

**Phase I Architecture/History Survey for
Bridge 3589 Rehabilitation Alternative Analysis Study
Silver Creek Township, Lake County, Minnesota**

S.P. 3805-99

SHPO Number Pending

Prepared for:

Minnesota Department of Transportation

Prepared by:

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Management Summary

The Minnesota Department of Transportation (MnDOT) proposes to rehabilitate the National Register of Historic Places-listed Stewart River Bridge (Bridge No. 3589) that carries Trunk Highway 61 over the Stewart River near Two Harbors in Silver Creek Township, Lake County, Minnesota. The project will include improvements to the roadway and approaches on either side of the bridge and the nearby intersection with County State Aid Highway 3. The project is receiving Federal Highway Administration funds; thus, the undertaking is subject to review under Section 106 of the National Historic Preservation Act of 1966, as amended.

In 2018, Mead & Hunt, Inc. (Mead & Hunt) was retained by the MnDOT Cultural Resources Unit to complete a Phase I Architecture/History Survey (Phase I Survey) for the project. The Area of Potential Effect (APE) was delineated by MnDOT to include properties adjacent to bridge and proposed roadway improvements that were constructed prior to 1974.

The Phase I Survey, completed in October 2018, identified nine pre-1974 properties within the APE that were not previously inventoried. No newly inventoried properties were found to possess significance, and none were recommended for Phase II Evaluation. Two previously evaluated resources are within the APE but were not resurveyed for this report: the Stewart River Bridge (Bridge No. 3589, LA-SVC-074), which was listed in the National Register of Historic Places (National Register) in 1998, and the current extent of TH 61 (XX-ROD-006) and a segment of TH 61 from Two Harbors to Schroeder (XX-ROD-008), both of which were determined not eligible for the National Register, a determination with which SHPO concurred. Mead & Hunt's project team consisted of Principal Investigator Sebastian Renfield and architectural historian Christopher Hommerding.

Certification of Results

I certify that this investigation was conducted and documented according to the Secretary of the Interior's Standards and Guidelines and that the report is complete to the best of my knowledge.



Sebastian Renfield, Principal Investigator
Mead & Hunt, Inc.

December 27, 2018

Date

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1. Location and Purpose of Survey

The Minnesota Department of Transportation (MnDOT) proposes to rehabilitate the National Register of Historic Places (National Register)-listed Stewart River Bridge (Bridge No. 3589) that carries Trunk Highway (TH) 61 over the Stewart River near Two Harbors. The proposed project will include improvements to the roadway and approaches on either side of the bridge and the nearby intersection with County State Aid Highway (CSAH) 3.

The Stewart River Bridge is located in Silver Creek Township, Lake County, approximately 2 miles north of Two Harbors in Section 29 of Township 53N, Range 10W. TH 61 serves as the primary arterial between Duluth and Thunder Bay, Ontario, and is the principal highway connecting communities along the Lake Superior's North Shore. Figure 1 provides a map showing the proposed project location.

