this nomination but are considered part of the Scenic Overlook and Parking Area.

South Wall and Gateway (with stone curbing) (One Contributing Structure). A long, low limestone wall, labeled "Entrance Wall" on the original plans, runs east and west along the south edge of the site (Figures 3 and 5, Photos 2, 3, 6). The west segment (west of the site entrance) is about 95 feet long and the east segment is about 380 feet long. The wall was originally longer but the west 70 feet of the west segment was removed at an unknown date after being damaged by a vehicle crash.¹² At the main entrance to the site the wall forms a stone gateway with quarter-circle curves and stone piers (Photos 4, 5).

The east end of the South Wall terminates at a natural rock outcrop south of the Scenic Overlook. The original plans specify that the South Wall incorporate a rock formation east of the main entrance (Figure 1). A photograph taken by A. R. Nichols in mid-summer 1936 (Figure 3) shows the initial course taken, with the wall stopping at the west side of the stone outcrop and restarting on the east. A second photo taken by Nichols in spring 1937 (Figure 5) shows the wall redesigned to be continuous and to skirt the outcrop rather than being interrupted by it. The change required removing about 10 feet from the south edge of the outcrop and tearing out and rebuilding about 25 feet of wall immediately west of the outcrop to make the two wall pieces meet.

The elevation of the South Wall varies as it follows the terrain along the south edge of the site. The wall is about 2 feet wide and roughly 18 inches tall. It has five piers located at the wall's west end and at the Gateway (Photos 3, 5). The piers are 3 feet square and about 24 inches tall. About midway along the straight part of the east wall segment is an original drainage structure that allows water to

¹² MnDOT is preparing plans for the repair and rehabilitation of the site that include restoration of the missing piece; see the word "missing" on Figure 12.

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pass under the base of the wall and into the highway ditch. It is a simple structure with a concrete floor (aligned north-south) about 9 feet long. The drainage opening (as the structure passes "through" the base of the wall) is about 18 inches in diameter.

The South Wall and Gateway is built of roughly cut limestone blocks laid over a rubble core in a somewhat coursed pattern. The stones on the piers are more squarely cut and more evenly laid than those on the rest of the wall. The original plans specify the stone be dry laid except for the upper course of approximately 6 inches which was to be mortared. Today the wall is in fair to poor condition and has received several poorly executed repairs including mortar placed between most stones on the wall faces. The MHD also applied a thin layer of mortar to the upper surface of the wall circa 1960.

About 15 continuous feet of limestone curbing extends north from the Gateway's northwest pier on the west side of the entrance drive. It is not known how far the curbing extended originally. The rest of the curbing, including matching curb on the east side of the entrance drive, has either been buried by bituminous and turf or has been removed. The limestone curb is not individually counted in this nomination but is considered part of the South Wall and Gateway.

Parking Bay (One Contributing Structure). About 40 feet northeast of the main entrance is a parking structure built on the north side of the drive (Photo 15). It originally provided parking for about 4 cars and was probably intended to primarily serve the West Picnic Area. The surface of the parking area was originally gravel and is now turf.

The wall consists of a 45-foot-long straight section (aligned east-west) flanked by two curves. The hillside drops off sharply making the north face of the wall about 11 feet tall (at its tallest) while the south face is about 3 feet tall (Photo 16). The above-grade portions of the wall are 2 feet thick. There are four piers, each about 3 feet square and about 24 inches tall.

The wall is made of roughly cut limestone blocks laid in a coursed pattern. This stonework is more strongly coursed than that of the other walls. The original plans specify the stone be laid dry except for the upper course of approximately 6 inches. An historic photo (Figure 6) suggests the entire structure was mortared, likely to provide the strength needed to support the fill on which the cars were parked. The wall is in fair to poor condition. Circa 1960 a thin layer of mortar was added to the upper surface.

Extending southwest from the west end of the Parking Bay is a low, mortared, curb-like stone retaining wall (Photo 17) that is considered part of the Parking Bay but was built just outside the period of significance. It was built to correct an erosion problem, possibly circa 1940 or 1941, possibly by men from the Lanesboro soil erosion camp. (It is similar to the type of water-control structures the camp built in the area.) The wall matches the rest of the site's stonework in design and workmanship. It is about 48 feet long and about 10 inches tall. It was designed to prevent erosion of the adjacent steep slope by channeling water eastward to a small drain or opening immediately west of the Parking Bay's west pier. An October 1940 aerial photo indicates the gravel from the drive and Parking Bay extended to the approximate location of the low wall; there is a strip of turf in front of the wall today.

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Picnic Table Sets (Two Contributing Structures). There were originally three stone and concrete picnic table sets at the wayside rest (Figures 2, 7-9). The picnic tables have reinforced concrete tops and mortared limestone supports with a stepped, battered design. The table tops are about 30 inches tall, 10 feet long, 42 inches wide, and 4 inches thick. The concrete bench seats are about 16 inches tall, 10 feet long, 24 inches wide, and 4 inches thick.

The two sets in the West Picnic Area are extant (Photos 18, 19). In the East Picnic Area, only one of the benches remains (Photos 12, 13). The lone bench is not individually counted in this nomination.

Picnic Fireplaces (One Remnant Remains). The West and East Picnic Area each had one picnic fireplace. According to original plans the fireplaces were to have a footprint of 56 inches by 60 inches and be 14 inches tall. Each was composed of a pair of mortared limestone plinths that supported a 42-inch by 56-inch iron cooking grate. The fireplaces were open in front and back.

The fireplace in the West Picnic Area has been removed. In the East Picnic Area, only the mortared base of one of the plinths is extant. It stands about 20 feet northwest of the bench. It is not individually counted in this nomination.

Interpretive Sign. In 1998 a black metal, pole-mounted interpretive marker was installed in the West Picnic Area. The marker was sponsored by the MnDOT and the Minnesota Historical Society. The text is entitled "Minnesota's Norwegian Americans. The marker is not individually counted in this nomination.

Hand Pump and Privies (Removed). In 1961 the rest area had a hand pump for well water and two privies.¹³ It is not known when these structures were installed or when they were removed.

Identification Sign (Removed). Nearly all MHD wayside rests of the period were identified by a timber hanging-arm sign mounted near the entrance. It is likely, but has not been confirmed, that this site had one. The Roadside Development Division used a standard design statewide. The signs were painted dark brown and had a hanging sign board with routed letters reading "Roadside Parking Area."

¹³ "State of Minnesota Department of Highways Roadside Development Projects," 1961.

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ARCHITECT/BUILDER, CONTINUED

Nichols, Arthur Richardson (Landscape Architect)
Olson, Harold E. (Engineer)
Civilian Conservation Corps (Builder)
Minnesota Department of Highways (Builder)

NARRATIVE STATEMENT OF SIGNIFICANCE AND DEVELOPMENTAL HISTORY

Inspiration Point Wayside Rest was built in 1934-1937 by the Minnesota Department of Highways (MHD) and members of the Civilian Conservation Corps (CCC) stationed at a soil erosion camp at Lanesboro. The property was designed in the National Park Service (NPS) Rustic Style by prominent Minnesota landscape architect Arthur R. Nichols collaborating with Harold E. Olson of the MHD Roadside Development Division.

The National Register eligibility of the property was evaluated using the registration requirements in the Multiple Property Documentation Form (MPDF) entitled "Federal Relief Construction in Minnesota, 1933-1941" under the subsection "Waysides and Overlooks." "Waysides and Overlooks" falls within the property type "Social and Recreational Facilities" in Section F of the MPDF.¹⁴ Inspiration Point Wayside Rest was built with federal funds and completed before the end of 1941, thereby meeting the MPDF's Registration Requirements 1 and 2 under "Social and Recreational Facilities."

National Register Criterion A. The property meets Requirement 1 of the "Waysides and Overlooks" subsection of the MPDF¹⁵ by being the only extant state highway wayside rest in Minnesota known to have been built by a CCC soil erosion control camp. It meets Requirement 2 by being an intact example of the first facilities built by the MHD during the New Deal. The plans were drawn in April 1934, only two years after the Roadside Development Division was organized. The property is an excellent example of the way the division met early MHD goals of improving highway safety and aesthetics, encouraging the state's automobile tourism industry, and providing roadside amenities for travelers in the years before gas stations and convenience stores became the norm.¹⁶

National Register Criterion C. The property meets sub-requirement "a" of Registration Requirement 4 in the "Waysides and Overlooks" subsection of the MPDF by being a well preserved example of a state highway wayside designed and built in the National Park Service Rustic Style. It meets sub-requirement "b" by displaying the distinctive use of indigenous materials.

¹⁴ The Multiple Property Documentation Form (MPDF) is Rolf T. Anderson, "Federal Relief Construction in Minnesota, 1933-1941," Oct. 9, 1990; amended by Anderson Aug. 30, 1993; amended by Gemini Research 2002, cited herein as Anderson 1990/1993/2002; Registration Requirements 1 and 2 for "Social and Recreational Facilities" are on p. F.27.

