

Retracing the Point Douglas to Superior Military Road and Judd Street Bridge



9/1/17

UNCOVERING THE HISTORY OF THE MILITARY ROAD
THROUGH MARINE AND THE ORIGINS OF THE
STONE BRIDGE.

Published by the Marine Restoration Society

Table of Contents

1.0 Introduction.....	3
2.0 Methodology.....	4
3.0 Thematic Research and Supporting Evidence.....	5
4.0 Pre-Territorial, Territorial, and Military Roads in Minnesota	
4.1 Pre-Territorial Roads.....	5
4.2 Territorial/Military Roads.....	6
5.0 The Point Douglas to Superior Military Road.....	13
6.0 History of Overland Transportation in Marine....	16
7.0 The Route of the Point Douglas-Superior Military Road	
through Marine.....	28
8.0 Physical Remnants of the Point Douglas to Superior Military	
Road in Marine.....	33
9.0 Judd Street Stone Bridge Findings.....	38
10.0 Conditions of the Stone Bridge in Marine.....	46
11.0 Research Bibliography.	51

Client: Marine Restoration Society
Researchers: Fizzie Heimdahl, Marine Restoration Society and Sara Yaeger,
Bluestem Heritage Group

Special Thanks to: Donald Empson, Russ Hanson, Brent Peterson, Denis
Gardner, Jim Johnson, David Stephens, Brian Finstad, and Wendy Ward

1.0 Introduction

The goal of this project was to uncover the history of the stone bridge under Judd Street in Marine on St. Croix. Local lore held that this bridge was potentially among the oldest in the state, but this had never been proven. This project was two phased: to uncover the history and restore the stone bridge as a fitting monument to Marine.

The main objectives of this research project were to:

- Research the history of Military Road from Point Douglas to Superior and determine its route through the boundaries of Marine on St. Croix, mainly, whether its route passed over the bridge in question.
- Determine when the bridge in question was constructed. Specifically, whether it was built during the construction of the Military Road in 1853.

This project was conducted in partnership with the Marine Restoration Society and the City of Marine on St. Croix, and managed by Fitzie Heimdahl. . The Marine Restoration Society is a 501(c) nonprofit with a mission to support a healthy and sustainable community with historical awareness by restoring and maintaining the historic character of Marine's public buildings, land and viewsapes. The City of Marine on St. Croix provided the man power for preparing the project site and provided funds for the restoration of the stone bridge.

The Marine Restoration Society retained Sara Yaeger of Bluestem Heritage Group and Fitzie Heimdahl to conduct research and produce this historic report on the Point Douglas to Superior Military Road and the Stone Bridge in Marine on St. Croix. Marine on St. Croix is a city in Washington County, located 11 miles north of Stillwater and 31 miles northeast of St. Paul. The city was founded in 1839 as Marine Mills, and was the site of the first commercial sawmill on the St. Croix River. The city retains many of its fine historic buildings from the lumber era. The stone bridge is located just south of the Marine village center along Judd Street. It is viewable from Burriss Park, directly across from the early Swedish settler's log cabin. The exact coordinates are: Lat: 45°11'48.14"N Long: 92°46'7.63"W.

2.0 Methodology

The route of the road was determined using primary documentation and historic photographs. Research also used experts' knowledge on early Minnesota Territorial and State roads as well as St. Croix Valley history. Any physical remnants of the road and its route were documented and included in this report. Some remains were found on private property, and consent was given before photographing. This research was the first step in the city's undertaking restoration work on the stone bridge, and was conducted between October 2016 and September 2017. Restoration of the bridge was conducted between July and

August of 2017. Conditions of the bridge, prior to work and after restoration, were documented and are included in this report.

Draft language for historic signage was developed as an additional final product, and could be installed at a later date.

3.0 Thematic Research and Supporting Evidence

4.0 Pre-Territorial, Territorial, and Military Roads in Minnesota

4.1 Pre-Territorial Roads: Human history in Minnesota is closely tied to the explosive natural forces that shaped the land of our state. Following the last Ice Age, and the retreat of the glaciers that once covered most of the state in mountains of ice, humans began settling the land an estimated 10,000-12,000 years ago. Approximately 2,500 years ago, these native peoples began making pottery and building earthen mounds, many of which were located along the St. Croix River, and still remain today. It is believed these burial mounds signaled the location of seasonal village sites. The Hopewell were active 2,000 years ago, the Woodland cultures, active 1,000 years ago, as well as the Cheyenne, the Dakota (Sioux), and later the Ojibwe (Chippewa) all called these lands home. For all of them, the river and waterways served as a vital navigation route. During historic times, with the exception of the two mile Bois Brule Portage, native peoples were able to travel by canoe from Lake Superior to the Gulf of Mexico.

They understood that water was the strongest force in nature. These waterways often shaped the routes of future overland travel systems (Martens, 17).

European exploration and settlement in Minnesota occurred primarily between 1500AD and 1900AD, starting with the arrival of the French, and later with the English fur trade. During the 19th century, settlers began flocking west and displaced the Native peoples as the dominant culture. The geographic area we know as Minnesota was organized as a territory in 1849.

Roads prior to the Territorial Period consisted mainly of rough, ungraded trails. The earliest of these were Native trails between sources of water and villages. They were frequently identified by “marker trees”, often oak trees that had been shaped as saplings to form as navigational landmarks (Martens, 27).

The fur traders would often use these Native routes, and add new routes as their commercial empire grew. One of the most well known system of trails traveled along the Red River Valley between Fort Snelling, the fur post at Pembina (northern North Dakota), and The Hudson Bay Company’s Fort Garry (near Winnipeg). These trails were used primarily between 1823-1850s, by wooden ox carts carrying furs and supplies. In the St. Croix Valley, many roads and trails were also made by the early lumbermen as well.

4.2 Territorial and Military Roads: One of the first priorities of the newly formed territory was the establishment of a system of overland roads to promote settlement and commerce, as well as provide protection against possible Native American attacks. Most settlements at the time were limited to the east of the Mississippi River. The poor conditions of the few roads that did exist were major

impediments to territorial residents and prevented the growth of these new settlements.

Following the precedent of other territories, Henry H. Sibley, Minnesota's first territorial delegate to Congress, asked for the appropriation of funds to pay for military roads in a bill presented to the House of Representatives on February 4, 1850 (Larson). Congress passed the Minnesota Roads Act on July 8, 1850, appropriating \$40,000 for the construction of four military roads and the surveying of a fifth. Congress handed off the project to the Secretary of War, who in turn assigned it to Colonel John J. Albert, Chief of the War Department's Bureau of Topographical Engineers.

During the decade of federal involvement in road construction in Minnesota, four men were tasked with leading the project. They were: John S. Potter (Nov 1 1850- May 8 1851), First Lieutenant James H. Simpson (May 9th 1851- May 31, 1856), Captain George Thom (June 1, 1856-May 31, 1858), and Captain Howard Stansbury (June 1, 1858-June 13, 1861) (Larsen).

The Bureau of Topographical Engineers was active from 1838–1863, and consisted only of commissioned military officers. This department was separate from the Corp of Engineers, and oversaw the mapping, design, and construction of federal projects, mostly across the Western Frontier (Goetzmann). The roads Col Alberts was responsible for were: *“(1.) A road from “Point Douglass on the Mississippi River, via Cottage Grove, Stillwater, Marine Mills, and the falls of the St. Croix, to the falls or rapids of the St. Louis River of Lake Superior” The Road according to Joseph Nicollet’s map would be about 150 miles long. Appropriations in the law were \$15,000. (2) A road from Point Douglass , via*

Cottage Grove, Red Rock, St. Paul, and Falls of St. Anthony, to Fort Gaines (Fort Ripley). This road being about 150 miles long and appropriated \$10,000. (3) A road from the mouth of the Swan River or most available point between it and the Sauk Rapids, to the Winnebago agency at Long Prairie. Road is about 70 miles, and appropriation is \$5,000. (4) A road from Wabashaw to Mendota at a length of about 75 miles and appropriation of \$ 5,000. Additionally, the law directed him to survey a route between Mendota on the Mississippi to the mouth of the Big Sioux, on the Missouri for a distance of no less than 260 miles and a cost of \$5,000. “

Already, Alberts noted that the sum of \$5,000 for the survey of the fifth road would be far too little to accomplish his task...a recurring theme during the eight years of federal involvement in road projects in Minnesota.