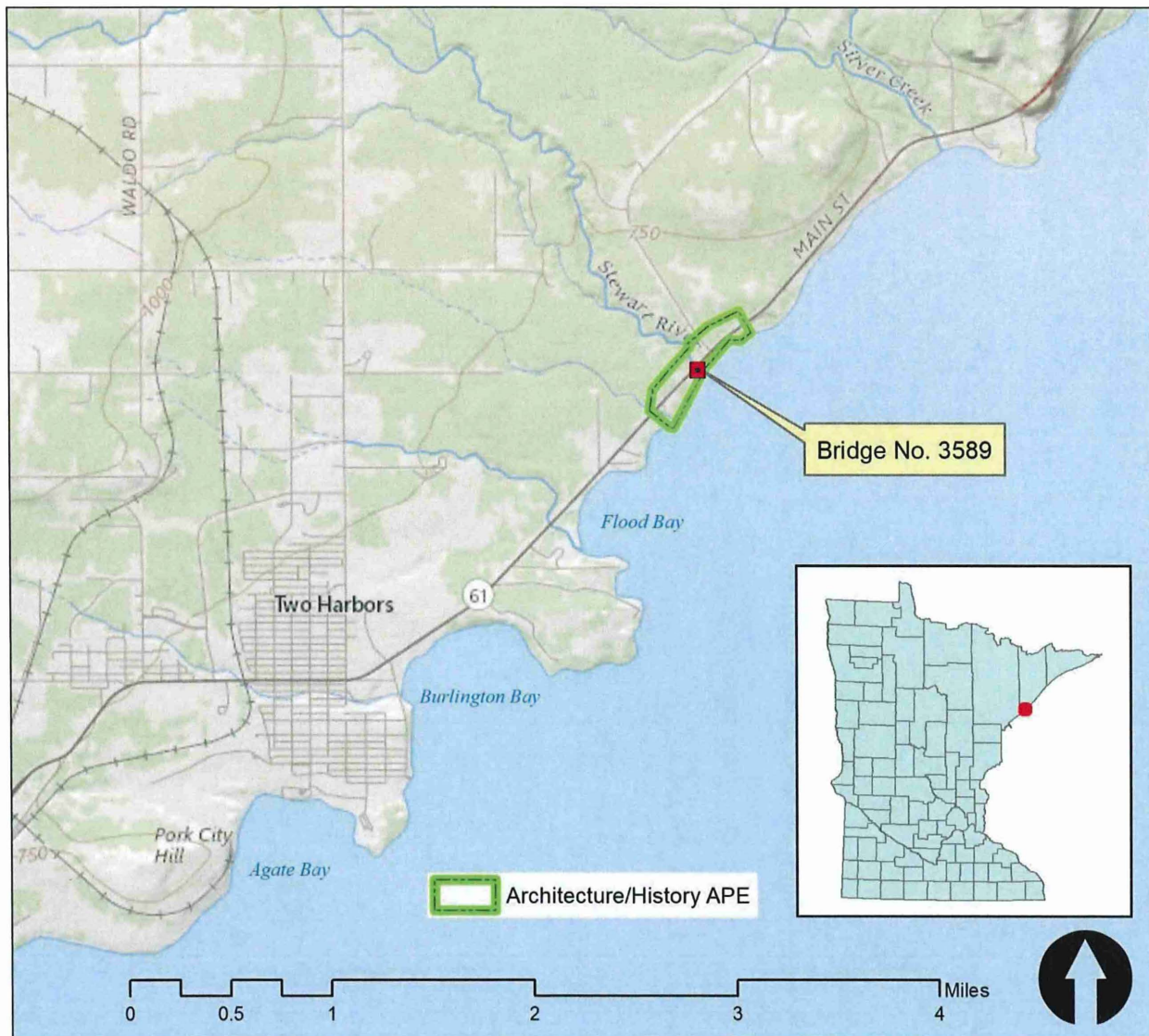


Figure 1. Project location map.

2. Methods and Research Design

2.1 Objectives

The objectives of the Phase I Survey were to identify pre-1974 architecture/history resources located within the project's Area of Potential Effects (APE) and determine if those resources are eligible for listing in the National Register.

2.2 Survey methodology

Architecture/history resources built before 1974 were identified in the APE. The 1974 date was selected so the survey will remain relevant in the event the project letting date is delayed. Properties constructed after 1974 were not inventoried as they did not meet the inventory criteria. Project fieldwork and documentation were completed according to MnDOT Cultural Resource Unit's (CRU's) *Project and Report Requirements* (January 2017) and the Minnesota State Historic Preservation Office's (SHPO's) *Historic and Architectural Survey Manual* (June 2017).

Properties constructed prior to 1974 were reviewed for significance based on themes identified through the process of developing a historic context of the Study Area and its relationship to the Two Harbors vicinity, Silver Creek Township, and Lake County. Integrity was not assessed as the properties were determined not eligible. Property types surveyed were single-dwelling domestic properties and associated secondary structures. Phase I inventory forms were prepared for nine properties that met inventory requirements; they were evaluated based on the National Register Criteria for Evaluation under *Criterion A: History*, *Criterion B: Significant Person*, and *Criterion C: Architecture/Engineering*. *Criterion D: Information Potential* was not considered for this project. Important historic themes within the APE include industry and community development as they relate to Two Harbors, as well as transportation and entertainment/recreation related to tourism. These themes are discussed in the historic context in Section 3.3.

2.3 Area of Potential Effects

The APE was delineated in consultation with MnDOT CRU to encompass properties adjacent to the intersection of TH 61 and CSAH 3, the Stewart River Bridge, and roadway improvements that may be directly or indirectly impacted by proposed project activities. The APE takes into consideration the widest proposed alternatives under consideration at the time of the preparation of this report. The APE may be refined in the future when a preferred alternative is identified. See Appendix A for a map depicting the APE.

3. Literature Search

3.1 Research

Primary and secondary sources were reviewed to gain an understanding of the historic context for properties within the APE. These sources provided information about the area's settlement and development patterns and historical information on the resources within the APE identified for further study. Repositories consulted to obtain historical information include:

- Minnesota Historical Society Library
- Minnesota State Historic Preservation Office (SHPO)
- MnDOT
- University of Minnesota Libraries
- Lake County Historical Society

Primary and secondary sources include:

- SHPO inventory forms and previous survey reports, including the Phase II Evaluation for TH 61 and the National Register Nomination for Bridge No. 3589
- Plat maps, atlases, and historic aerial images
- County and city histories
- Online resources

3.2 Previously surveyed or previously evaluated properties within the APE

The Stewart River Bridge (Bridge No. 3589, LA-SVC-074) was listed in the National Register in 1998. The current extent of TH 61 was previously evaluated (XX-ROD-006), as was a segment of TH 61 from Two Harbors to Schroeder (XX-ROD-008). Both the current extent and the segment from Two Harbors to Schroeder were determined not eligible for the National Register (SHPO concurred with the findings on September 9, 2018).¹ Mead & Hunt, Inc. (Mead & Hunt) reviewed the SHPO inventory files and did not identify any other previously inventoried properties within the APE.

¹ Kelly Gragg-Johnson, Minnesota State Historic Preservation Office, "Letter to Renee Barnes, Minnesota Department of Transportation Cultural Resources Unit," September 19, 2018, Trunk Highway 61 Correspondence, SHPO Compliance No. 2017-2098, State Historic Preservation Office, St. Paul, Minn.

