

E1 20223

January 5, 2009

Ms. Victoria Rutson
Section of Environmental Analysis
Surface Transportation Board
Washington, D.C. 20423

RE: STB No. AB-33 (Sub. No. 234X)
Proposed abandonment of the Stillwater Industrial Lead from M.P. 469 to 5.5
Union Pacific Railroad
Washington County
SHPO Number: 2006-0286

Dear Ms. Rutson:

We last wrote your office regarding the above-proposed action on 5 September 2008.

In early December, representatives of our office visited the area of the Stillwater South Main Street Archaeological District with Jackie Sluss and Todd Clarkowski of the Minnesota Department of Transportation (MnDOT), Mike Pogge of the City of Stillwater, and Michelle Terrell of Two Pines Resource Group. This district meets National Register criteria; a copy of the draft registration form is enclosed.

The observations made during the field visit confirmed that there are areas of significant erosion under the tracks scheduled for abandonment. These areas are directly adjacent to (and higher than) two principal elements of the district, the Hersey & Bean Lumber Company's Sawmill (21WA0091) and Planing Mill (21WA0100).

Our field observations also confirmed the concerns about track removal that we expressed in our 5 September letter. With the erosion that has already occurred, the stability of the ground under the tracks is not clear, and use of equipment to remove the tracks could cause damage to the adjacent walls and other elements of the archaeological district. Further, it appears that the tracks may currently act as a stabilizing factor, and their removal might result in accelerated erosion and site damage.

The development of a "Loop Trail" on this track alignment (with provisions for protection of the archaeological district) is a mitigation element in the Federal Highway Administration's Section 106 Programmatic Agreement for the upcoming St. Croix River Crossing project. Signatories to this agreement include a range of federal, state, and local agencies and organizations, including the National Park Service (the area is within the St. Croix National Scenic Riverway). The Loop Trail will be built by MnDOT as part of the overall bridge project, currently projected for construction in 2013.

At the time of construction, MnDOT is committed to address stabilization of the track/trail bed and protection of the archaeological district. However, removal of the tracks at this time may cause significant adverse effects to the archaeological site in the interim. Not removing the tracks as part of the abandonment process may be the best way to address this issue. MnDOT has indicated that they are prepared to remove the tracks at the time of trail construction.

We would appreciate the opportunity to discuss this review with your office. You can reach me at (651) 259-3456.

Sincerely,



Dennis A. Gimmestad
Government Programs & Compliance Officer

Enclosure : National Register Form (draft) for the Stillwater South Main Street Archaeological District

cc: Cheryl Martin, Federal Highway Administration
Chris Stein, National Park Service
Jackie Sluss, Minnesota Department of Transportation
Todd Clarkowski, Minnesota Department of Transportation
Bill Turnblad, City of Stillwater
Mike Pogge, City of Stillwater
Mack Shumate, Union Pacific
Raymond Allamong, Union Pacific
Michelle Terrell, Two Pines Resource Group (no enclosure)

United States Department of the Interior
National Park Service

DRAFT

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, or computer, to complete all items.

1. Name of Property

historic name Stillwater South Main Street Archaeological District

other names/site number 21WA0091; 21WA0092; and 21WA0100

2. Location

street & number off Minnesota State Highway 95 ☐ not for publication

city or town Stillwater ☐ vicinity

state Minnesota code MN county Washington code 163 zip code 55082

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official _____ Date _____

State or Federal agency and bureau _____

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that this property is:

☐ entered in the National Register.

☐ See continuation sheet.

☐ determined eligible for the
National Register.

☐ See continuation sheet.

☐ determined not eligible for the
National Register.

☐ removed from the National Register.

☐ other, (explain): _____

Signature of the Keeper _____

Date of Action _____

Stillwater South Main Street Archaeological District
Name of Property

Washington County, Minnesota
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☒ private
☒ public-local
☒ public-State
☐ public-Federal

Category of Property

(Check only one box)

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

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing Noncontributing

3	buildings
	sites
	structure
	objects
3	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

Industry/ Manufacturing Facility

Domestic/ Multiple Dwelling

Domestic/ Single Dwelling

Current Functions

(Enter categories from instructions)

Vacant/ Not In Use

Landscape/ Park (work in progress)

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

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

Criteria Considerations

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

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or a grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Industry

Social History

Period of Significance

AD 1854-1932

Significant Dates

1854

1906

1932

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

EuroAmerican

Architect/Builder

N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

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

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☒ Other

Name of repository:

Minnesota Department of Transportation

Stillwater South Main Street Archaeological District
Name of Property

Washington County, Minnesota
County and State

10. Geographical Data

Acreage of Property 12

UTM References

(Place additional UTM references on a continuation sheet)

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☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title	Michelle M. Terrell, Principle Archaeologist and Historian		
organization	Two Pines Resource Group, LLC	date	7-20-07
street and number	17711 260 th Street	telephone	651-257-4766
city or town	Shafer	state	MN
		zip code	55074

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name			
street & number		telephone	
city or town		state	
		zip code	

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it contains a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the National Register of Historic Places, National Park Service, 1849 C St., Washington, DC 20240.

United States Department of the Interior
National Park Service

DRAFT

**National Register of Historic Places
Continuation Sheet**

Name of property

Stillwater South Main Street Archaeological District

County and State

Washington County, Minnesota

Section 7 Page 1

SUMMARY DESCRIPTION

The Stillwater South Main Street Archaeological District encompasses three contiguous archaeological sites situated along the St. Croix River at the south end of the city of Stillwater (Map 1). These contiguous sites contain the archaeological remains of the Hersey & Bean Lumber Company's sawmill (21WA0091) and planing mill (21WA0092), and the nearby residential neighborhood of "Slab Alley" (21WA0100) where many lumbermen resided (Map 2). Within the boundaries of these sites are intact archaeological features associated with the former mills, as well as the foundations of domestic structures and undisturbed household deposits associated with the occupants of Slab Alley. Together, this group of sites provides significant archaeological evidence not only for sawmill technology and the nature of daily life in a nineteenth-century working-class neighborhood in Stillwater, but also the direct correlation between the economic boom and bust of the lumber industry and the development and demise of the Slab Alley community.

PERIOD OF SIGNIFICANCE: 1854 to 1932

The beginning and end dates for the period of significance of the Stillwater South Main Street Archaeological District are closely tied to the growth of the St. Croix River valley lumber industry during the mid nineteenth century and its eventual decline in the early twentieth century. The third mill to be built at Stillwater, the Hersey & Bean Lumber Company's sawmill was constructed in 1854 on the riverbank at the south end of town. At its peak production, this technologically advanced mill was one of the largest lumber producers and employers in the river valley. Shortly after the mill began operation, the "Slab Alley" community developed along the base of the bluff to the northwest of the mill complex. Comprised of nineteen individual residences and boarding houses, this neighborhood provided housing for the mill's seasonal workers. Given this symbiotic relationship, it is not surprising that as the St. Croix River logging industry declined so too did the Slab Alley neighborhood. By the time the mill completed its last season of operation in 1905, several of the buildings within Slab Alley had already been razed, and the remaining few were removed in 1932. Therefore, the time period from 1854 to 1932 encompasses both the beginning and end of the Hersey & Bean Lumber Company's mill at Stillwater, as well as the construction and demolition of the Slab Alley neighborhood.

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CULTURAL AFFILIATION

Lumbering within the St. Croix River valley traces its origins to the logging industry of New England. The Hersey & Bean sawmill, like most mills along the river, was owned by a New England-based enterprise and operated by local representatives of the company. This New England connection was also reflected in the general population of Stillwater, where most of the original American-born population was from New England, particularly Maine, as well as New York. Other concentrations of inhabitants included immigrants from Germany, Canada, Scandinavia, and the British Isles (Henning 1999:25). While the mill was in operation, the residents of Slab Alley were largely Irish, Canadians, or Irish-Canadians – primarily from New Brunswick. Boarders were also primarily Irish or Canadian immigrants or New Englanders. After the mill closed, the earlier families moved away, and the neighborhood transitioned to households of Russian-Jewish immigrants, German immigrants, and Midwest-born families.

CONTRIBUTING ARCHAEOLOGICAL SITES

There are three contributing archaeological sites within the South Main Street Archaeological District (Map 1). No non-contributing resources are encompassed by the boundaries of the district.

Site 21WA0091 (Hersey & Bean Sawmill Site)

Site 21WA0091 consists of the archaeological remains of the Hersey & Bean Lumber Company's North Western mill complex (Map 3). Constructed in 1854, this mill was the third sawmill to be built within the burgeoning lumber community of Stillwater, Minnesota. Sited on the southern edge of town, the main sawmill complex was erected on a half-mile-long, level section of riverfront that is bound to the west by a steep wooded bluff and to the east by the bank of the St. Croix River (see Map 2). This location on the river flats provided ready access to logs floated down the river from a tributary network of streams in the pine forests of northern Minnesota and Wisconsin, while at the same time being convenient to the road leading south from downtown Stillwater (now South Main Street/ Highway 36/95), as well as to the railway when it was constructed in 1872 – both of which ran to the immediate west of the mill along an intermediate river terrace. Located adjacent to these avenues of transportation (river, road, and railway), the Hersey & Bean mills were ideally situated for the collection and milling of logs and the transportation of lumber. For just over 50 years, the Hersey & Bean sawmill was a leading industry and was described as being "the largest and most modern of any to be found in the St. Croix River valley" having "every modern appliance and equipment for manufacturing and handling lumber in the most economical manner" (Railway Publishing Company 1903:16).

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Name of property	
Stillwater South Main Street Archaeological District	
County and State	
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Today, the river flats where the main sawmill once stood are primarily open land bordered by some sparse woodlands (Photograph 1). Since the removal of the mill complex in 1906, the site has remained largely undeveloped and at present the majority of the site is located on public land owned by the City of Stillwater and the Minnesota Department of Transportation. In 1999, Rivercrest Associates, Inc. documented surface features associated with the sawmill, but did not conduct subsurface excavations (Henning 1999). In 2004, a Phase I/II archaeological survey and evaluation of the site was undertaken by Two Pines Resource Group in order to further define the boundaries of the site and to determine if there were any intact subsurface features associated with the mill in addition to those visible on the surface. As much of the main sawmill complex was a wood-framed structure constructed on piers, the excavations focused on features that were likely to have archaeological signatures, such as those structures identified on Sanborn fire insurance maps as having stone foundations. Archaeological fieldwork at the site of the Hersey & Bean Lumber Company Sawmill site (21WA0091) consisted of the excavation of nine backhoe trenches, the clearing of foundations, and the mapping of all excavated features.

The horizontal boundaries of site 21WA0091 encompass the archaeological features documented during the fieldwork, as well as those portrayed on Sanborn fire insurance maps that are likely to also have intact archaeological signatures based on the results of the archaeological investigations to date (see Maps 1 and 3). The site therefore encompasses the area of the main sawmill; the company store/office building; outbuildings including warehouses, a drying house, and blacksmith shop; and that area that was occupied by associated railroad sidings. The site boundary also includes the base of the sawmill's limestone chimney base, which is located on private property atop the bluff to the west of South Main Street. Within site 21WA0091, the depths of archaeological deposits are generally shallower along the west edge of the site, while river deposited sediments and fill are thicker towards the river. Archaeological excavations revealed that the machinery bases located along the west edge of the site were covered by less than 2 ft. (60 cm) of accumulated soils, while trenches proximate to the store/office foundations revealed approximately 2.5 ft. (75 cm) of accumulation over the original footings of the building. Trenches in the central portion of the site also contained 2 to 2.5 ft. (60 to 75 cm) of unconsolidated soils over archaeological deposits. The water table was generally encountered between 3 and 4 ft. (1 and 1.2 m) below the ground surface.

The location of the Hersey & Bean Lumber Company's North Western Mill has remained largely undeveloped since the mill was dismantled in 1906. The most notable disturbances include the construction of a barge terminal to the north of the store/office building; the laying of rail sidings for the barge terminal in the east-central portion of the site; and the installation of a storm water outlet (to the north of the store/office building) and a sewer line (through the site from north to south). These impacts, though, have avoided the primary elements of the site.

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During fieldwork to date, the following key archaeological features were identified within site 21WA0091 (see Map 3). Due to the excellent integrity of this site, it is anticipated that additional subsurface features that have yet to be identified are also contained within the site.