The trek through the tall grass prairies of southern and central Minnesota, and the dense forests of northern Minnesota, made overland travel difficult, if not impossible. Oftentimes, a horse drawn grader would carve ditches on either side of the roadway, creating a crown on the road that would shed water off the road and into the ditch, shortening the drying time of the mud, and making these early roads passible more quickly. (pg131 Martens)

Construction of these early wagon roads in the 1850s were carried out primarily through private contracts. *“Sections of the road were put out on sealed bids. The clearing of the roads were done by the acre, and excavating and earth filling were measured by the cubic yard. Culverts and small bridges were constructed of roughhewn timber, cut on site. These were measured in linear feet. Bridges over 20 feet were to be built to his specifications. The right-of-ways*

for these roads were to be opened 100 feet wide, with a center strip for wheeled wagons to be cleared thoroughly across for 50 feet” (Singley,3). Alberts suggested building log causeways covered with earth and digging drainage ditches for segments crossing swamp land.

Albert hired John S. Potter, *“An adequately informed civil engineer”* to survey the routes of the roads. (Albert’s Report to Congress. 31 Congress, Section 2, Senate Executive Documents. No 1. 390-393 9serial 587). John Potter arrived in St. Paul in November 1850, and began surveying the route of the Mendota-Wabasha road, which he completed in December of that year. He then proceeded to survey the routes of the point Douglas-Fort Ripley Road, Sauk rapids- Winnebago Agency at Long Prairie Road, and the Point Douglas –St. Louis River Road. These were completed on May 9, 1851.

During the winter of 1850- 51, Governor Alexander Ramsey and other officials in the Minnesota territory put pressure on the Federal Government to speed up the process of the roads construction. First Lieutenant James H. Simpson was transferred from New Mexico to Minnesota to organize and led a second survey party. Potter remained as an assistant engineer. Josiah Knauer was brought on as Principle Assistant Engineer. Simpson arrived in St. Paul on May 8, 1851, and would lead the road projects in the territory for five years.

Surveys of the roads were completed in October of 1851. Simpson and his team spent the winter of 1851-52 preparing maps and cost estimates for each mile of the road. Contracts were put out for bid in the spring of 1852. By that summer, the original appropriation of \$40,000 had quickly run dry, with little to show in tangible work.

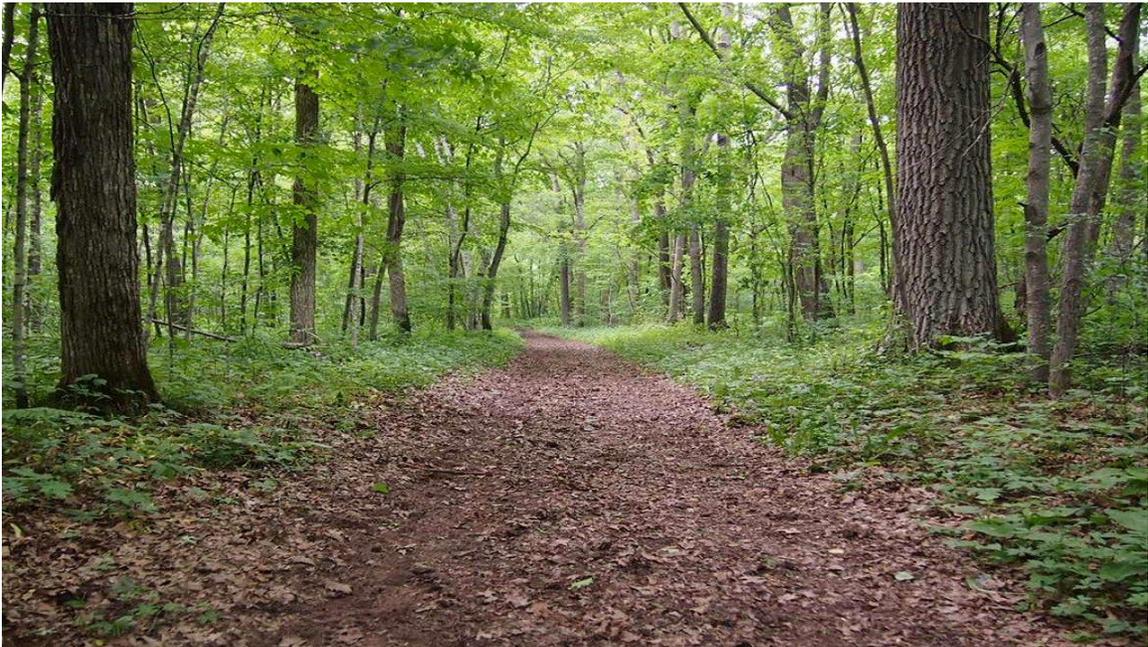
Congress would allocate funds for the construction of these roads an additional four times: 1852, 1855, 1856, and finally in 1857. At the time of the final appropriation, only one of the roads had been completed: The Swan River-Long Prairie Road. All the other roads still needed work. The government roads office in St. Paul was closed in 1861, and the maintenance and upgrading of the military roads became the responsibility of the counties and communities through which they passed (Singley).



1859 Government Map of Military Roads in Minnesota (National Archives)

Although, constructed by the federal government to promote military strength in the frontier, these roads provided a vital role in the settlement and commercial growth of the Minnesota Territory. They were more often used by residents and industry of the territory and state, rather than for troop movement. More than 560 miles of roadway were constructed as part of the five military

roads (Signley, 5). These early roads created a state-wide infrastructure of overland transportation, which encouraged the settlement of new residents, communication, and trade. Many of today's highways and county roads roughly follow the routes of these old wagon trails. Remnants of the old Military Roads do still exist in their original form across the state.



Deer Creek Section of the Point Douglas to Superior Military Road in Wild River State Park

5.0 The Point Douglas to Superior Military Road

The Point Douglas–St. Louis River road, built by the United States Corps of Topographical Engineers in the years 1851–57



The Point Douglas to St. Louis River Road, otherwise known as the Point Douglas to Superior Military Road is the focus of this report. Although proclaimed as the most important overland route in Minnesota, connect the navigational points of the Mississippi River to Lake Superior, the road became a bit of a boondoggle. The road was never developed as a good passible freight route, and due to its perpetual poor condition, very few travelers ventured on it.

Although, other roads had been previously surveyed, this road was the first to begin construction. Because of this, it is considered to be the first federally funded or first Government Road in Minnesota. However, the project was far from simple or neat.

In his initial report to congress on September 15, 1851, Lt Simpson estimated that the road would cost “not much short of \$73,000, or about \$350 per mile.” Yet, Congress had only appropriated a total of \$15,000 for the entire project, and the survey alone had used up \$3,000. It was clear more funds would be needed. By the summer of 1852, no additional money had been committed, and it looked like the project would be abandoned. In 1853, however, President Millard Fillmore signed a new appropriation bill into law, and \$20,000 became available for the project. By the fall of 1853, the segment of road between Stillwater and some 12 miles past Taylors Falls was complete. Congress authorized an additional \$20,000 in July of 1854, but with the stipulation that the northern route be changed and the northern segment be complete before additional money spent. Simpson protested vigorously, and argued that the funds would be better used if distributed across “*as great an extent of the road as possible,*” (Singley, 24) in order to establish a connection between the St. Croix Valley and Superior as quickly as possible.

Almost an entire season was wasted due to red tape from Washington. It wasn't until the winter of 1854-1855 that the survey of the segment of Superior extension road was complete. In March, Congress authorized another \$34,000 for the final completion of the road. During that summer, Simpson prioritized

cutting a narrow track through the dense forest of northern Minnesota and Wisconsin, doing the minimal work of grubbing and building bridges when only absolutely necessary (Singley 26).

By the time, Simpson was replaced in 1856 by Captain George Thom, the middle and northern sections of the road were still impassable for wagons, and according to a mail carrier at the time, 60 miles of road were impassable even on horseback. To make matters worse, work on the southern 19 miles hadn't even begun. When Congress authorized the final \$31,425.50 in 1857 for the Road, Thom estimated it would take at least \$44,000 to make the road "*Practicable in all weather and in all seasons of the year*" (Singley, 24).

