

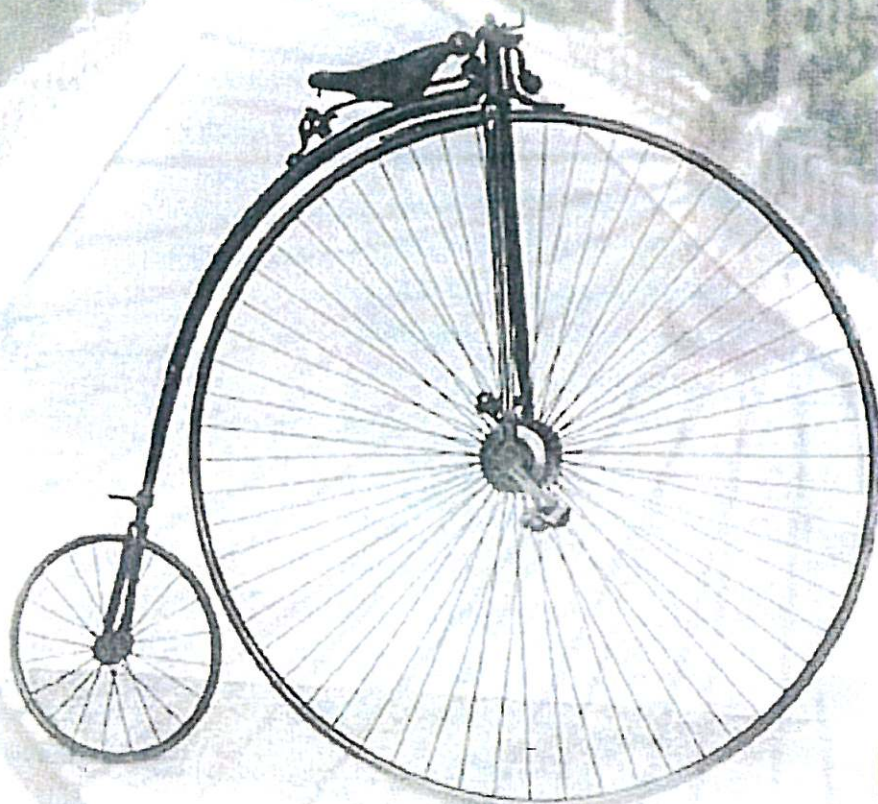
**SAINT PAUL GRAND ROUND  
CULTURAL RESOURCES AND  
INTERPRETIVE THEMES  
ST. PAUL, MINNESOTA**

**SUBMITTED TO:  
SRF CONSULTING GROUP, INC. AND  
SAINT PAUL NEIGHBORHOOD  
ENERGY CONSORTIUM**

**SUBMITTED BY:  
THE 106 GROUP LTD.**

**OCTOBER 2000**

**106 group ltd.**  
cultural resources  
management



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**CULTURAL RESOURCES AND INTERPRETIVE THEMES**  
**SAINT PAUL, MINNESOTA**

**Submitted to:**  
**SRF Consulting Group, Inc.**  
**One Carlson Parkway North**  
**Suite 150**  
**Minneapolis, Minnesota 55447-4443**

**and**

**St. Paul Neighborhood Energy Consortium**  
**624 Selby Avenue**  
**St. Paul, Minnesota 55104**

**Submitted by:**  
**The 106 Group Ltd.**  
**370 Selby Avenue**  
**St. Paul, Minnesota 55102**

**Report Authors:**  
**Kristen M. Zschomler, Andrew J. Schmidt, and K. Anne Ketz**

**October 2000**

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## 1.0 INTRODUCTION

The 106 Group Ltd. was subcontracted by SRF Consulting Group, Inc. and the Saint Paul Neighborhood Energy Consortium (NEC) to develop the cultural resources component of the proposed Saint Paul Grand Round project. The Saint Paul Neighborhood Energy Consortium is a nonprofit coalition of community organizations serving Saint Paul area residents and businesses. Its purpose is to provide information, services and programs that contribute to an environmentally responsible community. The proposed Saint Paul Grand Round project is intended to provide focus and momentum that will guide future facility improvements. Specific objectives include:

- Affirmation of the Grand Round route;
- Identification of safety improvements;
- Enhancement of the Grand Round's image and creation of a distinct identity;
- Emphasis of other attributes of the Grand Round, including cultural and natural resources;
- Determination of capital improvement costs, funding sources, and phasing;
- Establishment of community and neighborhood momentum.

The NEC's work is intended to provide a foundation for future improvement and creative energy that fosters community support.

The 106 Group is part of the planning team for development of the Saint Paul Grand Round. The key components to the cultural resources work at this stage are to: 1) identify key themes in St. Paul history; 2) identify resources related to those key themes in consultation with the technical advisory committee; 3) provide research regarding priority sites; and 4) identify potential strategies for interpretive development of sites.

Saving a public past for any community is a political as well as historical and cultural process. Decisions about what to remember and protect are informed by historical scholarship as well as the possibilities of historic preservation, museum and educational programs, environmental protection, and public art. Yet all of these approaches to conserving the past operate in partial and sometimes contradictory ways. The traces of time embedded in the urban landscape of every city offer opportunities for reconnecting fragments of the American urban story. The development of the Grand Round provides a great opportunity to re-connect with our city's and communities' past in exciting ways.

One of the ways we learn about each other is by sharing accounts and believing or disbelieving those stories about each other's past and identities. Identity is intimately tied to memory: both our personal memories (where we have come from and where we have lived), and the collective or social memories interconnected with the histories of our families, neighbors, and fellow workers. Memory is naturally place-oriented. A memory connects spontaneously with a place. Places trigger memories for each community's

residents who have shared a common past, and at the same time, places often represent shared pasts to visitors who are interested in learning about them in the present. Incorporating that sense of place into the urban design is critical if the full power and meaning of the place is to be maintained or enhanced.

## **1.1 Interpretive Themes**

Six themes were identified, with associated sites or resources to interpret or view. They are as follows:

### ***Creation of St. Paul's Park System***

- Como Park
- Phalen Park
- Harriet Island Park
- Wheelock Parkway
- Johnson Parkway
- Midway Parkway
- Mounds Parkway
- Mississippi River Boulevard

### ***Immigrant Communities in St. Paul***

- Swede Hollow
- Little Italy at Upper Levee
- West Side Flats

### ***Paddle Wheels and Steel Wheels***

- Upper Landing
- Lower Landing
- Lowertown
- Lock and Dam No. 1
- Short Line Railroad
- Omaha Swing Span Railroad Bridge
- Westminster Junction
- Union Depot
- Drewry Lane Bridge L9218
- Johnson Parkway Bridge 90422

***Early Industry***

- Ayd Mill
- Hamm's Brewery
- Schmidt Brewery
- Grain Elevator/Farmer's Union Terminal
- Ford Plant
- 3M Plant

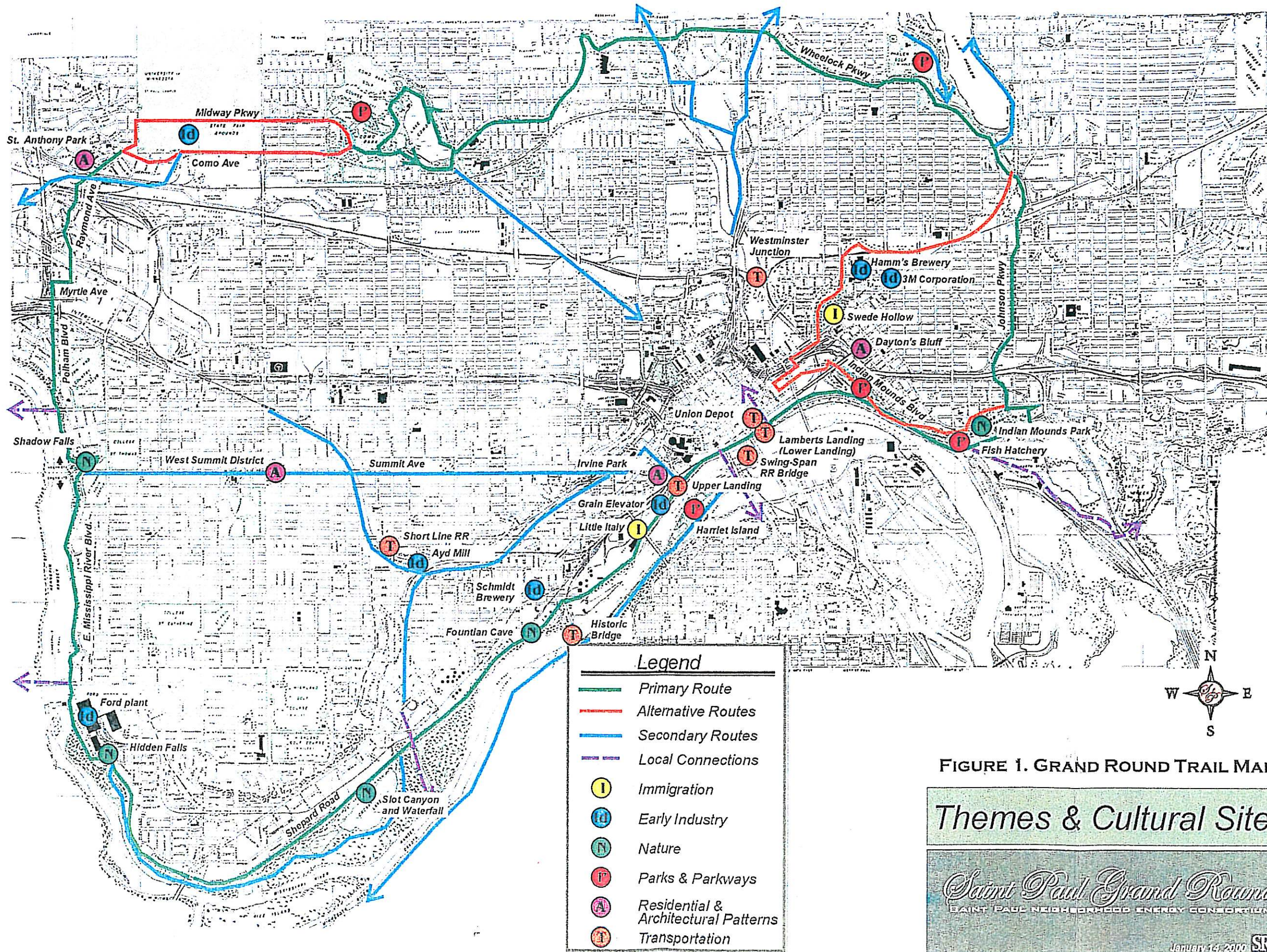
***Residential and Architectural Patterns***