¹⁵ See Anderson 1990/1993/2002, pp. F.41-F.42, for these requirements.

¹⁶ See Anderson 1990/1993/2002, pp. E.96-E.97 and F.39-F.40, for information on the purpose and goals of the MHD roadside development program and how wayside rests helped meet those goals. Inspiration Point Wayside Rest is one of the oldest seven of approximately 100 MHD roadside development properties inventoried in 1998. The seven properties are Inspiration Point Wayside Rest (1934-1935), Soudan Roadside Parking Area (1934, altered), Cascade River Overlook (1934-1936, NRHP-listed), Redwood Falls Retaining Wall (1934-1936, NRHP-listed), Taylors Falls Overlook South (1934-1937, altered), Camp Ripley Entrance Walls (1934-1942), and Spruce creek Culvert (1935). A handful of other early properties have been demolished; see Granger et al., pp. 4.8-4.11.

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Design and Construction

Inspiration Point Wayside Rest was built at a time when automobile tourism was growing in importance. Lanesboro residents hoped the emerging industry would be as economically beneficial to the area as it was proving to be statewide. In the summer of 1933 local civic leaders helped establish the League of Southeastern Minnesota Municipalities, later called the Southeastern Minnesota Scenic Association. At well attended meetings in 1933 and 1934 the group enthusiastically discussed ways to develop and publicize the area's natural resources, scenic attractions, and historic sites, as well as its hopes for a new state park in the region.¹⁷

The wayside rest was built in association with major improvements to Minnesota Highway 16 that occurred in 1933-1934. The highway at this location was first built in 1922, and originally called Highway 9. The 1922 work occurred one year after the route became part of the original Minnesota trunk highway system when that system was implemented in 1921. The 1922 work represented the realignment of an early road leading south/southwest out of Lanesboro. Highway 9 crossed the state from the Mississippi River at La Crescent to the South Dakota border near Luverne. In 1926 it became part of the U.S. highway system when that system was established. Its U.S. highway system number was 16. In 1933-1934, during an extensive renumbering of Minnesota trunk highways statewide, the road's Minnesota highway number was changed from 9 to 16 to correspond with its U.S. highway number.¹⁸

The wayside rest was developed at a time when roads in Fillmore County were primitive and essentially seasonal. Many were impassible in the spring and most were unplowed in the winter (when horse-drawn sleighs were used). Because of the county's isolation, low population, and hilly terrain, the construction of modern all-weather roads lagged behind other parts of the state where more people lived and farmed, construction costs were lower, and roads were not subject to constant washout. Local road conditions, and road building efforts statewide, were constant topics in the *Lanesboro Leader* newspaper in 1933-1936. The newspaper reported that Carrolton Township had less than one mile of paved highway in June 1933. The *Leader* complained that most roads were "nothing more than dirt trails, . . . unsurfaced, unsafe in wet weather, and impassible in certain seasons." Editorials characterized the situation as "deplorable" and an "injustice," and argued the poor roads were harming local businesses and impeding development.¹⁹

Like many state roads built in the early 1920s, the 1922 highway near Duschee Hill had evidently not been well constructed, leading to the need to reconstruct it in 1933-1934. As part of the effort, land for the wayside rest was purchased from local farmer T. K. Thompson in two parcels. The southern approximately one-third was purchased in November 1933 and the northern portion in August 1934.

¹⁷ "S.E. Towns to Meet Again in Chatfield," *LL*, July 6, 1933; "A Southeastern Eden," *LL*, July 27, 1933; "Scenic Association to Meet in Preston," *LL*, Sept. 7, 1933.

¹⁸ Highway 16 remained a key route across southern Minnesota until circa 1980 when Interstate 90 built. Today Highway 16 is 88 miles long and passes through three counties, Houston, Fillmore, and Mower. The east terminus is still La Crescent. The west terminus is a point on Interstate 90 near Elkton. When Interstate 90 was built Highway 16 was removed from the U.S. highway system. It remains a Minnesota trunk highway.

¹⁹ "Our County Roads," *Lanesboro Leader* [hereafter *LL*], June 22, 1933; also "Our Roads," *LL*, June 29, 1933; "Stegner Addresses Kiwanians on Roads," *LL*, July 6, 1933; "It is Unfair to Lanesboro," *LL*, March 29, 1934.

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The MHD used the southern parcel as a borrow pit to supply rock for the highway. The MHD's plans for the wayside rest, drawn in April 1934, erased the borrow pit scar and created a wayside rest to enhance the scenic attributes and tourism potential of the highway.

The highway construction project did not proceed smoothly. It was plagued by delays, lack of funding, and construction difficulties. The road was built with an upper layer of water-bound macadam, reported by the *Lanesboro Leader* to be somewhat experimental. In June 1934 the highway had been closed for about 16 months. The *Leader* reported that it would soon be treated with oil, but "the highway department was clam-like . . . in regard to saying anything about the proximate time when the long suffering and patient public would be able to use the road. . . . It just seems that the black oil or black top with which [state highway commissioner] Elsberg and his henchmen figure on coating the road must have run out."²⁰ The highway, with its surfacing, was finally opened in August 1934 but was met by another scathing article in the *Leader* calling it "rough and tough and torturous" with "altitudinous weeds which grow profusely along its edges. . . . In charity we concede that it might make a good temporary secondary road, but why a state highway department, presumably intelligent, should inflict it upon the public as a main highway is far beyond adult comprehension." "Why Mr. Elsberg should have selected this, the most scenic part of the state, for his [macadam] experiment, is a question that defies an intelligent answer. As a highway project it smells to high heaven and the officials who authorized it should be jailed."²¹

In September 1935 the highway between Lanesboro and the top of Duschee Hill, including around the wayside rest, was resurfaced by the MHD with bituminous, evidently as an effort to correct some of the earlier problems.²²

Construction of the Wayside Rest. Two sheets of original construction plans for the wayside rest survive. One sheet, dated April 1934, has a plan and detail drawings (Figures 1-2). The second sheet has a brief list of materials needed.

Inspiration Point was one of only a handful wayside rests that were built by the MHD in remote southeastern Minnesota during the New Deal. Only the Preston Overlook, also built in Fillmore County, was located as far south as Inspiration Point Wayside Rest.²³

²⁰ "Just Chatter," *LL*, June 28, 1934.

²¹ "Highway No. 9 To Be Opened Soon," *LL*, July 19, 1934; "Should Mr. Elsberg Inflict This Highway Upon the Public?" *LL*, Aug. 2, 1934. The highway was built by MHD forces under the direction of highway engineer Ed Krueger, assisted by Marvin Johnson and Irvin Rohne. The MHD employees lived temporarily in Lanesboro during the project per "Only Clean-up Road Force Remains Here," *LL*, June 14, 1934.

²² "The Minnesota Highway Department . . .," *LL*, Sept. 5, 1935. The three miles from the southwest corner of the wayside rest westward were surfaced with bituminous in May 1935 by a private contractor required under the terms of the New Deal funding to hire unemployed laborers registered at the local relief office; see "Bituminous Surface to Be Applied Here," *LL*, Aug. 30, 1934; "State Asks For Bids on Two Paving Jobs," *LL*, Feb. 28, 1935; "Highway Commission Lets No. 16 Contract," *LL*, March 28, 1935; "Preston-Lanesboro Road to Be Surfaced," *LL*, April 11, 1935; "Highway No. 16 Closed for Top Surfacing Coat," *LL*, May 23, 1935.

²³ A map in *Minnesota State Park and Recreational Area Plan* (Minnesota Dept. of Conservation, March 1939), p. 4, shows state highway wayside rests and indicates that, southeast of the Twin Cities, seven had been completed, two were being planned, and three were proposed.

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The wayside rest was built by the MHD and the CCC. It is possible that labor was supplied by four different CCC companies that successively occupied the Lanesboro camp: Company 751, whose tenure was June to October 1934; Company 3713, at the camp from June to October 1935; Company 2771, at the camp from November 1935 to April 1937; and Company 706, at the camp from April 1937 to March 1942.

The majority of the work is believed to have occurred in 1934 and 1935 when the pit was filled, the site graded and the south wall begun. In 1935 most of the stonework was probably built, and by the mid-summer of 1936 the site was nearing completion (Figures 3-4). In late 1936 the South Wall was redesigned to change the way it interacted with the stone outcrop east of the main entrance (see South Wall in Section 7). By the time of a spring 1937 photo the rebuilding was complete (Figure 5), but a portion of the west segment of the South Wall required reconstruction. This wall segment was probably rebuilt that season. The low 48-foot wall was perhaps added to the west end of the Parking Bay circa 1940 or 1941.