When Captain Howard Stansbury replaced Thom in April 1858, he painted a less than rosy picture of the state of the road project. Minnesota weather, in the form of unusually high water during the months of July and August, demonstrated the need for more drainage and ditching improvements to the road. He estimated an additional \$50,000 would be needed to substantially complete the road. But, no other funds would be distributed to the project. A small amount of work was carried out in 1858 from contracts already in place from the last appropriation of funds, but that year was the last that federal work would be carried out on the road. In the end, just over \$126,000 had been spent on the road project (Singley, 24).

Even though the road was incomplete, the project proved to be vital in the growth of the region. It formed a critical link in overland transportation along the St. Croix Valley and across Minnesota. The road received heavy use by walkers, horseback riders, wooden wagons, and buggies. The first mail was carried on

horseback and foot in 1856, and regular stage service began in 1861. When the Lake Superior and Mississippi Railroad opened its line between the cities of St. Paul and Duluth in 1870, traffic on the old road dwindled down to next to nothing. Trains would replace horse and buggy as the primary mode of overland transportation.

6.0 History of Overland Transportation in Marine

Marine on St. Croix has the distinction of being one of the oldest communities in the state. It was the birthplace of the logging and timber industry along the St. Croix River. Marine history as a settlement began in September 1838; only a year after the 1837 Treaty of St. Peters was signed, ceding the Ojibwa lands, including the St. Croix River Valley to commercialization and white settlement.

David Hone and Lewis S. Judd left their native Marine, Illinois to scout out a suitable location for their new sawmill. The location they chose was about halfway between the Falls of St. Croix and Lake St. Croix at a spot where a full stream, called Fall River by the Chippewa, cascaded down and joined the River (Dunn 3). Besides these two men, two Judd brothers, Orange Walker, Hiram Berkey, Asa and James Parker, William Dibble, Samuel Burkleo, Dr. Lucius Green, and Joseph Cottrell would become the founding members of this new company town named Marine Mills.

It's no surprise that the Military Road would later pass through such an important commercial settlement on the St. Croix. But, there were certainly roads in this settlement predating the construction of the Military Road. The earliest mention of a road was a road from Marine Mills to Grey Cloud Island that was ordered laid out June 7, 1841 by the St. Croix Board of Commissioner's (P. 3 of the St. Croix Board of Commissioner's minutes ,Hanson).

April 1 1844 when a petition was made to the commissioners of St. Croix County to build a road stretching from the mouth of the St. Croix to the falls of the St. Croix, and passing through Marine Mills. At the time, the St. Croix County seat was in Stillwater, and all the land east of the Mississippi River was part of the Wisconsin Territory. William Holcombe of St. Croix Falls and Joseph W. Furber and James S. Norris, both of Cottage Grove, were appointed to located said road (Dunn 7).

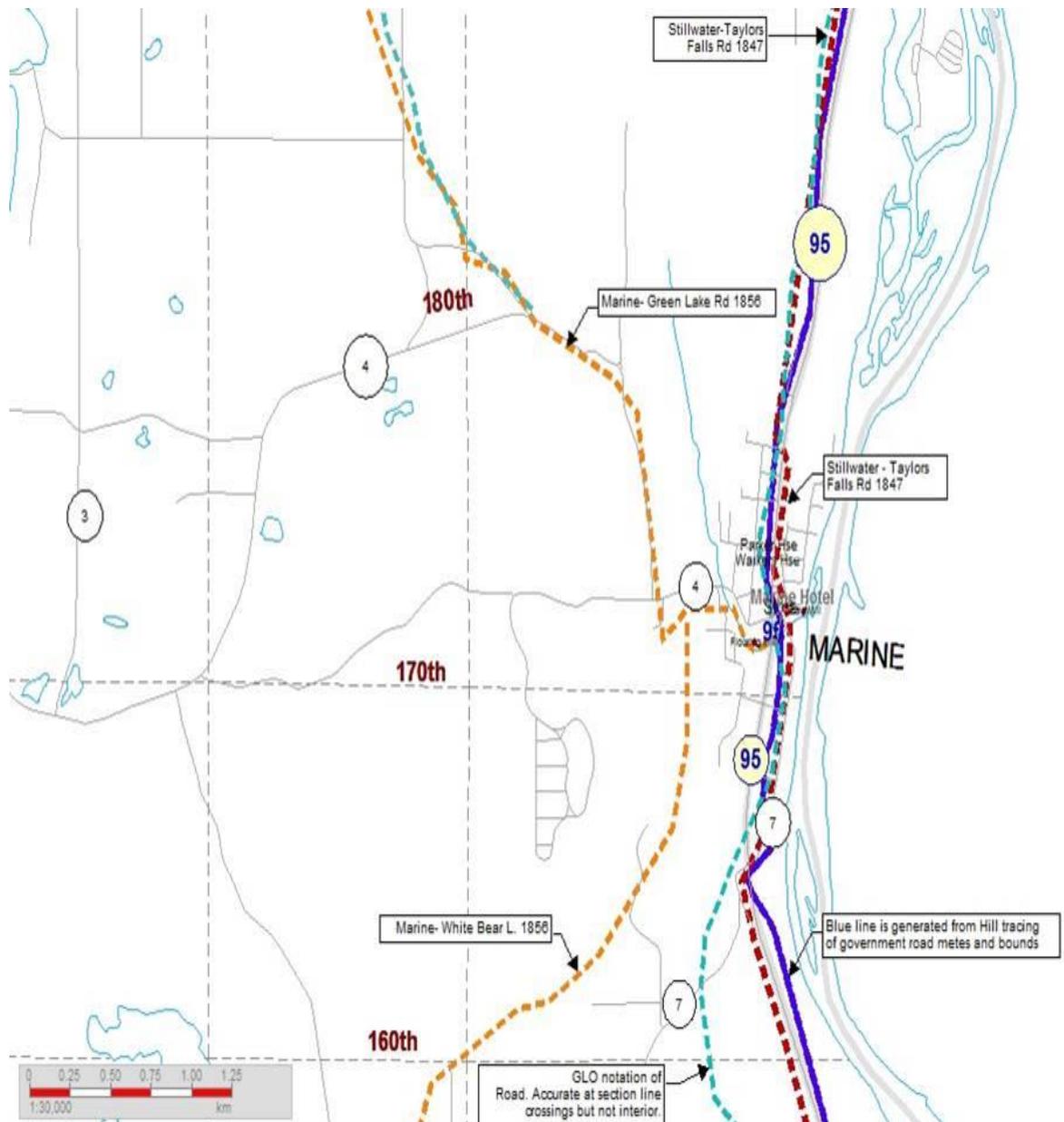
On Oct 5 1847, a report on the road from Stillwater to Marine was submitted by James Covey and Cornelius Lyman and was accepted by the county commissioners, and the road was ordered *"to be open and repaired a necessary width not exceeding sixty five feet which shall hence forth be a public highway"* (Dunn 9).

The early days of Marine Mills are recorded in E.S. Seymour's book: *Sketches of Minnesota*. At the time of his visit in 1849, Marine Township had a total population of 173 people, of which 142 were males and 31 females. There were about a dozen buildings in the village, including a sawmill, store, blacksmith, and carpenter shops, as well as a few dwelling houses. Seymour

traveled this county road from Stillwater to Marine describing it as: *“new and rough and almost impassable for wagons after a heavy rain, even to mirey to travel by horseback.”* (Dunn,12).

By the 1850s, the need for road improvement was obvious. More and more immigrants were moving to the valley from the Eastern US and Europe in search of land and wealth. The path through the tall grass prairie was difficult for ox or horse carts. After a rain fall, roads became muddy and often impossible to travel. During the winter, snow covered roads were unpassable for wagons, and were replaced by sleighs.

Marine was surrounded by *“a dense growth of tall and thrifty timber, consisting principally of oak, linden, maple, ash, popular, pine, etc. The road leads into a place over a long log causeway across an extensive tract of rich, wet land covered with large timber”* (Seymour).



Map showing the routes of early roads in Marine. Created and provided by Russ Hanson.