Sawmill Power House – The footings and foundations for the main sawmill's gang saw (Photograph 2), flywheel (Photograph 3), and engine were uncovered during the 2004 investigations (Map 4). These features were located on the ground floor of the mill and represent the power transfer from the steam-powered engine to the flywheels and gearing that powered the machinery located on the second floor of the mill. The machinery footings are constructed of cut limestone block atop bedrock. In places the bedrock was cut and modified to form a portion of the machinery bases. Projecting from the surface of these bases are threaded iron and steel ties to which the machinery was bolted. These features are located along the western edge of the site and were only partially excavated as they are situated at the base of the railroad embankment. The most visible of these features is the gang-saw base. This saw base is approximately 16-x-14 ft. wide and constructed of approximately 7 ft. of cut limestone blocks laid atop a solid bedrock foundation. This substantial base was necessary to support the massive gang-saw with its multiple saws, which were in operation on the second floor of the mill.

Chimney Base – The base of the mill's formerly 30-ft. tall stone chimney is preserved on private property (Photograph 4). This chimney was connected to the mill by an underground brick and stone flue that ran under the roadway and up the bluff face. No archaeological testing has been conducted in the vicinity of this feature.

Store/Office Building – In 1879, the then Hersey, Bean & Brown Lumber Company built a two-and-a-half story, wood-frame store/office building adjacent to their yards (Warner and Foote 1881:516; Sanborn Map Company 1884). The stone foundations of this building are preserved within a copse of trees at the north end of the site (see Map 3). This building was extant longer than the mill and the presence of a poured concrete floor within the former limestone foundations and the augmentation of those foundations with concrete block, as well as evidence for the electrification of the building, indicate that the foundation was reused and adapted during the twentieth century (Sanborn Map Company 1910). The visible limestone foundations encompass a main room that has interior dimensions of 52.4 ft. (16 m) by 21.7 ft. (6.6 m), and remnants of an additional room to the south that was 13.4 ft. (4 m) long (Map 5). The west wall of the foundations, which is the most intact, is 1.75 ft. (0.5 m) thick and is still extant to a height of 10 ft. The north, east, and south walls have been modified through the addition of concrete block. Two trenches excavated in 2004 proximate to the structure revealed approximately 2.5 ft. (76 cm) of accumulation over the original footings of the building. Intact artifact bearing strata and a builders' trench were documented within a trench excavated immediately adjacent to the building.

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Retaining Wall – A limestone retaining wall runs along the west edge of the site from the remains of the power house south approximately 300 feet. The northern portion of this wall is covered by slough, but archaeological trenches confirmed its intact subsurface presence.

Site 21WA0092 (Hersey & Bean Planing Mill)

Site 21WA0092 consists of the archaeological remains of the Hersey & Bean Lumber Company's planing mill or "Little Mill." This mill was constructed in 1873 to the south of the main mill and was designed to cut the long pieces of lumber that were necessary for the construction of railroad bridges. The planing mill was damaged by fire in 1887 and rebuilt on the same location. A description of the rebuilt planing mill described it as "without doubt the most perfect and complete mill of its kind in American, and which, like their saw mill, contains the latest and most approved machinery" (Barrett 1887). In 1906, when the Hersey & Bean mill ceased operation, the machinery of the planing mill was salvaged, but the power house, which was constructed primarily of stone, was allowed to fall into ruin.

Today, the location of the planing mill is a narrow, wooded swath of riverfront bordered to the west by a bluff face and to the east by the river (Photograph 5). The ruins of the mill are located immediately adjacent to the bluff and to the west of a dirt access road through the area. A ditch and culverts are also located on the west side of the road. Since the removal of the mill complex in 1906, the site has remained undeveloped and at present it is located on public land owned by the City of Stillwater. In 1999, Rivercrest Associates, Inc. documented surface features associated with the planing mill, but did not conduct subsurface excavations (Henning 1999). In 2004, a Phase I/II archaeological survey and evaluation of the site was undertaken in by Two Pines Resource Group in order to further define the boundaries of the site and to determine if there were any intact subsurface features associated with the mill in addition to those visible on the surface. Archaeological fieldwork at the site of Hersey & Bean Lumber Company Planing Mill site (21WA0092) consisted of documenting the ruins of the planing mill and the excavation of a single test trench.

According to Sanborn fire insurance maps, the planing mill's power house included a boiler room; engine room; filing room; office; and machine shop. Surviving archaeological elements are associated with the power house and include the extant limestone walls and foundations of the mill's boiler room, which are partially cut into bedrock, and the west walls of the machine shop and engine room (Maps 6 and 7). Portions of the wall along the west side of the ruin have slumped creating large debris piles that obscure any interior features within the ruins. Within the extant interior wall segment are an approximately 4-ft. (1.2-m) -wide brick arch between the boiler room and engine room, and a doorway opening (Photograph 6). Another 23-ft. (7-m)-high wall segment up against the bluff face indicates the location of the west wall of the shavings

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vault – where the mill’s own shavings were collected to fuel the boilers (Photograph 7). Within that wall is an approximately 4-ft. (1.2-m) -wide brick arch. This opening leads to an 82-ft. long section of the mill’s brick flue, which formerly connected to a 70-ft.-high iron chimney (Photograph 8). A single trench excavated at the site encountered the preserved subsurface remains of the engine room, which extend to the east under the existing access road. The exposed portion of the engine room floor contained six 1.5”-diameter iron ties that indicate where machinery was located within the building.

The horizontal boundaries of the site 21WA0092 encompass the archaeological features documented during the fieldwork, as well as those portrayed on Sanborn fire insurance maps that are likely to also have intact archaeological signatures based on the results of the archaeological investigations to date (see Map 1). The site therefore encompasses the area of the planing mill and power house and its associated lumber sheds. The site boundary also includes the location of the mill’s chimney flue, which is located within Minnesota Department of Transportation road right of way. While the ruins of the planing mill’s boiler room are visible on the surface, the excavation of a trench revealed that to the east of these ruins approximately 3 ft. (90 cm) of unconsolidated sand, gravel, limestone and debris has accumulated atop the floor of the engine room.

The location of the Hersey & Bean Lumber Company’s planing mill has remained undeveloped since the mill was dismantled in 1906. The most notable disturbances include a gravel two-track road, a north-south sewer line, and storm water culverts. These impacts, though, have avoided the primary elements of the site. The discovery of the intact floor of the engine room beneath 3 ft. of fill indicates the likelihood that additional unidentified subsurface features are present.

Site 21WA0100 (Slab Alley)

Site 21WA0100 encompasses the residences of the Slab Alley neighborhood, which was formerly located on the west side of South Main Street and slightly north of the Hersey & Bean sawmill. Situated across the street from the Hersey & Bean mill, between two breweries, and proximate to downtown Stillwater, this location was an ideal setting for working-class residences and boarding houses, and by the 1860s most lots within the neighborhood had been developed. The structures of Slab Alley occupied shallow lots situated between the roadway and the base of the steep bluff of the river valley. One of the distinct environmental features of the neighborhood was the bluff that rose immediately behind the neighborhood and which also formed a shallow bedrock layer beneath it. The stone of the bluff was soft enough that several lots within the neighborhood featured man-made storage caves carved into the wall of the bluff, while privy vaults, wells, and cisterns were dug into the underlying bedrock. In 1932, the remaining homes of Slab Alley were removed in preparation for the widening of South Main

United States Department of the Interior
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Continuation Sheet**

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Name of property

Stillwater South Main Street Archaeological District

County and State

Washington County, Minnesota

Street. While the roadway construction did impact the front portions of the lots, the archaeological features of the rear lots were preserved and the site has remained undeveloped. At present the Slab Alley portion of the district is located on the Minnesota Department of Transportation's right of way (Photograph 9).

In 2004, Two Pines Resource Group identified site 21WA0100 (Slab Alley) and conducted a Phase II evaluation of the property. Testing within 21WA0100 consisted of mapping surface features within lots, surface collection of diagnostic materials, shovel testing to assess vertical deposits and the excavation of two test units – one within a privy box in Lot 4 of Block 42 of the original plat of Stillwater (Photograph 10) and one within a privy box in Lot 3 of Churchill and Nelson's Addition to Stillwater.

The horizontal boundaries of site 21WA0100 consist of the eastern portions of Lots 2 through 13 of Block 42 of the original plat of Stillwater and Lots 1 through 6 of Block 1 of Churchill and Nelson's Addition to Stillwater (see Maps 1 and 8). Archaeological excavations revealed that since 1932 there has been little accumulation of material atop the archaeological remains associated with the occupation of the neighborhood. An extensive artifact surface scatter is visible throughout the site and many archaeological features, such as structural foundations (Photograph 11), retaining walls, privy boxes, a well, and a cistern are visible on the surface. The area is also marked by the presence of shallow archaeological deposits (50 cm [1.5 ft.] or less) over bedrock outcrops. Many of the documented archaeological features are in fact excavated into the bedrock, including the storage caves at the rear of the lots which have been sealed since 1932 and have not undergone archaeological testing. In general, shovel tests towards the front parts of the lots were shallow, contained more architectural materials, and lacked developed stratigraphy. Shovel tests toward the rear of the lots bore more household materials and demonstrated intact and developed profiles. The deepest feature encountered was the well within Lot 8, which was sampled with a bucket auger to a depth of 3.20 m (10.5 ft.) below the surface without encountering sterile soils (Photograph 12). The intact archaeological features of Slab Alley yielded an abundant number of artifacts from within stratified contexts. These artifacts have the ability to answer important research questions regarding the daily lives of the workers that lived along South Main Street including aspects of their lifeways such as sanitation, hygiene, health, meal choice, consumer choice, and religious practices, among others (Photographs 13-16).

The location of Slab Alley has remained undeveloped since 1932. While the structures and front portions of the lots were removed by road expansion of that year, the back lots of the majority of the properties still remain. Stone foundations visible on the surface of many of the lots indicate that grading at the time of the road expansion was minimal. Primary threats to the integrity of the site are erosion of the bluff and looting by bottle hunters.

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SIGNIFICANCE

Summary

The Stillwater South Main Street Archaeological District is a collection of contiguous historical archaeological sites that are locally significant for their direct association with the role of Stillwater as the leading lumber city of the St. Croix River valley during the second half of the nineteenth century. From its construction in 1854 until its demolition in 1906, the Hersey & Bean Lumber Company was among the earliest, most successful, and longstanding of Stillwater's logging industries. The association of this landmark mill company with the settlement and history of the Stillwater community qualifies the district for listing on the National Register under Criterion A in the area of Industry. Moreover, the Hersey & Bean mills (21WA0091 and 21WA0092) are the only sawmill remains from Stillwater's boom period to be investigated archaeologically. These mill sites together with the well-preserved archaeological features of the nearby residential neighborhood of "Slab Alley" (21WA0100) provide significant archaeological evidence not only for sawmill technology and the nature of daily life in a nineteenth-century working-class neighborhood in Stillwater, but also the direct correlation between the economic boom and bust of the lumber industry and the development and demise of the Slab Alley community. These sites contain industrial and domestic archaeological information that will be not only of comparative value to researchers working on other sawmill sites or domestic sites from this period, but together these sites allow for the investigation of the interplay between industry and community development in Stillwater. Therefore, the Stillwater South Main Street Archaeological District also meets Criterion D for inclusion in the National Register in the areas of Industry and Social History.

The Stillwater South Main Street Archaeological District is primarily evaluated within the Minnesota Statewide historical context of St. Croix Triangle Lumbering (1830s-1900s), but also is associated with the contexts of Early Agriculture and River Settlement (1840-1870), Railroads and Agricultural Development (1870-1940), and Urban Centers (1870-1940). The Period of Significance begins with the construction of the main Hersey & Bean Lumber Company sawmill in 1854 and extends through the demolition of the remaining residences of Slab Alley in 1932.

HISTORICAL OVERVIEW

The townsite of Stillwater, Minnesota was born of the lumber industry. Shortly after 1837, when the Dakota and Anishinaabe ceded lands that contained extensive forests of pine, the St. Croix River and its network of tributary streams became the epicenter of a burgeoning lumber trade. While the first two sawmills along the St. Croix were established on the northern portion of the

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river, in 1843 the business partners of McKusick, McKean, Greeley and Leach selected a site for a water-powered mill near the head of Lake St. Croix (Warner and Foote 1881:512; Easton 1909). A small village called Stillwater grew up around the mill and, by 1855, three additional sawmills had been constructed nearby. These mills, together with the establishment of the St. Croix log boom just three miles above the townsite, soon led to the creation of a flourishing municipality and political center described as "one of the greatest lumber manufacturing cities in the North-west" (Warner and Foote 1881:512).