Construction of the site began sometime during the 1934 construction season after the borrow pit was no longer needed. Filling the pit and grading occurred first. The South Wall was under construction by November 1934 when the *Lanesboro Leader* published the following article, subtitled "Park on Duschee Hill Will be a Pleasant Place in Summer When Completed":

Work on the Duschee Hill park project is being rushed these days in an effort to complete the work before the ground freezes. The work of grading for the entrance and the parking places will be finished this week according to George Jenks, [MHD] engineer, and Louis Kusnerek, [MHD] foreman, if the weather permits.²⁴ Although the ground was extremely wet Monday, the workmen continued their operations so that the project may be completed on schedule time.

This is one of a number of Roadside Development projects being carried on in the state with federal funds but under the supervision of the state highway commission. This particular project has been allotted \$4,200 and the men in charge say that the entire amount will be needed to complete it in good shape.

The park when completed according to plans will have three concrete picnic tables, two at the west end and one at the east end on the high point from which a wonderful scenic view of the Root River basin may be obtained. Two ovens will also be constructed for the use of the public. A stone wall is being built along the entire south side next to the highway and will add much to the beauty of the place.

It is estimated that at least three or four weeks work will still be required to complete the project. According to present plans the grading will be seeded and shrubbery set out in the spring. This will make a beautiful scenic spot and no doubt will be a popular place for picnic parties and steak dinners when the weather is fine.²⁵

²⁴ See this nomination's Designers and Builders for Jenks and Kusnerek.

²⁵ "Work on Road Side Job Being Rushed," *LL*, Nov. 22, 1934; the previous month, in an October 18, 1934 editorial entitled "Exploring Lanesboro the Beautiful," new owners of the *Lanesboro Leader* describe points of interest in the beautiful countryside near the village, mentioning the highway curving down Duschee Hill, the fish hatchery, and the CCC camp. The

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It is not known how much labor was contributed by the CCC during the 1934 season. The CCC is not mentioned in the above article, perhaps because the camp had already closed for the season a month earlier (see below). The 1934 camp's erosion control agenda was somewhat slow to be organized, and working on extra projects was undertaken in part to keep the 200 men fully occupied. In September and October 1934, for example, Company 751 helped build a bass rearing pond on the river at Lanesboro and also helped build a levee at the town's Sylvan Park.²⁶ Work on Inspiration Point Wayside Rest could have been among the camp's ancillary projects.

The November 1934 article indicates the wayside rest's plantings were to be installed in the spring of 1935. If this happened before late June, the plantings may have been installed by the MHD itself since the CCC camp was not occupied until the weekend of June 15th. It is perhaps more likely the plants were installed in the spring of 1936.

It is believed most of the stonework on the site was built during the 1935 construction season by CCC Company 3713, which arrived June 15th. At a CCC reunion held in Lanesboro in September 1983, company members recounted building stone walls at the site.²⁷ It is believed the men worked at the wayside rest sometime between late June and late August 1935.

During the 1936 season the plants may have been installed (unless installed the previous spring) and the South Wall was rebuilt east of the entrance. In the 1937 season the west segment of the South Wall was rebuilt. The 1936 and 1937 work would have been done by Company 2771, which arrived in November 1935 and whose previous assignment had been to help develop Theodore Roosevelt National Park in the North Dakota Badlands under NPS direction.

By July 1937 the wayside had been named "Inspiration Point." The name appears in a July 1937 article in the *Preston Republican* during the period the MHD was building the Preston Overlook. According to the article, "The work [at Preston] will be similar to that done on the Lanesboro hill, and it will be up to Preston citizens to name the spot, just as the Lanesboro project was named 'Inspiration Point.'²⁸

MHD Roadside Development Division and the CCC. The MHD Roadside Development Division began to collaborate with the CCC not long after the CCC was organized in spring 1933. Partnerships with New Deal agencies such as the CCC provided the division with funds and manpower to build its first generation of properties. From the federal agency perspective, roadside development work, like park construction, was well suited to work relief programs because large numbers of unskilled men could be put to work with little pre-training, projects could start and stop as labor and funding became available, and the majority of the budget could go toward wages rather than being spent on materials and equipment. There are 13 roadside development properties currently owned by MnDOT for which CCC labor has been confirmed. Inspiration Point Wayside Rest is the only one of the 13 built by a CCC soil

wayside rest must not have been complete enough to warrant a visit or mention by the writer.

²⁶ "Erosion Control Project for This County Probable," *LL*, June 28, 1934; "Erosion Control Project for This Area Seems Sure," *LL*, Sept. 20, 1934; "Three-C Camp to Break Up Oct. 2," *LL*, Sept. 20, 1934; "Captain Frank Koops . . .," *LL*, Oct. 11, 1934; "The Use of the CCC Camp Here . . .," *LL*, Nov. 1, 1934. In the fall of 1933 Sylvan Park also received the benefit of labor from enrollees of the CCC camp at Preston per "CCC Boys Mix Pie-Eating With Ditch-Making Down in Sylvan Park," *LL*, Nov. 6, 1933.

²⁷ Kathy Buzza, "CCC Camp Members Held Reunion Last Weekend," *LL*, Sept. 26, 1983.

²⁸ "Beautification Project Now in Progress Here," *Preston Republican*, July 15, 1937.

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erosion control camp and the only one located in southern Minnesota. Nine of the 13 properties were built by CCC camps that were specifically sponsored by the MHD for roadside development work. These camps were supervised by the National Park Service. Two of the 13 properties were built by CCC forestry camps. One was built by a CCC state park camp which was also operated in collaboration with the National Park Service.²⁹

Lanesboro CCC Camp

The Lanesboro CCC camp was occupied during the summer of 1934 (after which it closed for the winter) and then continuously from June 1935 to March 1942. During its first season, from June to October 1934, the camp was numbered Camp PE-91, the "PE" signifying a "Private Land Erosion" camp. Beginning in 1935 it was numbered Camp SCS-7, the "SCS" referring to Soil Conservation Service. During the 1934 construction season the Lanesboro camp was one of eight erosion control camps operating in southeastern Minnesota. During the 1935-1937 construction seasons it was one of twelve.³⁰

The Lanesboro camp was occupied by a succession of four CCC companies: Company 751 (June to October 1934); Company 3713 (June to October 1935); Company 2771 (November 1935 to April 1937); and Company 706 (April 1937 to March 1942).

During the first season the Lanesboro camp was considered a "temporary" or seasonal camp and was comprised of tents (Figure 10). Near the end of the second season the tents were replaced with a set of prefabricated woodframe buildings in September 1935 (Figure 11).

The Lanesboro camp was founded in 1934 as the relocation of a tent camp that had been operated in nearby Preston in the previous summer. In April 1934 the *Lanesboro Leader* reported that Lanesboro had been chosen as the new site for the camp. On Friday afternoon, May 3rd, 235 men arrived and by nightfall had erected a small city of 45 tents. Many of the men were from Nebraska and Missouri. Commanding the camp for the U.S. Army was Captain H. C. Merrick. Supervising the camp's soil conservation work was Superintendent A. W. Sturman. Three weeks later an estimated 1,000 people attended an open house at the camp designed to satisfy curiosity, establish good community relations, and showcase the CCC. The CCC camp's major goals were to protect roads and farmland from washouts and other damaging erosion.³¹

²⁹ It is possible the Red Wing Roadside Parking Area (1934) was built with assistance from the soil conservation camp at Red Wing. It has been demolished. The CCC soil erosion camp at Zumbrota worked with the Roadside Development Division in 1938-1939 to control erosion on and landscape a 5-mile segment of highway in Goodhue County. Extant facilities built by CCC highway roadside development camps are Cascade River Overlook (NRHP-listed), Spruce Creek Culvert, and seven properties near the northwest shore of Mille Lacs Lake (some NRHP-listed). Extant sites built by CCC forest camps are Orr Roadside Parking Area (NRHP) and Willow Lake Roadside Parking Area. One extant site, Gooseberry Falls Concourse (NRHP), was built by a CCC state park camp. Several other CCC-built roadside development properties have been demolished. See Granger et al., 1998, pp. 4.16-4.18; also Granger et al., *Supplement to Historic Roadside Development Structures on Minnesota Trunk Highways*, prepared for MnDOT by Gemini Research, 2005.

³⁰ "CCC Camps Minnesota," Civilian Conservation Corps Legacy website <www.ccclegacy.org>, accessed 2014; Barbara W. Sommer, *Hard Work and a Good Deal: The Civilian Conservation Corps in Minnesota* (St. Paul: Minnesota Historical Society Press, 2008).

³¹ "Lanesboro Named as CCC Camp Site," *LL*, April 5, 1934; for camp details see *Lanesboro Leader* articles from the period, some cited in this nomination's bibliography.