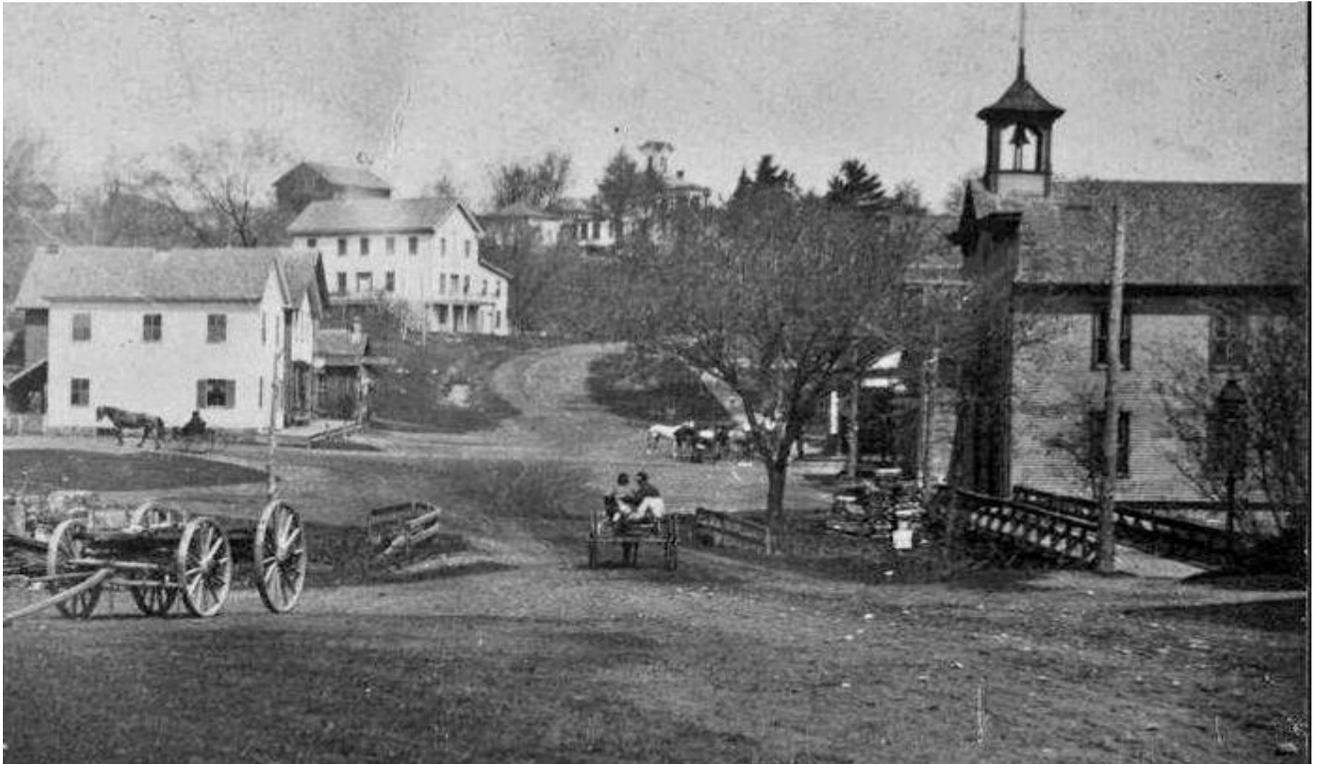
In June of 1851, Lt. James H. Simpson of the U.S. Corp of Topographical Engineers made the initial reconnaissance for the section of the Point Douglas to Superior Military Road to be built north of Stillwater. In the notes he wrote during that trip, he stated that, “About one mile from Marine Mills is a steep hill to go down and then about one mile of causeway to Marine Mills through the swamp.

The best location is where the road is now.” That July, Simpson and Josiah Knauer, the surveyor of the road, led a team of 10 and a wagon full of equipment to begin the survey of that section of the military road. In a report to Washington in September that same year, Simpson noted that, *“At present there is a road between Stillwater and Marine Mills, which scarcely a wagon ventures to travel. While between Marine Mills and the Falls of the St. Croix, a narrow road has been cut, but in the summer, is utterly impassable on account of the mire and hills.”* (Dunn 17).

On March 15, 1852, bids were opened for the construction of 31 miles of the military road north of Stillwater. The distance was divided into three sections. The first of 14 miles started at the cemetery in Stillwater (Fourth and Laurel Streets) and ended at the home of Benjamin T. Otis, about two miles north of Marine in Vasa, today known as Copas. During construction, contractor William F. Corbett led the building of the road. By 1853, the section of Military Road between Stillwater and Marine was complete. (Signley, 24)



Views to the north in Marine Mills circa 1870s above, and 1890s below.



But, poor road conditions would continue to plague the Military Road. In 1871, the newspaper, Taylors Falls Reporter bemoaned the poor condition of the road up the valley through Marine. *“The road is not passible, not even Jackass-able”* it said. *Mail was being carried up the river via steamboat.* Reports of the terrible condition of the road continued through the 1880s. In 1889, stage line operator, J.W. Cronk also complained about the deplorable condition of the road between Stillwater and Marine. In contrast, he described the section of the road north of Marine to be in *“fine condition”* (Dunn 55) due to the residents of Marine, Otisville, and Vasa turning out in the spring and fall to gravel it.



Horse and buggy in front of the Marine Village Hall. 1904.



Marine looking north circa 1890s

The late 19th century and the dawn of the 20th century marked the end of an era in the St. Croix Valley. The pineries had been exhausted, and the lumber mills that dotted the river, began to close for good. Many of the lumber men left in search of the next commodity boom in the forests of the Pacific Northwest. At the turn of the 20th century, many people were beginning to rediscover the beauty of the river and the rolling hills of the St. Croix Valley. The river became an escape from cities of St. Paul and Minneapolis. Many summer cabins were built along the shores of the river by wealthy city dwellers.

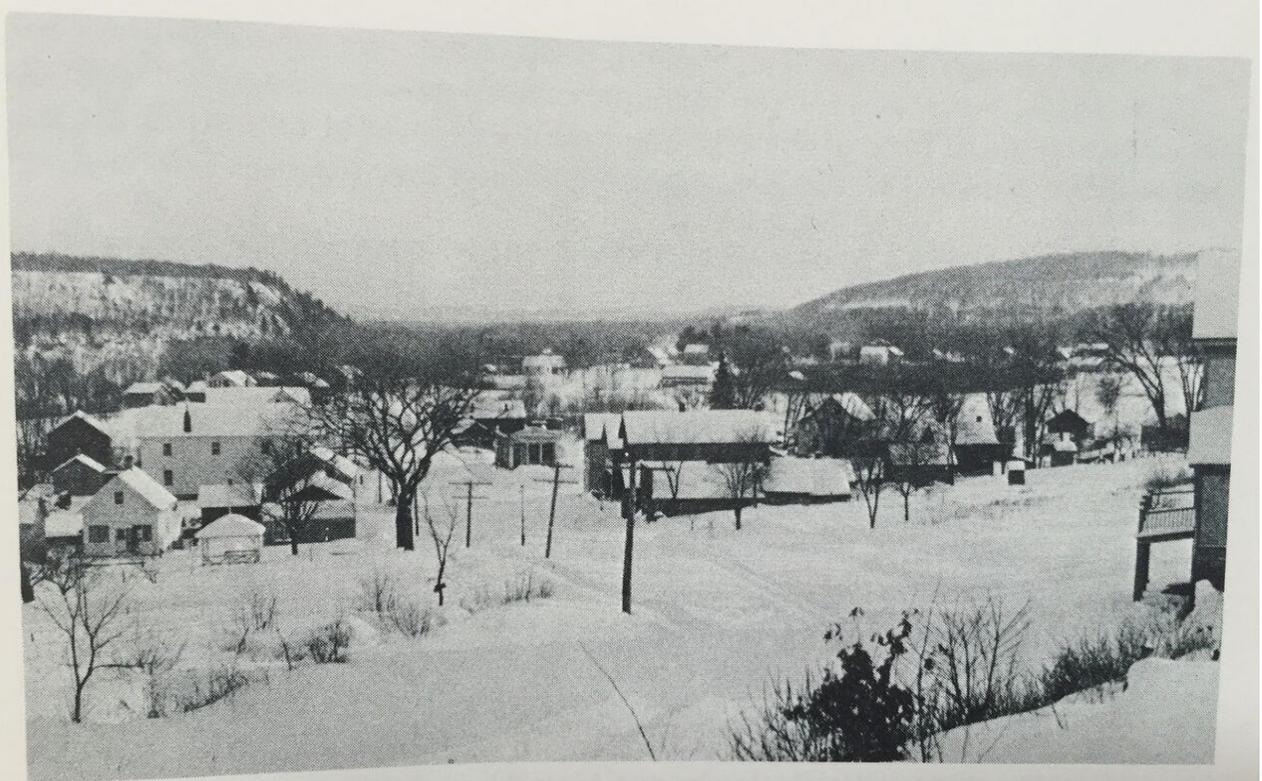


Photo titled: Ed Carlson and Stage. Ed Carlson, taxi driver, of Marine On St. Croix, Minnesota.
"Down to the village and got several photos of Ed Carlson and his horses at the barn and the watering trough on the way to the depot."