- Irvine Park
- St. Anthony Park
- Historic Hill District
- Summit Avenue
- Dayton's Bluff
- Streetcar Suburbs
- Little Italy
- East Side Worker's Housing

***Current St. Paul***

- St. Paul's Park System
- Immigrant Communities
- Paddlewheels and Steel Wheels
- Early Industry
- Residential Patterns

***The Mississippi River and Natural Landscapes***



**Legend**

- Primary Route
- Alternative Routes
- Secondary Routes
- Local Connections
- I Immigration
- I Early Industry
- N Nature
- P Parks & Parkways
- A Residential & Architectural Patterns
- T Transportation

FIGURE 1. GRAND ROUND TRAIL MAP

## Themes & Cultural Sites

*Saint Paul Grand Round*  
 SAINT PAUL NEIGHBORHOOD ENERGY CONSORTIUM

January 14, 2010 **SRE**

## 2.0 INTERPRETIVE THEMES AND RELATED SITES

### 2.1 Theme – Creation of St. Paul’s Park System

#### 2.1.1 Overview

Influenced by the City Beautiful movement and the urban design developments in Chicago and New York, St. Paul and Minneapolis began designing parks and parkways to enhance their environments. St. Paul’s parks system was heavily influenced by prominent landscape architect H. W. S. Cleveland. The architect’s ideas for St. Paul included the creation of large public park sites, such as the land around Lake Como and Lake Phalen, and land adjacent to the Mississippi River. The parkways in St. Paul, which the Grand Round trail roughly follows, grew out of a desire to link the major parks in an unbroken chain encompassing all areas of the city.

#### 2.1.2 Discussion

As American cities grew increasingly congested in the mid- to late-nineteenth century, reformers began advocating the creation of public parks within urban areas. Citing the healthful, wholesome, and morally rejuvenating effects of nature, architects and landscape architects began designing natural, picturesque parks. The first and best known example of such an endeavor was Central Park (1856-1876), designed by Frederick Law Olmsted and Calvert Vaux, famous for its use of rolling carriageways and pedestrian paths separated by overpasses and underpasses. Olmsted and other landscape architects, such as Horace Cleveland, would take this concept one step further by designing systems of parks connected with roadways carefully landscaped to block out the urban setting.

These “parked highways” or parkways, though born in the Victorian Era, reached their zenith during the age of motorized travel in the United States. Their heyday came between the turn of the century and just prior to the development of the limited access freeway in the early 1930s. As pedestrian travel in the United States gradually gave way to more rapid forms of surface transportation, including bicycles and automobiles, the concept of public parks was broadened to include park-like settings that could be enjoyed from a rapidly moving vehicle. Parks could be located outside of congested city centers and could therefore be more expansive; the scenic parkway could be used to link parks and other significant city spaces.

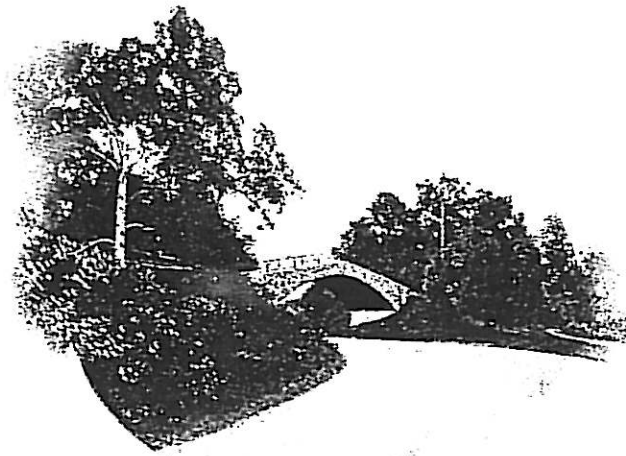
The urban parkway grew out of the City Beautiful movement, a philosophy of city planning which emphasized order and harmony. In 1891-93, the World’s Colombian Exposition in Chicago had promoted the classical ideal for most of its structures and



utilized careful placement of buildings and open space throughout the fairgrounds. In 1895, architect and city planner Daniel Burnham began work on the so-called Chicago Plan that envisioned grand plazas, formal parterres, and triumphal gateways for the Windy City.

In the late-nineteenth and early-twentieth centuries, cities of all sizes adopted the wide boulevards and extensive park systems of the City Beautiful movement. Following the tenets of City Beautiful planning, late-nineteenth century city fathers everywhere sought to widen and straighten existing streets. As landscaping concepts were gradually added to these designs, the roads were referred to as “ornamental driveways,” “avenues of trees,” landscaped boulevards,” and “metropolitan driveways.” In time, the term “parkway” became ubiquitous and was used to denote a wide roadway with either a dividing strip or side strips of greenery, plantings, and trees. Four-lane divided parkways immediately preceded the invention of the limited access freeway or expressway.

The designing of parks and parkways in Minneapolis and St. Paul were influenced by cultural developments in Chicago and in other cities. The parkways in St. Paul grew out of a desire to link existing and projected major parks to each other in an unbroken chain encompassing all areas of the city. The parks planning process began in 1872, when Cleveland addressed the St. Paul common council concerning locations for parks, boulevards, squares, and other amenities. Among many ideas generated by Cleveland at this time were suggestions for public park sites, including Summit Hill, the land around Lake Como and Lake Phalen, and land adjacent to the Mississippi River.



Only the recommendation to purchase land for the creation of Como Park was immediately acted upon. By 1884, the Board of Park commissioners had been created, and they began consideration of other major parks in St. Paul. These parks were sometimes referred to as the “landscape” parks to distinguish them from the smaller “public squares” that had been donated to the city in its early days. The new parks system started with acquisition of land for Phalen Park in 1892 and for Indian Mounds Park in 1893. The long-time Parks Superintendent, Frederick Nussbaumer, was appointed in 1891 and was an important force in the realization of the landscape parks plan. Nussbaumer served until 1922 and worked closely with successive Park Commissions.

By 1895, the Park Commissioners declared that enough smaller, neighborhood parks existed in the city, but larger parks and parkways were still needed. Their goal for park development envisioned a system of “boulevards or parkways” which would connect Indian Mounds Park with Phalen Park, Phalen Park with Como Park, Como Park with the State Fairgrounds, an improved Snelling Avenue from the fairgrounds to the Mississippi River, and a Mississippi bluff boulevard from Snelling to the Minneapolis system. At this point, the words “parkways,” “boulevard,” and “ornamental driveway” were all being used by the Commissioners, apparently interchangeably, to describe the concept of a wide, landscaped, aesthetically-pleasing roadway in the city. Summit Avenue was considered a “parkway” and was included in the 549 acres of parks and parkways mentioned in the 1894-1895 Annual Report, although it was not technically under the jurisdiction of the Parks Department.

The focus of St. Paul’s parks changed during the early-twentieth century, moving away from purely naturalistic sites to recreational activity centers. Under the direction of Nussbaumer, St. Paul’s parks became destinations for swimmers, skiers, golfers, or people who wanted to enjoy band performances at a park pavilion. Many of St. Paul’s parks retain the recreational feel established during this time.

### 2.1.3 Interpretive Sites

**Como Park.** Established in 1873 as St. Paul’s first park under the authority of the newly formed park commission, Como Park was developed with curvilinear roads,



picturesque vistas, naturalistic features, and a variety of plantings, illustrating designer Cleveland’s desire to create a beautiful escape from city life within the city. From the 1890s to the 1920s, under the direction of Park Superintendent Frederick Nussbaumer, the park evolved from a landscape to a recreational park, with the Pavilion, Conservatory, and picnic grounds added. The

Conservatory, one of the park’s most notable architectural features, has been placed on the National Register of Historic Places and the frog pond in front of the Conservatory has been recently restored.

**Phalen Park.** Acting under the recommendations of Cleveland, St. Paul purchased 129½ acres around Lake Phalen to create the second large-scale park in St. Paul. Opened in 1899, the park followed Como Park’s example and evolved into a

recreational facility, over time offering swimming facilities, bicycle and walking paths, and the first municipal golf course in St. Paul. Phalen Park remains a popular recreational area today, providing area residents with skiing trails, bike paths, and St. Paul Winter Carnival displays.

**Wheelock Parkway.** After some 30 years of opposition from small property owners along the route, the land for the long-anticipated parkway linking Como and Phalen parks was finally acquired in 1908. Opened in 1914, the interlake boulevard was named Wheelock Parkway after Joseph A. Wheelock, long-time proprietor of the *St. Paul Pioneer Press* and member of the first Park Commission, who is credited with the original vision for an interconnected system of parks.

**Johnson Parkway.** First visualized in 1895, land for the north-south parkway linking Phalen Park and Indian Mounds Park was not purchased until 1913. Named for John A. Johnson, Governor of Minnesota from 1904 to 1908, the parkway was not completed until the early 1930s due to budget constraints.

**Midway Parkway.** The lands needed to construct a connecting boulevard from Como Park to the Minnesota Fairgrounds were acquired in 1901. While the original plans for the boulevard called for continuing the parkway from the Fairgrounds to the Mississippi River Boulevard, these plans were never implemented due to budget constraints and land acquisition problems.

**Mounds Parkway.** The stretch of land connecting Mounds Park was desirable to the city based on “the sculptured hills, valleys and gorges that present a charming landscape effect.” As with the other parkways, work began on Mounds Parkway in the early 1900s, but the route was not completed until the 1930s.