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Company 751, which established the camp and occupied it during the first season, was organized at Fort Crook, Nebraska, in the spring of 1933. Before coming to Lanesboro in June 1934 the company spent approximately one year serving at a forestry camp in California's Sierra Nevada mountains. After leaving Lanesboro in October 1934, Company 751 moved to Nebraska where it remained for the rest of the New Deal.³²

Lanesboro residents were initially nervous about a CCC camp on the outskirts of town and some were outright opposed. The Lanesboro City Council expressed concern, as did the *Lanesboro Leader*. The city council asked for the cooperation of local parents – in the words of the *Leader*, "There should be no mincing of words in this matter. Parents of girls of impressionable age, the early teens, are advised to exercise proper control over them." While a majority of the men were to be welcomed, "the village must be guarded both from a moral and health standpoint" from the "few irresponsibles." The camp's commander and chaplain held a public meeting in May 1934, indicating the two major issues for concern were liquor and young girls. Public relations efforts were evidently successful because in September 1934, just before the CCC camp closed for the season, the CCC gave a well-attended dance for the community and the following week the community gave the CCC a farewell party. The commander estimated about \$15,000 (\$261,000 in 2013 dollars) had been spent locally during the summer.³³

At the end of the first season, on October 2, 1934, most of the camp was dismantled and the majority of the men left for Nebraska. A skeleton crew of about 75 men slept at the Chatfield CCC camp and drove to Lanesboro each day for about three weeks to complete final projects.³⁴

The camp reopened around June 15, 1935 when about 75 men from a new company, CCC Company 3713, arrived and erected tents. The 1935 enrollees were largely from Minnesota. Company Commander was Captain George Ryan, U.S. Army. Camp Superintendent was D. S. Myers who had been working on CCC erosion control in Minnesota since 1933 and had recently been stationed at the Rochester soil erosion camp. The men occupied tents until they built the camp's wooden buildings in September 1935.³⁵

There was again some delay in getting the soil erosion program fully underway, which probably gave the men time to work on the wayside rest. In late August 1935 the number of enrollees was 140 and the work of the camp finally "swung into full force," according to the *Leader*. The newspaper reported:

The SCS [Soil Conservation Service] personnel are busy planning and surveying structure sites and supervising the work on four dams and one dike now under construction. Plans are being made for strip-cropping, terracing, and liming of the fields. Gullies and steeper sloped lands are

³² Sommer 2008, p. 147; Civilian Conservation Corps Legacy website <www.ccclegacy.org>, "Local CCC Camp to go to Nebraska," *LL*, Sept. 27, 1933.

³³ "Lanesboro Named as CCC Camp Site," *LL*, April 5, 1934; "Captain and Chaplain Talk on 3-C Problem," *LL*, May 24, 1934; "The Dance Given . . .," *LL*, Sept. 20, 1934; "You're Invited," *LL*, Sept. 27, 1934; "The CCC Boys Left Town . . .," *LL*, Oct. 4, 1934.

³⁴ "The CCC Boys Left Town . . .," *LL*, Oct. 4, 1934; "Captain Frank Koops," *LL*, Oct. 11, 1934.

³⁵ "Erosion Work at Lanesboro Begins Monday," *LL*, June 11, 1935; "Permanent Erosion Camp Site is Leased Here for 4 Years," *LL*, June 20, 1935; "CCC Construction Now Underway," *LL*, Sept. 19, 1935; "Write Your Congressman," *LL*, Oct. 17, 1935. See Buzza 1983 for details on life at the camp and the work undertaken.

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being fenced off in preparation for the fall tree planting season. Lime and rock quarrying crews are keeping pace with the construction men. A small group of men are picking tree, shrub, and game food seed which is sent to the [SCS] LaCrosse nursery for planting. The following is a resume of the work completed thus far this season: 197 square yards seeding, 831 lineal feet of diversion ditches, quarried 190 tons of rock, forest stand improvement work on 17 acres, and work of 4 structures partially completed.³⁶

In the fall of 1935 there was a great deal of drama in Lanesboro as the CCC camp was abruptly closed. On October 16, 1935 – only a few weeks after the camp's tents were replaced with wooden buildings – word was received that federal officials in Washington ordered the closure of the Lanesboro camp. On October 17th the local Congressional representative, who immediately inquired about the matter, received a letter from CCC Director Robert Fechner indicating the camp was being closed because it had no winter quarters. Local residents launched an immediate telegram and letter writing campaign but watched with disbelief as, on October 23, the men were moved out. Fifty were transferred to the Spring Valley camp and 50 to the Caledonia camp, with the remaining 25 ordered to join the Caledonia camp as soon as the Lanesboro camp could be dismantled. Camp Commander Clark was ordered to a forestry camp near Grand Marais, and Superintendent D. S. Myers was reassigned to the soil erosion camp at Lake City.

On October 23 the Lanesboro village attorney wired to Washington a list of the wooden buildings comprising the CCC camp as proof they did, in fact, exist. Federal officials were evidently convinced and rescinded the closure order. About two weeks later, on November 7, a new contingent of 201 men comprising Company 2771 arrived from Watford City, North Dakota, to take over the camp. Commanding officer was Captain F. W. Brunson. The *Lanesboro Leader* noted the CCC conservation work would resume as soon as the new men got the camp reorganized.³⁷

Company 2771, the third company to occupy the Lanesboro camp, was formed in July 1934 at Fort Snelling. Most of the men were from North Dakota. The company was first assigned to a camp near Grand Marais where they stayed only three weeks before being transferred to Theodore Roosevelt National Park near Watsford City, North Dakota. The men spent 14 months at the park building roads and picnic areas under supervision of the National Park Service before moving to Lanesboro in November 1935.³⁸

Company 2771 was succeeded by Company 706, which occupied the camp from April 1937 to March 1942. This company was organized at Fort Snelling in April 1933. The company was stationed in California's Sierra Nevada mountains and at various locations in Minnesota including the soil erosion camp at Chatfield.³⁹

³⁶ "140 SCS Men are Working on Erosion Control Here," *LL*, Aug. 29, 1935. Lime was applied to fields to raise the soil PH to support alfalfa for dairying. See also "Soil Conservation Camp Men Enter Fourth Month of Anti-Erosion Work," *LL*, Oct. 3, 1935; "SCS Develops 4,210 Acres Here," *LL*, April 9, 1936, and Buzza 1983.

³⁷ *LL* on Oct. 17, 1935: "Local CCC Camp Slated for Suspension" and "Write Your Congressman;" *LL* on Oct. 24, 1935: "CCC Men Ordered Out; Lanesboro Camp Closes," "Write Your Congressman," and "Yesterday's Correspondence on the CCC;" *LL* on Oct. 31, 1935: "New CCC Company Arrives This Week From N. Dakota;" *LL* on Nov. 7, 1935: "New CCC Group Arrives 201 Strong" and "Thank You."

³⁸ "CCC Camp News," *LL*, Jan. 2, 1936; Sommer 2008, p. 148.

³⁹ Sommer 2008, p. 148; *The Spotlight [Company 706 camp newspaper]*, Nov. 10, 1934, p. 1.

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The Lanesboro CCC camp operated until March 1942. When it closed it was one of the two soil erosion camps in Minnesota that had been operating the longest. After the camp was closed its prefabricated buildings were dismantled and shipped to Alaska to house workers building the Al-Can Highway.⁴⁰

Inspiration Point Wayside Rest is one of the most extensive, intact, and publicly accessible accomplishments of the Lanesboro CCC camp.⁴¹ It is not known how many of the soil conservation structures built by the camp are extant, but most were likely smaller in scale than the wayside rest and many were built on private farmland.

Minnesota's Soil Conservation Camps

Minnesota's CCC soil erosion camps operated from 1933-1942, the span of the New Deal. During this period the northern Great Plains suffered several years of record-breaking drought, with soil erosion and "dust storms" being particularly severe in 1934, 1936, and 1939-1940. Establishment of CCC soil erosion camps marked the beginning of large-scale soil conservation work in Minnesota and nationwide. The camps were instrumental in mitigating the devastating erosion being experienced in southeastern Minnesota and in laying the groundwork for decades of subsequent soil and water conservation work by federal, state, and local agencies and private efforts.⁴²

Soil conservation was a major thrust of the CCC, as was forest preservation. Nearly all of Minnesota's soil camps were in extreme southeastern Minnesota where soil erosion was most severe. Minnesota's soil conservation camps were among roughly 150 CCC camps that operated in Minnesota, principally in state and national forests and state parks.⁴³ As was typical of CCC camps nationwide, the camps were operated by the U.S. Army, while the work program was developed and supervised by the sponsor, in this case a soil conservation agency.

During the first two seasons, 1933 and 1934, Minnesota's soil conservation camps were sponsored by the State of Minnesota – the Department of Conservation's Division of Drainage and Waters – with cooperation from the U.S. Forest Service, the University of Minnesota, and the Minnesota Department of Highways. Federal influence increased after August 1933 when a new agency, the U.S. Soil Erosion Service (SES), was established.