Early taxi service of Marine



Dr. A. Soderlind's automobile, one of the first in Marine on St. Croix. ca 1908.



Looking south along Judd Street in 1916. The Odd Fellows' Hall is at the far right. PHOTOGRAPHED BY J. W. G. DUNN.



The main overland route through Marine prior to the construction of the highway followed the old Military/Government Road, Marine portion later renamed Judd Street. Looking south, circa 1910.

In 1919, the road to Stillwater to Marine was rebuilt. The automobile, or the horseless buggy, as locals called it, was still a rarity in the St. Croix Valley. In fact, it was a big deal when about two hundred automobiles passed though on May 18th 1919, according to an article in the Stillwater Gazette describing the event. *“Some were fishing, and some were out to lunch on the St. Croix.”* By the 1930s, tourism in Marine and the St. Croix Valley was having an impact. Automobiles became more and more common, and the St. Croix River was quickly becoming an easy day trip from the cities. Two Marine restaurants catered to this burgeoning tourist trade.



Marine on St. Croix 1925. The main road through town was still a dirt road following the route of the Military/Government Road.



1938 MHAPO areal showing the intersection of County Road 7 and old government road.



1938 MHAPO areal showing the original route of the road before the highway was built.



1964 MHAPO areal of the intersection of County Road 7 and Highway 95



1964 MHAPO areal showing the route of Highway 95 through the center of Marine.

By 1941, the rumblings of change came to Marine. The Minnesota Highway Department opened an office in downtown Marine on Judd Street across from the post office, in what was then the Sunshine Café. This office handled land and building purchases for the highway right of way. The Stillwater newspaper proclaimed that work on a new highway through town would “*commence soon*”. (Dunn 88).

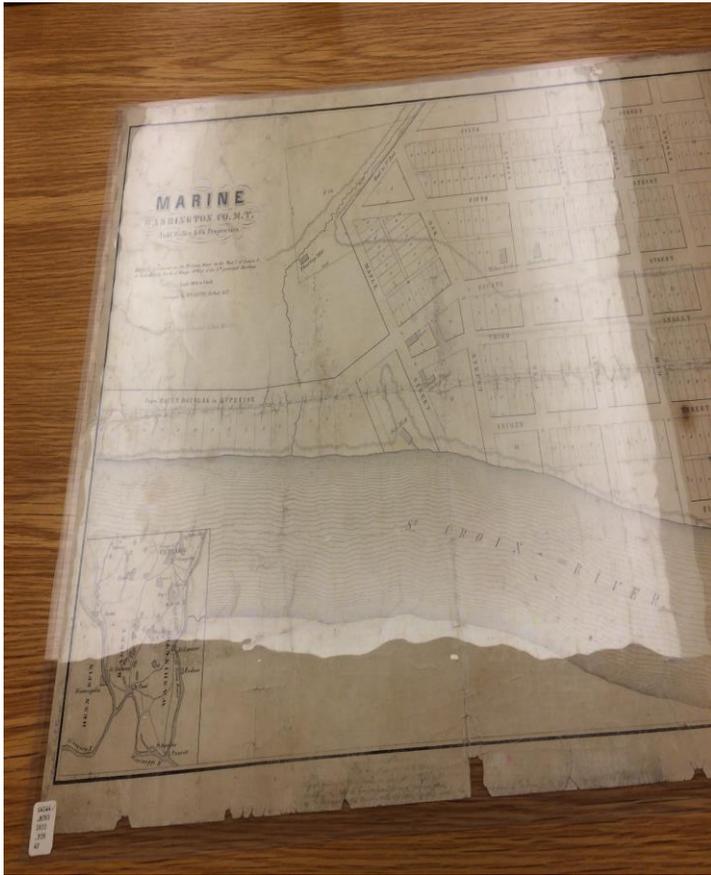
World War Two delayed the construction of the highway until 1952. On April 3 of that year, bids were called to reroute Highway 95 through Marine, and within a few weeks what James Taylor Dunn described as “*an invasion*” descended upon Marine. It looked like a battlefield, one resident described. “*Dozens of cranes, bulldozers, and innumerable men descended on the village. The work, noise, and encompassing dust and smoke from the burning of trees and buildings continued through the summer*” (Dunn, 93).

The new highway dramatically changed the face of Marine. The widened road wiped out half of the historic village. Many buildings were moved to save them from destruction, but others could not escape the wrecking ball. The home of Henry Olsen, his store and annex office, the Marine Café and Town and Country Club (both former saloons), the three story Odd Fellows Hall, and a number of smaller stores and barns, were demolished to make way for the highway. The Charles Mermond Home and Saloon and Marine’s former post office otherwise known as the “Charlie Brown Building,” were moved down Judd Street to save them from destruction. The highway quickly became the main thoroughfare to and from Marine, replacing the old Government Road. The

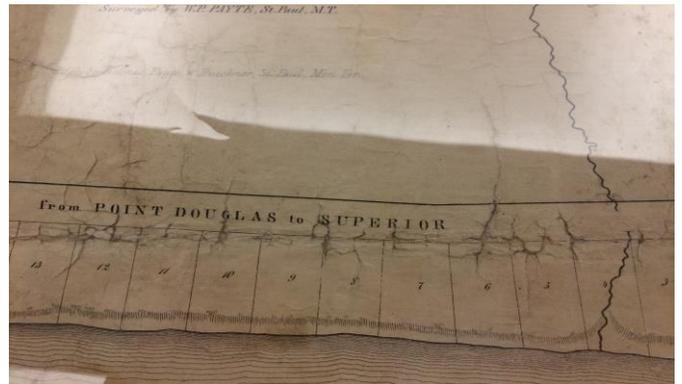
highway did allow for easy access to the town, and with the opening of William O'Brien, the new state park in 1953, Marine quickly became a tourist destination in its own.

7.0 The Route of the Point Douglas-Superior Military Road through Marine

The first objective of this study was to determine the exact route of the Point Douglas to Superior Military Road through Marine on St. Croix, MN, formerly known as Marine Mills, and document any physical evidence remaining, including the stone bridge in question. The most direct evidence of the road traveling through Marine was an 1853 Marine Lumber Company plat map clearly showing the road, labeling it as such, and perhaps most interestingly, showing a stream going under the road at the approximate location of the bridge.

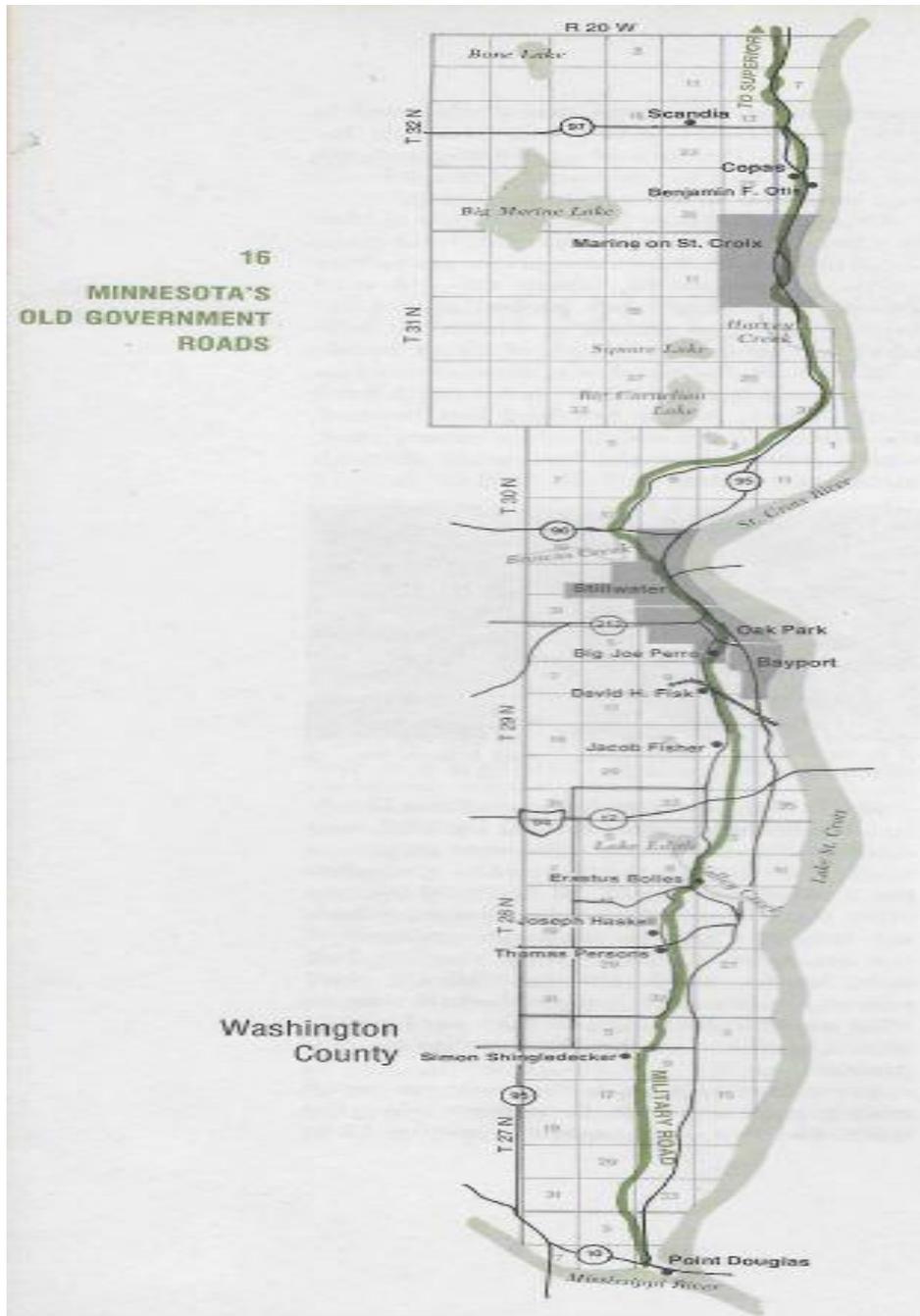


Road marked as Point Douglas to Superior



Road with a stream clearly marked passing below approximate location of stone bridge

Entries as early as 1853 in the Washington County Commissioner's records refer to the "territorial road leading from Stillwater to Marine Mills" and the government road to Taylors Falls."

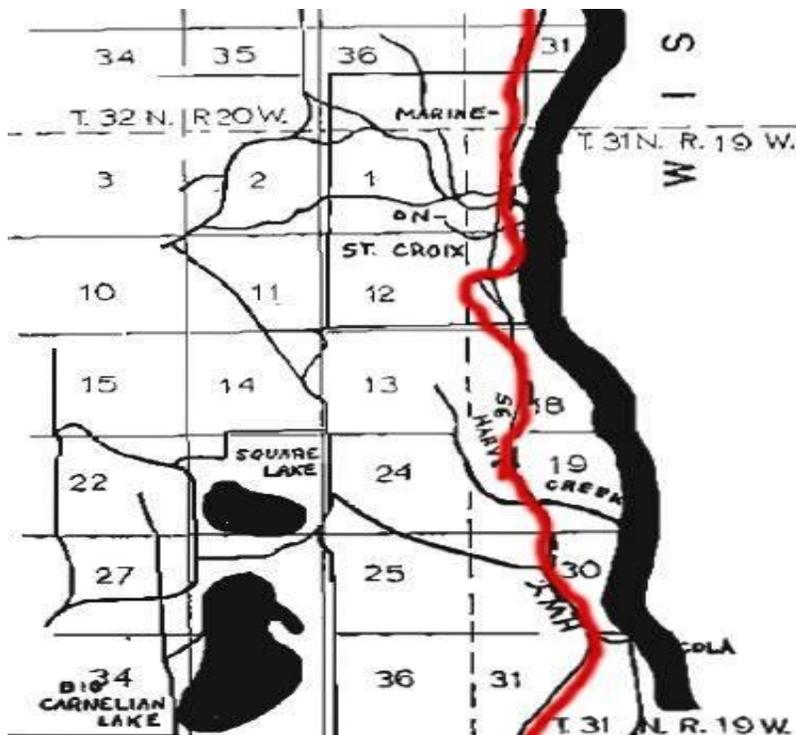


Route of Point Douglas to Superior Military Road from Point Douglas to Copas from Signley's expedition

In 1958, Grover Singley started on an expedition to retrace the routes of all of the original military roads in Minnesota. In the Spring 1967 article published in *Minnesota History* titled: "Retracing the Military Road from Point

Douglas to Superior, Singley maps out the route of the Military Road from Stillwater passing through Marine and up through Copas.

“From Harvey Creek, the military road continued north across sections 19 and 18 to a steep hill and an extensive swamp south of Marine Mills (now Marine on St. Croix) to avoid this difficulty, Captain Simpson ran the road to the left until it reached a place where the decent was easier. It then turned east to the St. Croix and north along the river, following the route of Judd Street in Marine. North out of town the route ran along the side hill between Third and Fourth Streets to a level bench on the side of the bluff, which it followed through sections 31 and 30 of T. 32 N.R. 19 W to the home of Benjamin F. Otis” (Signley, 238).



Route of the Military Road through Marine in red mapped by Grover Signley



The Orange Walker Mansion situated above the old Government Road. The mansion burned to the ground in 1953.

8.0 Physical Remnants of the Point Douglas to Superior Military Road in Marine

Visual inspections of the original route of the Military Road through Marine were conducted in the summer of 2017. All remaining segments of the road were surveyed and photographed.



View of the original route of the road west of Highway 95, one mile south of the center of Marine on St. Croix. Lat: 45°11'11.34"N Long: 92°46'19.28"W



Remnants of the old highway following the original route of the Military Road south of Marine on St. Croix. Lat: 45°11'11.34"N Long: 92°46'19.28"W



Upper Stone Walls. West above Highway 95. Lat: 45°12'2.56"N Long: 92°46'13.62"W



Old Horse Hitching Ring on the Upper Stone Wall.



Remains of lower stone wall, located below east of Highway 95.

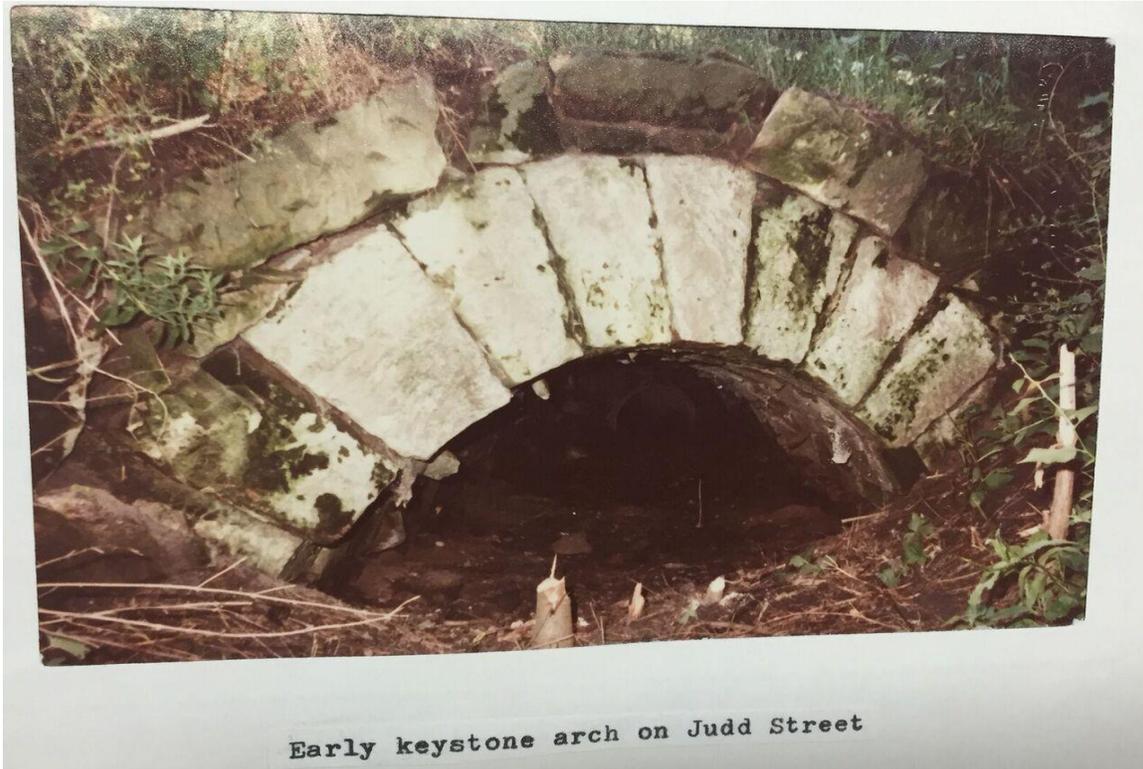


Remains of lower stone wall, located below east of Highway 95.



Historic spring fed horse water trough along Judd Street, the last original route of the Military/Government Road still in use through Marine. Lat: 45°11'31.81"N Long: 92°46'12.49"W

9.0 Judd Street Stone Bridge Findings



For years, a partially buried set of stones and an old culvert lay hidden and forgotten next to Burriss Park in Marine on St. Croix, despite its historical significance not only to Marine, but statewide.

The second objective of this research project was to investigate the old stone bridge located under Judd Street near Burriss Park. Goals were to determine whether it was built as part of the Point Douglas to Superior Military Road, and if not, when.

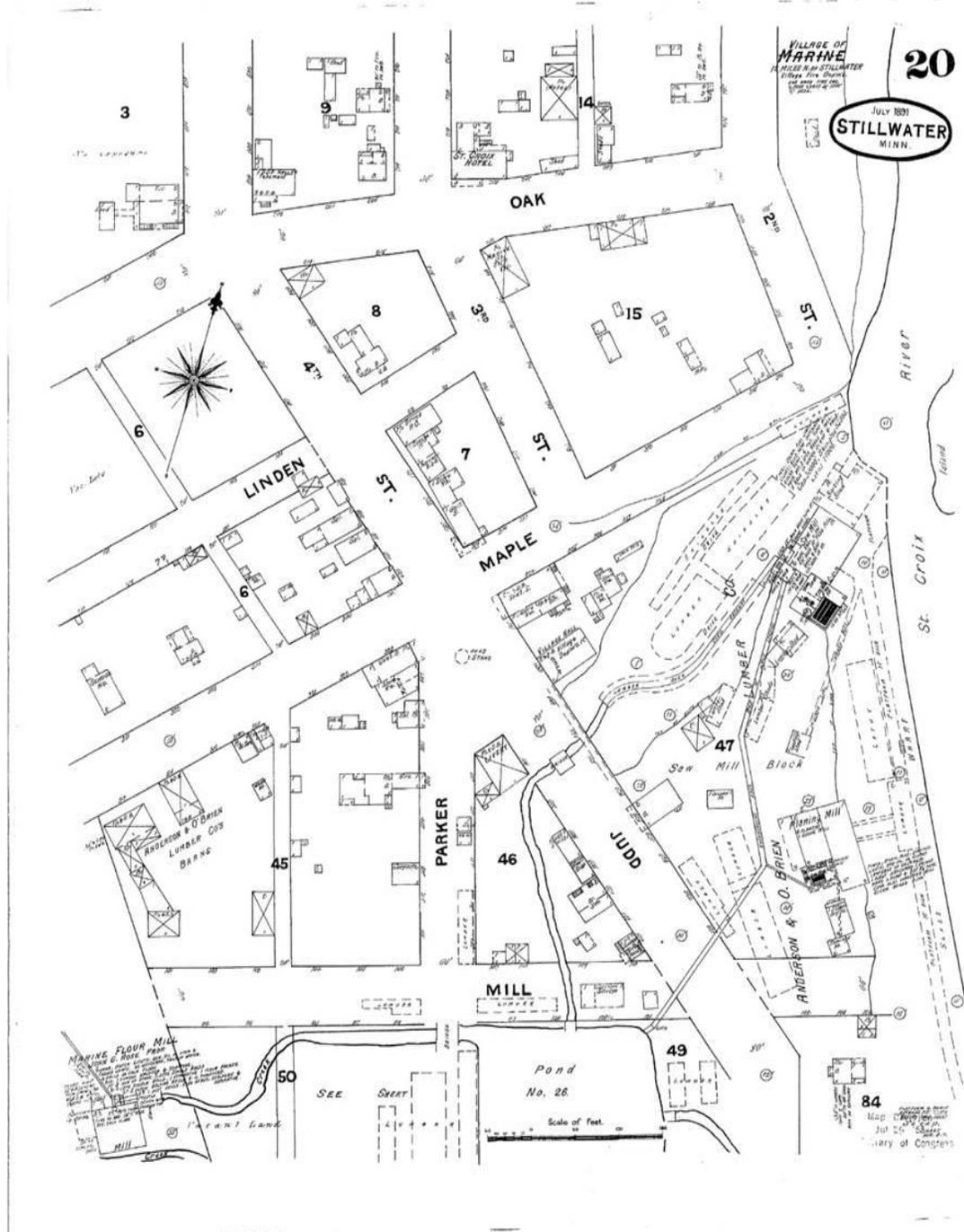
It was discovered that the Point Douglas to Superior Military Road did in fact pass through Marine over the location of the bridge in question. When the Military Road was built in 1853, a stream flowed from the Millpond to the river under the bridge. An internal measurement of the original bridge revealed it to be almost exactly 25 feet, the original dimension of the road in that spot.

But, it was discovered that the stone bridge would not have been original bridge. In Captain Simpson's construction bid for the road, it stated that when bridges were to be built, they were to be constructed out of "*durable timber.*" That means the original bridge built in 1853 would have been made out of wood.

6. All the bridges to be made of good, sound durable timber; none of which is to square less than one foot; and to be built at least 2 feet above the highest water mark. Those of spans under 20 feet, to be built with four stringers, hewn square, these stringers to rest on timber abutments to which they are to be treenailed; the abutments to be made of logs flatted on two sides, well treenailed and tied together. The flooring to be of 2 inch plank, well spiked to the stringers, and to be provided with a good substantial railing. The bridges of spans from 20 to 30 feet, to be constructed like those under 20 feet, except that there will be 4 stringers treenailed on four.

Captain Simpson's bid for the construction of the military road describing in detail the construction of the original road bridges (provided by Russ Hanson).

As mentioned before, a stream originally flowed under the location of the stone bridge from the Mill Pond to the River. Currently, this stream no longer exists. It is unknown why or when this stream disappeared.



1891 Plat map of Marine showing a second stream diverging from mill pond.

With federal funding for road construction ending in 1857, and the closure of the roads office in 1861, the job of maintaining and improving the government roads often fell to the counties and municipalities that the roads passed through. This early phase of road improvements was carried out by the Washington County Board of Commissioners. Road improvements, including the construction of stone bridges to replace the existing deteriorated wood bridges, were recorded in the Board of County Commissioners Minutes Ledger book. The following passages were transcribed from the *Washington County Board of Commissioners Minutes Ledger from June 4, 1860 to April 23, 1873*:

Page 62, Wednesday, September 2, 1863:

“The chairman stated to the board, that he had made a contract with Michael Hanley and Fredrick Curtis for the construction of a stone bridge across Brown’s Creek, where the County road crosses said creek. Whereupon it was ordered by the board ‘That the contract entered into by Mr. H.A. Jackman, the chairman of the board, in regard t the bridge across Browns Creek, be hereby ratified and affirmed by the County, and that after heaving expended the internal revenue fund apportioned to this county, in the construction of said bridge, the amount necessary to complete the same be paid out of the common county fund”.

The stone bridge over Browns Creek in Stillwater was the first bridge that the county replaced along the Point Douglas to Superior Military Road. Previously, historical knowledge had the bridge constructed in 1863, but further evidence proved this to be inaccurate.

Page 64, Special Meeting on November 19, 1863:

“Upon examining the various bills and accounts against the county, presented by different parties, the board proceeded to Brown’s Creek, so called, to inspect the new bridge built by Hanley and Curtis.”

Page 64-65, Friday, November 20, 1863:

“Michael Hanley and F. Curtis appeared to make settlement with the board for the building of the bridge across Brown’s Creek. Mr. Huntoon offered the following resolution: Resolved that whereas the conditions of the contract for building the bridge across Brown’s Creek, had not been fulfilled on the part of Hanley and Curtis, the work therefore not be accepted. The resolution was accepted.”

It is unknown why the County Commissioners found Hanley and Curtis’s conditions unmet. Regardless, they were not paid.

Page 92, August 3, 1865:

“the following resolution was offered and unanimously adopted, to wit: Resolved by the Board of County Commissioners that William Willim, esq (As well as being a County Commissioner, Willim was also a stone and plaster contractor) be and is hereby appointed to superintend the rebuilding of said bridge across Brown’s Creek, to engage the men and teams necessary to do the work, to furnish all materials, and to draw on the County auditor for any sum he may want from time to time and to settle with the Board at their first session next after the bridge is finished, Resolved further that said William Willim receive for his services \$6.00 per day.

Pg. 98 October 17, 1865:

Commissioner Willim appointed at a previous meeting to superintend the building of the bridge across Browns Creek, reported said bridge finished and presented his bill for the same, amounting to \$1197.38. The report was accepted and the bill rendered audited.”

Mr. William Willim for building bridge across Browns Creek (less \$300) paid by Lull (A.C. Lull was the County Treasurer) \$1197.38.



Bridge over Browns Creek in Stillwater. This is the oldest existing bridge in the state, and is viewable from the Brown's Creek State Trail east of the Coldwater Stop.

Interestingly enough, besides being a County Commissioner, William Willim was also a contractor and brick maker. The current stone bridge over Browns Creek, as shown above, was in fact constructed in 1865. It is still regarded as the oldest existing bridge in Minnesota.

And the new research shows, that like the bridge over Browns Creek, the stone bridge found on Judd Street in Marine, also replaced an earlier timber bridge. The most direct evidence of a bridge constructed in Marine on St. Croix was found in the following passage.

Pg. 226 Wednesday September 6th, 1871

“Mr. Morgan May of Marine, Chairman of the Board of Supervisors of said town, made application for an appropriation to assist said town in building a stone bridge across Millcreek on the Government Road. It was ordered, that the sum of seventy-five dollars be appropriated and paid to said town for that purpose.”

It is unknown which bridge this passage was referring to, as at the time, there were two streams that diverged from the Mill Pond, both with bridge crossings. The most direct evidence found has the bridge being built by the Town of Marine under the supervision of Morgan May in 1871 or 1872. The request was made in September of 1871, and it is unknown whether construction was completed the same year.

No other mention was made in regards to bridge construction in the County Commissioner’s ledger. Documentation of council minutes in Marine began in 1875, and no mention was found in regards to bridge construction in these either.

10.0 Conditions of the Stone Bridge in Marine

The conditions of the stone bridge in Marine were documented. Photos were taken before, during, and after construction work on the bridge.



West view prior to construction work. 2016.



West view with excavation complete. June 2017.



Underneath the bridge. March 2017.



Lose Stones- South Side. March 2017.



Top of the inside of the bridge. March 2017.



Collapsed Section near Drainage Pipe. March 2017; Looking west inside the bridge. March 2017.



Larger cut stone. March 2017.



Looking west inside the bridge. March 2017.



View of the 1871 east side of the bridge, and the 2017 reconstructed west side of the bridge.

11.0 Research Bibliography

Albert's Report to Congress. 31 Congress, Section 2, Senate Executive Documents. No 1. 390-393 9serial 587.

COMRS Record. June 4 1860 to April 23 1873. Washington County (Minn.) Board of County Commissioners Minutes and Agenda Packets. Minnesota Historical Society. **(Location)**

Dunn, James Taylor. *Marine on St. Croix From Lumber Village to Summer Haven 1838-1968*. Marine historical Society. 1968.

Dunn, James Taylor. Letter inquiring about the origins of the Judd Street Bridge. April 12, 1985. Minnesota State Historic Preservation Office files.

"I was interested in this month's Minnesota History News in which you mention a "small, hard-to-find 26-foot stone arch bridge built in 1872. . . . I am enclosing a photo of another bridge located on Judd Street just south of Walquist Garage on the east side of the road. . . . It deserves investigation by SHPO."

Dunn, James Taylor, *Marine Mills, Lumber Village, 1838-1888: The First Fifty Years of the Story of Marine on St. Croix*. Lund Press, Minneapolis, 1963.

Field Survey Notes and Abstracts of Proposals, Point Douglas and St. Louis River Road (Microfilm). William Payne, 1855, 1857.

Goetzmann, William H. *Army Exploration in the American West, 1803-1863*. New Haven: Yale University Press. 1959.

Map: Municipalities of Washington Co., Issued by the Minnesota Department of Highways in cooperation with the U.S. Department of Transportation, Federal Highway Administration. 1974

Map: Marine, Washington County, Minnesota Territory. Judd, Walker & Co., Proprietors. 1853.

The 1853 map of Marine prepared by Judd, Walker & Co., clearly shows the road that is currently Judd Street labeled as "from Point Douglas to Superior," common vernacular of the road then, as now. This map also shows the creek that would have flowed through the stone arch bridge under examination.

Martens, Ken. *The perilous St Croix River Valley Frontier*. The History Press. 2014. Charleston, SC.

National Register of Historic Places Multiple Property Form. *Minnesota Military Roads*, State of Minnesota, Minnesota State Historic Preservation Office Jeffrey Hess Historical Consultants. 1989. 1024-0018.

National Register of Historic Places Inventory- Nomination Form. *Stone Bridge*. Minnesota. Minnesota State Historic Preservation Office. February 24, 1975. GPO 921.724

National Register of Historic Places Inventory – Nomination Form Marine on St. Croix (Historic District). Damien Hess.1989. Minnesota State Historic Preservation Office files.

National Register of Historic Places Inventory – Nomination Form. Marine on St. Croix (Historic District). Washington County, Minnesota. 1973.

Nute, Grace L. “*The Red River Trails*” *Minnesota History* 6. 278-282. September 1925.

Larsen, Arthur. *Development of the Minnesota Road System*, Minnesota Historical Society Press, 1966.

Larson, “The Minnesota Road System,” 42, 48; *Congressional Globe*, 31 Congress, 1 session, 276.

Plat Map of Marine on St. Croix, about 1890, Minnesota State Historic Preservation Office. Shows location of Judd Street and creek at bridge site just south of Marine Mill

Singley, Grover, “*Tracing Minnesota’s Old Government Roads*,” Minnesota Historical Society (Minnesota Historic Sites Pamphlet Series No. 10), 1974.

Singley, Grover. “*Retracing the Military Road from Point Douglas to Superior*.” *Minnesota History*. Minnesota Historical Society Library. St. Paul, MN 55102 United States. Spring 1967. Pgs 233-247.

Washington County Commissioner’s records, 1852-56.

Additional Sources

National Archives: Special List 29: List of Selected Maps of States and Territories (Minnesota)

421. Map Exhibiting the location of the U.S. Military Roads in Minnesota And also in the N.W. Portions of Iowa & Wisconsin. Surveyed & constructed between the years 1851 and 1859 Under the direction of Captains J. H. Simpson, Geo. Thom, and Howard Stansbury, Corps Topl. Engrs. 1 inch to ca. 16 miles. 31.5 x 22. Manuscript. Shows status and types of roads, towns, and military reservations. Map is dated January 10th, 1859, in the "Office of U.S. Gov't. roads" in St. Paul, Minn. Filed as RG 77: Rds. 156.

Historic photographs of Marine from the Stone House Museum, James Taylor Dunn Collection housed in the St. Croix Watershed Research Station, and Washington County Historical society.