3.3 Historic context

Located approximately 2 miles northeast of the town of Two Harbors, the subject area for this report has historically been sparsely populated and relatively undeveloped. Most of the extant development in the Study Area occurred during the 1950s. Because of its proximity to Two Harbors, the development of the subject area appears to be more closely connected to the history of that community. The industrial history of Two Harbors and the North Shore shaped, in part, the residential development of the subject area. The subject area has ties (although no extant resources) to the area's history of commercial fishing and the growth and decline of the iron ore docks in Two Harbors affected residential development along TH 61 both east and west of the city. The development of the subject area is also directly related to the construction and evolution of TH 61 and its importance as a transportation route primarily for tourists. In particular, the subject area includes Bridge No. 3589, which includes decorative elements generally reserved for important transportation and tourist routes. The subject area also appears to have associations with the development of vacation homes along the Lake Superior shoreline that occurred with the growing popularity of automobiles of North Shore tourism. The following context briefly addresses these connections to the subject area in more detail.

3.3.1 Industrial development in Two Harbors

The town of Two Harbors traces its beginnings to the early 1880s. Anglo-European settlers had lived in the area of Burlington Bay (the easternmost of the "two harbors") as early as the 1850s, but major settlement of the area did not begin until a camp for railroad construction workers was built near Agate Bay (the western harbor) in the early 1880s. This camp housed workers who were constructing a rail yard and ore docks for the Duluth & Iron Range (D&IR) Railroad, which connected Two Harbors to the recently opened Vermillion Iron Range to the northwest. The rail yard and two wooden ore docks were completed in 1884. By 1909, Two Harbors had six ore docks.² The rail yard and ore docks were the major industry in Two Harbors into the middle of the twentieth century, and many of those who settled in Two Harbors worked for the D&IR railroad.

In addition to the railroad, the other major industry in and around Two Harbors at the end of the nineteenth and beginning of the twentieth century was commercial fishing. Starting in the 1880s, the area was settled by Norwegian and Swedish immigrants. These immigrant groups brought commercial fishing practices to the North Shore. Also in the 1880s, the introduction of regular steamboat service to North Shore communities from Duluth to Port Arthur (now Thunder Bay, Ontario) allowed fishermen to send their products to buyers in Duluth who could then ship frozen fish to markets in Minneapolis and even Chicago. By 1917, the North Shore was home to 273 fishermen, or "almost one fisherman for every half mile of shore all the way from Duluth to Grand Portage."³ With the exception of the Christiansen smoked fish shack (nonextant and discussed below), a review of existing literature and historic aerial photographs did not identify any resources in the subject area associated with the commercial fishing industry.

² National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," Statewide, Minnesota, National Register #64501188, E-80.

³ June Drenning Holmquist, "Commercial Fishing on Lake Superior in the 1890s," *Minnesota History Magazine* 34, no. 6 (Summer 1955): 246.

The iron ore docks, commercial fishing, and the town of Two Harbors, incorporated in 1907, all grew rapidly in the first half of the twentieth century. In response, the town grew as well. The heaviest residential development in this period spread northward, in a roughly six-block-wide band up the hill from downtown and away from the lake. This development was generally bounded by railroad tracks on the west and CSAH 2 on the east. Commercial properties and a limited number of residential properties were also built along TH 61. The heaviest of this development was immediately west of downtown but, as discussed below, limited residential development also occurred along TH 61 east of Two Harbors.⁴ This latter development includes the Study Area.

By the early 1960s, however, both the iron ore and fishing industries were in decline. The extraction of iron ore in Minnesota peaked in 1953, and in 1963 (a day known as “Black Friday”), trains to Two Harbors stopped running and the ore docks were closed.⁵ The processing of lower grade ore from the Mesabi Range into taconite helped revive parts of the iron ore industry, and the rail lines and ore docks in Two Harbors were reopened in 1966 but never reached earlier shipping traffic volumes.⁶ Also in the post-World War II (postwar) period, the fishing industry declined due to overfishing and the introduction of sea lamprey, a parasite fish that devastated Lake Trout populations. By the 1960s, the annual fish harvest had dropped nearly 90 percent from pre-World War II levels.⁷ Also in the 1960s, another invasive fish species—smelt—was regularly harvested in rivers that flowed into Lake Superior. The mouth of the Stewart River, in the subject area, was a popular smelting location. Smelting was a seasonal activity (based on the reproductive cycle of smelt) and was largely a recreational rather than commercial one. Smelt populations along the North Shore peaked in the 1970s.⁸

3.3.2 TH 61 and tourism

Although tourism had been a part of the North Shore economy since the late nineteenth century with the introduction of regular steamboat travel, it only become a major industry after World War I, as the popularity of automobiles grew and roads and highways were built to accommodate growing tourist traffic. Prior to the 1920s, the road that would become TH 61 turned away from the shoreline just east of the Stewart River, traveling inland on the present-day alignment of CSAH 3. In the 1920s, the highway was rerouted to travel along the shore, providing a more scenic route. TH 61, which travels through the

⁴ “Aerial Photograph, Two Harbors, 1952,” *Historic Aerials by NETROnline*, accessed November 29, 2018, historicaerials.com; “Aerial Photograph, Two Harbors, CIS-1-52,” September 10, 1939, Minnesota Historical Aerial Photographs Online, John R. Borchert Map Library, University of Minnesota, <http://geo.lib.umn.edu/Lake/1939/CIS-1-052.jpg>.