**Mississippi River Boulevard.** Following the crest and slope of the eastern side of the Mississippi River, the Mississippi River Boulevard was constructed between 1901 and 1907, offering travelers a scenic view of the wooded lands and sweeping bluff views of the river that made Minnesota famous.

**Harriet Island.** Located on the west bank of the Mississippi River in St. Paul, Harriet Island has served as a recreational center for most of the twentieth century. At the turn of the century, the island became strongly associated with the public health movement. Dr. Justus Ohage, the city Commissioner of Health, donated the park to the

City. Ohage was looking for a location to establish public baths and playgrounds because he felt that “cleanliness and healthy outdoor exercise [were] absolutely necessary to the maintenance of good health”. In addition, maintaining an area for supervised swimming would reduce the number of drownings. In designing the public baths, Ohage copied “the most approved bathing institutions in this country and Europe”. Tens of thousands of people used the baths each year during the first two decades of this century. The public health movement came hand in hand with other Progressive Era reforms, which sought to address society’ ills through significant government intervention for the first time.

While most of the structures from the park’s early days have been demolished, the park remains a recreational area. The Harriet Island Pavilion, a Moderne-style structure construction by the Works Progress Administration (WPA) in 1941, is an important visual component in the public landscape of the City of St. Paul. The park was not an organized part of the park system, but was managed by the Department of Public Health.

*Public Baths at Harriet Island, St. Paul, Minn*



## 2.2 Theme – Immigrant Communities in St. Paul

### 2.2.1 Overview

With few resources, and often facing language and social barriers, recent immigrants were generally relegated to live in the less desirable areas in St. Paul. There are three unique examples of early immigrant communities along the Saint Paul Grand Round trail: Upper Landing/Little Italy, Swede Hollow, and the West Side Flats.

### 2.2.2 Discussion

During the early 1830s, Euro-American settlement was confined primarily to the Fort Snelling military reservation, but following an 1837 treaty with the Dakota and Ojibway Indians and the removal of civilians from the military reservation, settlers established a town which would become St. Paul. Located below Fort Snelling at the confluence of the Mississippi and Minnesota rivers, the first settlers in the town arrived around 1839. Taking advantage of the transportation afforded by the Mississippi River, St. Paul's earliest settlers took up claims along the waterway. A community of French Canadians settled in the area of Pig's Eye Lake, that is now occupied by the Metropolitan Wastewater Treatment Plant. By the early 1840s, settlement stretched from the river six



miles in length and a mile or more in width. Settlement concentrated, however, in the area that would become downtown St. Paul, due to the level terraces which made excellent sites for steamboat landings. The level, gently sloping ravines, carved into the bluffs by Phalen Creek and Trout Brook, served as a natural transportation corridor from the river landings to the higher ground and on the more distant points.

The City of St. Paul experienced a population explosion during the 1850s and 1860s. While many of the early settlers were native-born Americans, a sizable percentage of the new residents were recent immigrants to the United States, who, after a short time in the eastern states, headed west in search of cheap farmland or work in the emerging industries of the St. Paul area. Over the next 50 years, the city became a melting pot of Irish, English, German, Jewish, Scandinavian, Italian, African American and

Mexican peoples. St. Paul's immigrants played an important role in the development of St. Paul, often providing the back-breaking labor for the projects that built up the city.

As these immigrants improved their lot, they would move up and out of the areas they originally settled to new neighborhoods, making way for the next group to move in.

Increasing numbers of Scandinavians arrived in St. Paul during the 1860s and 1870s. The majority of the Swedes who arrived in St. Paul settled within "Svenska Dalen" or Swede Hollow in the North Phalen Creek area. Most Swedish men originally worked for the railroads doing pick and shovel work; however, as local industry developed, many of the men went to work at Hamm's Brewery or the mills. The Swedish women also worked, taking in laundry and sewing, selling food and coffee to the railroad men, and opening their homes to boarders for \$.10 a day. From 1885 to 1895, many Swede Hollow residents moved into the Railroad Island and Payne Avenue areas as their economic and social status improved.

German immigrants also flooded St. Paul during the last half of the nineteenth century. Many Germans immigrated to Minnesota after spending time in the eastern or southern United States, allowing them to become acclimated to American and to gain some capital. Because of this, many German immigrants were able to open businesses and live in more affluent areas of the city. There were also a number of German immigrants, however, who arrived directly from Germany without much money or English-speaking skills. Many of these people lived in neighborhoods such as Seven Corners/Uppertown and Frogtown in proximity to the industrial jobs of downtown.

In 1882, a major shift in immigration occurred. Previously, only one-tenth of the immigrants to St. Paul had been from Southern or Eastern Europe, while in 1882 the number increased to eight-tenths. Italians, Russians, Poles, Greeks, and Jews arrived in great numbers between 1880 and 1910. These new immigrants, like the Swedes before them, looked for cheap housing and jobs in the booming railroad and manufacturing industries. While the Italians moved into the vacant housing in Swede Hollow or settled in the Upper Landing area, a new community was set up for the Jewish immigrants. Located on the Mississippi River floodplain below the west bank of St. Paul, the West Side Flats started as a temporary housing solution for the Jewish refugees that reached St. Paul in 1882.

By the 1920s, the demographics of St. Paul's immigrant population changed again, as over 1,500 Mexicans moved to the city to work in the sugar beet industry. As the numbers began to increase, two major sites for Mexican settlement developed in St. Paul. The larger community settled on the West Side of St. Paul around Concord and Robert, while significant numbers of families settled in the old homes of the Italians in Swede Hollow.

Flooding was a continual problem for the communities on the banks of the Mississippi. Eventually, many of the original immigrant sites in St. Paul were destroyed during the 1950s, when the city began to address the substandard living conditions of the city's residents. Areas such as Swede Hollow, the West Side Flats, and Little Italy were condemned and leveled to make way for industrial parks or simply to clear out areas

deemed unsanitary and crowded. While these sites may no longer exist, their histories remind us how immigrants to the city overcame the economic and cultural hardships of their new lives in America and how the small enclosed community helped in their assimilation and growth into the American society.

### **2.2.3 Interpretive Sites**

**Swede Hollow.** In the 1850s, impoverished Swedish immigrants began to settle in the old claim shanties in the Phalen Creek Valley and the area soon became known as Swede Hollow. As increasing numbers of Swedes arrived in St. Paul during the 1860s and 1870s, many of them settled in the hollow, built houses on the slopes of the ravine, and obtained jobs in the nearby railroads, mills, and manufacturing plants. Swede Hollow continued to serve as a lower income community occupied by successive waves of immigrants, such as Italians and Mexicans, until the 1950s.

**Upper Levee/Little Italy.** First settled in the 1880s by German and Polish squatters occupying small shanties made of scrap lumber and tin, the marshy and often-flooded land soon developed into a dynamic Italian community. The southern Italian immigrants constructed somewhat more substantial homes and established large gardens, but often did not invest too much into their new surrounding since most had come to America temporarily to earn money to take back to Italy to establish a homestead. Oftentimes, the houses were occupied by a family and up to five borders, creating crowded and substandard living conditions. Little Italy existed until 1959, when after the floods of 1951 and 1952 and the damage to the poor housing, the city planned to build a floodwall and develop the riverfront for industrial uses.

**West Side Flats.** The low-lying floodplains on the west side of the Mississippi River remained unoccupied until 1882, when 200 Eastern European Jewish refugees arrived in St. Paul looking for shelter and a new place to call home. Originally set up in tents, the Jews eventually built more permanent structures in the West Side area and developed a dynamic and thriving Jewish community in St. Paul. By the



1930s, when the Jewish community was moving away from the flats, Mexican immigrants established the West Side Flats as their home, residing there until 1964 when the last family vacated the area before it was redeveloped into an industrial park.

## 2.3 Theme – Paddle Wheels and Steel Wheels

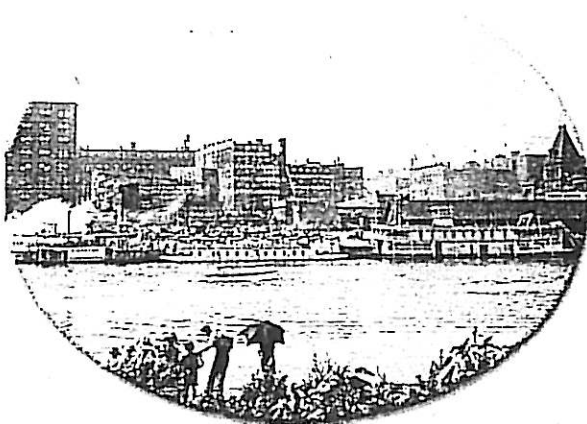
### 2.3.1 Overview

Although St. Paul did not have the waterpower that St. Anthony and Minneapolis had, its position at the head of continuous navigation on the Mississippi River gave St. Paul an advantage in commerce. With the coming of the railroads, St. Paul's position as a commercial center was enhanced. The Grand Round trail includes several important transportation sites that helped to shape St. Paul into a regional transportation hub.

### 2.3.2 Discussion

When news of fertile land and virgin forests available for exploitation in the Minnesota Territory reached the East, settlers and businessmen streamed into the area. St. Paul became an important trading point connecting the Mississippi River boats and the Red River ox cart trails. St. Paul was a destination for trade goods from Pembina and the Selkirk colony (Winnipeg), and it became a staging point for settlers funneling up the Minnesota River Valley after 1851. At this time, the river bluffs separated the Upper and Lower Levees, and commercial enterprises at each were operating in competition as "break-in-bulk" points where items were off-loaded from steamboats to ox-carts.

The Minnesota Territory was established by the federal government in 1849 and St. Paul was made the capital. St. Paul proper was platted in 1847, the Uppertown area (Rice and Irvine's Addition) was platted two years later, and Lowertown followed in 1851. The federal government allowed settlement on land west of the Mississippi River in 1851, which led to a period of rapid economic expansion for St. Paul. Population in the city grew from less than 1,000 in 1849 to over 10,000 in 1860. As a result of this population growth, construction of warehouses, grain elevators, and other shipping-related properties exploded in the levee areas of the city.