Hersey & Bean Lumber Company

The third sawmill to be constructed at Stillwater was built by the mill company of Hersey, Staples and Company, which was formed in 1853 by Samuel F. Hersey and Isaac Staples and two additional stakeholders (Warner and Foote 1881:515; Larson 1949:19) (Photograph 17). The company was an East Coast enterprise, and Hersey, who resided in Maine, relied on Staples, and later Charles and Jacob Bean, to oversee operations in Minnesota (Larson 1949:21). The mill itself was known as the company's North Western Mill (Warner and Foote 1881:515). The company that operated this mill would go through several partnership evolutions including Hersey, Staples & Hall; Hersey, Staples, & Bean; Hersey, Bean & Company; and Hersey, Bean & Brown; before becoming the Hersey & Bean Lumber Company in 1875 (Warner and Foote 1881:515; Larson 1949:21). In 1891, George H. Atwood would take over the mill's ownership but the company continued to be known as Hersey & Bean until the mill closed and was sold to a salvager in 1906 (Railway Publishing Company 1903:16; Empson 2000:58).

Throughout its history the North Western Mill of the Hersey & Bean Lumber Company was noted for its advanced technology (Larson 1949:19). From its initial construction in 1854 as a steam-powered enterprise, the mill was an improvement over the previous water-powered mills constructed along the St. Croix River. Other improvements included the use of a gang saw, with its bands of parallel sash saws, and the presence of a circular, or rip, saw that was the first of its kind employed at Stillwater (Larson 1949:20). So efficient was the mill that it was said, "Everything about the mill is done by machinery, even to the filing of the saws, the handling and shifting of the lumber, and the removal of slabs" (Larson 1949:20). When the mill went into production in July of 1855 its initial capacity was approximately 40,000 ft. of lumber per day or 12,000,000 ft. per year in addition to 2,500,000 ft. of lath (*St. Croix Union*, February 13, 1855; Warner and Foote 1881:515; Kane 1952:205). During the winter of 1872 to 1873 the mill was largely remodeled and rebuilt and new machinery was installed (Warner and Foote 1881:515). In 1881, the updated mill was described as being a 66 ft. x 150 ft. frame building containing a gang saw of 46 parallel sash blades; one double rotary saw; and one muley saw, which together produced 90,000 ft. of lumber per day (Photographs 18 and 19). The mill also contained two shingle machines that produced 100,000 shingles per day, and a lath machine that produced

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50,000 ft. per day (Warner and Foote 1881:515). This machinery was powered by two engines that were fed by a series of boilers (Warner and Foote 1881:515). The flue for this mill ran underground to a smoke stack located atop the bluff to the west of the mill (see Photographs 17 and 18). Other features associated with the mill included a store/office, a refuse burner, drying kilns, warehouses, a blacksmith shop, and railroad sidings (Photograph 20).

The presence of rail yards at the Hersey & Bean sawmill reflect the change in lumber shipment that was brought about by the introduction of the railroad to Stillwater in 1871. Prior to 1872, all of the lumber was sent down the river, or used locally, but with the introduction of the railroad nearly all the Hersey & Bean lumber was shipped by rail (Warner and Foote 1881:516). The remodeling of the North Western Mill that took place in 1872 and 1873 was an adaptation to the introduction of this rail line. One of the other adaptations to the rise of the railroad was the construction in 1873 of a specialized planing mill by the Hersey & Bean Lumber Company (Warner and Foote 1881:515) (see Photograph 17). This separate mill, referred to as the "Little Mill" was constructed to the south of the main mill and was designed to cut the long pieces of lumber that were necessary for the construction of railroad bridges (Warner and Foote 1881:515; Sanborn Map Company 1884). Like the main sawmill, the flue for this mill extended underground to the west to a smokestack located on the bluff. The planing mill was partially damaged by fire in 1887 and rebuilt on the same location by 1888. A description of the rebuilt planing mill described it as "without doubt the most perfect and complete mill of its kind in American, and which, like their saw mill, contains the latest and most approved machinery" (Barrett 1887).

As the twentieth-century dawned, the logging boom was fading. The once apparently limitless supply of timber was reaching its end and soon the industry would transfer its interests west to new pineries that were now accessible by rail. By 1904, George Atwood, who was operating the North Western Mill as the Atwood "A" Mill, was faced with log shortages that forced him to temporarily shut down the mill (*Stillwater Gazette*, April 9, 1904 and June 10, 1904). Although an optimistic Atwood reported in November of 1904 that all three of his mills would be operational during the following season, in the spring of 1905 the mill did not reopen (*Stillwater Gazette*, November 12, 1904; *Stillwater Daily Gazette*, April 3, 1905). By June of the following year it was reported in the *Stillwater Messenger* (June 9, 1906) under the heading "A Land Mark Disappears" that:

The old Hersey & Bean sawmill – that old land mark in the southern part of the city that has attracted the attention of everybody entering Stillwater from that section for so long – has been sold to a Saginaw mill wrecking concern and will be dismantled and the machinery shipped away.

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That same year both the Hersey & Bean Lumber Company's former North Western Mill and the Little Mill were dismantled and removed (*Stillwater Gazette*, June 6, 1906; Sanborn Map Company 1910). When the last log drive on the St. Croix River occurred in 1914, only the former store/office building remained to mark the location of one of Stillwater's largest sawmill enterprises (Dunn 1965:113).

Throughout their history, the Hersey & Bean Lumber Company's mills exhibited the latest technologies for turning logs into lumber and illustrated the New England approach to logging in the St. Croix Valley. From the construction of a steam-powered mill, to the use of the first circular saw at Stillwater, and the adaptation to the introduction of the railroad, the Hersey & Bean Lumber Company embraced new technologies that improved the efficiency of lumber milling. In 1903, fifty years after its inception, it was still described as "the largest and most modern of any to be found in the St. Croix River valley" having "every modern appliance and equipment for manufacturing and handling lumber in the most economical manner" (Railway Publishing Company 1903:16).

Slab Alley

A sawmill of the size of the Hersey & Bean Lumber Company also required a considerable workforce. In 1873, the mill was employing 160 men and running day and night to keep up with the demand for lumber (*Stillwater Gazette*, January 21, 1873). While the company operated its own boarding house to the south of the mill complex below Orleans Street, it could not house all of the personnel required to operate the plant as well as the multitude of lumberjacks that came into town with the spring log drive (Sanborn Map Company 1884). It is not surprising, therefore, that a residential neighborhood of boarding houses and working-class homes sprung up on the opposite side of South Main Street and slightly to the northwest of the Hersey & Bean Lumber Company's property. This two-block long neighborhood occupied a narrow strip of land at the base of the river bluff within Block 42 of the original plat of Stillwater and within Block 1 of Churchill and Nelson's Addition to Stillwater. To the north, the neighborhood gave way to the commercial district of Stillwater, while at its southern end was the North Western (Aiple) Brewery. Across the road from the residences were rail sidings and the St. Croix River.

Site 21WA0100 (Slab Alley) encompasses archaeological deposits associated with the former structures that occupied Lots 2-13 of Block 42 of the original plat of Stillwater and Lots 1-6 of Block 1 of Churchill and Nelson's Addition (Map 8). While the residential neighborhood thus described came to be known as "Slab Alley," that moniker once included, and may have originated with, a series of "little homes on both sides of the street" situated to the south of the North Western Brewery within Blocks 1, 2, and 11 of Hersey, Staples, and Company's Addition to Stillwater (Sanborn Map Company 1884; *Stillwater Daily Gazette*, November 25, 1927;

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Empson 2000). With time, the location of the southern homes was lost entirely to road construction, and the name “Slab Alley” was transferred exclusively in local histories to that area north of the brewery (*Stillwater Gazette*, May 7, 1993; Peterson 1996).

The origin and association of the name “Slab Alley” with this residential district is unclear. It has been suggested that the neighborhood along South Main Street was referred to as “Slab Alley” because the homes were in fact constructed from slabs, which are the poor-quality exterior portions of the logs that have one flat and one curved surface (*Stillwater Gazette*, May 7, 1993; Peterson 1996). There is no evidence, though, that the homes were in fact constructed of slab wood. Rather, Sanborn insurance maps, birds-eye views, and historical photographs indicate a mixture of single and multiple-story wood-frame, brick, and stone foundation structures bearing detailed millwork (see Map 8) (Photographs 21-24). Other possibilities for the origin of the name are the neighborhood’s association with lumbermen (the contemporary lumber town of Eagle Lake, Maine also had a “Slab Alley”); the proximity of the homes along southern South Main Street to the mill’s slab piling ground, which was located to the south of the planing mill (Sanborn Map Company 1898); or perhaps the term for the cast-off pieces of wood was a pejorative phrase assigned to the neighborhood’s residents. While the origin of the name is lost, the “Slab Alley” neighborhood encompassed those residences along South Main Street that were located proximate to the Hersey & Bean Lumber Company’s mills.

As its boundaries are defined, site (21WA0100) encompasses all of the residences located on the west side of South Main Street, to the south of downtown, and to the north of the North Western Brewery property. According to deed records, the lots within this portion of Slab Alley were primarily developed during the 1860s after the mill had opened in 1854. In addition to Ruger’s 1870 and 1879 bird’s-eye views, the structures in this area are documented on Sanborn Map Company fire insurance maps from 1884, 1888, 1891, 1898, 1904, 1910, and 1924, and in photographs taken in 1932 by local photographer John Runk (Photographs 21-24). These documents indicate that at one time there were nineteen structures within the site boundary. Tax assessment data and census records tell the story of a predominantly owner-occupied, Irish or Canadian-Irish neighborhood being nearly equally split between boarding houses and individual residences. While the boarders came and went, from the 1870s through circa 1910 there was a general consistency in the ownership and occupation of the lots within Slab Alley, which provides the opportunity to identify, analyze, and compare household assemblages associated with particular occupants. Typically archaeological features associated with boarding houses and rental properties are not considered good prospects for answering research questions because the contents cannot be definitively linked with particular site occupants. The stability of ownership of the boarding houses and residences within Slab Alley, though, permits the examination of consumer choices made by boarding house owners and their families in addition to the study of the general artifacts associated with the boarders and residents of Slab Alley.

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After the Hersey & Bean mills closed in 1906, the faces of Slab Alley neighborhood began to change. Many families moved away and the aging structures began to fall into disrepair. According to the 1910 census, new residents included three households of Russian Jewish immigrants, and two households of German immigrants. By 1924, only nine of the original structures remained, and, of those, only two structures were still occupied by pre-mill closure owners. In 1932, the Minnesota Department of Transportation purchased the lots of Slab Alley in preparation for widening South Main Street. At that time the remaining six structures were removed. Local photographer John Runk documented the last Slab Alley structures in April of that year. His photographs document the condition of the remaining structures as well as the foundations of former structures and the recent introduction of a gas station on Lot 7 (Photographs 21-24).

Archaeology

Archaeological investigations conducted within the South Main Street Archaeological District have revealed intact features at both of the mill sites (21WA0091 and 21WA0092) and within the lots of Slab Alley (21WA0100). Subsurface remains within the mill sites document the location and internal layout of the mills' machinery. As the Hersey & Bean Lumber Company was noted for its incorporation of new technologies, including the use of steam engines and its adaptation to the introduction of the railroad, these intact archaeological features increase our understanding of the significant elements of this property and serve to answer research questions regarding late-nineteenth-century mill technology. To date, the Hersey & Bean sawmill is also the only Stillwater sawmill to undergo an archaeological excavation and of Stillwater's mills it is the most likely to have extensive preserved archaeological features. The intact domestic features of Slab Alley compliment these industrial remains, by providing data that can answer important research questions about the daily life (sanitation, hygiene, health, meal choice, consumer choice, and religious practices, etc.) of the workers that were employed in the mill and whose neighborhood rose and declined in direct correlation with the St. Croix valley lumber boom. The only other domestic assemblage from this period that has been excavated within Stillwater is associated with the residence of the prominent Stillwater businessman and lumber mill owner, Isaac Staples (21WA0089). Therefore, the archaeological deposits of Slab Alley provide the unique opportunity to examine a working-class neighborhood within the urban setting of late-nineteenth century Stillwater.