During the first two seasons all of Minnesota's soil erosion camps were seasonal tent camps. There were nine camps in 1933 and eight – including the Lanesboro camp – in 1934. The camps were assigned numbers beginning with the letters "PE," standing for "Private Erosion," since a significant

⁴⁰ Sommer 2008, p. 148.

⁴¹ Buzza 1983.

⁴² See Vic Ruhland, *Through These Eyes: The First 70 Years of Soil and Water Conservation in Minnesota* (Minnesota State Office, USDA Natural Resources Conservation Service, April 2005).

⁴³ Anderson 1990/1993/2002, pp. E.11-E.26, provides information on the CCC but only briefly discusses the soil conservation camps. Note that this nomination's lists of erosion control camps serve as an update to the list on p. E.21 of the MPDF.

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amount of the work was to occur on private farmland.⁴⁴

The erosion control work was somewhat slow to be organized, and at first occurred largely on highway right-of-way because the necessary cooperative agreements with private landowners had yet to be negotiated. During the 1933 season the men dug diversion ditches, quarried rock, and built reservoirs, trout ponds, and check and wing dams on public property. Work on private farmland included field terracing.⁴⁵ The 1933 camps closed for the season and were dismantled around November 1, 1933.

The 1934 season's eight erosion control camps, including the camp at Lanesboro, were established in mid-June. As of June the eight soil camps were among 48 CCC camps operating in Minnesota. They included 5 state park camps, 12 forestry camps in state forests, and 23 forestry camps on federal land.⁴⁶

The eight soil camps were supervised by about 75 technical staff. In 1934 the men in the eight camps built 944 structures and protected 22,913 acres from erosion. Structures of stone masonry required 20,820 cubic yards of stone. The men built nearly 300,000 lineal feet of field terraces, seeded 80 acres with groundcover, and planted one million trees.⁴⁷

Photographs of structures built by southeastern Minnesota's soil conservation camps in 1934 show many structures whose masonry work is similar to that of the wayside rest in terms of the type of stone, the way the stone is cut and dressed, and the general level of craftsmanship. Typical structures built in 1934 include retaining walls, spillways, check dams, flumes, and culvert drop inlets. Most of the stonework was mortared, but at least one large retaining wall along Highway 59 south of Rochester was dry laid.⁴⁸

In August 1934 President Franklin D. Roosevelt visited Minnesota, making a 90-mile tour of the work of the eight soil camps and highlighting the effort. A few weeks later the scope and funding for the program was expanded and the number of camps authorized for the next season was increased. The SES, rather than the state Department of Conservation, became the lead agency for CCC soil erosion work in Minnesota. The new agenda would focus on three large work areas or "demonstration projects" established that fall. Encompassing about 90,000 acres near Winona, Spring Valley, and Caledonia, the Minnesota projects were modeled after the Coon Creek Soil Erosion Control Demonstration Project near La Crosse, Wisconsin, which the SES had established a year before as the first of its kind in the

⁴⁴ The 1933 camps were located in Caledonia (PE-88), Chatfield (PE-92), Hokah (PE-89), Preston (PE-91), Red Wing (PE-85), Rochester (PE-93), Wabasha, Whitewater State Park, and Winona (PE-87). The 1934 camps were at Caledonia (PE-88), Chatfield (PE-92), Houston (PE-89), Lake City (PE-86), Lanesboro (PE-91), Lewiston (PE-87), Red Wing (PE-85), and Rochester (PE-93). The 1933 camp at Whitewater State Park became a state park rather than erosion control camp. Sommer 2008 also lists temporary soil erosion camps in 1934 at Sebeka (PE-136) and Underwood (PE-137) but they are not mentioned in Ruhland 2005; see Ruhland 2005, p. 114, Sommer 2008, pp. 136-161, and "Nine Soil Erosion Camps Due State," *LL*, June 1, 1933.

⁴⁵ "Erosion Camp Sites Approved," *LL*, June 22, 1933; Ruhland 2005, p. 19; Sommer 2008.

⁴⁶ Statewide totals from *Brainerd Daily Dispatch*, June 7, 1934.

⁴⁷ *State of Minnesota Department of Conservation's Second Biennial Report for Fiscal Years 1933-1934* (Dec. 1934), p. 68-71; A. W. Verharen, *Report of CCC Construction Adjacent to Highways* (1934); Ruhland 2005, pp. 19-20.

⁴⁸ For photographs see Verharen 1934 and photographs in *State of Minnesota Department of Conservation's Second Biennial Report* 1934, p. 69; see Sommer 2008, p. 112.

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nation. Directing the new Minnesota program was Herb Flueck, one of directors of the Coon Creek project.⁴⁹

During this planning, in October 1934, the eight Minnesota camps closed for the season and were dismantled.

The 12 camps to open in the spring of 1935 were to be "permanent" camps with wooden buildings rather than tents. During the late winter and early spring supervisory staff was hired and trained. During this period, in April 1935, the SES was replaced by a new, larger federal agency, the Soil Conservation Service (SCS). In June 1935 the 12 new camps opened.⁵⁰ They were assigned numbers beginning with "SCS" indicating Soil Conservation Service.

The camps' erosion control work began in earnest during the summer of 1935. The Lanesboro camp was assigned to the 49,600-acre demonstration project headquartered at Spring Valley called the Deer-Bear Creeks Watershed Project. The work on private land would include stream bank and gully control work, building field terraces and terrace outlets, marking fields for strip cropping, reforestation for erosion control and wildlife habitat, building and relocating fences to protect woodlands from overgrazing.⁵¹

The number of soil erosion camps in Minnesota remained at about 10 for the rest of the New Deal. While 7 of the 12 camps established in 1935 were closed in 1937, 1939, and 1940, five new camps were established in 1939-1941. A total of seven camps, including the Lanesboro camp, were still operating in the spring of 1942 when the CCC was disbanded; three had closed the previous year in 1941.⁵²

Design Significance

Inspiration Point Wayside Rest is an excellent example of the NPS Rustic Style as applied to a state highway wayside rest. The 9-acre site demonstrates how landscape architecture could erase the scars of highway construction and obliterate an ugly borrow pit, further enhance highway aesthetics, improve safety by giving travelers a specific place to rest and enjoy a stunning view, and at the same time encourage auto tourism. In keeping with the NPS Rustic Style, the design preserved and capitalized on existing assets including dramatic topography, outstanding views, distinctive stone outcrops, and

⁴⁹ In 1935 a fourth demonstration area was added near Faribault; see Ruhland 2005, pp. 15-18, 20-21; Sommer 2008, p. 111; "Erosion Control Office Selected," *LL*, Oct. 25, 1934.

⁵⁰ The 12 camps were at Caledonia (SCS-2), Chatfield (SCS-14), Houston (SCS-4), Lake City (SCS-16), Lanesboro (SCS-7), Lewiston (SCS-11), Plainview (SCS-13), Red Wing (SCS-9), Rochester (SCS-12), Spring Valley (SCS-1), Waterville (SCS-10), and Zumbrota (SCS-3). Another camp was proposed for Rollingstone (SCS-15); staff conducted planning at Rollingstone in the summer of 1935 but the camp was never occupied per Ruhland 2005, p. 114; see Sommer 2008, pp. 136-161.

⁵¹ Ruhland 2005, pp. 21-22, 27-29, 108-109; Sommer 2008, pp. 111-117; "Much Interest in Soil Conservation Work," *LL*, June 6, 1935; "Farmers Cooperate in Erosion Control Work," *LL*, July 18, 1935.

⁵² Of the 12 camps established in 1935, Chatfield, Houston, and Spring Valley were closed in 1937; Rochester and Zumbrota were closed in 1939; and Red Wing and Waterville were closed in 1940. New camps were established in 1939 at Bayport (SCS-17) and Winona (SCS-18); in 1940 at Jordan (SCS-19) and Maple Lake (SCS-20); and in 1941 at Underwood (SCS-21), which was the only camp not in southeastern Minnesota; for years of camp closure, see Ruhland 2005, p. 114; see also Sommer 2008, pp. 136-161.

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native trees. The wayside rest is highly visible from the highway and safely accessed. The spatial organization comprises an informal arrangement of use areas and a contrast between shady forest and sunny open space. New plants were installed in naturalistic patterns and added both drama and winter interest. Manmade structures were built of indigenous rock to be compatible with the setting and to highlight this local material. The structures were designed to both blend with the site and provide interesting contrast with the natural environment.

Among the tenets of the NPS Rustic Style was the stance that all manmade structures are intrusive to natural settings and their use in parks should be minimized. Proponents of the style argued that use of careful massing, low silhouettes, muted colors, native materials, rugged surface textures, and hand-built or "primitive" construction could help structures blend with their setting. Circulation systems were planned to bring users to appropriate spots within the site but also to confine where cars could drive to preserve natural resources and scenic values.