⁵ William E. Lass, *Minnesota: A History* (New York: W.W. Norton and Co., 1998), 255; Ean Koerner, “The Day the Railroad Died,” *The Statesman*, April 28, 2011, <http://www.theumdstatesman.com/blog/2011/04/28/the-day-the-railroad-died>; “History of Lake County,” *Lake County Historical Society*, 2018, <https://www.lakecountyhistoricalsociety.org/history-of-lake-county/history-of-lake-county-1950-1999>.

⁶ Lass, *Minnesota: A History*, 255–66; Koerner, “The Day the Railroad Died.”

⁷ Nancy Hoene, “Commercial Fishing: The Life, The Limits, The Lore,” *Minnesota Sea Grant*, July 2010, http://www.seagrants.umn.edu/newsletter/2010/07/commercial_fishing_the_life_the_limits_the_lore_.html.

⁸ “Smelt on the North Shore,” *Minnesota Department of Natural Resources*, accessed October 16, 2018, <https://www.dnr.state.mn.us/areas/fisheries/lakesuperior/smelt.html>; Dan Kraker, “Smaller Runs but Smelt Tradition Alive and Well in Duluth,” *MPR News*, April 24, 2012, <https://www.mprnews.org/story/2012/04/24/duluth-smelt-season>.

project area along the North Shore of Lake Superior between Duluth and the international border, was key to the development of tourism in the area starting in the 1920s and 1930s. Tourism became a particularly important part of the area economy after World War II, as more individuals owned vehicles and enjoyed larger incomes and greater leisure time.

Following World War I, Minnesota was home to a large network of roads that were built, maintained, and improved by private citizens, organizations, cities, townships, and counties. The Minnesota Highway Department (MHD) did not have jurisdiction to build roads until the creation of the Minnesota Trunk Highway System in 1921.⁹ Included in the initial Trunk Highway designation was State Road (SR) 1, which became designated TH 1 in 1921. TH 1 extended from the Iowa border through St. Paul and Duluth and terminated at the Canadian border south of Port Arthur.¹⁰ In 1926, the federal government combined the portion of TH 1 from St. Paul to the Canadian border into an interstate route called U.S. Highway (US) 61. To avoid confusing designations, in 1933, the MHD resigned the portion of TH 1 as TH 61.¹¹

From its inception, TH1/TH 61 was a heavily trafficked highway and an important route for bringing tourist traffic to the North Shore.¹² In part because of its importance to tourism, the stretch of TH1/TH 61 between Duluth and the Canadian border underwent a number of improvements in the 1920s, shortly after the implementation of the Trunk Highway System. Within the project area, a new concrete bridge (Bridge No. 3589) was constructed in 1924 to carry the highway across the Stewart River. Bridge No. 3589 is notable for the decorative Classical Revival elements it displays, including a pronounced archivolt, pilasters with recessed panels, and two different concrete surface treatments. At the time, such decorative elements were normally reserved for important bridges in urban areas, so such a design indicated the importance of TH1/TH61 as a tourist route.¹³

A second improvement to take place in the subject area at this time was a realignment of the highway. Whereas before the 1920s, TH 1 turned away from the shoreline just east of the Stewart River, traveling

⁹ Minnesota Highway Department, "Highway Amendment to the Minnesota Constitution Effecting the Babcock Good Roads Plan and Designating a Trunk Highway System" (Minnesota Highway Department, 1920), 50, 62, Minnesota Highway Department Collection, Gale Family Library, Minnesota Historical Society Archives, St. Paul, Minn.; Minnesota Highway Department, "Minnesota Highways and the Babcock Good Roads Plan" (Riverside Press, 1927), 3, 6, Minnesota Highway Department Collection, Gale Family Library, Minnesota Historical Society Archives, St. Paul, Minn.

¹⁰ Cooley, George, State Engineer, "Map of State of Minnesota Showing State Roads Designated by County Resolutions" (St. Paul, Minn.: State Highway Commission of Minnesota, January 1907); Mendenhall, C.S., "Road Map Minnesota Showing Main Tourism Routes, Good Roads, Connecting Roads, Railroads, Etc." (Cincinnati, Ohio: C.S. Mendenhall, 1914).

¹¹ Minnesota Department of Highways, *Biennial Report of the Commissioner of Highways of Minnesota for 1925-1926* (Minneapolis: Syndicate Printing, Co., 1927), 17; Minnesota Department of Highways, *Biennial Report of the Commissioner of Highways of Minnesota for 1933-1934* (St. Paul, Minn.: Perkins-Tracy Printing, Co., 1935), 18.

¹² Minnesota Department of Highways, *Report of the Commissioner of Highways of Minnesota for 1921* (Minneapolis: Syndicate Printing, Co., 1922), 31.