Since the mill closed in 1906 and Minnesota Department of Transportation removed the remaining Slab Alley structures in 1932, disturbance and development has been limited across all three sites (21WA0091; 21WA0092; and 21WA0100). While the area to the immediate north of the main Hersey & Bean sawmill (21WA0091) was the site of the Stillwater Municipal Barge Terminal, which included adaptation of the former store/office building and the construction of

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rail sidings, subsurface impacts have been largely limited to an east-west storm water outlet to the north of the store/office building and a north-south sewer line through the site. These impacts, though, have avoided the primary elements of the site, including the power house remains. Similarly, the location of the planing mill (21WA0092) has remained undisturbed with the exception of the same north-south sewer line present within site 21WA0091. The primary threat to the integrity of site 21WA0092 is shoreline erosion and the collapse of the remaining extant ruins of the mill. Since the expansion of South Main Street, subsurface impacts within the Slab Alley site (21WA0100) have been limited to the boulevard. Primary threats to the integrity of the site are erosion of the bluff and looting by bottle hunters. In general, though, a lack of development, together with the public ownership of these sites, has contributed to an overall excellent integrity of the subsurface resources within these sites.

To date, archaeological testing within all three sites has been limited in scope. While archaeological investigations have confirmed the presence of intact features that have the ability to answer research questions, these investigations more importantly have indicated the potential for these sites to contain extensive intact deposits beyond those that were sampled.

CONCLUSION

This historical and archaeological overview demonstrates the manner in which the history of the Hersey & Bean Lumber Company mills and the associated neighborhood of Slab Alley reflect the boom and bust of the St. Croix River valley lumber industry. Grouped together as the Stillwater South Main Street Archaeological District these sites illustrate the importance of the lumber industry to the settlement and history of Stillwater (Criterion A). Furthermore, since the demolition of the mills in 1906 and the removal of the remaining structures of Slab Alley in 1932, these sites have not undergone subsequent development. Therefore, these sites contain well-preserved industrial and domestic archaeological features that can answer significant research questions about the lumber industry and the daily lives of those who worked in the mills (Criterion D).

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VERBAL BOUNDARY DESCRIPTION

The boundary of the Stillwater South Main Street Archaeological District encompasses the outer boundaries of the three archaeological sites (21WA0091, 21WA0092, and 21WA0100) that make up the district. The following is a verbal description of that boundary:

Commencing at the intersection of the west shoreline of the St. Croix River and the south line of the N $\frac{1}{2}$ of the NW $\frac{1}{4}$ of Section 34 of Township 30N, Range 20W proceed west along that line to its intersection with the former Chicago and Northwestern Railroad corridor; then proceed northerly 325 ft. along the east edge of the rail corridor; at that point follow a line 160 ft. to the southwest on a bearing of 116 degrees west of north to the southeast corner of Washington County tax parcel 3403020220004; proceed northerly 135 ft. along the east edge of this parcel (a bearing of 26 degrees west of north) to the northeast corner of the parcel; from the northeast corner of tax parcel 3403020220004 follow a continuation of the northern boundary of Washington County parcel 3403020220002 northeasterly (a bearing of 116 degrees west of north) until it intersects the east edge of the former Chicago and Northwestern Railroad corridor; proceed northwesterly 920 ft. along the east edge of the rail corridor; at that point follow a line 220 ft. to the southwest on a bearing of 120 degrees west of north; from that point proceed northwest 60 ft. to the center point of the west lot line of Washington County tax parcel 3403020220060; from that point proceed northeasterly (a bearing of 142 degrees west of north) along a continuation of this lot line until it intersects the east edge of the former Chicago and Northwestern Railroad corridor; proceed northerly 350 ft. along the east edge of the rail corridor; at that point proceed southwesterly 220 ft. along a line that corresponds to the south lot line of Lot 6 of Block 1 of Churchill and Nelson's Addition to Stillwater until reaching the southwest corner of that lot; from that point proceed northwesterly along the western boundary of Washington County tax parcel 2703020330002, which corresponds to the west lot lines of Lots 1 through 6 of Block 1 of Churchill and Nelson's Addition to Stillwater and part of vacated Locust Street, until reaching the northwest corner of the parcel; from that point continue northwesterly along the western boundary of Washington County tax parcel 2803020440100 until reaching the northwest corner of Lot 2 of Block 42 of the original plat of Stillwater; from that point proceed northeast along the north edge of that lot until intersecting the west curb of South Main Street (Trunk Highway 36/ Minnesota State Highway 95); from that point proceed 950 ft. southeast along the west edge of South Main Street until reaching the intersection of that roadway with the north lot line of Lot 4 of Block 1 of Churchill and Nelson's Addition to Stillwater; from that point proceed northeast on a continuation of that lot line (a bearing of 120 degrees west of north) until it intersects the shoreline of the St. Croix River; from that point proceed southeast along the shoreline to the original starting point.

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BOUNDARY JUSTIFICATION

As described above, the Stillwater South Main Street Archaeological District boundary follows the outer boundaries of the three archaeological sites (21WA0091, 21WA0092, and 21WA0100) that make up the district. Each individual site boundary is based on a combination of historic boundaries and the extent of intact archaeological deposits.

The eastern and western boundaries of sites 21WA0091 (Hersey & Bean Sawmill) and site 21WA0092 (Hersey & Bean Planing Mill) correspond to their historic boundaries. The eastern boundary of these sites is the shoreline of the St. Croix River, while their western boundary is the former railroad line that runs parallel to South Main street (TH 36/95) (with the exception of extensions to the west that reach beyond the railroad line to incorporate the location of each mill's former chimney). While the property associated with the Hersey & Bean Lumber Company historically extended further north and south along the banks of the St. Croix River than the boundaries assigned to sites 21WA0091 (Hersey & Bean Sawmill) and 21WA0092 (Hersey & Bean Planing Mill), disturbance to the north of site 21WA0091 (construction activities associated with the railroad and a former barge terminal as well as the installation of a water main) and to the south of site 21WA0092 (construction of a boat marina, residential housing, and the installation of a sewer main) have resulted in these boundaries being limited to the extent of intact archaeological features and deposits and an encompassing buffer. The northern boundary of the site 21WA0091 is an extension of the north lot line of Lot 4 of Block 1 of Churchill and Nelson's Addition to Stillwater. The southern boundary of Site 21WA0092 is aligned with the centerline of Hancock Street, which is also the south line of the N ½ of the NW ¼ of Section 34 of Township 30N, Range 20W.

The northern, western, and southern boundaries of site 21WA0100 (Slab Alley) corresponds to the historic lots associated with this residential neighborhood. The northern boundary is the north lot line of Lot 2 of Block 42 of the original plat of Stillwater. The western boundary is the west edge of Washington County parcels 2803020440100 and 2703020330002, which correspond to the legal west boundaries of the lots occupied by the Slab Alley residences. The southern boundary is the south lot line of Lot 6 of Block 1 of Churchill and Nelson's Addition to Stillwater. When South Main Street (TH 36/95) was widened in the 1930s, the eastern portions of the lots within site 21WA0100 were truncated. Therefore, the eastern boundary of site 21WA0100 is defined as the west curb of South Main Street (TH 36/95) rather than the east lot line of the parcels associated with the site.

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Washington County, Minnesota

Section **Maps**

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MAPS

- 1) Stillwater South Main Street Archaeological District Boundary
- 2) Detail from 1879 Bird's-Eye View of Stillwater with Approximate Site Boundaries and Structures Identified (Ruger 1879)
- 3) Site 21WA0091 – Archaeological Investigations, 2004
- 4) Site 21WA0091 – Plan of Machinery Bases, 2004 Excavations
- 5) Site 21WA0091 – Plan of Store/Office Building, 2004 Excavations
- 6) Site 21WA0092 – Planing Mill, Sketch Map of Site
- 7) Site 21WA0092 – Plan of Planing Mill Ruins, 2004 Excavations
- 8) Site 21WA0100 – Slab Alley, Plan of Archaeological Features, 2004 Excavations

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PHOTOGRAPHS

Information provided for each photograph includes the description of the view; the direction of the camera; the date of the photograph; the name of the photographer; and the location of the original image/negative. Photographs were printed on HP Premium Photo Plus Paper using HP Vivera Inks.

- 0001) General view of site 21WA0091 (Hersey & Bean Sawmill) with the gang saw base at left**
View to the northwest
April 30, 2007
Michelle Terrell, Two Pines Resource Group, LLC
- 0002) Cleared gang saw base of the Hersey & Bean sawmill within site 21WA0091 during 2004 investigations**
View to the northwest
July 27, 2004
Michelle Terrell, Two Pines Resource Group, LLC
- 0003) Cleared flywheel base of the Hersey & Bean sawmill within site 21WA0091 during 2004 investigations**
View to the southwest
July 30, 2004
Michelle Terrell, Two Pines Resource Group, LLC
- 0004) Extant ruin of the Hersey & Bean sawmill chimney (21WA0091)**
View to the northeast
April 30, 2007
Michelle Terrell, Two Pines Resource Group, LLC
- 0005) General view of site 21WA0092 (Hersey & Bean Planing Mill)**
View to the south
April 30, 2007
Michelle Terrell, Two Pines Resource Group, LLC
- 0006) Extant ruin of the Hersey & Bean planing mill (21WA0092) -- View of the wall between the engine room and the boiler room**
View to the southwest
July 30, 2004
Jeremy Nienow, Two Pines Resource Group, LLC

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- 0007) Extant wall of the Hersey & Bean planing mill within site 21WA0092**
View to the southwest
July 30, 2004
Michelle Terrell, Two Pines Resource Group, LLC
- 0008) Brick underground chimney flue of the Hersey & Bean planing mill within site 21WA0092**
View to the southwest
July 30, 2004
Jeremy Nienow, Two Pines Resource Group, LLC
- 0009) General view of site 21WA0100 (Slab Alley)**
View to the northwest
April 30, 2007
Michelle Terrell, Two Pines Resource Group, LLC
- 0010) Privy box within Lot 4 of Block 42 within site 21WA0100 during 2004 investigations**
View to the west
August 6, 2004
Michelle Terrell, Two Pines Resource Group, LLC
- 0011) Stone foundation of 710 South Main Street within Lot 2 of Block 1 of Churchill and Nelson's Addition in site 21WA0100 during 2004 investigations**
View to the west
July 23, 2004
Michelle Terrell, Two Pines Resource Group, LLC
- 0012) Well within Lot 8 of Block 42 within site 21WA0100 during 2004 investigations**
View to the west
July 23, 2004
Michelle Terrell, Two Pines Resource Group, LLC
- 0013) Examples of ceramic maker's marks recovered from site 21WA0100 during 2004 fieldwork**
January 21, 2005
Two Pines Resource Group, LLC
- 0014) Medicine bottle marked "St. Croix Drug Company Stillwater, Minn." recovered from site 21WA0100 during 2004 fieldwork**
January 21, 2005
Two Pines Resource Group, LLC

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- 0015) Holy water font fragment excavated in 2004 from within the privy box in Lot 3 of Block 1 of Churchill and Nelson's Addition associated with 710 South Main Street (21WA0100)**
January 21, 2005
Two Pines Resource Group, LLC
- 0016) Toys recovered from site 21WA0100 during 2004 fieldwork**
January 21, 2005
Two Pines Resource Group, LLC
- 0017) Mills of Hersey, Bean & Brown, Stillwater, Minnesota with the main mill (21WA0091) at the right and the planing mill (21WA0092) in the background at the left**
View to the south
1874 (from Andreas, A. T., *An Illustrated Historical Atlas of the State of Minnesota*, A. T. Andreas, Chicago, Illinois)
Minnesota Historical Society, Art Collection
- 0018) Hersey & Bean sawmill (21WA0091)**
View to the southwest
c. 1875
John Runk, Negative Runk 185
Minnesota Historical Society
- 0019) Hersey & Bean sawmill (21WA0091)**
View to the northwest
c. 1875
John Runk, Negative Runk 184
Minnesota Historical Society
- 0020) View of the Hersey & Bean sawmill complex (21WA0091) with the store/office building and refuse burner stack at the center of the photograph and the roofline and privy of 710 South Main Street in the foreground (21WA0100)**
View to the southeast
1897
John Runk, Negative Runk 189
Minnesota Historical Society

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- 0021) View of Slab Alley (21WA0100) with 602 South Main (Lot 2) at the right and the structures on Lots 4 (608-610 South Main), 5 (612 South Main) (only the two-story porch is visible), and Lot 9 (630 South Main) in the background**

View to the southeast

April 9, 1932

John Runk, Negative Runk 385

Minnesota Historical Society

- 0022) View of Slab Alley (21WA0100) with the Crabtree Service Station on Lot 7 at the left and the structures on Lots 5 (612 South Main), 4 (610-608 South Main) and Lot 2 (602 South Main) visible in the background**

View to the northwest

April 9, 1932

John Runk, Negative Runk 572

Minnesota Historical Society

- 0023) View of Slab Alley (21WA0100) with the Crabtree Service Station on Lot 7 at the right and the structures on Lots 9 (630 South Main), 12 (644 South Main), and 13 (646 South Main) visible in the background**

View to the southwest

April 9, 1932

John Runk, Negative Runk 573

Minnesota Historical Society

- 0024) View of Slab Alley (21WA0100) with the structures on Lots 13 (646 South Main) and 12 (644 South Main) at the left and the building on Lot 9 (630 South Main) in the background**

View to the northwest

April 9, 1932

John Runk, Negative Runk 386

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PROPERTY OWNERS

The Stillwater South Main Street Archaeological District consists of three archaeological sites. The property ownership for each site and the associated parcels are described below.