Use of the style in state and local parks was promoted by the National Park Service during the New Deal as the NPS planned, funded, and often supervised new park construction in states like Minnesota. One vehicle for the dissemination of information was an NPS publication called *Park and Recreation Structures*. Part style guide and part honor roll, it was a heavily illustrated work published in three volumes in 1938 after being distributed in smaller pieces in previous years. Inspiration Point's rustic style structures exemplify those described in the book. Among the book's photos and drawings are several gateways, walls, picnic tables, and fireplaces similar to those at Inspiration Point. The practical advice given in *Park and Recreation Structures* also seems to describe the wayside rest. The book advises creating only one park entrance, for example, and making it highly visible for road safety. It discusses the optimal height for picnic tables and their benches, which the wayside rest's structures match. The text discusses the advantages of using stone for picnic tables because of its durability and because its weight prevents visitors from dragging the tables around, but also points out that the lack of portability meant a table might become too hot in a full sun location (particularly in a warm climate) with no ability to move it to shade. The publication discusses the merits of using native stone for boundary walls and scenic overlook walls, and of making their profiles simple, particularly if the walls were to be long.⁵³

Designers and Builders

Among the designers and builders of Inspiration Point Wayside Rest were the following:

Arthur R. ("A. R.") Nichols was a prominent Minnesota landscape architect who served from 1932 to about 1942 as the first Consulting Landscape Architect for the MHD Roadside Development Division. Unlike most landscape architects at the time, Nichols had a strong background in civil engineering. He studied engineering, architecture, and landscape design at the Massachusetts Institute of Technology (MIT) and in 1902 was the first person to graduate from MIT's newly created landscape architecture program. Morell and Nichols, established by A. R. Nichols and Anthony Morell in Minneapolis in 1909, became one of the state's leading landscape architecture firms, designing parks, parkways, urban

⁵³ For the NPS Rustic Style see Carr 1998 and Anderson 1990/1993/2002. Albert H. Good, ed., *Park and Recreation Structures* (Washington, DC, 1938; rpt. New York: Princeton Architectural Press, 1999), vol. 1, pp. 10, 18, 20, 31, 37-38, and vol. 2, pp. 3, 7-8, 20-21, 33-35.

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plans, estates, gardens, cemeteries, colleges, and country clubs. An early commission was the design of scenic roadways in Montana's Glacier National Park, as well as the grounds of the popular Glacier Park Hotel (1913) built by the Great Northern Railway just outside the national park boundaries. A. R. Nichols led the firm after his partner's early death in 1924. Nichols played an important role in establishing the field of landscape architecture in Minnesota and over a long career was one of the state's most prolific designers. During the Depression, he was an author of the State of Minnesota's first comprehensive state park planning document, the *Minnesota State Park and Recreational Area Plan* (March 1939). After World War II Nichols designed postwar improvements to Minnesota state parks. In 1944-1950 he redesigned the Minnesota State Capitol Approach. Nichols retired in 1960 at the age of 80 and passed away in 1970.

Harold E. Olson had been an engineer for the state highway department for 10 years when, in 1932, he organized the MHD's new Roadside Development Division. Olson led the division for the next 30 years and collaborated with A. R. Nichols on the MHD's first generation of wayside rests. During the Depression Olson helped arrange many partnerships between the MHD and New Deal agencies including the CCC, National Youth Administration, and Works Progress Administration. Olson also worked closely with the staffs of a variety of federal and state agencies and with local governments. He served as the Roadside Development Division's primary ambassador to state and national conservation groups; civic, tourism, and development associations; and groups concerned with scenic highways and roadside improvement. Beginning in 1938 he was a national leader in the establishment of the Mississippi River Parkway, later named the Great River Road, which follows the Mississippi River from its headwaters in northern Minnesota to the Gulf of Mexico. Olson retired from the Roadside Development Division in 1963 but continued to work for the MHD until January 1968.

George H. Jenks was an MHD engineer who was supervising construction of the wayside rest for the MHD in November 1934. He was a civil engineer born and raised in the Mora area. According to federal census records, in 1920 Jenks was living in Mora and working as the surveyor for Kanabec County, and in 1930 he was working as a civil engineer in Aitkin. A 1937 article in the *Brainerd Dispatch* indicates Jenks was in charge of construction for the Roadside Development Division's Pine-Hickory Lakes Roadside Parking Area south of Aitkin, built with the National Youth Administration in 1937-1938, and had previously been a supervising engineer for the MHD's roadside development projects at Mille Lacs Lake, built in cooperation with the CCC.⁵⁴

Louis Kusnerek, an MHD employee who was a foreman on the project in November 1934, was from Little Falls. According to federal census records, in 1920 he was working in a shipyard in Duluth and in 1930 he was living in Little Falls and working for a bridge building contractor.

Conclusion

Inspiration Point Wayside Rest, a state highway wayside rest built in 1934-1937, is a well preserved and early example of the distinctive and well-designed wayside rests developed by the Minnesota Department of Highways (MHD) Roadside Development Division during its formative years, the 1930s and early 1940s. The site was built by the MHD and one of its most important New Deal partners, the

⁵⁴ "Recreation Field Picnic Grounds," *Brainerd Dispatch*, Sept. 10, 1937.

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CCC. The property exemplifies the way such partnerships succeeded in creating needed public infrastructure while providing jobs and training for the poor and unemployed. It is a rare example of an MHD wayside rest built by a CCC soil conservation camp, and the only CCC-built MHD wayside rest in southern Minnesota. It is one of the most extensive and well preserved accomplishments of the Lanesboro CCC camp. The property is an excellent example of the National Park Service Rustic Style, a design tradition that respects and capitalizes on a site's natural assets while creating manmade features that blend unobtrusively with the environment.

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"The CCC Boys Left Town . . ." Oct. 4, 1934.

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"CCC Construction Now Underway." Sept. 19, 1935.

"CCC Men Ordered Out; Lanesboro Camp Closes." Oct. 24, 1935.

"The Dance Given . . ." Sept. 20, 1934.

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- "Erosion Control is Beginning on Farms." Aug. 3, 1933.
 "Erosion Control Office Selected." Oct. 25, 1934.
 "Erosion Control Project for This Area Seems Sure." Sept. 20, 1934.
 "Erosion Control Project for This County Probable." June 28, 1934.
 "Erosion Work at Lanesboro Begins Monday." June 11, 1935.
 "Exploring Lanesboro the Beautiful." Oct. 18, 1934.
 "Farmers Cooperate in Erosion Control Work." July 18, 1935.
 "Farmers Invited to Visit [Preston] Erosion Camp." July 20, 1933.
 "Former CCC Camp Site Will be Occupied by Erosion Control Camp." July 20, 1933.
 "Highway Commission Lets No. 16 Contract." March 28, 1935.
 "Highway No. 9 To Be Opened Soon." July 19, 1934.
 "Highway No. 16 Closed for Top Surfacing Coat." May 23, 1935.
 "It is Unfair to Lanesboro." March 29, 1934.
 "Just Chatter." June 28, 1934.
 "Lanesboro Named as CCC Camp Site." April 5, 1934.
 "Local CCC Camp Slated for Suspension." Oct. 17, 1935.
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 "The Minnesota Highway Department . . ." Sept. 5, 1935.
 "Much Interest in Soil Conservation Work." June 6, 1935.
 "New CCC Company Arrives This Week From N. Dakota." Oct. 31, 1935.
 "New CCC Group Arrives 201 Strong." Nov. 7, 1935.
 "Nine Soil Erosion Camps Due State." June 1, 1933.
 "140 SCS Men are Working on Erosion Control Here." Aug. 29, 1935.
 "Only Clean-up Road Force Remains Here." June 14, 1934.
 "Our County Roads." June 22, 1933.
 "Our Roads." June 29, 1933.
 "Permanent Erosion Camp Site is Leased Here for 4 Years." June 20, 1935.
 "Preston-Lanesboro Road to Be Surfaced." April 11, 1935.
 "Scenic Association to Meet in Preston." Sept. 7, 1933.
 "SCS Develops 4,210 Acres Here." April 9, 1936.
 "S.E. Towns to Meet Again in Chatfield." July 6, 1933.
 "Should Mr. Elsberg Inflict This Highway Upon the Public?" Aug. 2, 1934.
 "A Southeastern Eden." July 27, 1933.
 "State Asks For Bids on Two Paving Jobs." Feb. 28, 1935.
 "Stegner Addresses Kiwanians on Roads." July 6, 1933.
 "Tented City Arises at Lanesboro; CCC Camp Falling into Routine Life." April 5, 1934.
 "Thank You." Nov. 7, 1935.
 "Thousand Persons Visit CCC Camp on Visiting Day." May 24, 1934.
 "Three-C Camp to Break Up Oct. 2." Sept. 20, 1934.
 "The Use of the CCC Camp Here . . ." Nov. 1, 1934
 "Work on Road Side Job Being Rushed." Nov. 22, 1934.
 "Write Your Congressman." Oct. 17, 1935.
 "Write Your Congressman." Oct. 24, 1935.
 "Yesterday's Correspondence on the CCC." Oct. 24, 1935.
 "You're Invited." Sept. 27, 1934.