¹³ National Register of Historic Places, Bridge No. 3589, Lake County, Minnesota. National Register #9800686, 8-1, 8-2.

inland on the present-day alignment of CSAH 3, the new alignment routed the full length of the road between Stewart River and Schroeder to the north along the lakeshore. The intent of this was to continue the scenic nature of the highway beyond Stewart River. Construction of the new alignment along the shore began in 1923 and was completed in 1925 (see Figure 2).¹⁴ The MHD and others saw these 1920s improvements as crucial to opening up the North Shore and northeastern Minnesota (also known as the Arrowhead region) to automobile tourism. MHD Commissioner Charles Babcock, for example, proclaimed the new road “a picturesque and interesting highway. Almost every mile is linked with Indian lore and with the history of the discovery of our great state...It is the main artery serving the wonderful Arrowhead region, which is becoming the playground of two great nations.”¹⁵ Likewise, Lake County officials also understood the connections between the new roadway and tourism, claiming that the road would make the North Shore “an area destined to be the retreat of the camper, the inspiration of the artist, the paradise of the sportsman, and the heaven of the sweltering leisure class seeking relief from the summertime heat.”¹⁶

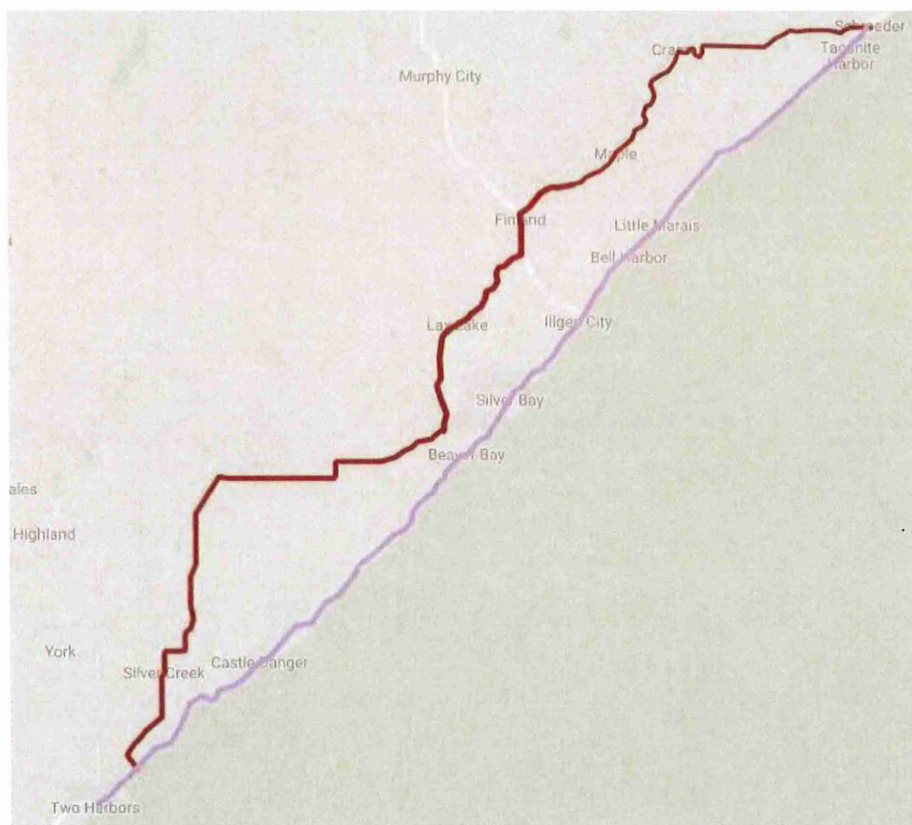


Figure 2. The original inland alignment of TH 1 (shown in red) passed through dense forest and rocky terrain. When realigned in 1925, the new TH 1 (later TH 61) alignment (shown in purple) followed Lake Superior's shoreline.

Further improvements to the road in the 1930s, including the addition of mixed bituminous paving in 1937 and a widening of the road and the bridge across Stewart River in 1939, also helped accommodate

¹⁴ Mead & Hunt, Inc., “US/TH 61, Two Harbors to Schroeder - XX-ROD-008,” 2018, Historic Resource Inventory Form, Minnesota State Historic Preservation Office, St. Paul, Minn.

¹⁵ Rivercrest Associates, Inc., *Phase I and II Cultural Resources Investigation, Highway 61 at Grand Marais* (Prepared for the Minnesota Department of Transportation, September 1997), 9.

¹⁶ Rivercrest Associates, Inc., *Phase I and II Cultural Resources Investigation, Highway 61 at Grand Marais*, 8.

increasing traffic in the area.¹⁷ The highway helped open the northeastern part of Minnesota to tourism, which boasted a number of newly opened state and federal forests to discover, lake resorts for families to relax, and vast wilderness for the outdoorsman to explore.¹⁸ While research did not reveal specific data for the number of tourists who traveled to the North Shore via TH 1 (future TH 61), traffic counts between 1925 and 1931 more than tripled, indicating that the improvements had a lasting impact on the use of the road.¹⁹

By 1938 tourism was one of the state's three most profitable industries.²⁰ The road's significance to tourism and recreation in northeastern Minnesota is seen in the WPA publications *Minnesota: A State Guide* (1938) and the *Minnesota Arrowhead Country* (1941). The automobile tours highlighted in both guidebooks include TH 61 as an automobile tour in the state and Arrowhead Region.²¹ By the early 1950s Minnesota's tourist industry was valued at approximately \$200 million annually and the industry relied heavily on the quality of the Trunk Highway System.²²

In addition to improvements to the highway, various roadside structures were built by entrepreneurs to cater to visitors. For example, many tourists to the North Shore purchased smoked Lake Superior fish sold from roadside shacks. In 1953, Aleck Christiansen built a smoked-fish shack in the subject area on the west side of the Stewart River after selling the family commercial fishing operation, H. Christiansen & Sons.²³ Literature consulted was unclear regarding where the family's commercial fishing operation was based and, as explained above, examination of literature and historic aerial photographs did not indicate the presence of resources like docks or fish houses related to the commercial fishing industry.

In 1956, Christiansen's daughter, Betty Lessard, began working at the shack. In addition to fish, Lessard started to sell coffee, donuts, sandwiches, and pie to tourists as well as fishermen harvesting smelt at the mouth of the Stewart River. Over the years, Lessard expanded the 8-foot-by-8-foot shack near the

¹⁷ Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 3805 in Lake County*, 2015, Minnesota Department of Transportation, St. Paul, Minn., <http://www.dot.state.mn.us/roadway/data/docs/projlog/county43/4304.pdf>.

¹⁸ National Park Service Midwest Regional Office and Voyageurs National Park, *Historic Context for Tourism and Recreational Development in the Minnesota Northern Border Lakes from the 1880s through the 1950s* (Prepared for the Minnesota State Historic Preservation Office, 1999), 10, 12.

¹⁹ Minnesota Department of Highways, *Biennial Report of the Commissioner of Highways of Minnesota for 1925-1926*, 120; Minnesota Department of Highways, *Biennial Report of the Commissioner of Highways of Minnesota for 1931-1932* (St. Paul, Minn.: Louis F. Dow, Co., 1932), 157-58.

²⁰ Gemini Research, *Historic Roadside Development Structures on Minnesota Trunk Highways* (Prepared for the Minnesota Department of Transportation, 1998), 3.2, 3.6.

²¹ Minnesota Federal Writers' Project, ed., *Minnesota, a State Guide* (New York: Hastings House, 1938), see Introduction and page 281 for the start of Tour 1.

²² Minnesota Department of Highways, *Biennial Report of the Commissioner of Highways of Minnesota from July 1, 1950 to June 30, 1952* (St. Paul, Minn.: Perkins-Tracy Printing, Co., 1952), 25; Mead & Hunt, Inc., *Phase II Evaluation: Trunk Highway 61 (XX-ROD-006)* (Prepared for the Minnesota Department of Transportation, June 2018).

²³ Hugh E. Bishop, "I Am Betty," *Lake Superior Magazine*, March 30, 2002, <https://www.lakesuperior.com/travel/minnesota/235feature/>; Laurie Hertz, "It's Goodbye for the Pie," *Star Tribune*, October 10, 1997, B7.

highway and stopped selling fish altogether. Known as Betty's Pies, Lessard's restaurant was a well-known tourist destination.²⁴ In 2002, the original building was razed and a new restaurant was built further back from the highway right-of-way (within the APE but not inventoried due to its recent construction date).²⁵ No pre-1974 commercial buildings associated with tourism remain in the subject area.

No additional tourist amenities appear to have been constructed within the APE during the study period. A gravel parking lot located on the east side of the river and on the lake side of the highway within MnDOT right-of-way provides tourists a vista of the lake and fishermen access to Stewart River. Although this parking area is visible in aerial photos by 1940, it was not marked on State Highway maps until the early 1950s, when it was labeled as a "Roadside Parking Area."²⁶ Plans in MnDOT's archives indicate that in 1959, the agency proposed to construct a formal roadside area, including a paved parking lot, overlook with stone parapet, and a marker plaque.²⁷ The project was not constructed and at the present time the unpaved lot has no amenities or associated features.

3.3.3 Postwar residential development

The subject area had little residential development prior to World War II. A 1940 aerial shows small groupings of houses or cabins approximately 1.5 miles on either side of the APE (near Flood Bay and the outlet of Silver Creek, respectively; see Figure 1), but only one house (nonextant) located within the APE, on the east side of the Stewart River (see Figure 3).²⁸ By the early 1950s, aerial imagery shows a small number of scattered properties in the subject area. By 1970, much of the shoreline as well as the inland side of the highway south of Stewart River within the APE had been developed.²⁹ The extant residential development observed during field survey was not built until the immediate postwar years, with the oldest house in the study area constructed in 1948 (LK-SVC-091).³⁰ Most of the extant houses built during the

²⁴ Bishop, "October 10, 2018."

²⁵ Larry Oakes, "Old Pie Stop Becomes Slice of History," *Star Tribune*, April 25, 2002, B1, B7.

²⁶ Minnesota Department of Highways, "1953 Official Road Map of Minnesota Showing the State Highway System and Main Secondary Roads" (Minnesota Department of Highways, 1953), Minnesota Department of Transportation Library, <https://reflections.mndigital.org/catalog/mdt:1180>.

²⁷ Minnesota Department of Highways, "Construction Plan for Roadside Development Project, TH 61 at Stewart River, SP-3805" (St. Paul, Minn.: Minnesota Department of Highways, November 1959), Minnesota Department of Transportation.

²⁸ Agricultural Stabilization and Conservation Service, "Aerial Photograph, Silver Creek T-53-N, CIS-5-3" (U.S. Department of Agriculture, September 12, 1940), John R. Borchert Map Library, University of Minnesota, Minneapolis.

²⁹ U.S. Geological Survey, "Aerial Image, Roll 5, Frame 185 [Silver Creek Township]," April 19, 1952, U.S.G.S. Earth Explorer, <https://earthexplorer.usgs.gov/>; U.S. Geological Survey, "Aerial Image, Roll 1, Frame 50 [Silver Creek Township]," August 24, 1970, U.S.G.S. Earth Explorer, <https://earthexplorer.usgs.gov/>.

³⁰ Construction dates were obtained from Lake County Assessor's data; while not directly available online, this data is aggregated by real-estate website Trulia and accessed at https://www.trulia.com/property-sitemap/MN/Lake-County-27075/55616/Highway_61/.

study period were constructed in the 1950s. By 1970, approximately 10 houses had been constructed in the subject area (see Figure 4).³¹

The houses to the north/inland side of TH 61 appear to be more typical of postwar Ranch houses that may have served as primary residences, while houses on the lake side of TH 61 are smaller and were likely originally built as seasonal or secondary/vacation properties. Upon field survey, these houses now appear to be used year-round although, as evidenced by property tax records available via the Lake County Assessor, a number of homeowners in the subject area appear to have primary addresses in the Twin Cities, indicating that many of these properties likely continue to be used as vacation homes.³² Little to no building appears to have occurred during the 1960s and 1970s, with construction picking up again in the 1980s and 1990s. These more recent houses are larger in construction and appear to be used as year-round homes.

³¹ In addition to the pre-World War II property that was razed, assessor's data indicates that one of the postwar residences visible in the 1970 aerial along the lakeshore was replaced by a modern building in 1990.

³² "Lake County Parcel Atlas," Lake County, Minnesota Website, accessed December 12, 2018, http://www.co.lake.mn.us/departments/information_systems/gis.php.



Figure 3. 1940 aerial image of APE (outlined in blue) showing only one building within the subject area (indicated by red arrow). This building is no longer extant. Note the gravel parking lot on the east side of Stewart River and the lake side of TH 61.³³

³³ Agricultural Stabilization and Conservation Service, "Aerial Photograph, Silver Creek T-53-N, CIS-5-3."



Figure 4. 1970 aerial showing approximately 10 houses within the subject area (outlined in blue). All of these houses appear to have been built between the end of World War II and 1970 (the house that appears on the 1940 aerial in Figure 3 on the west side of TH 61 and just south of CSAH 3 does not appear to be extant in this image).³⁴ Based on county property data, one property visible in this 1970 aerial was razed and rebuilt in 1990.

³⁴ U.S. Geological Survey, "Aerial Image, Roll 1, Frame 50 [Silver Creek Township]."

4. Results

4.1 Key project personnel and survey date

Mead & Hunt's Principal Investigator for this project was Sebastian Renfield. The project team included architectural historian Christopher Hommerding. Fieldwork and research were completed in October 2018.

4.2 Summary of properties within the APE

A total of 17 properties were located within the APE, two of which were previously surveyed and not resurveyed and nine of which meet inventory requirements. Both TH 61 (whole: XX-ROD-006; segment: XX-ROD-008) and the Stewart River Bridge (Bridge No. 3589, LA-SVC-074) had been previously evaluated and were not resurveyed for this project. The Stewart River Bridge (Minnesota Bridge No. 3589, LA-SVC-074) was listed in the National Register in 1998 and appears largely unaltered. The current extent of TH 61 and a segment of TH 61 from Two Harbors to Schroeder were both determined not eligible for the National Register, a determination with which SHPO concurred.

During the Phase I Survey, nine pre-1974 properties were identified and documented within the APE. These nine properties are recommended as not eligible for listing in the National Register because they do not appear to possess a significant association with a historic theme or person, and they do not possess architectural significance. Therefore, no further work is recommended for these properties.

4.3 Phase I survey results

4.3.1 Inventoried properties

The Phase I Survey results are presented in Table 1, ordered by inventory number. Property locations are identified on the map in Appendix A. Phase I inventory forms were prepared and submitted separately from this report.

Table 1. Phase I Survey results



Inventory No.	Historic Name	Address	Constr. Date	Recommendation	Image
LK-SVC-090	House	1596 U.S. Highway 61	1951	Not Eligible	

Table 1. Phase I Survey results

Inventory No.	Historic Name	Address	Constr. Date	Recommendation	Image
LK-SVC-091	House	1597 U.S. Highway 61	1948	Not Eligible	
LK-SVC-093	House	1602 U.S. Highway 61	1951	Not Eligible	
LK-SVC-094	House	1604 U.S. Highway 61	1955	Not Eligible	
LK-SVC-095	House	1606 U.S. Highway 61	1952	Not Eligible	
LK-SVC-096	House	1608 U.S. Highway 61	1953	Not Eligible	
LK-SVC-097	House	1610 U.S. Highway 61	1955	Not Eligible	

Table 1. Phase I Survey results

Inventory No.	Historic Name	Address	Constr. Date	Recommendation	Image
LK-SVC-098	House	1623 U.S. Highway 61	1959	Not Eligible	
LK-SVC-099	House	1625 U.S. Highway 61	1959	Not Eligible	

4.3.2 Properties not inventoried

Surveyors inventoried all pre-1974 resources within the APE that were at least partially visible and accessible at the time of survey. Properties excluded from the inventory include six post-1973 buildings (see Table 2) and three parcels with no standing structures or designed landscape features. No pre-1974 resources associated with the Christiansen family's smoked fish establishment or Betty's Pies are extant. The current Betty's Pies building was constructed in 2002 and does not meet inventory criteria. The unpaved lakeside parking area on the east side of the Stewart River was also not inventoried; although in use by 1940, it was not improved and does not include any amenities or associated features (see Figure 5). As such, according to the registration requirements delineated in *Historic Roadside Development Structures on Minnesota Trunk Highways*, the parking area does not warrant inventory.³⁵

Table 2. Properties not inventoried because they are post-1973 construction and do not meet inventory criteria

Historic Name	Address	Construction Date
House	1598 U.S. Highway 61	1990
House	1614 U.S. Highway 61	1980
House	1628 U.S. Highway 61	1996
House	1676 U.S. Highway 61	1988
House	1615 County State Aid Highway 3	1990
Betty's Pies	1633 U.S. Highway 61	2002

³⁵ Gemini Research, *Historic Roadside Development Structures on Minnesota Trunk Highways*, 6.1-6.6.



Figure 5. Entrance to unpaved parking area.

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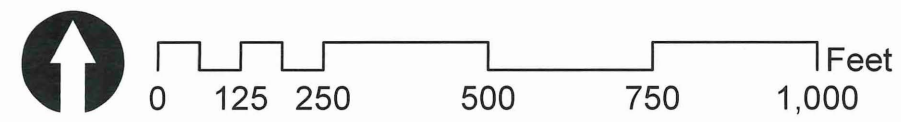
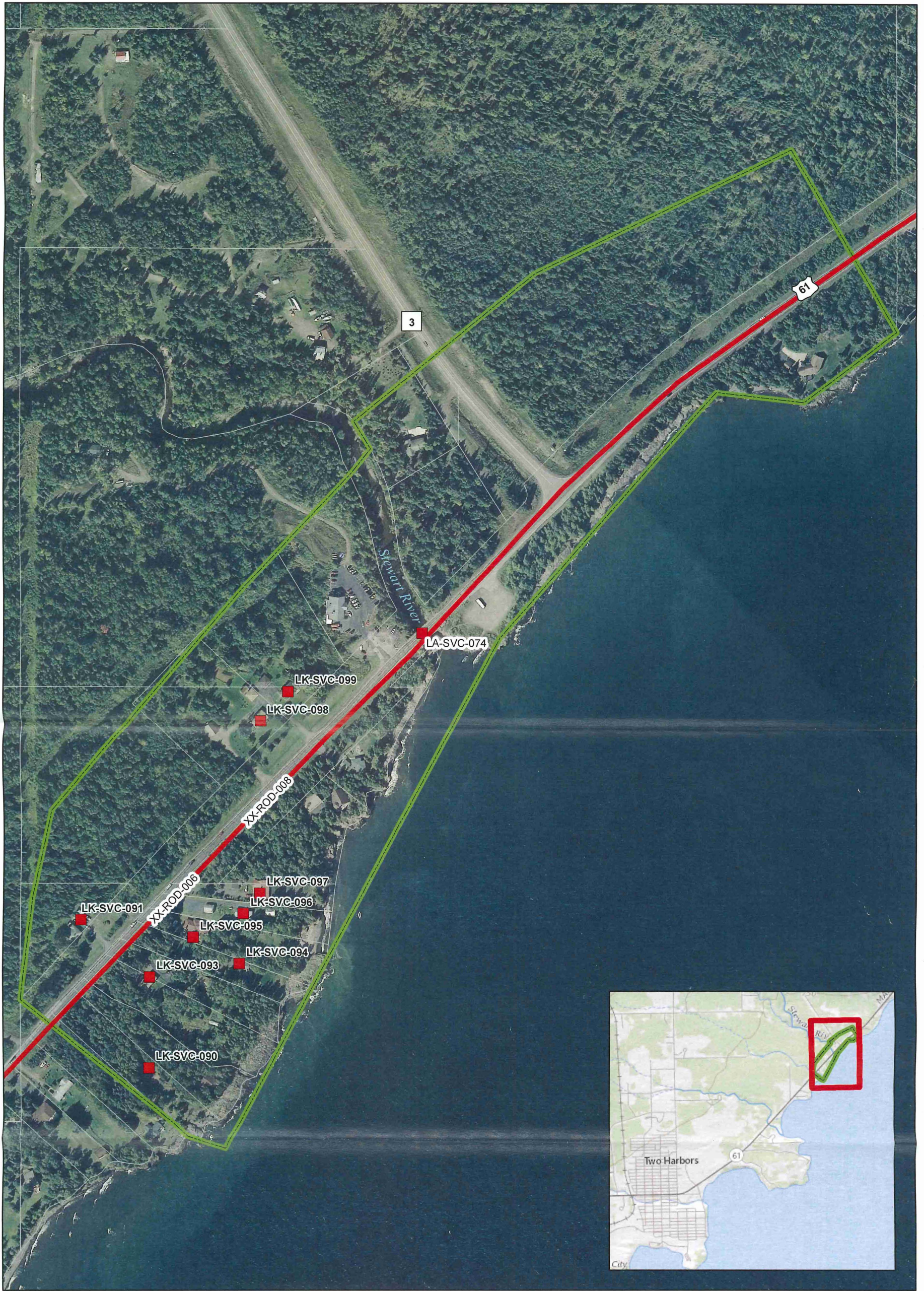
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Appendix A. Area of Potential Effects Map



- Surveyed Resources
- Previously Surveyed Corridors
- Architecture/History APE
- Parcels

Phase I Architecture/History Survey

**Stewart River Bridge Rehabilitation
Bridge No. 3589, TH 61 over Stewart River
Silver Creek Township, Lake County
SP 3505-99**