21WA0091 – Hersey & Bean Sawmill

The majority of 21WA0091 is located on City of Stillwater property, but the chimney flue extends beneath the existing TH 95 roadway through Mn/DOT ROW, and the limestone chimney base is located on private property. The associated parcels are as follows:

Parcel ID No.: 3403020220001 (Part)	Owner: City of Stillwater
Parcel ID No.: 2703020330001 (Part)	Owner: City of Stillwater
Parcel ID No.: 3403020220060 (Part)	Owner: Patricia Ann Hansen, 510 Quarry Lane
Parcel ID No.: None – TH 95	Owner: State of Minnesota - DOT

21WA0092 – Hersey & Bean Planing Mill

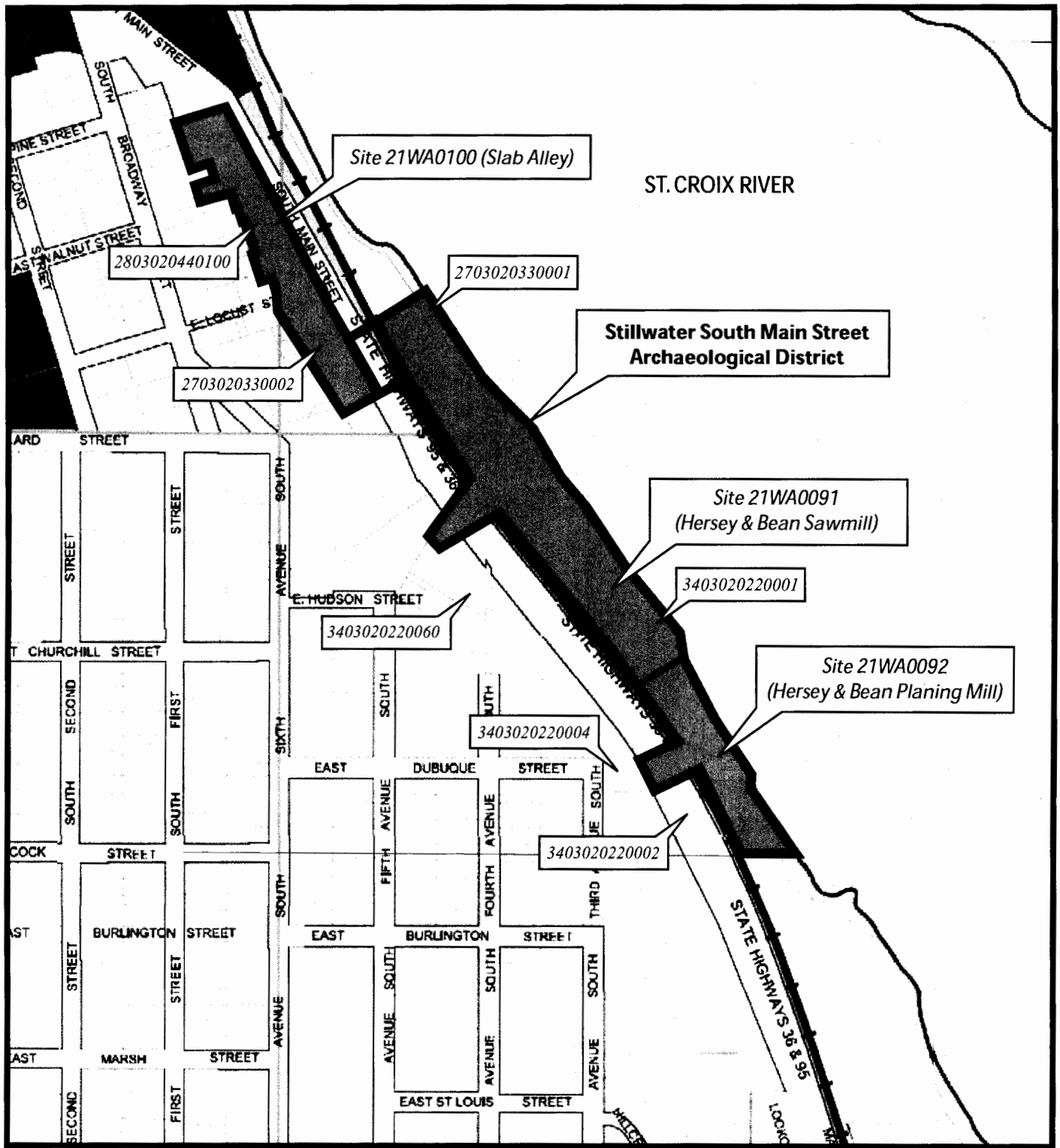
Site 21WA0092 is located entirely on City of Stillwater property, with the exception of the chimney flue that extends beneath the existing TH 95 roadway through Mn/DOT ROW. The associated parcels are as follows:

Parcel ID No.: 3403020220001 (Part)	Owner: City of Stillwater
Parcel ID No.: 3403020220002 (Part)	Owner: City of Stillwater
Parcel ID No.: None – TH 95	Owner: State of Minnesota - DOT

21WA0100 – Slab Alley

Site 21WA0100 is located entirely on Minnesota DOT property. The associated parcels area as follows:

Parcel ID No.: 2803020440100 (Part)	Owner: State of Minnesota - DOT
Parcel ID No.: 2703020330002	Owner: State of Minnesota - DOT

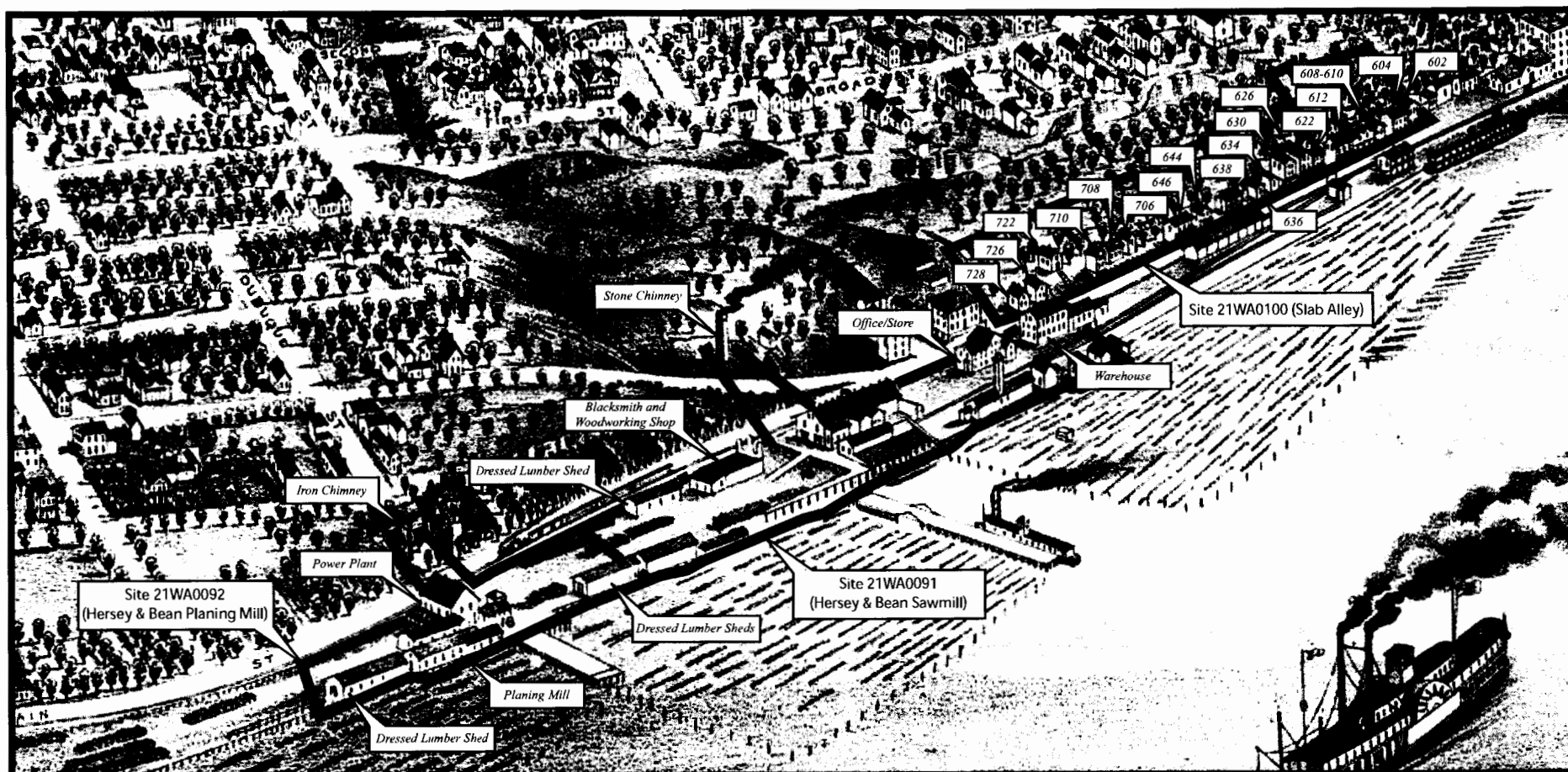


Stillwater South Main Street
Archaeological District
Washington County, Minnesota



District Boundary
Map 1

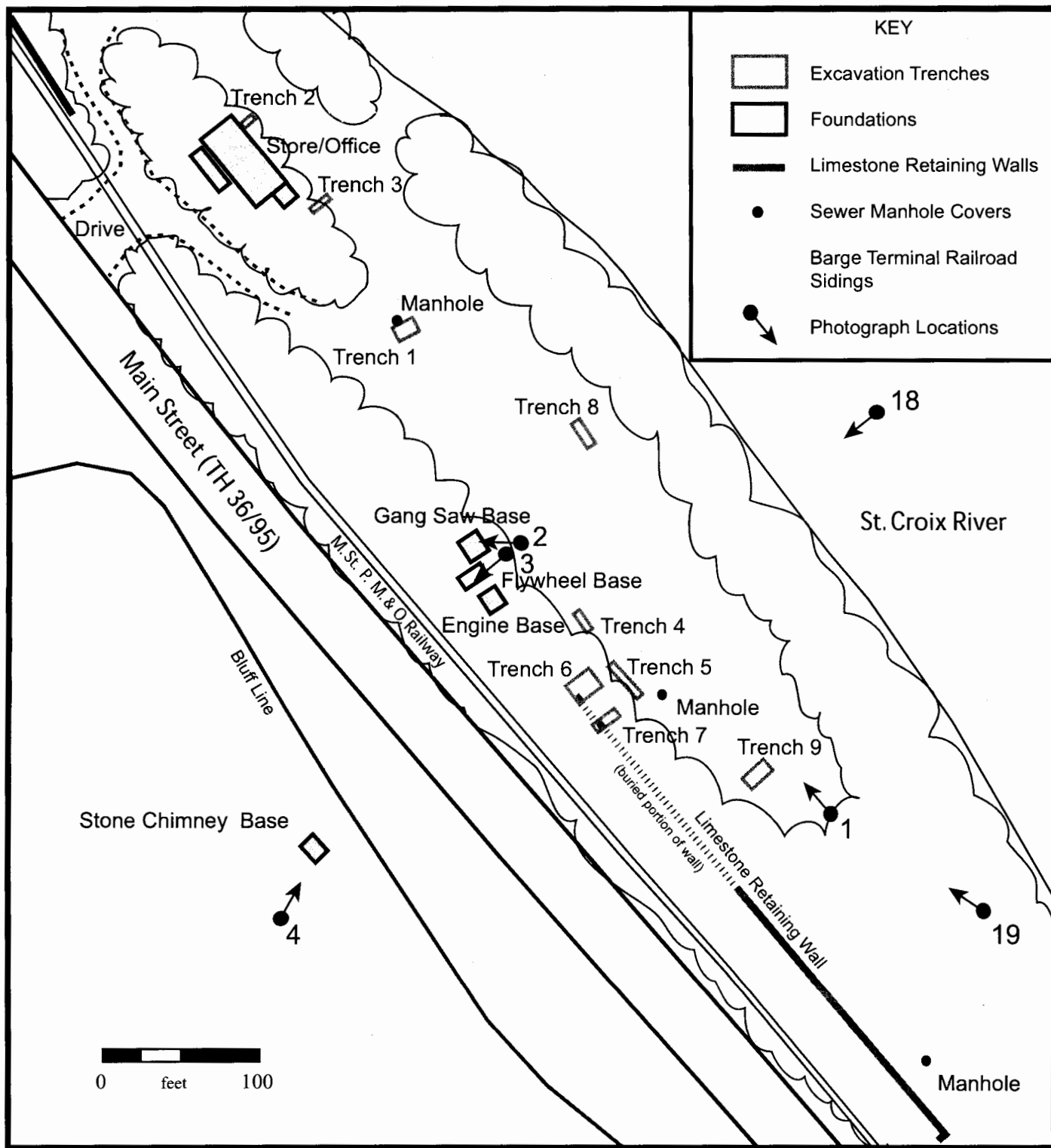




Stillwater South Main Street
Archaeological District
Washington County, Minnesota

Detail from an 1879 Bird's-Eye View of Stillwater with Approximate Site Boundaries and Structures Identified
Map 2

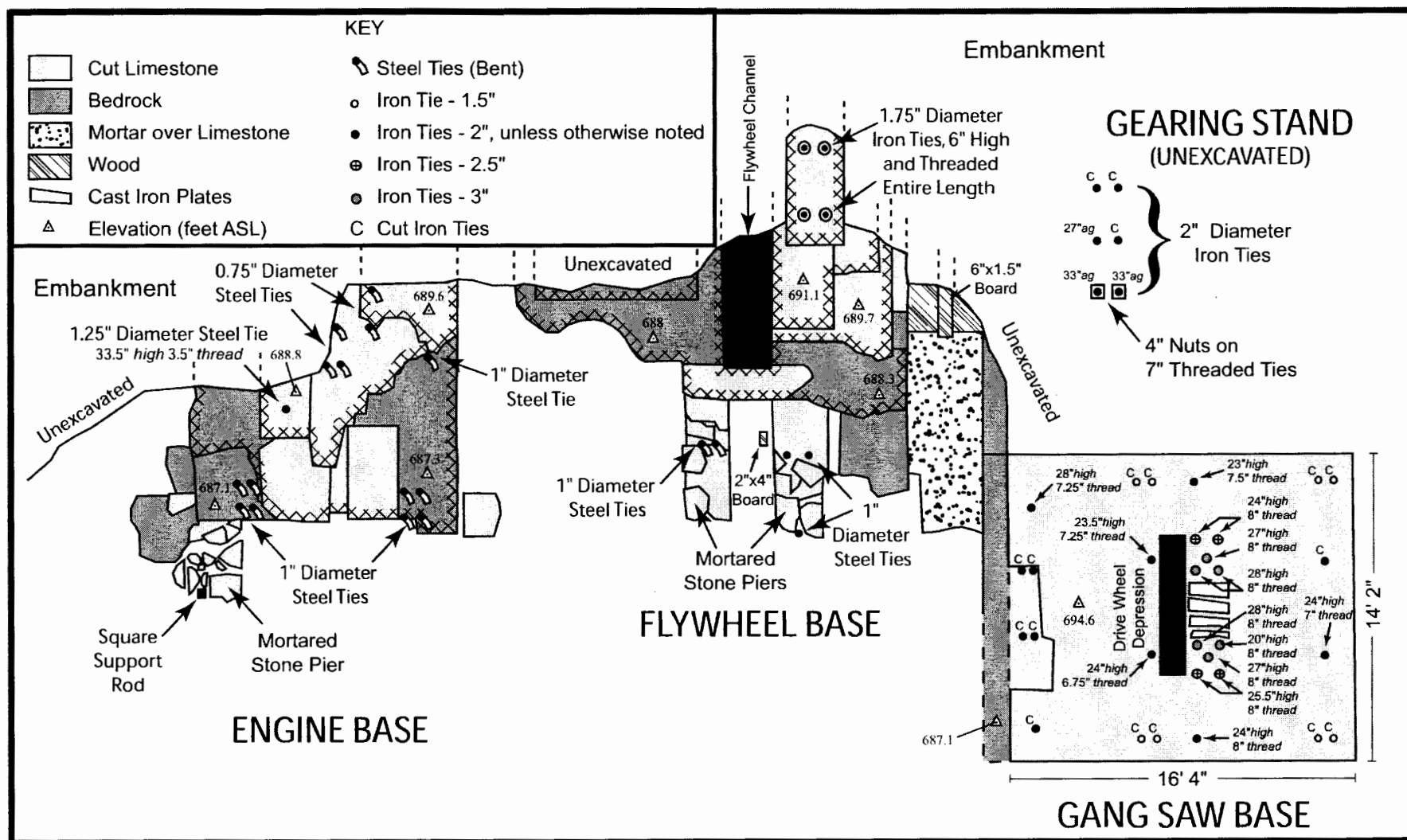
Detail from Ruger, A., 1879, Panoramic View of the City of Stillwater, Washington County, Minnesota 1879. Beck and Paulie Lith., Milwaukee. Reprinted by Empson Archives, Stillwater, Minnesota.



Stillwater South Main Street
Archaeological District
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Site 21WA0091 - Hersey & Bean Sawmill
Archaeological Investigations, 2004
Map 3

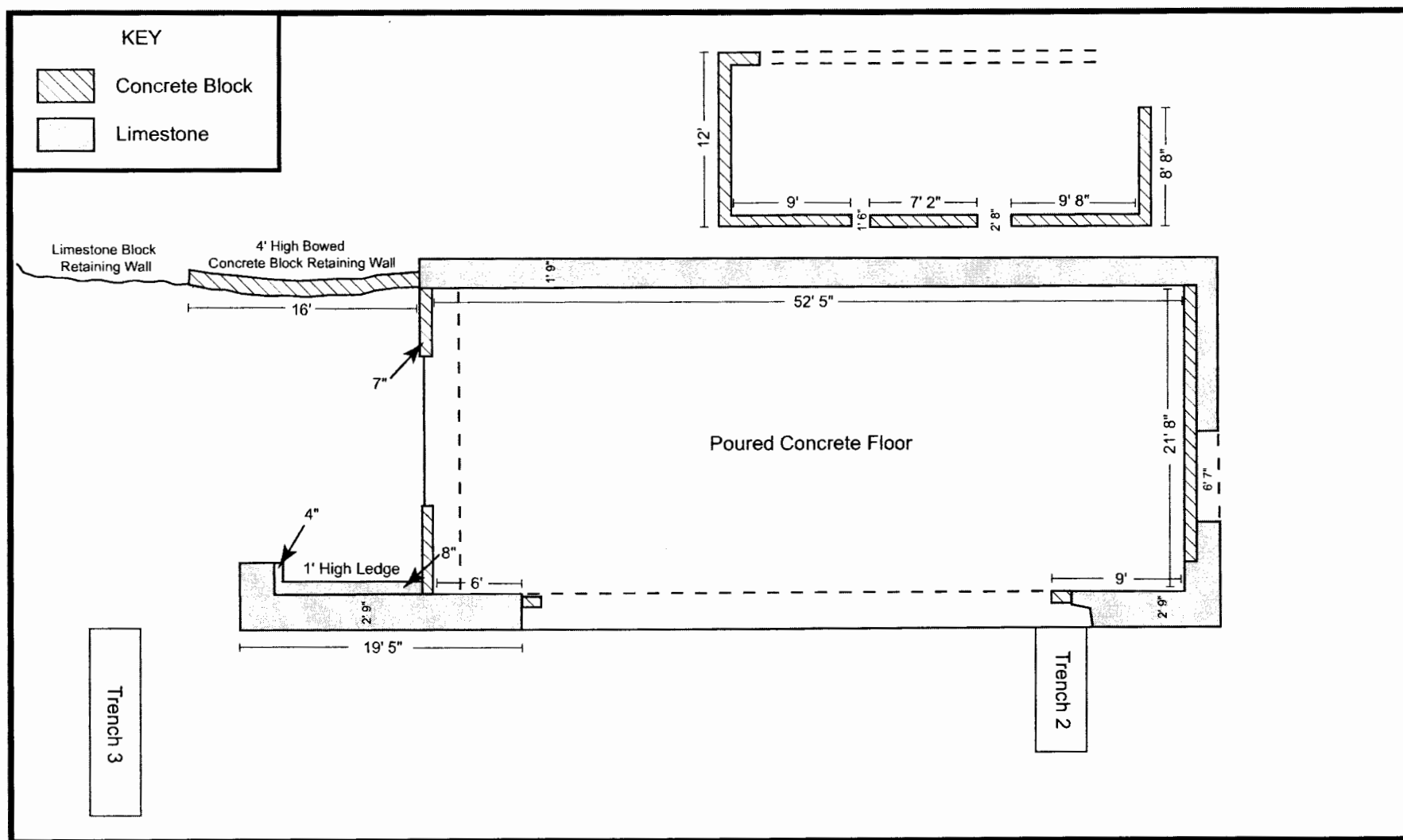


Stillwater South Main Street
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0 feet 4

Site 21WA0091 - Hersey & Bean Sawmill
Plan of Machinery Bases, 2004 Excavations
Map 4

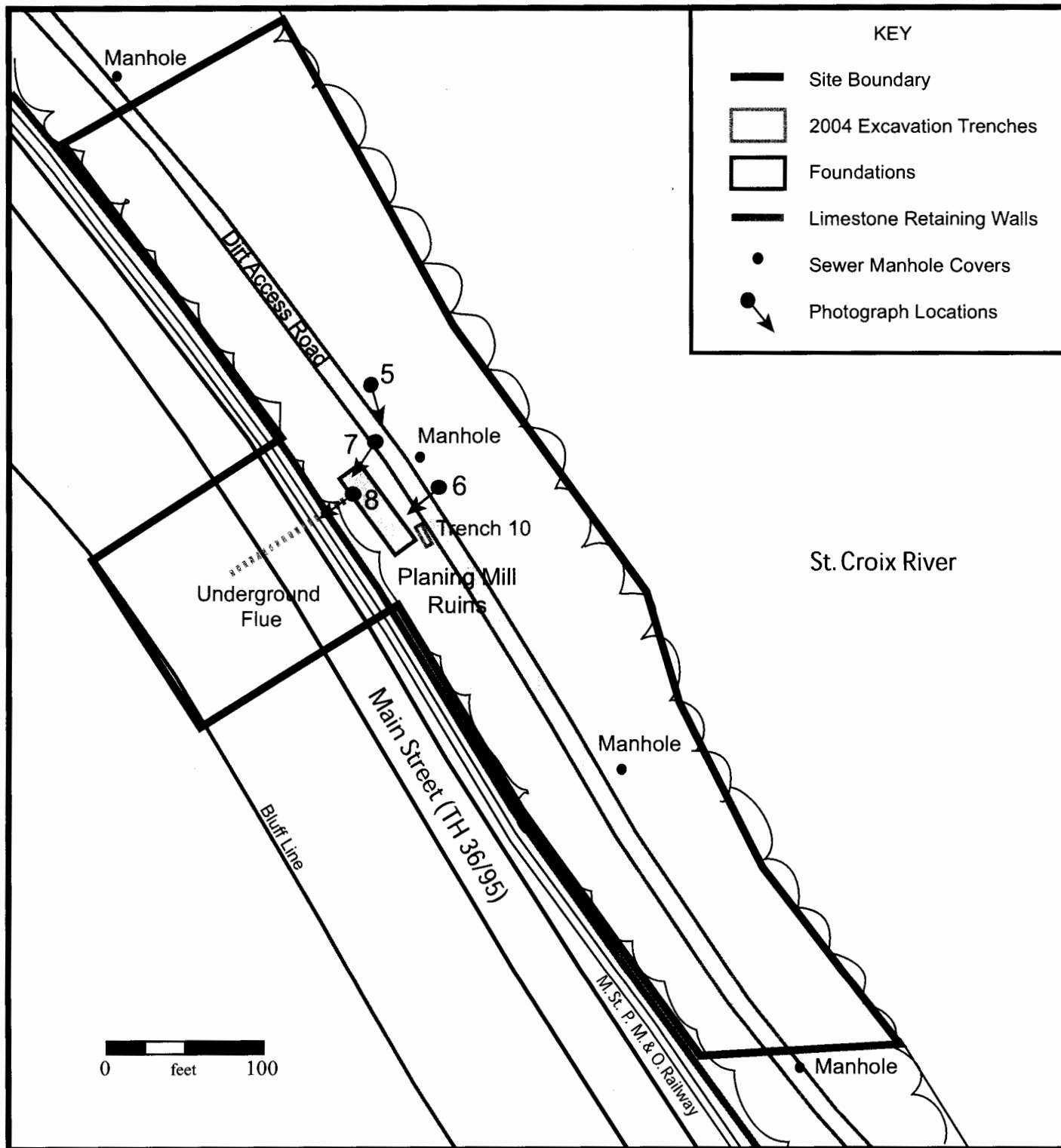


Stillwater South Main Street
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Site 21WA0091 - Hersey & Bean Sawmill
Plan of Store/Office Building, 2004 Excavations
Map 5

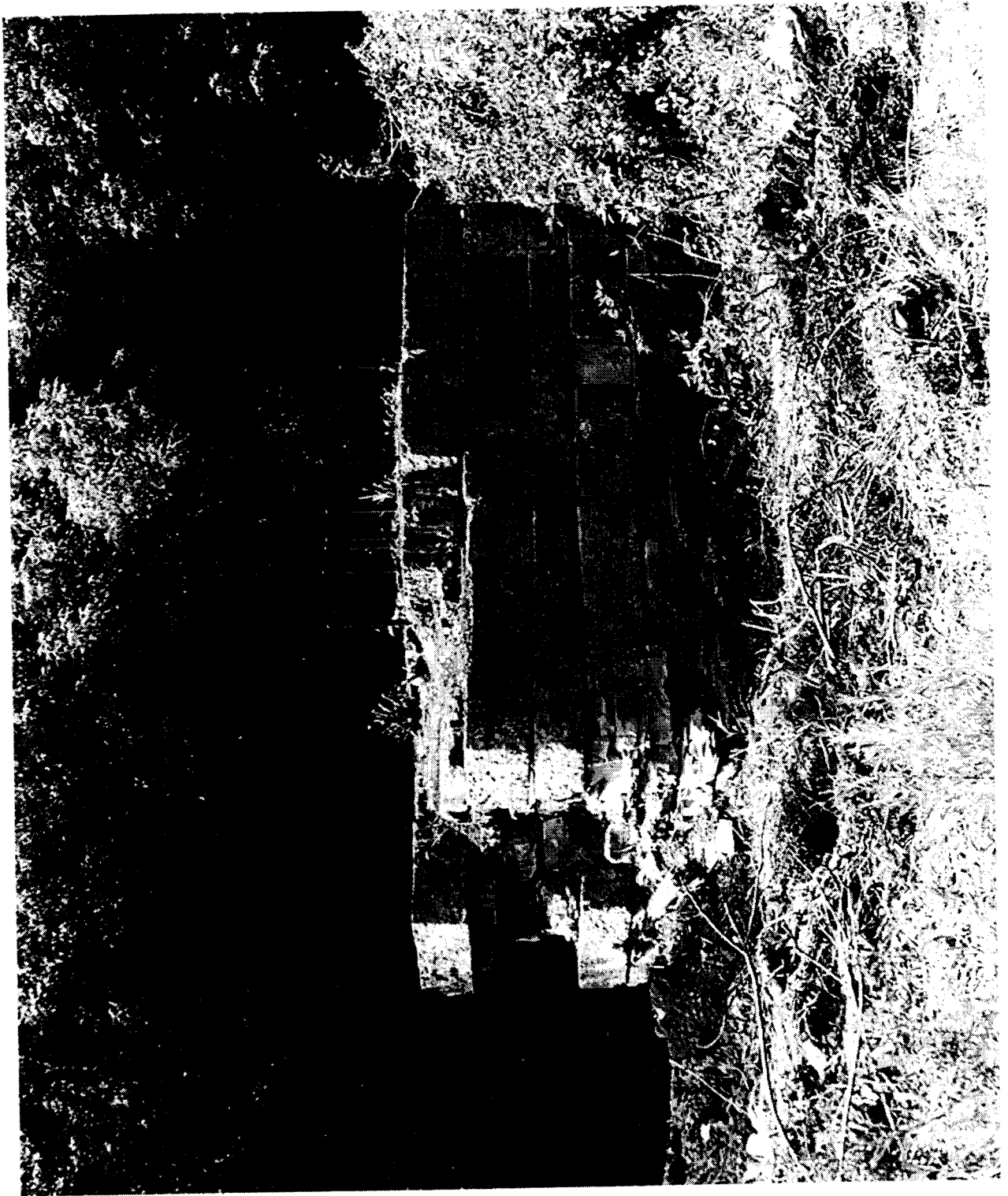


Stillwater South Main Street
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Site 21WA0092 - Hersey & Bean Planing Mill
Sketch Map of Site
Map 6



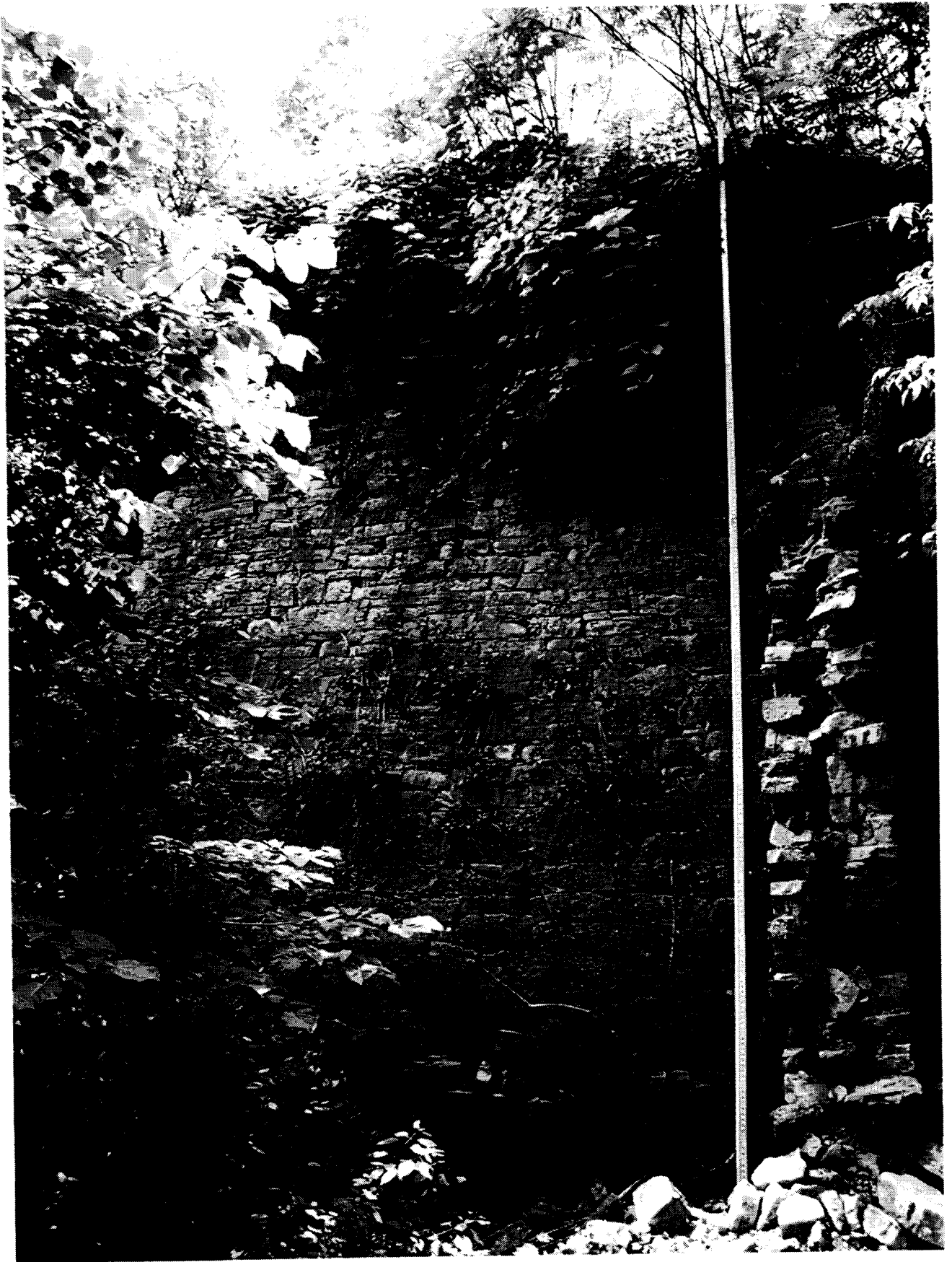


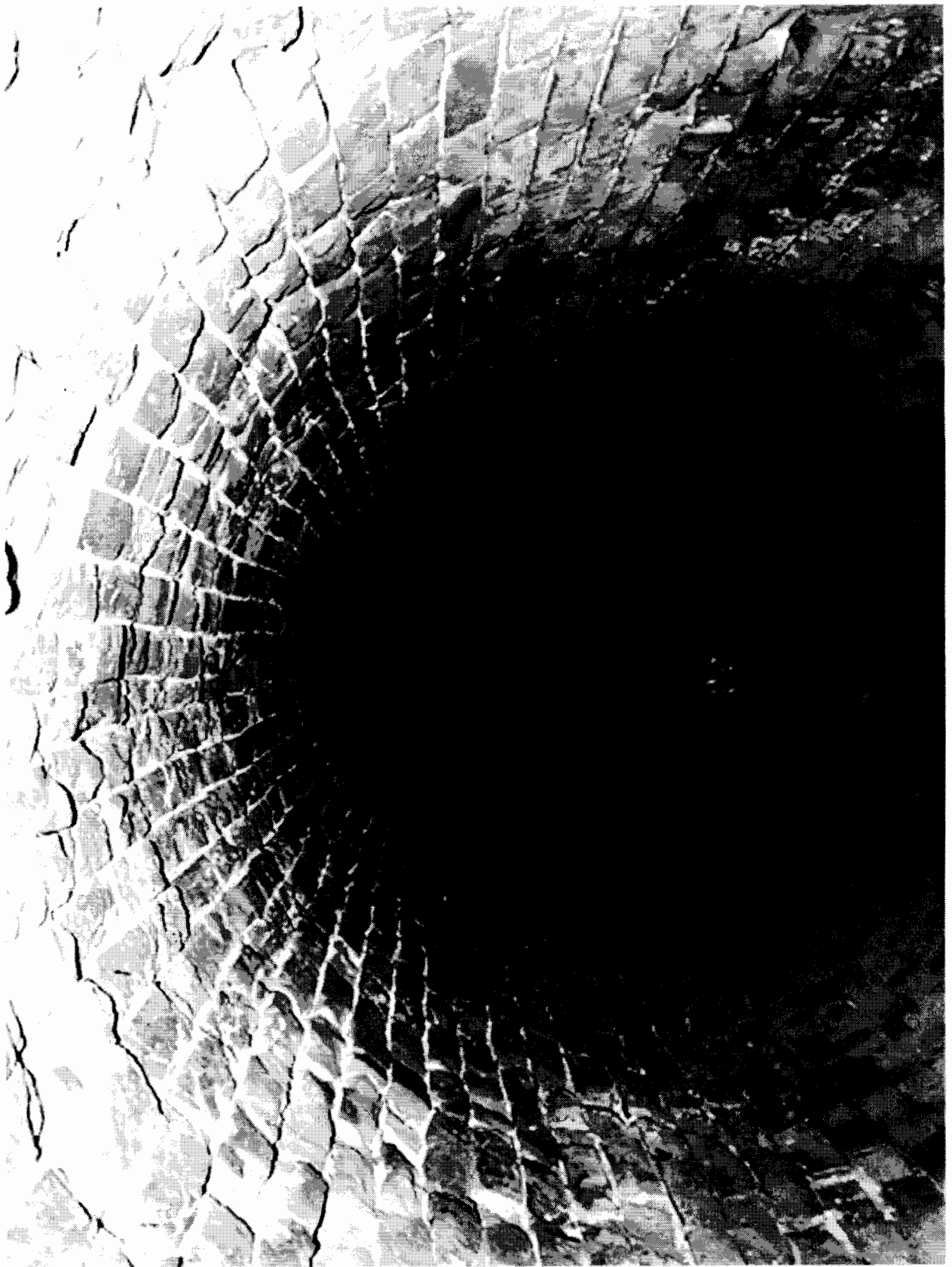










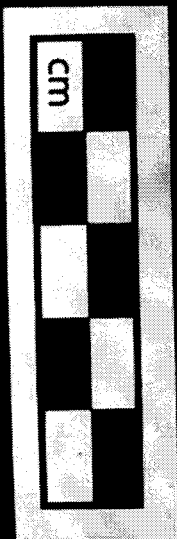


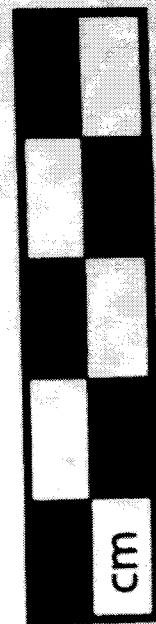


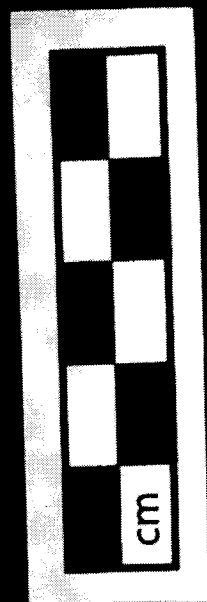
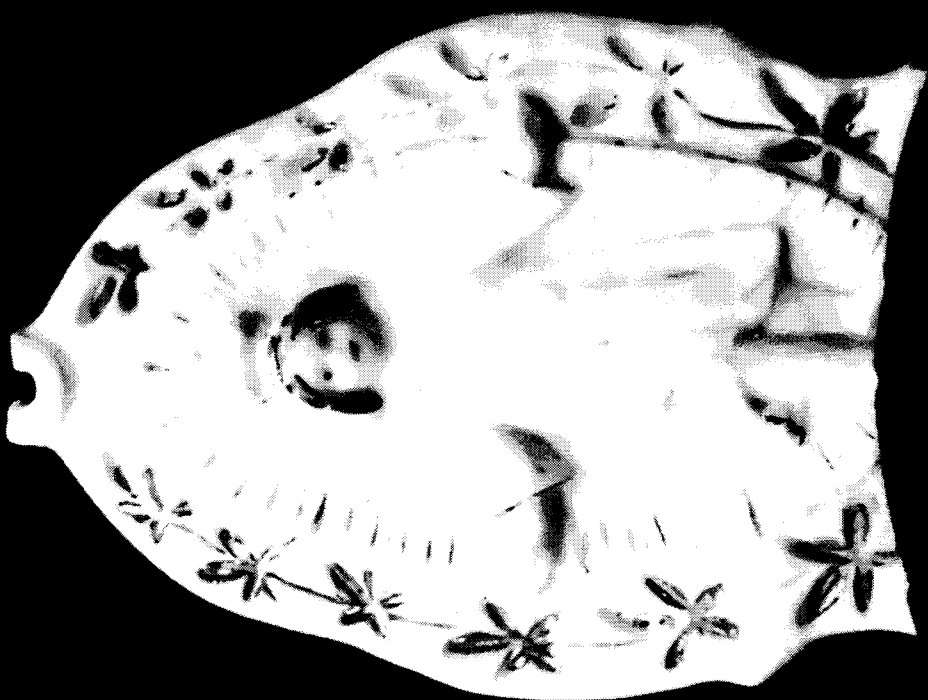


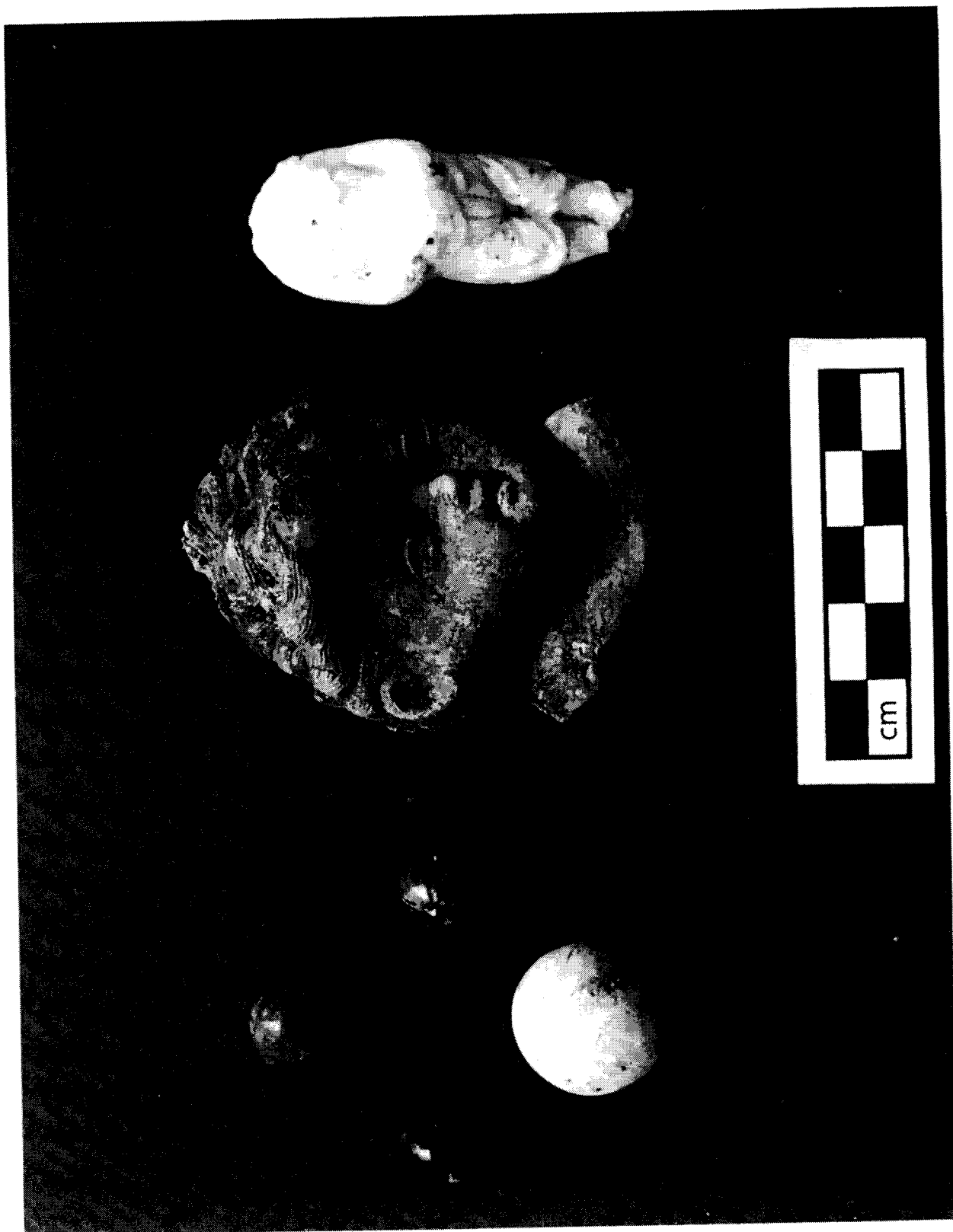


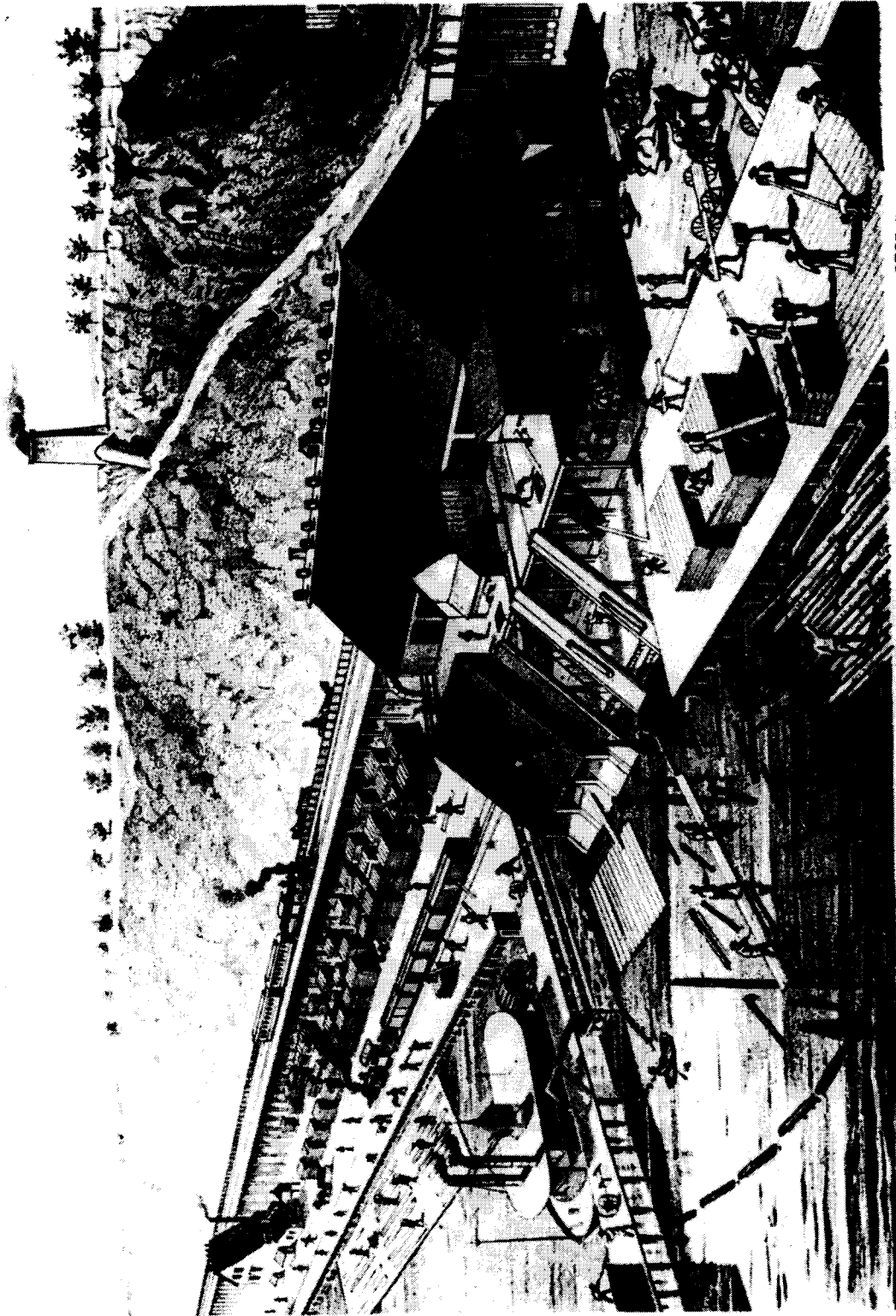












NORTH WESTERN MILLS. OF HERSEY, BEAN & BROWN, STILLWATER, MINN.
CAPACITY 180,000 FEET PER DAY.
SASH, DOORS, MOULDINGS, ETC. ETC.
CARS LOADED FREE OF CHARGE