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- Figure 2. Picnic table detail from the original plans, drawn April 1934. (Construction Plans, MHD; Site Development Unit, MnDOT, St. Paul.)
- Figure 3. Photo of the wayside rest taken circa 1936, in about mid-summer, by designer A. R. Nichols. (The photo in Figure 4 is approximately the same age.) The Parking Bay, with a surveyor's rod, is at left. The South Wall east of the entrance has been built to incorporate a preserved stone outcrop. This was evidently unsatisfactory (note, for example, the elevation difference in the two wall segments) and was redesigned (see Figure 5). It is believed the trees were installed in the spring of either 1935 or 1936. (Minnesota Department of Transportation collection, Audio-Visual Materials (neg. 41-12), Minnesota Historical Society, St. Paul.)
- Figure 4. Photo of the wayside rest taken in mid-summer 1936 by Lanesboro photographer Mathias O. Bue. In the distance a car is parked at the Scenic Overlook, and the East Picnic Area's picnic table is visible nearby. (Fillmore County Historical Society, Fountain, Minnesota.)
- Figure 5. By approximately spring 1937 when this photo was taken by A. R. Nichols the South Wall had been reconstructed to be continuous and to skirt the outcrop rather than being interrupted by it. (Compare to Figure 3.) The change required removing about 10 feet from the south edge of the outcrop and tearing out and rebuilding about 25 feet of wall immediately west of the outcrop to make the two wall pieces meet. Note that part of the west segment of the South Wall is awaiting reconstruction at the left edge of the photo. (Minnesota Department of Transportation collection, Audio-Visual Materials (neg. 41-17), Minnesota Historical Society, St. Paul.)
- Figure 6. The Parking Bay circa 1937-1940 with the nearby slope freshly regraded, likely because of erosion. (Photo by A. R. Nichols for the MHD, Minnesota Department of Transportation collection, Audio-Visual Materials (neg. 41-16), Minnesota Historical Society, St. Paul.)
- Figure 7. The Scenic Overlook, Parking Area, and East Picnic Area circa 1937-1940. (Photo by A. R. Nichols for the MHD, Minnesota Department of Transportation collection, Audio-Visual Materials (neg. 41-14), Minnesota Historical Society, St. Paul.)
- Figure 8. The East Picnic Area circa 1937-1940. (Photo by A. R. Nichols for the MHD, Minnesota Department of Transportation collection, Audio-Visual Materials (neg. 41-11), Minnesota Historical Society, St. Paul.)
- Figure 9. The West Picnic Area circa 1941. The Eastern red cedars in the distance have grown since

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earlier photos. (Photo by A. R. Nichols for the MHD, Minnesota Department of Transportation collection, Audio-Visual Materials (neg. 41-10), Minnesota Historical Society, St. Paul.)

Figure 10. Company 751 at the Lanesboro CCC camp, detail of photo taken by Lanesboro photographer Mathias O. Bue in summer 1934. (Fillmore County Historical Society, Fountain, Minnesota.)

Figure 11. The CCC Camp in Lanesboro in summer 1936 when it was occupied by Company 2771. (Photo by Mathias O. Bue, Minnesota Historical Society, St. Paul.)

Figure 12. Inspiration Point Wayside Rest. (Sketch by Gemini Research on Fillmore County aerial photo.)

Figure 13. Inspiration Point Wayside Rest photo facings map. See photo log for photo identification. (Sketch by Gemini Research on Fillmore County aerial photo.)

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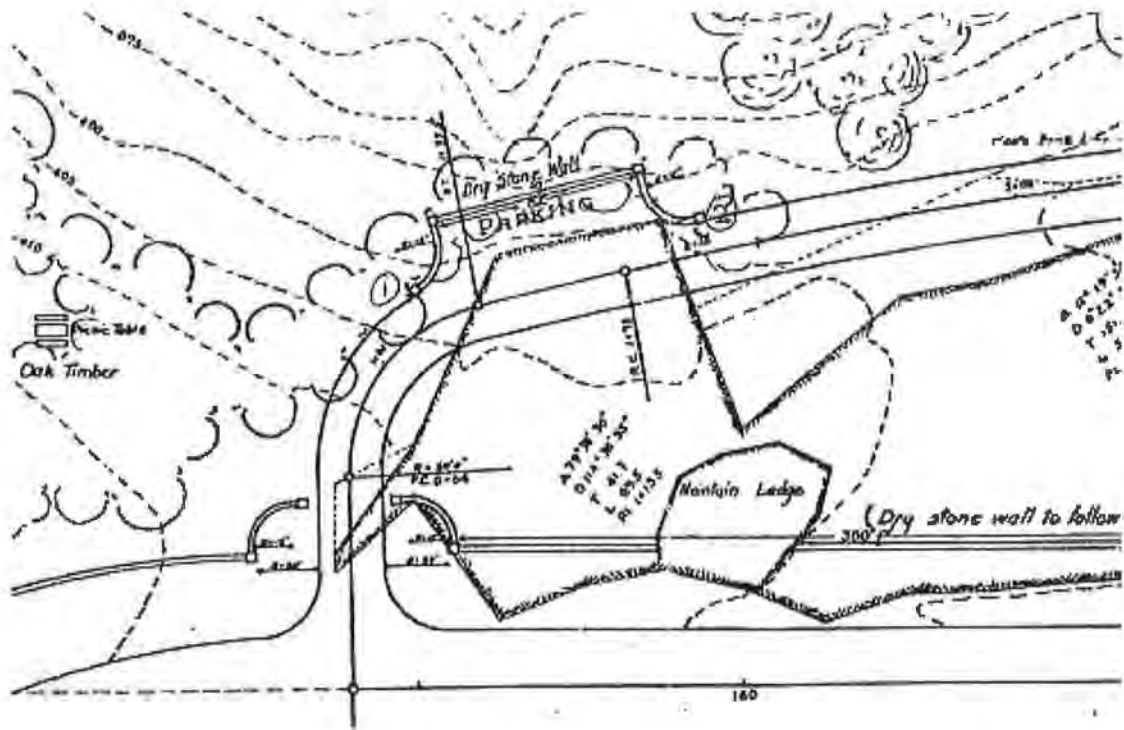


Figure 1. Detail from the original plans, drawn April 1934, showing the South Wall and Gateway, Parking Bay, and the east edge of the West Picnic Area. Note the way the South Wall was originally intended to incorporate a rock outcrop east of the entrance. This strategy was changed during construction and the wall redesigned to skirt the south end of the outcrop instead. (Construction Plans, MHD; Site Development Unit, MnDOT, St. Paul.)

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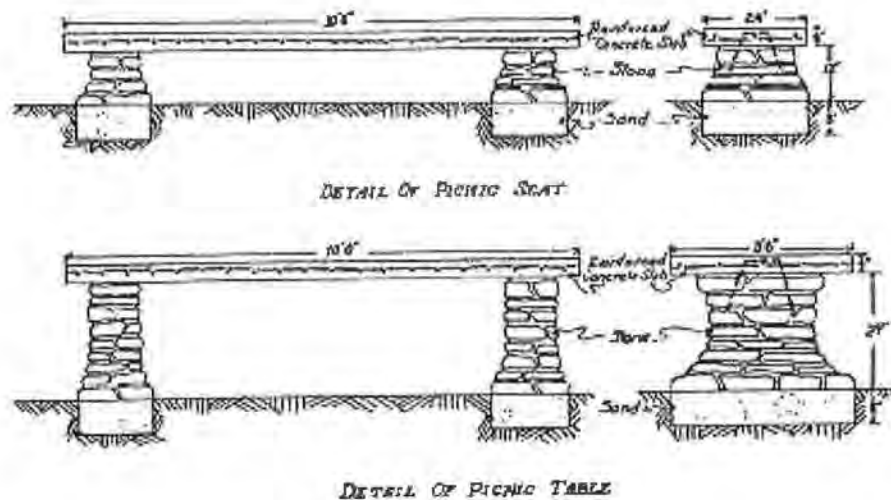


Figure 2. Picnic table detail from the original plans, drawn April 1934. (Construction Plans, MHD; Site Development Unit, MnDOT, St. Paul.)

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Figure 3. Photo of the wayside rest taken circa 1936, in about mid-summer, by designer A. R. Nichols. (The photo in Figure 4 is approximately the same age.) The Parking Bay, with a surveyor's rod, is at left. The South Wall east of the entrance has been built to incorporate a preserved stone outcrop. This was evidently unsatisfactory (note, for example, the elevation difference in the two wall segments) and was redesigned (see Figure 4). It is believed the trees were installed in the spring of either 1935 or 1936. (Minnesota Department of Transportation collection, Audio-Visual Materials (neg. 41-12), Minnesota Historical Society, St. Paul.)