The steamboat traffic industry in St. Paul boomed along with the immigration to the city, with passenger travel far exceeding freight transportation on the steamboats. By the late 1850s and early 1860s, the increased population in the state and the rise in the industrial and agricultural production in Minnesota meant more traffic for the steamboats along the Mississippi River. As the 1860s progresses, railroad lines began connecting St. Paul to other cities



and to the national network. While railroads and steamboats operated in conjunction for a time, by the early 1870s, the importance of the steamboat was diminishing to the railroad transportation system.

Although most of Minnesota's railroad building occurred after the Civil War, the first charter was granted in 1857 to the Minnesota and Pacific Railroad. During the late 1860s and early 1870s, St. Paul witnessed a flurry of railroad building. By 1874, St. Paul had connections traveling in all four directions. New railroad lines included: the Lake Superior and Mississippi Railroad (Northern Pacific), which connected St. Paul to Duluth; the St. Paul, Stillwater and Taylor's Falls (Chicago & Northwestern) line running east; the St. Paul and Chicago Railroad (the Milwaukee Road), which followed the river south; and St. Paul and Pacific (Great Northern) running west.

The 1870s was the decade of western railroad expansion and the railroads played a significant role in St. Paul's development. Much of the development along the riverfront at this time was railroad oriented. The city developed as a regional transportation hub because, as the steamboat-ox cart network declined in importance, the railroads played an increasingly larger role.

In the 1870s and 1880s, the smaller, pioneer railroads were swallowed up in mergers with larger lines, giving St. Paul more regional connections and increasing its importance as a hub. The St. Paul, Minneapolis & Manitoba (St.PM&M) took over the old St. Paul & Pacific in 1879, marking the beginning of James J. Hill's "Empire Builder" line, later known as the Great Northern. The next year, in 1880, the St. Paul, Stillwater & Taylor's Falls Railroad merged with several others to form the Chicago, St. Paul, Minneapolis & Omaha (St.PM&O), which in turn merged with the Chicago & Northwestern in 1904. Not only did many regional and national railroads pass through St. Paul, a number of them had headquarters in the city, including Hill's line and the Northern Pacific. By the turn of the century, St. Paul had become a gateway to the northwest.

### **2.3.3 Interpretive Sites**

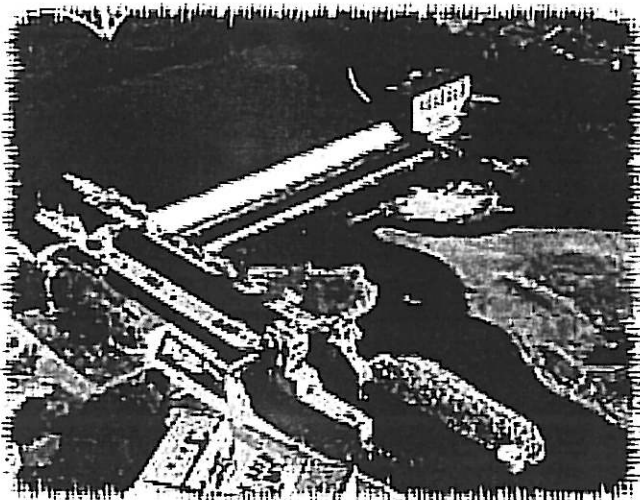
**Upper Landing.** The area around Shepard Road and Chestnut Street was one of two steamboat landings established during the initial settlement and development of St. Paul. Known as the Upper Landing or Uppertown during the 1850s, the area competed with Lowertown to be St. Paul's commercial center. Utilizing the steamboat trade, which brought goods and settlers to the newly incorporated Minnesota Territory, the first developments around the landing included a mix of residential and commercial, including warehouses and stores, houses, and factories.

**Lower Landing.** During the mid to late 1800s, St. Paul's Lower Landing was bustling with steamboats responsible for the trade of goods in the upper Mississippi River area, as well as the transport of thousands of settlers to Minnesota. The broad, open levee

below the Mississippi River bluffs for the construction of warehouses and shops made it a logical location for a steamboat landing. The Lower Landing was a desirable location for the expanding railroads that spread through St. Paul during the last half of the nineteenth century, continuing the area's importance in St. Paul transportation development.

**Lowertown.** St. Paul's history as a commercial center is embodied in the Lowertown Historic District. Extending to Jackson Street, the district borders the Mississippi River and surrounds Smith Park. Lowertown was platted at one of St. Paul's two steamboat landings in 1851 by Norman Kittson, and it quickly grew into the city's main warehouse and jobbing center. As the railroads came to St. Paul in the 1860s and 1870s, they were naturally attracted to the established commercial area. As a result of the transportation connections, four and five story brick warehouses and factories, designed by architects such as Cass Gilbert and J. Walter Stevens, came to line the streets of Lowertown.

**Lock and Dam No. 1.** A movement began in the 1850s to build a dam that would extend the Mississippi River traffic into Minneapolis; however, it was not until the early 1900s that work on the proposed dam system began with construction of Dams Nos. 1 and 2. Lock No. 2 was completed first near the Lake Street Bridge, but was soon demolished once it was decided that a single lock and dam would be more beneficial for navigation and hydropower. Dam No. 1 was an Ambersen dam that had to be redesigned from a 13.3-foot lift to a 35.9-foot lift to accommodate the removal of Dam No. 2. This lift made Dam No. 1 the highest on the Mississippi River until the early 1960s when the Upper St. Anthony Falls lock and dam was completed. Designed by Major Francis R. Shunk and George W. Freeman of the St. Paul Corps of Engineers, this dam is notable as the only fixed dam on the Mississippi River and the only navigation dam on the river built with a hydropower plant foundation. It also marks an appropriate dividing point between hydropower uses for the Upper Mississippi and primarily navigation below St. Paul.

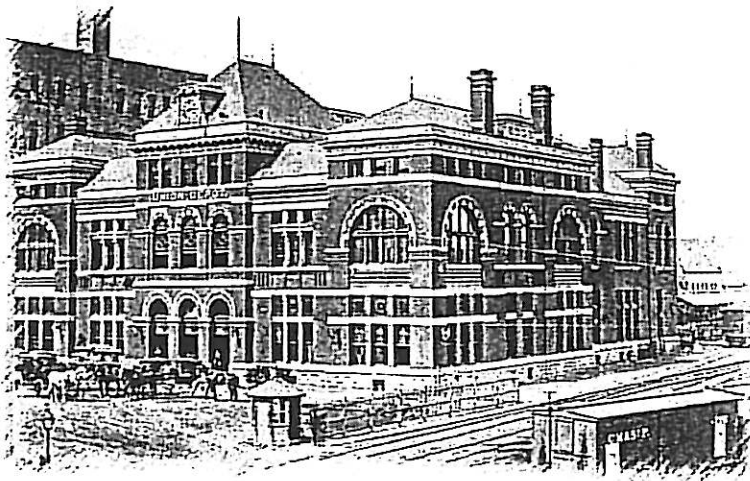


**Short Line Railroad (Milwaukee Road).** In 1875, the Chicago, Milwaukee, and St. Paul acquired right-of-way for a "Short Line" between St. Paul and Minneapolis in order to create a more direct commuter route between the Twin Cities and to supplement the existing connections between Minneapolis and St. Paul. The railroad company began laying its Short Line tracks up the ravine adjacent to the Ayd Mill, but construction was not completed until 1880 with the laying of the final 8.3 miles of track. The Short Line

played a role in transporting commuters and day excursions to destinations such as Union Park, located midway between St. Paul and Minneapolis.

**Omaha Swing Span Railroad Bridge.** Built with a 160-foot wide barge channel and a swing span to allow for barge traffic along the Mississippi River, the Omaha Swing Bridge was constructed in 1915. Providing access from St. Paul to Mendota and the southwestern portion of the state, the single-track, ten-span bridge was historically used by the Chicago, Milwaukee, and St. Paul Railway and the Chicago, St. Paul, Minneapolis, and Omaha Railway.

**Westminster Junction.** Built in stages beginning in 1885, this railroad junction illustrates the significant impact that railroads had on St. Paul's developing urban landscape. The junction was created in the early 1870s, when the St. Paul, Stillwater & Taylors Falls connected with the St. Paul & Pacific near Westminster Street. Associated with several of the railroads which were key to St. Paul's development as the railroad hub of the Northwest, the Westminster Junction was a gateway to the Union Depot and provided crucial switching functions and grade-separated crossings for the railroads that converged in the Trout Brook Valley. The Westminster Junction represents a rare example of railroad tunnel building in Minnesota. The tunnels are a fine example of nineteenth-century stone arch construction, and the ashlar masonry illustrates a high degree of craftsmanship.



**Union Depot.** After operating separate depots for a number of years, the railroad companies joined together in 1879 to build the St. Paul Union Depot at Third and Sibley streets. The undertaking proved massive, with blocks of old warehouses and hotels demolished to make way for the new depot, concourse, and platform above the flood-prone Mississippi River. When

rebuilt in 1917-1923, the second Union Depot was one of the last great railroad undertakings in St. Paul.

**Drewry Lane Bridge No. L9218 (Underpass to Swede Hollow).** This bridge is located at the intersection of Beaumont Street and Drewry Lane (named for Drewry's Brewery). These two streets come together at a right angle and do not actually intersect, but the bridge allows for a pedestrian under pass under the bridge to access Swede Hollow from Beaumont Street. The 1905 bridge is a 23 feet long, 40 feet wide, concrete

bridge, with a filled spandrel arch design, making it a very early example of reinforced concrete arch construction.

**Johnson Parkway Bridge No. 90422.** Located where Johnson Parkway passes under the Burlington Northern tracks at the southeast corner of Lake Phalen, the bridge was designed by M.S. Grytbek and constructed in 1932. It is a 68-foot long, 30-foot wide, three span bridge constructed principally of concrete and steel. The main span is of steel beam span construction and the approach spans are of concrete slab span construction.

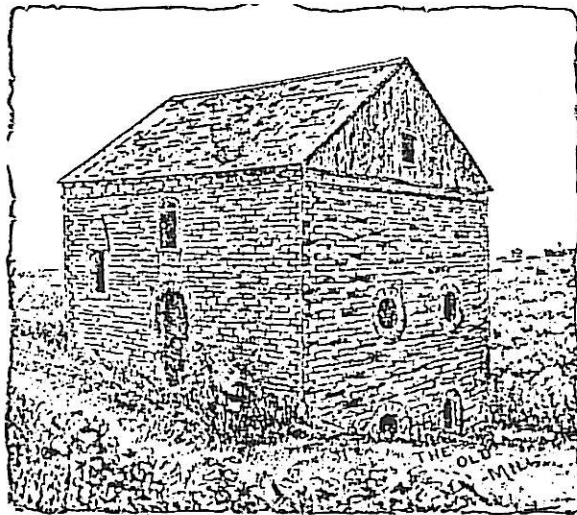
## 2.4 Theme – Early Industry

### 2.4.1 Overview

St. Paul's industrial history is connected in many ways to its transportation history: the well-developed railroad tracks, accessible water routes, and good roads enabled St. Paul's emerging industries to receive raw materials and export the final goods to markets throughout the state and the nation. St. Paul's first industries were focused on agriculture, such as milling and brewing. Over time, St. Paul's industrial base grew to include more high-technology enterprises, such as auto assembly plants. The Grand Round trail connects several sites that illustrate the evolution of St. Paul's industrial base.

### 2.4.2 Discussion

One of the earliest industrial activities pursued in St. Paul was milling. By the mid-1850s, flour and grist mill construction in the Territory was increasing at a rapid rate, and by 1862, Minnesota had 85 flour mills. Flour and grist milling became the largest generator of manufacturing revenue in the state, with saw milling a close second. Though Ramsey County never became a major center for flour and grist milling, as did its sister city Minneapolis, records show that 14 grain mills operated in the county before 1900. In the St. Paul's East Side, several mills and breweries were operating on Phalen Creek by the early 1860s, including Brainard Mills (1856), the Drewry Brewery (1861), and the Excelsior Brewery (1863). In the downtown area, at least six mills were operating between Dayton's Bluff and the Upper Levee. On the West End, the Ayd Mill operated during the 1860s and 1870s, processing grains for local farmers in the area. The early flour and grist mills at first used water powered, stone grinding wheels to do custom grinding for individuals. As the city grew and mill technology developed, the mills purchased grain to grind and bag under their own labels and changed from stone grinding wheels to the roller processing method and from water to steam power. This change in technology allowed them to greatly increase their capacity.



Breweries were also an important early industry to St. Paul. The rise of the brewery industry during the last half of the nineteenth century illustrates the impact of German immigrants on the agricultural industry of the state. Germans dominated the brewing industry, holding 54 of the 57 brewers' licenses in the city during the late 1850s. Not only did Germans use their knowledge of traditional German beer making to start

breweries, many ran the saloons that sold the product or wholesale operations that supplied hops, malt, and other brewer's supplies to the numerous breweries in the city. Many of the original German breweries were absorbed by larger breweries or had to close down during the Prohibition years during the 1920s, resulting in the loss of many German beer making traditions.

It is difficult to overestimate the importance of railroads to the industrial development of St. Paul. While business and residential settlement patterns had previously been dictated by proximity to the only reliable transportation corridor — the Mississippi River — the railroads were constructed with little regard for river transportation. As a result, new industrial areas were able to develop in St. Paul, including the city's East Side.

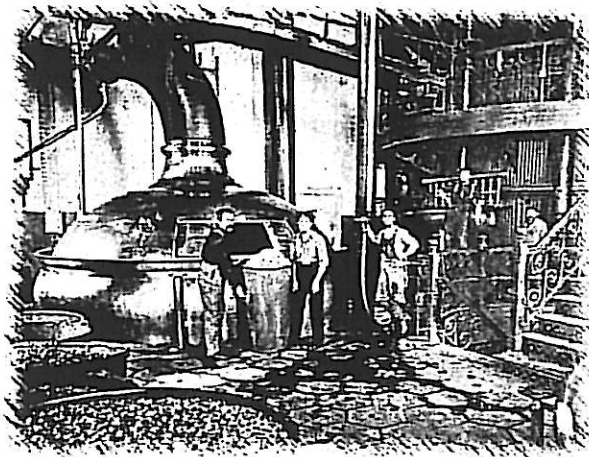
By the mid-1870s, manufacturing plants were springing up along the East Side railroad corridor. Companies such as St. Paul Harvester Works (1872) and the St. Paul Plow Works (1876) employed hundreds of men. In downtown, nearly 40 types of manufacturing occurred, employing over 3,000 workers. By the early twentieth century, the East Side's industrial area contained some 30 manufacturing plants, including 3M and Hamm's Brewery, and employed nearly 7,000 men. The rise of companies like Hamm's and 3M were indicators of national trends and signaled the decline of the East Side's railroad/industrial corridor. By the mid-twentieth century, smaller manufacturers had difficulty competing with larger, national firms, Minnesota's extractive industries were giving way to high-technology manufacturing, such as the Ford Motor Company assembly plant, and the railroads suffered from competition for freight with the trucking industry.

### *2.4.3 Interpretive Sites*

**Ayd Mill.** Constructed in 1860s, as the number of flour mills was increasing in Minnesota, the Ayd Mill was the first and only grain mill to operate in Reserve Township (originally located west of Dale Avenue and south of Marshall Avenue and annexed incrementally by St. Paul). John Ayd operated the mill from 1860 to 1866, processing an average of 22 sacks of corn per day. Ayd's son Robert sold the mill to Charles and Maria Kramerath in 1866 and, in 1874, Kramerath took out a mortgage to improve the mill. He was unable to pay his debts and, following his death in 1878, Maria sold a portion of their land to the Short Line Railway. The construction of the line cut the water supply to the mill and the mill was allowed to fall into ruin.

**Hamm's Brewery.** The Hamm's Brewery was once a major employer of immigrants in St. Paul. Established by Theodore Hamm in 1864, the brewery expanded its plant from a single city lot to four acres of buildings over the next twenty years, and by 1886 produced over 40,000 barrels. The brewery continued to grow and prosper until Prohibition, which it survived by producing industrial alcohol and soft drinks. Throughout the 1950s and 1960s, Hamm's acquired new breweries across the nation and

became the seventh largest producer of beer in the United States until it was purchased by Olympia in 1974.

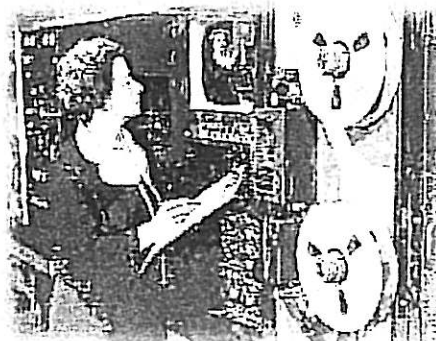


**Schmidt Brewery.** The former Schmidt Brewery, currently operated by the Minnesota Brewing Company, illustrates the agricultural processing industries that developed in St. Paul. Founded as the Stahlman Brewery in 1855, the plant was acquired by Jacob Schmidt in the 1890s, who rebuilt the plant to resemble a Bavarian castle with crenellated towers and arched windows. Other portions of the brewery are in the Art Moderne style and illustrate the post-Prohibition expansion of the brewery during the 1930s.

**Grain Elevator/Farmer's Union Terminal.** Constructed in the mid-1920s, the grain terminal was constructed by the City of St. Paul adjacent to the Farmer's Union Terminal on the Upper Landing. The grain terminal was a fully-equipped facility used in the transfer of grain products from train cars or on-site grain elevators to river barges.

**Ford Plant.** After building Model Ts in a warehouse in downtown Minneapolis from 1912 to 1915, the Ford Motor Company moved to a large ten-story building. By the mid 1920s, the company constructed a new plant in St. Paul at the Lock and Dam No. 1 to utilize the water power. The first Model T cars and Model TT trucks rolled off the new assembly line in 1925. The new plant's success continued until the Great Depression slowed production after 1930 and idled the plant for 2 years, from 1933-1935. Aside from a three-year stint during World War II producing armored cars and aircraft engine parts, the Ford Motor Company St. Paul assembly plant has been an important industrial and employment leader in the city.

**3M Plant.** Located at Bush and Forest avenues, the 3M plant is considered an important historic landmark as the site on which 3M rose to national and international importance as an early leader in industrial research and development as well as quality control. The plant was established in 1910 at the Bush and Forest corner, but expanded during the 1930s and 1940s to the south of Bush Avenue and the west of Mendota Street.



## 2.5 Theme – Residential Patterns

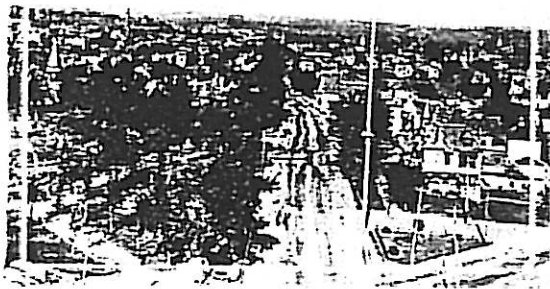
### 2.5.1 Overview

St. Paul's residential patterns were in many ways influenced by the economic and ethnic background of its settlers. Recent immigrants often felt the need to settle near their own kind or near the industrial jobs offered in downtown, creating distinctive residential communities. More wealthy residents of St. Paul often established their homes along the high bluffs lining the Mississippi River, away from the noise and congestion of the industrial downtown area. The Grand Round trail passes several unique residential areas that illustrate the patterns of settlement in St. Paul.

### 2.5.2 Discussion

Although Fort Snelling had been established in the early 1820s, settlement in the area around present-day St. Paul was not condoned by the U.S. government until after the signing of the Treaty of 1837. Taking advantage of the transportation afforded by the Mississippi River, early settlement concentrated in what is now the downtown area, because of the relatively level terraces that served as steamboat landings.

During the Territorial years, before it began to spread out into various residential areas, St. Paul was one large neighborhood. By about 1860, St. Paul proper covered an area of only about five square miles. Since mass transportation did not yet exist and horses were too expensive for most people to own, travel was mainly on foot. Therefore, most buildings were tightly clustered around downtown. The wealthy were able to build



on the high ground of Summit Hill (west), Capitol Hill (north), Prospect Terrace (south), and Dayton's Bluff (east). St. Paul's naturally hilly topography increased the remoteness of the "outlying" neighborhoods. Even most of the rich were still living relatively close to downtown, mainly in Irvine Park and the Lafayette Park area of Lowertown. As railroads began to devour large chunks of downtown and Lowertown, wealthy citizens migrated to the outlying areas.

Working class families needed to remain close to the railroad-based jobs, settling in the North End, Frogtown, the East Side, the West Side, and the West Seventh Street areas.

In general, St. Paul development patterns followed national norms. Before the Civil War, developers eyed the relatively flat lands west of Dale Street. The Panic of 1857, however, slowed early residential expansion. Large-scale development of the areas



surrounding the city center would await advances in inexpensive mass transportation in the 1880s.

The development of the Reserve Township area, located south of Marshall Avenue and west of Dale Avenue, was dictated by its proximity to the rapidly growing urban center of St. Paul. In the final decades of the nineteenth century, more and more farmers and early settlers began subdividing their properties for suburban residential development. The market for new homes was being driven both by newcomers and by long-time residents, who were at last able to leave less desirable areas in the city. By 1887, all of the former reserve area east of the Mississippi River had been annexed by the City of St. Paul, and residential development began in earnest, though some neighborhoods would not be completely developed until after World War II. More common than outside developers was the phenomenon of farmers developing their own land. Residential development began on the east side of the township, near Victoria and Summit avenues, and progressed westward to Lexington and then Snelling avenues, and finally spread southward. By 1891, the "suburbs" of Hamline, Macalester Park, Merriam Park, and St. Anthony Park had firmly established neighborhood identities within the city of St. Paul. The neighborhoods primarily dated to the last decades of the nineteenth century, as illustrated through the Queen Anne and Neo-Classical-style homes that line the streets.

Prior to the Civil War, there were two areas in St. Paul's East Side which were settled by two distinctive groups. The Williams Hill area, which is west of Payne Avenue and south of Minnehaha Avenue, was considered a scenic area and became the site of many fine houses. From the 1850s to the early 1880s, this area was the home to many of St. Paul's elite. As the railroads surrounded the neighborhood in the 1870s and expanded their holdings in the Trout Brook Valley in the 1880s, the area came to be known as Railroad Island and the demographics changed from upper middle class to working class.

The other portion of St. Paul's East Side, which was settled prior to the Civil War, was the Phalen Creek Valley. From the 1850s through the 1870s, impoverished Swedish immigrants began to settle in the old claim shanties in the valley, and the area came to be known as Swede Hollow. Moving out by the 1880s, the Swedes settled around Minnehaha and Payne Avenue and mainly Italian and Irish immigrants moved into the hollow. Fueled by the railroads and the industrial/manufacturing corridor that developed in the area, a building boom occurred during the 1880s. Railroad Island as well as the area east of Payne and south of the railroad corridor contained a mix of Germans, Irish, Anglos, native-born Americans, and, to a lesser extent, Poles and Norwegians.

By the early twentieth century, much of St. Paul had been platted and subdivided, but many of the lots remained undeveloped. Those open residential were filled in during the 1910s and 1920s with nationally popular housing styles, such as Prairie, Craftsman, Tudor, and Colonial Revival. In addition, apartment complexes and new commercial strips sprang up, primarily along the streetcar lines and major cross streets.

The Twin Cities became home to one of the nation's outstanding streetcar systems; by 1920, there were lines serving 80 square miles of neighborhoods in the urban areas and branches reaching out to Lake Minnetonka, White Bear Lake, and Stillwater. The placement of new residential neighborhoods, such as St. Anthony Park, was almost totally dependent on availability of mass transportation in the pre-automobile era. Access to the downtown area was essential for suburban residents, but the streetcar lines also encouraged development of offices and shops in the neighborhoods themselves. The streetcar era in St. Paul lasted until the 1950s, when buses supplanted them as a means of public transportation, and automobile ownership had become nearly universal.

### 2.5.3 *Interpretive Sites*

**Irvine Park.** Developed during the mid- to late-nineteenth century, the Irvine Park residential area is notable for its examples of early houses designed as a neighborhood for St. Paul's well-to-do in a range of Victorian architectural styles. In addition, the neighborhood was platted around a public square – a pattern evocative of the New England roots of many of the residents. During the early twentieth century many of the large houses were rented out as flats or boarding houses, giving Irvine Park area a working-class character, distinct from its nineteenth-century middle- and upper-class flavor.

**St. Anthony Park.** The St. Anthony Park residential area was platted in the 1880s as a suburb. Designed by prominent landscape architect H. W. S. Cleveland, this neighborhood illustrates the picturesque or naturalistic ideal in nineteenth century design. Intended as a break from the crowded hustle and bustle of downtown, St. Anthony Park has curvilinear streets, a small landscape park (Langford Park) and other green spaces. The community was connected to downtown via the Short Line Railroad and later by the streetcar system.

**Historic Hill District.** The geographic isolation of the Historic Hill neighborhood above the industrial- and business-oriented portions of St. Paul and the largely undeveloped, open spaces made the area a prime focus for residential development during the late nineteenth century. As transportation and access continued to improve during the late-nineteenth and early-twentieth centuries, more diversification in the ethnic, social, and economic status of the Historic Hill residents occurred.

**Summit Avenue.** One of the first major expansions off the Historic Hill area was West Summit Avenue. Developed mainly between 1885 and 1938, the West Summit Avenue



area is the largest unbroken avenue of Colonial Revival and Classical Revival-style architect-designed houses in the Twin Cities. The eastern end of Summit Avenue housed many wealthy and influential individuals, including F. Scott Fitzgerald, who wrote short stories and his first published novel, *This Side of Paradise*, at his parent's house at 559 Summit Avenue. Important not only for residential structures, the West Summit Avenue area also includes schools, colleges, and churches that served the residents of St. Paul.

**Dayton's Bluff.** Recognized early on for its picturesque setting and sweeping vistas of the Mississippi River valley, Dayton's Bluff attracted some of this city's earliest merchants, businessmen, and financiers. Many of the early settlers to the area were German-Americans, as well as old-stock Americans and Scotch-Irish. The area remained a relatively isolated, upper-class community until the 1880s, when bridges and viaducts connected the once remote bluff to the city. As the area became more middle-class, many of the original wealthy residents relocated to the Summit Avenue area, although many of the original German settlers remained in the Dayton's Bluff area.



**Little Italy.** In contrast to the lavish and permanent structures constructed in St. Paul's more affluent neighborhoods, Little Italy represented more of a working class, lower-income neighborhood. Occupied from the 1880s through the 1950s primarily by recent southern Italian immigrants, Little Italy was a dynamic and close-knit ethnic community.

**East Side Workers' Housing.** Fueled by the railroads and development of an industrial/manufacturing corridor, a building boom occurred on the East Side beginning in the 1880s. Further contributing to residential development was increased access to downtown via bridges over the Phalen Creek valley and various railroad tracks, and extension of streetcar service on East Seventh Street by the early 1890s. Block upon block of modest gable-roofed houses lined the industrial corridor to the north and south by the turn of the century, providing housing for the workers and their families.

## 2.6 Current St. Paul

### 2.6.1 Overview

It is recommended that this theme is essentially a compliment to the historical themes, and it should bring those themes up to date. For example, river transportation remains a vital industry, St. Paul is still a city of immigrants, and city parks are as popular as ever. The following is a synopsis of the current status of the historic trends discussed in the draft report.

### 2.6.2 *St. Paul's Park System*

Although the system was never completed exactly as Cleveland had planned, St. Paul's parks and parkways largely conform to the visions of Cleveland and other early park planners. Development of the Grand Round is a continuation of this legacy. Como Park is as popular as ever, and some of its well-known attractions, such as the Conservatory, have had extensive restoration work in recent years. A phenomenon that Cleveland surely would have embraced but could not have foreseen is the redevelopment and greening of the downtown riverfront, crowned by the renovation of Harriet Island Park.

### 2.6.3 *Immigrant Communities*

Older immigrant groups such as the Irish, Italians, and Jews assimilated during the twentieth century, and their old enclaves at Swede Hollow, Upper Levee, and West Side flats were razed during the 1950s. However, more recent immigrants continually add diversity to St. Paul's ethnic make up. While the immigrants are not as concentrated in ethnic enclaves as during the early twentieth century, there are areas in the city with distinctive ethnic affiliations. For example, many Hmong live in the Frogtown neighborhood, and an Asian market has developed along University Avenue roughly between Dale and Victoria avenues. On the city's West Side, there is a strong Hispanic community and a *mercado* has developed around Concord and Robert streets.

### 2.6.4 *Paddlewheels and Steel Wheels*

Just as the preferred mode of transportation shifted during the late nineteenth century from river boats to railroads, other shifts during the twentieth century have brought changes in transportation. The rise of cars and trucks led to a decline in railroading as well as to construction of I-94, I-35E, Shepard Road, Kellogg Boulevard,

and other thoroughfares. The once massive railyards in Lowertown are largely gone, and the Union Depot and rail-related warehouses have been converted to other uses. After years of contraction and consolidation, however, railroad companies rebounded during the 1980s and 1990s. Likewise, there has been resurgence in river transport. Initially spurred by creation of a nine-foot navigation channel in the Mississippi River by the U.S. Army Corps of Engineers during the 1930s and 1940s, the barging industry carries bulk items such as gravel, coal, and grain. In addition, due to efforts to improve water quality over the past 30 years, pleasure boating has rebounded on the Mississippi, as well.

### ***2.6.5 Early Industry***

Since World War II, St. Paul's industrial base has seen both change and consistency. Some older manufacturing operations have shut down, and the East Side Industrial Corridor in particular has suffered through plant closings and aging infrastructure. However, initiatives such as the Williams Hill redevelopment and the planned Phalen Boulevard are designed to revitalize the area. Brewing, a longtime staple of St. Paul manufacturing, has changed with the times. Although the former Hamm's Brewery has shut down, the old Schmidt Brewery is still in operation as the Landmark Brewery, and the expanded Summit Brewery taps into the microbrew market. The Ford Plant in Highland Park is still going strong, producing Ranger pickup trucks. While 3M has moved much of its operations to the Woodbury plant and other sites, the original facility on the East Side is still in use by the company. In addition newer, high-tech companies, such as Lawson Software, are taking up residence in the city, helping to create a diverse manufacturing base.

### ***2.6.6 Residential Patterns***

Like most American cities, St. Paul's population declined steadily during the 1950s through the 1980s as residents left for the suburbs and the housing stock aged. However, a new trend that began during the 1990s reversed the residential decline, and it continues to grow. New residents are settling in traditional neighborhoods alongside longtime residents. The older city neighborhoods are being revitalized through preservation and restoration of existing housing and by in-fill construction of new housing, while brownfields are being cleaned up and redeveloped for residential use with traditional urban designs.

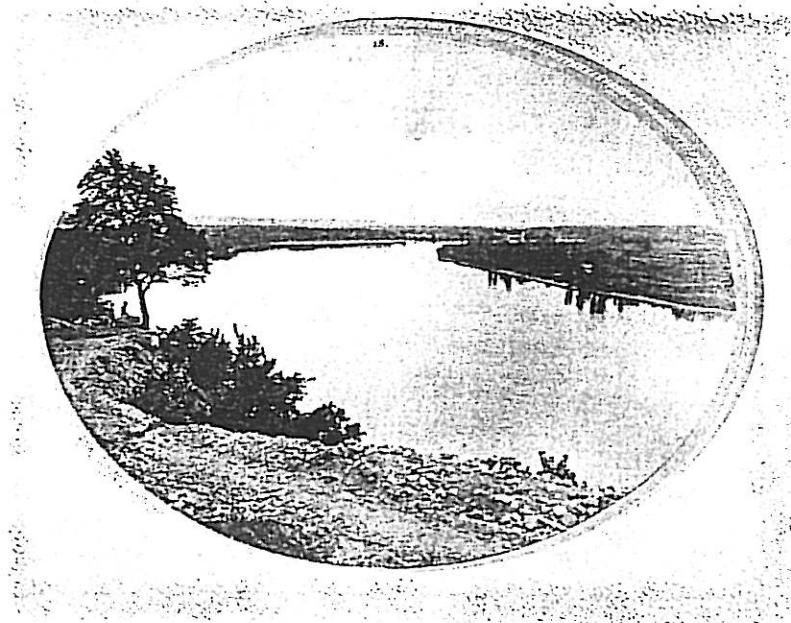
## 2.7 The Mississippi River and Natural Landscapes

### 2.7.1 Overview

The Mississippi River heavily influenced the natural history of St. Paul, from the geography of the river gorge and tributary valleys to the flora and fauna supported by the river. The river ecosystem, particularly the geography, in turn has strongly influenced historical trends in St. Paul. The siting of the city itself, the location of its parks and industrial operations, and the development of its residential patterns are all directly related to the river. Therefore, it is recommended that the Natural History theme to be developed by MNRRA should be the Mississippi River theme. The focus of interpretation should be the critical role that the river and its natural systems have played and continue to play in many aspects of the city's development.

### 2.7.2 Discussion

Much of the route of the Saint Paul Grand Round traverses areas with scenic vistas and primary natural landscapes along the Mississippi River and associated bluff areas. Many of these landscapes are associated with unique geologic occurrences and provide many opportunities for natural landscape interpretation along the Saint Paul Grand Round.



For the past 12,000 years, the Mississippi River has been the carving the scenic bluffs we see today. These bluffs are primarily soft, white sandstone (St. Peter Sandstone), which was at one time mined for glass production. This sandstone is capped by a hard, creamy limestone (Plateville Limestone). During the last period of glaciation, the Mississippi River was a relatively small tributary to Glacial

River Warren to the southwest (which is now the Minnesota River). As these rivers cut into the ancient rock, the differential hardness of the two stone resulted in the unique

bluff features along the river. Glacial features such as Hidden Falls, Fountain Cave, Slot Canyon and Horseshoe Bend Terminal Moraine provide interpretive opportunities along the route of the Grand Round.

The Mississippi River is part of one of the most complex ecosystems in the world. It is a critical migration corridor for millions of birds and is home to a wide array of wildlife, fish and plants. The route of the Grand Round provides numerous opportunities for bird watching and interpretation of natural plant communities, including upland prairies and river valley forests.

The area of the Greening the Great River Project is also located along the route of the Saint Paul Grand Round. This five-year project is dedicated to restoring the original vegetation on both sides of the Mississippi River, from the High Bridge to Holman Field. By restoring native grasses, shrubs and trees along the riverfront, a natural wildlife corridor will be provided between Pig's Eye Lake, Lilydale-Harriet Island and Hidden Falls-Crosby Farm Regional Parks. This project will provide additional opportunities for interpretation of the natural landscape.

The upland areas along the route of the Grand Round also include numerous ravines, lakes, and tributary creeks of the Mississippi River. Interpretive opportunities along the Grand Round will provide the visitor will a better understanding of this unique ecosystem, as well as the physical features that have created the it.

### **3.0 EXISTING INTERPRETIVE MARKERS**

#### **3.1 Interpretation of American Indian Heritage Sites**

There are a number of heritage sites related to the history of American Indian peoples along the Grand Round. However, it is important to note that no American Indian sites or significant places or histories should be interpreted without partnership and consultation with the appropriate tribes, of which there are eleven in Minnesota. The Dakota Nation has strong historical ties to this area, and there are opportunities for partnership with the Dakota communities. A list is provided below of whom to contact for potential partnering related to interpretation of American Indian sites or cultures on the Grand Round.

- Shakopee Mdewakanton Dakota Community is located south of the Twin Cities at 2330 Sioux Trail, NW, Prior Lake, MN 55372.
- Prairie Island Mdewakanton Dakota Community is located near Red Wing at 1158 Island Boulevard, Welch, MN 55089.
- Lower Sioux Community is located near Redwood Falls at RR 1, Box 308, Morton, MN 56270.
- Upper Sioux Community lands are in the western part of the site at P.O. Box 147, Granite Falls, MN 56241.

For further information, contact the Minnesota Indian Affairs Council or individual Tribal Councils or visit the Indian Affairs Council website at <http://www.indians.state.mn.us/>.

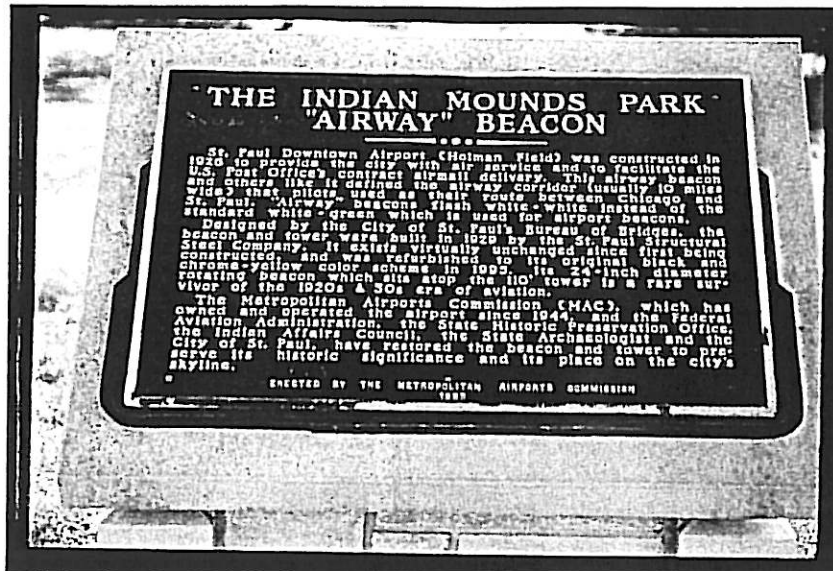
#### **3.2 Existing Markers**

Six existing historical markers are located along the Grand Round Trail. These markers commemorate various aspects of St. Paul's history, including:

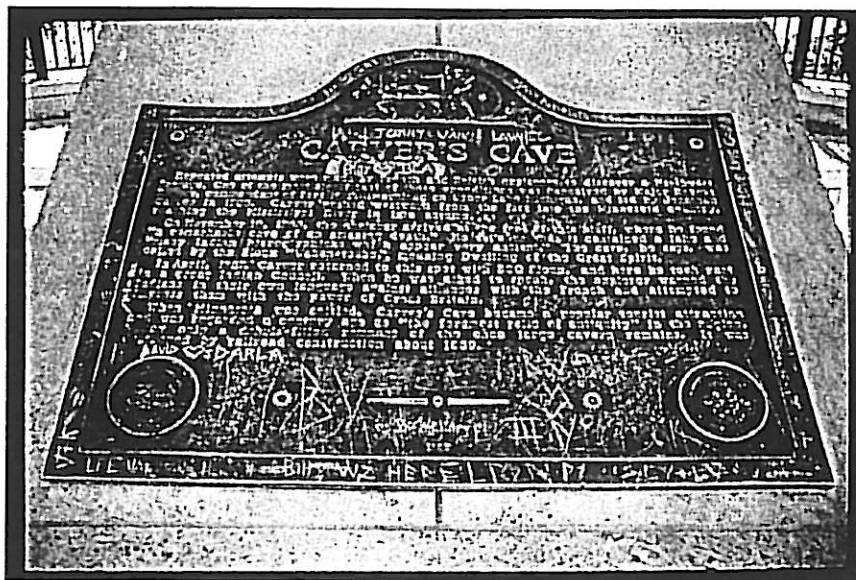
- St. Paul's Holman Field airport
- a steamboat landing (Lower Landing or Lambert's Landing)
- a hydro-electric turbine (Lock and Dam No. 1)
- an early settlement site in St. Paul (Fountain's Cave)
- an American Indian sacred cavern site (Carver's Cave)
- an American Indian burial mound group (Mounds Park).

Pictures of these markers are presented below with a brief caption describing their location and the theme to which they relate.

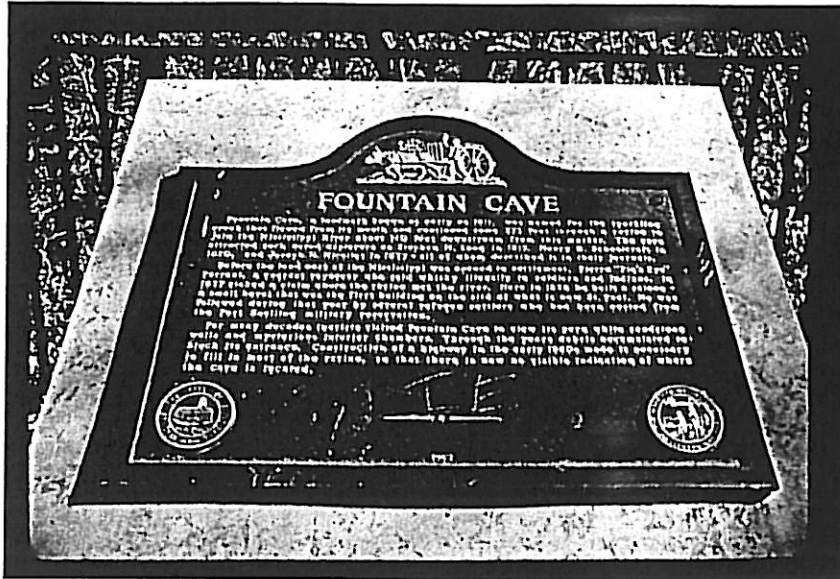




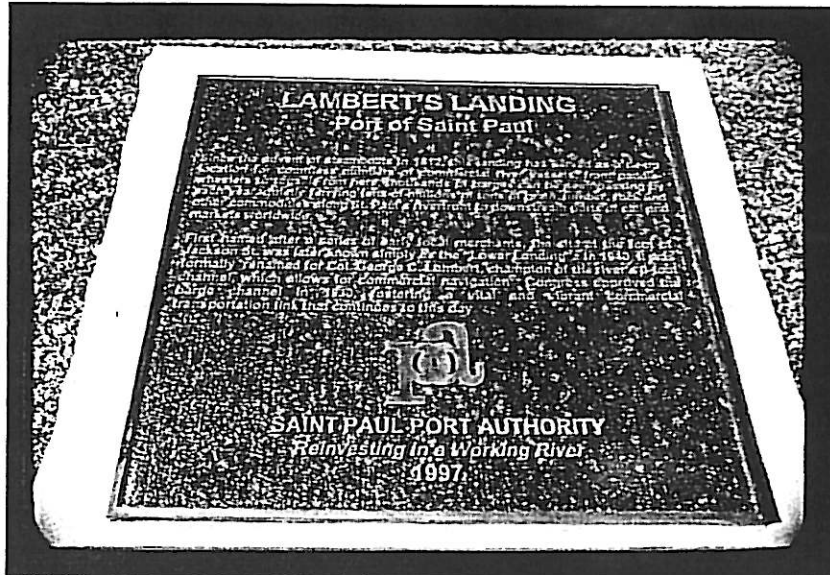
*The Indian Mounds Park "Airway" Beacon marker is located by Indian Mounds Parkway just north of Highway 94 and relates to the transportation theme.*



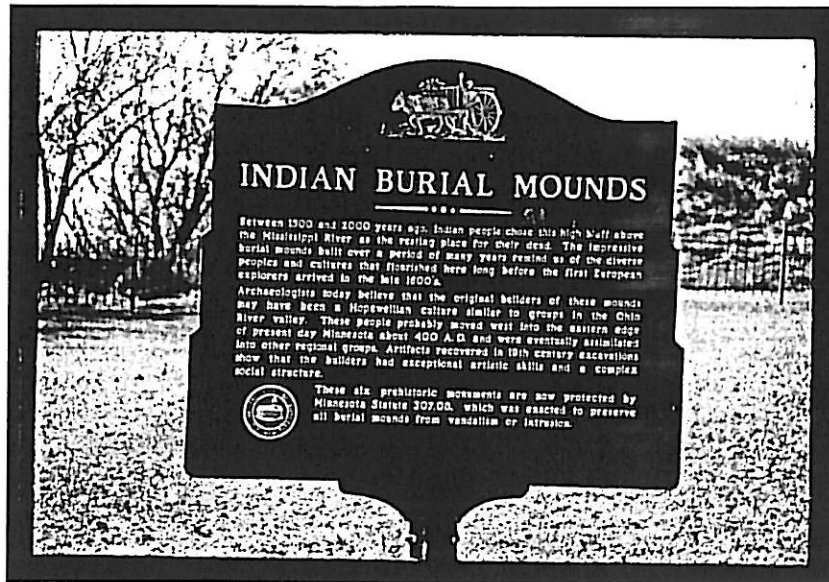
*Located near Indian Mounds Parkway, the Carver's Cave marker is not related to any of the existing themes currently developed for the Grand Round project.*



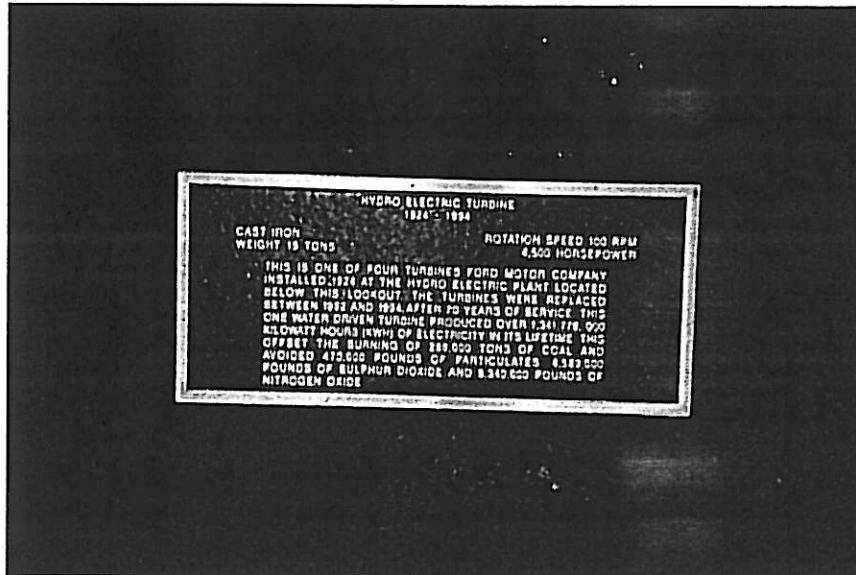
*The Fountain Cave marker, located along Shepard Road above the Mississippi River bluff, commemorates early Euro-American settlement in the area and can be used to interpret the immigration theme.*



*The site of the Lower Landing is commemorated at the Lambert's Landing marker, located in downtown St. Paul in the Lower Landing area, which can be interpreted through the transportation theme.*



*Located north of Highway 94 near Mounds Boulevard, the Indian Burial Mounds marker is not related to any of the existing themes developed for the Grand Round project.*



*The Hydro-Electric Turbine marker for Lock and Dam No. 1 is located on the Mississippi River near Mississippi River Boulevard and is discussed under the transportation theme of this report.*

## **4.0 RECOMMENDATIONS**

### **4.1 Development of Interpretive Ideas**

The information presented in this report serves as a historical baseline for future development of the interpretive potential of the Grand Round. To provide engaging and meaningful interpretation of the sites and stories along the corridor, a number of key steps should be taken at the next stage to ensure appropriate and effective development and implementation of the recommended themes. Each potential interpretive site should be studied and analyzed in relation to the following:

- Developing more “popular” text and graphics
- Other media potential
- Location of interpretive media
- Relationship of media to the site
- Who needs to be consulted regarding development of each site
- Preservation potential and needs of each site
- Relate history of parks and parkways to design elements in the current landscape, e.g. topography, landscaping, etc.

### **4.2 Plaques and Markers**

One of the obvious media for interpretation of historical places is historic plaques and markers. A proposed concept for an interpretive marker or plaque is included in this first stage of the Grand Round study.

Many historic photographs archived at the Minnesota Historical Society or Ramsey County Historical Society could be used. However, people in the community have their own photos of family and friends that could be included in appropriate markers to make them more personal to a community.

In addition, these plaques and markers should include not only words and historic photographs, but also quotations from the community. The elders of a community often hold information known only by them. Recording interviews with longtime residents could be used for storytelling or put into written form for educational purposes. Excerpts from the oral histories could also be incorporated into artwork, plaques and markers. Interviewing the community’s elders is also a way to bridge the gap between generations.

### 4.3 Public Art

Recommendations for interpreting the proposed themes begin with the notion that art is an expression of life. Every individual, group, community and culture has history, ideas, beliefs, and stories that can be illustrated through art. The recommendations presented here suggest ways in which the persons, events, buildings, and landscapes significant in each community's past can be interpreted to accurately and artistically depict the uniqueness and importance of the area to the larger St. Paul community. The outcome of the interpretation should be to give the communities through which the Grand Round passes a means by which to communicate to others what their neighborhood means to them. This communication can be accomplished by presenting the history and stories of a community in its own words and in images through a variety of media. It is essentially interpretation *of* the neighborhood *by* the neighborhood.

This can provide a means for public interpretation of the past and present. For example, murals painted by local artists with assistance from neighborhood children or sculptural pieces with inscriptions could be produced and placed throughout the neighborhood. Poems, quotations, and inscriptions could be added to ordinary objects such as lampposts, sidewalks, bus stops, benches, boulders, walls and other such objects.

### 4.4 Conclusions

Developing a shared sense of the past can be accomplished through a variety of media, as outlined above. Most important, however, is maintaining the sense of place – the actual locations where events took place speak louder than any media can. These types of interpretive efforts could help to bring the Grand Round “alive” and provide another reason to use and explore the historically significant trail.

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