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Figure 4. Photo of the wayside rest taken in mid-summer 1936 by Lanesboro photographer Mathias O. Bue. In the distance a car is parked at the Scenic Overlook, and the East Picnic Area's picnic table is visible nearby. (Fillmore County Historical Society, Fountain, Minnesota.)

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Figure 5. By approximately spring 1937 when this photo was taken by A. R. Nichols the South Wall had been reconstructed to be continuous and to skirt the outcrop rather than being interrupted by it. (Compare to Figure 3.) The change required removing about 10 feet from the south edge of the outcrop and tearing out and rebuilding about 25 feet of wall immediately west of the outcrop to make the two wall pieces meet. Note that part of the west segment of the South Wall is awaiting reconstruction at the left edge of the photo. (Minnesota Department of Transportation collection, Audio-Visual Materials (neg. 41-17), Minnesota Historical Society, St. Paul.)

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Figure 6. The Parking Bay circa 1937-1940 with the nearby slope freshly regraded, likely because of erosion. (Photo by A. R. Nichols for the MHD, Minnesota Department of Transportation collection, Audio-Visual Materials (neg. 41-16), Minnesota Historical Society, St. Paul.)

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Figure 7. The Scenic Overlook, Parking Area, and East Picnic Area circa 1937-1940.
(Photo by A. R. Nichols for the MHD, Minnesota Department of Transportation collection,
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Figure 8. The East Picnic Area circa 1937-1940. (Photo by A. R. Nichols for the MHD, Minnesota Department of Transportation collection, Audio-Visual Materials (neg. 41-11), Minnesota Historical Society, St. Paul.)

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Figure 9. The West Picnic Area circa 1941. The Eastern red cedars in the distance have grown since earlier photos. (Photo by A. R. Nichols for the MHD, Minnesota Department of Transportation collection, Audio-Visual Materials (neg. 41-10), Minnesota Historical Society, St. Paul.)

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Figure 10. Company 751 at the Lanesboro CCC camp, detail of photo taken by Lanesboro photographer Mathias O. Bue in summer 1934. (Fillmore County Historical Society, Fountain, Minnesota.)

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Figure 11. The CCC Camp in Lanesboro in summer 1936 when it was occupied by Company 2771. (Photo by Mathias O. Bue, Minnesota Historical Society, St. Paul.)

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Figure 12. Inspiration Point Wayside Rest. (Sketch by Gemini Research on Fillmore County 100' aerial photo.)
Scale

Boundary of nominated property

Prep by Gemini Research 2015

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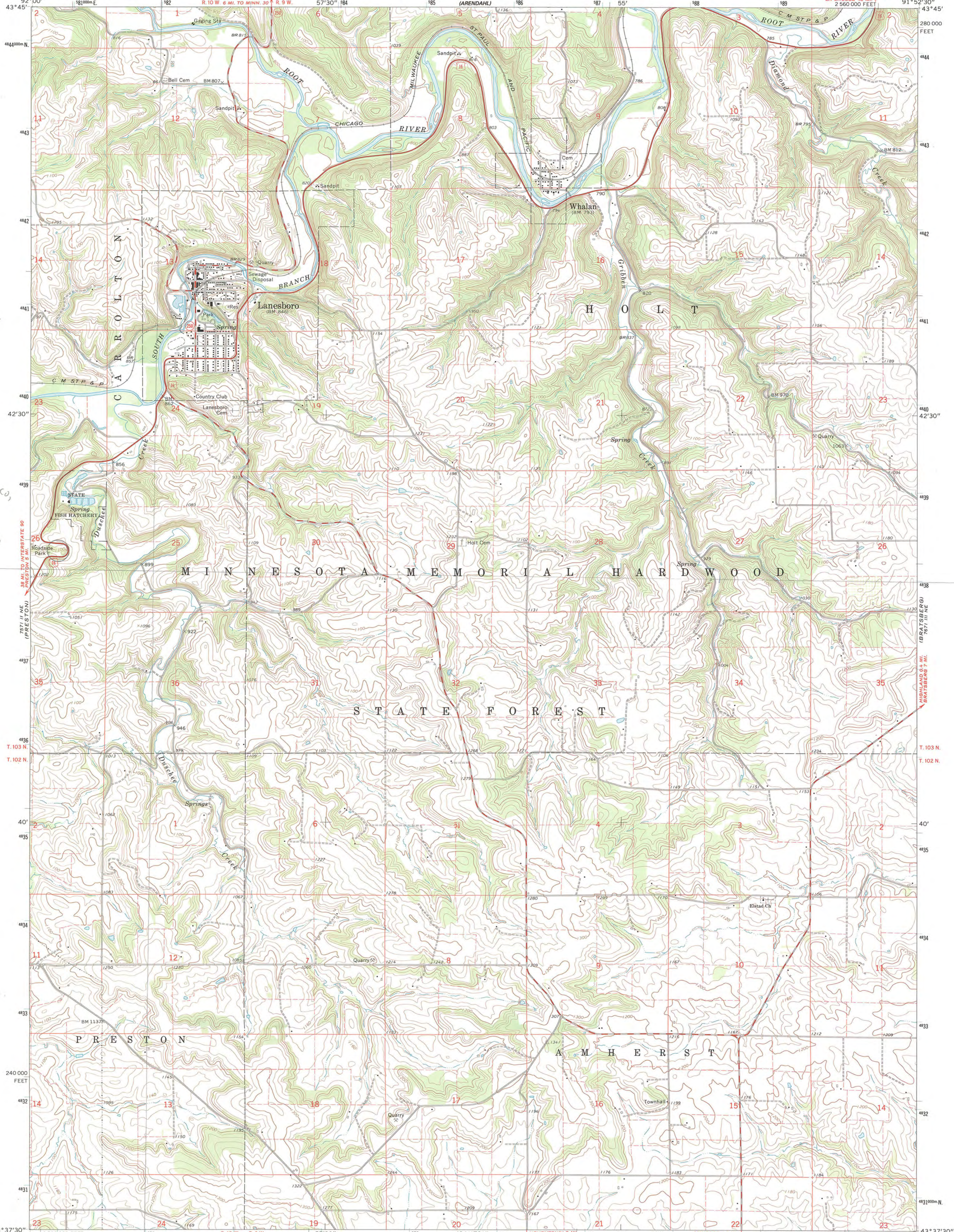
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Figure 13. Inspiration Point Wayside Rest photo facings map. See photo log for photo identification. (Sketch by Gemini Research on Fillmore County aerial photo.)

Boundary of nominated property

← Camera facings



Inspiration Point
Wayside Rest
Carrollton Twp, Fillmore Co,
MN
UTM Reference
15/580860/4838190

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1964. Field checked 1965
Polyconic projection. 1927 North American datum
10,000-foot grid based on Minnesota coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs
This information is unchecked
To place on the predicted North American Datum 1983,
move the projection lines 7 meters north and
14 meters east as shown by dashed corner ticks

SCALE 1:24 000
CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
U.S. Route ——— State Route ———

UTM GRID AND 1965 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

LANESBORO, MINN.
43091-F8-TF-024
1965
DMA 7671 III NW-SERIES V872





25
MPH





18th Hole
Clubhouse
Pro Shop





BAYBROOK
REST
→

←





























UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Inspiration Point Wayside Rest
NAME:

MULTIPLE Federal Relief Construction in Minnesota, 1933-1943
NAME:

STATE & COUNTY: MINNESOTA, Fillmore

DATE RECEIVED: 10/02/15 DATE OF PENDING LIST: 10/28/15
DATE OF 16TH DAY: 11/12/15 DATE OF 45TH DAY: 11/17/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000790

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 11.16.15 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

Minnesota Historical Society
State Historic Preservation Office
345 Kellogg Blvd West, St. Paul, Minnesota 55102
651-259-3451

RECEIVED 2280

OCT - 2 2015

Nat. Register of Historic Places
National Park Service

TO: Stephanie Toothman, Keeper
National Register of Historic Places

FROM: Ginny Way

DATE: September 29, 2015

NAME OF PROPERTY: Inspiration Point Wayside Rest

COUNTY AND STATE: Fillmore County, Minnesota

SUBJECT: National Register:
 Nomination
 Multiple Property Documentation Form
 Request for determination of eligibility
 Request for removal (Reference No.)
 Nomination resubmission
 Boundary increase/decrease (Reference No.)
 Additional documentation (Reference No.)

DOCUMENTATION:

- Original National Register of Historic Places Registration Form
- Multiple Property Documentation Form
- Continuation Sheets
- Removal Documentation
- Photographs
- CD w/ image files
- Original USGS Map
- Sketch map(s)
- Correspondence
 - Owner Objection
 - The enclosed owner objections
 - Do Do not constitute a majority of property owners

STAFF COMMENTS: