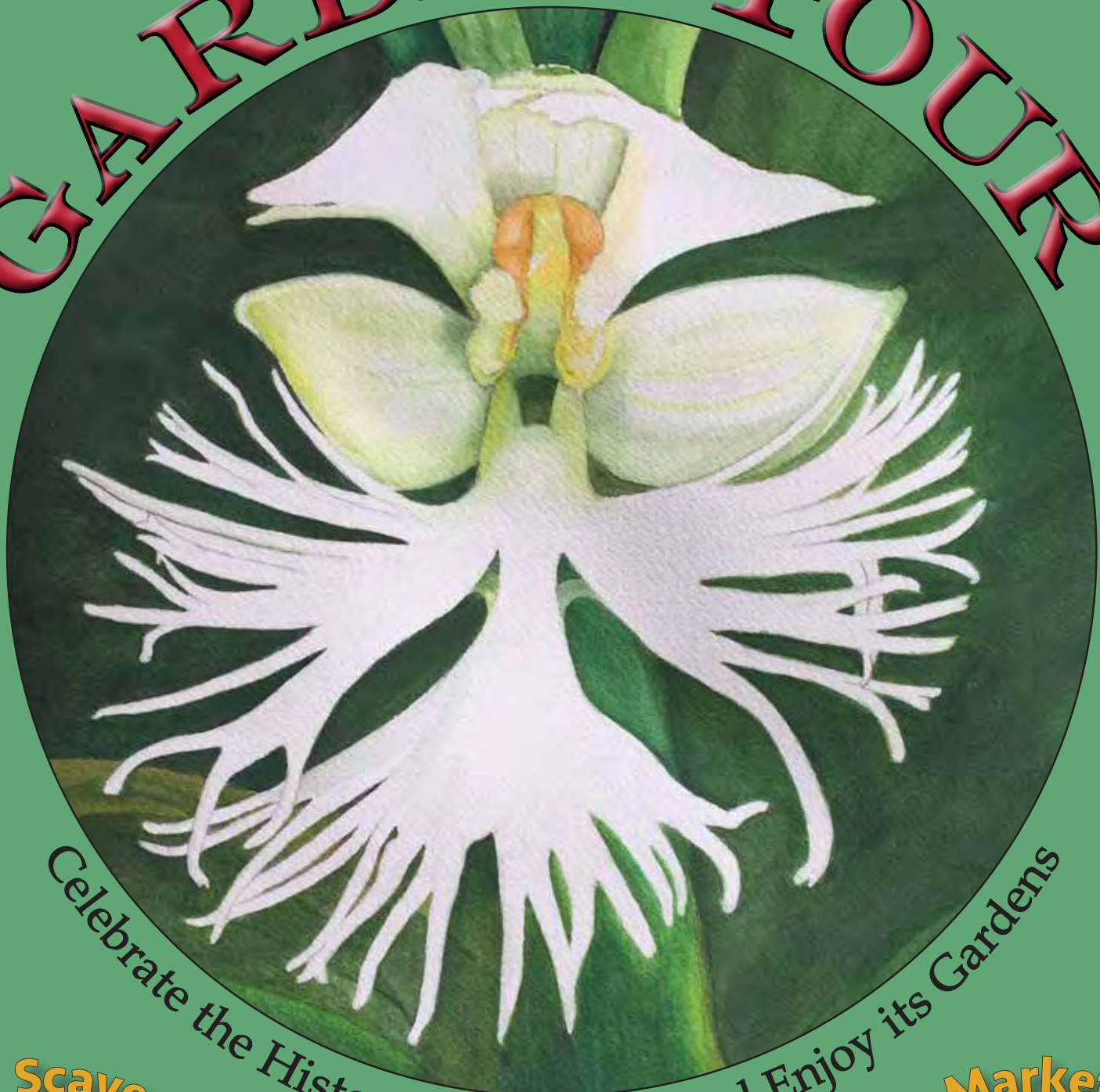


12th Annual West End Neighbors

GARDEN TOUR



Celebrate the History of West 7th and Enjoy its Gardens

Scavenger
Hunt

Flea Market
Plant Sale

JUNE 8TH 2019

A close-up photograph of a hand holding a clear glass sphere. The sphere reflects a vibrant green forest scene under a blue sky with white clouds. The background of the entire advertisement is a blurred image of a similar forest scene.

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We Live in Amazing West End Neighborhoods.

Each reflects a unique pattern of development that reflects their immigrant roots as well as entrepreneurial spirit. As with garden tours of the past eleven years, we've attempted to bring to light not only each neighborhood's uniqueness, but also residential homes, businesses, and communities that were their product. And from the genesis of the settler farms of the 19th century, the gardens that beautify each.

This year, the twelfth (!) West End Neighbors' Garden Tour celebrates neighborhoods between the Mississippi River and West Seventh Street from Jefferson Avenue out to Fort Snelling—at times known as the Big Woods, Peasant Valley, the *Gran Marain*. It's a plateau, a terrace, a valley between the bluffs of the Mississippi River and West 7th Street. Its farms date from the 1850s, yielding beautiful yards and gardens, as well as many commercial landmarks.

Welcome to the 12th Annual West End Neighbors Garden Tour

Please observe these guidelines when visiting for the enjoyment of all:

- Wander appreciatively on paths and lawns; surfaces may be uneven, so care should be taken.
- Do not enter the gardens, pick the flowers, take seeds or cuttings, or lift plant markers--or eat the vegetables.
- Interiors of homes are not on the tour; restrooms and refreshments are not provided.
- Inquiries should be brief, and critiques/suggestions not appropriate.
- Pets and insect repellents are not permitted.
- Tours are today only, 10 a.m.–3 p.m.
- Appreciation and compliments are always welcome!

Twelve West End Gardens



Between the Mississippi River and West Seventh Street, from Jefferson Avenue to Fort Snelling

Our West End History

As you wander these neighborhoods, perhaps you wonder how the neighborhoods themselves came to be? Each year the gardens motivate us to wonder as well.

Half a billion years ago we were in a great sea. Two million years ago came the glaciers. When they melted the water rushed through the West End--the *Great Morain* was formed and the history of native and current settlement began.

Historians have neglected the West End. Between Fort Snelling and the Upper Landing/downtown St. Paul there were no grand events or grand personages to interest them. The great majority of its settlers were immigrants from Bavaria, Bohemia, and Baden-Württemberg who drained swamps and cleared the "Big Woods," who worked and built, who organized and socialized. To uncover their story, we looked up building permits from 1880 at the Ramsey County Historical Society, researched genealogies of the builders and read old newspapers for stories. There are more pages than we anticipated. But after the tour, after you wander the gardens, we hope you'll gain a sense of place, of neighborhood and of city that forms our pedestrian West End history.

West End Neighbors Plant Sale



10 a.m.-3 p.m.
Reductions after 1 p.m.

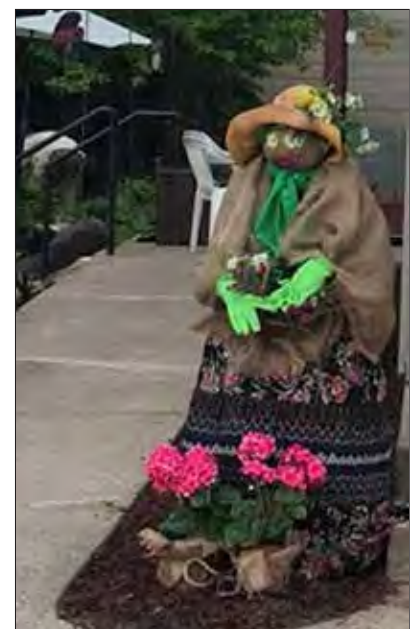
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410 Erie Street

There is nothing more inspiring or satisfying than a garden. My passion is flowers and figuring out what works where. I love trying out new plants. It can be hit or miss as to whether they thrive in the spot I choose for them, but that is part of the fun. Once you find that perfect spot they just take off!!

Perennials are my preference. There is nothing better than when you finally see last year's plants put up their first shoots. As soon as the snow melts I start looking every day. My favorites are spring bulbs, lilies (all types), hostas, daisies and catnip. Catnip is not especially attractive but pollinators love it!

My gardens are not ordered. I try to plant so that each area has some color from spring to fall. We restore houses and, similarly, my gardens are always a work in progress. If any garden starts to feel complete, I am compelled to dig another. We have recently put in new fruit trees and look forward to the year we can harvest their fruit.



Fire Station No. 1 1000 Seventh Street West

This garden is on the roof of the Saint Paul Fire Department Fire Station # 1.

The City of Saint Paul constructed an intensive Green Roof Interpretive Center and Garden Classroom on top of the Godette Memorial Building fire department headquarters. The first of its kind in the state, this public educational center is located on a multi-purpose plaza on the second floor of the building where visitors will find an array of permanent and perennial interpretive and educational activities. The area features native Minnesota vegetation, barbecue grill, patio, public address system, and vegetable garden for firefighters. A Green Roof replaces a traditional roof with a lightweight, living system of soil, compost and plants. Green Roof plants, and the soil and gravel that hold

them, filter rainwater. The rainwater is captured in an underground cistern and used to water the vegetation. None of the rainwater goes into the storm sewers and the nearby Mississippi River.

Jefferson Roundabout, Jefferson Avenue at Duke Street

The traffic circle was installed five years ago at the request of the neighborhood to slow traffic. It has worked well and benefitted the Jefferson Bikeway. Neighbors donated plantings for an "English Garden" mix of mostly perennials. Watering was done bucket by bucket or hoses were stretched from neighbors' yards. Weeding was a shared task. When Xcel Energy rebuilt the circle for a gas pipeline plants were lost and replaced with a "gift card." The site became overgrown but in 2018 an industrious neighbor redesigned and reworked the roundabout. He planted about 300 tulips and hyacinths, some new perennials--and added mulch. Now the neighbors hope to maintain the new look.





1905 Benson Avenue

Twenty years past I had a lot of vegetables growing. Other than a tomato in a pot or two and some Swiss chard for the goldfinches, I don't bother anymore. I love flowers and the creatures they support. It gives me great pleasure to walk out my door and into a buzzing, twittering, scurrying world that feeds my soul. I think my neighbors generally like it too. People comment on the birds.

My garden is brim full of tiny passions. Calling it eclectic would be kind. But there is beauty in disorder and life creates glorious accidents like my patch of garden phlox. All of my phlox started from self-seedings of *Phlox paniculata* (David). Now I have a blooming phlox with a wide range of flowering times, varied blossoms, varied sizes. I find it incredibly interesting. Birds often feed on the blossoms.

Some of my favorite plants are my garden phlox, native asters, *Senna marilandica*, *Ptelea trifoliata* (hosts giant swallowtails, native asters), stinging nettles (hosts red admiral butterflies), Agastache (bee magnets), clematis, hop vine, honeysuckle vines, wild ginger, sedges, figworts, *Campanula Americana*, woodmints, *Filipendula*, *Maianthemum stellatum*, and joe-pye weed. I am gradually moving more toward natives but there are some things like daylily "Golden Chimes" that I am partial to even though they don't really support much wildlife. Do we like tiny golden bells dancing in the wind on long scapes? We do!

There are also things I regret planting. You can think about that as you walk through and maybe you will guess.

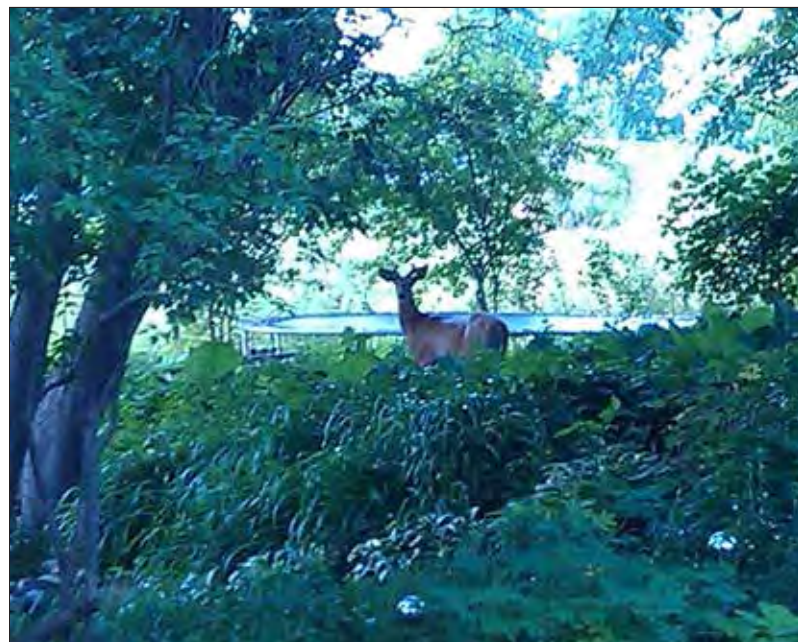


1858 Ivan Way

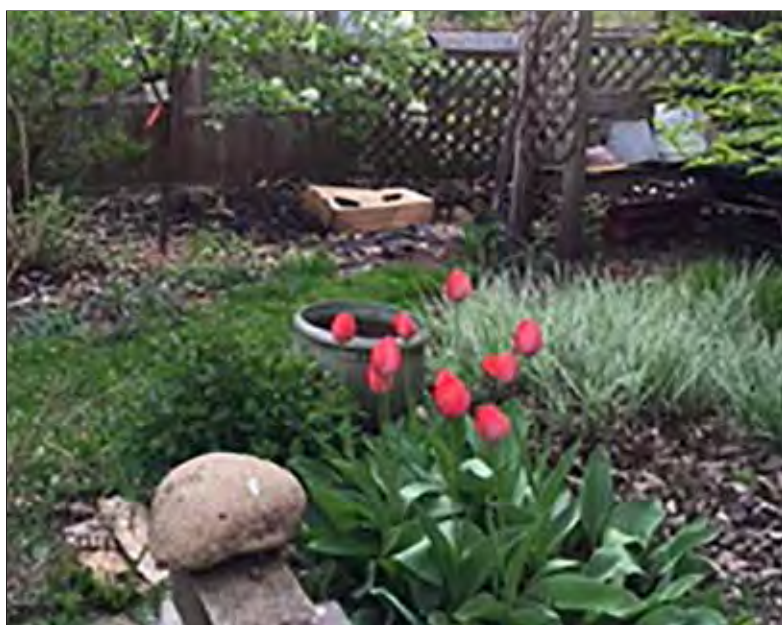
The shape of the garden was made to accent the unique curved walkway and frame the brick staircase that was built by a previous generation of our family. This garden was installed in the spring of 2018. The only surviving garden on the property previously consisted of the three large peonies, which have continued to grow in the same location on the south side of the house, for over forty years. They have been incorporated into the garden that wraps down the side of the house ending in a raised herb bed. The rock border and wood chip mulch were sourced directly from the property. In our garden we have used principles of permaculture by mixing flowering fruits, non-edible flowers and asparagus. This mixing of plants is intended to provide curb appeal while providing nourishing food for our family throughout the growing season.

1842 Ivan Way

My backyard garden started many years ago in 1997 as a beginner garden filled with hostas!! Each year, as I gained knowledge and improved my gardening skills, I added other perennial plants, several varieties of day lilies, oriental lilies, bleeding hearts, irises, may apples, peonies, sedum, tulips, coneflowers, ferns, roses and clematis. A huge ash tree was the focal point of the garden; flowers beneath bloomed from spring-fall. Over the years several holding gardens were created as more space was needed for all the plants that were purchased but not needed, LOL. The thoughts were to just get them in the ground until I knew where to plant them. The many gardens extend from my back yard to the land with the old rail route, that fed into the Ford Plant, which borders the back of my lot. On October



25, 2018, the huge beautiful ash tree had to be removed due to emerald ash beetle. Spring of 2019 is a time to wait and see how the garden grows in the new sunny landscape. Come visit and see the potential that lies ahead.



1838 Ivan Way

Like people, gardens have transitions and change. A 2018 front yard loss of a Colorado blue spruce led to the first-phase new garden: bluestone patio, serviceberry, edible berry bushes and sun-loving perennials. Two more phases to come! The removal of a center yard playset in the back yard in 2017 has led to questions: Rain garden? Labyrinth? Vegetable plots? Native grasses? Bordered along the fence are an assortment of perennials, highbush cranberry, lilacs, pagoda dogwood, flowering crab, beloved birch from family farm up north, as well as cherry and plum trees. A railroad tie bench left by previous owners serves as a place to rest, reflect on the garden and on a very hot summer day, enjoy a cold beer!

Historical digital scavenger hunt:

1. On an 8.5 x 11 inch paper, **PRINT** your name, home email address and/or phone number
2. Search for historic sites along West Seventh Street!
 - a. On Websites
 - b. On foot!
3. List five historic sites
4. Sign your paper (Under 18? parent, teacher or guardian must sign)
5. Saturday, June 8: bring your entry to the garden sale. Drawing at 2:30 p.m.



668 Victoria Street Open Arms: Abundance Farm & 860 Otto Avenue Hope Farm

Open Arms grows vegetables and herbs for our kitchen and Community Supported Agriculture (CSA) program at multiple urban farm sites in the Twin Cities.

By turning vacant lots into vibrant gardens, we are transforming underutilized urban spaces into healthy food to nourish the community. Open Arms engages volunteers and the community in agricultural issues while providing the best nourishment possible to our clients living with life-threatening illnesses.

We use organic methods and permaculture principles in the gardens to work with nature, rather

than against it. We also use a variety of different growing techniques to maximize efficiency and space as well as companion planting, crop rotations, cover cropping and green manure as ways to increase productivity, build healthy soil and reduce pest problems. The gardens produce kale, herbs, tomatoes, beans, basil, carrots, onions and many other flavorful and nutritious crops. In addition to our vegetable crops, we interweave both perennial and annual flowers and pollinator plants to create a healthy garden ecosystem. We build soil with our composting systems and utilize vermicomposting to help speed up the process. The more we feed the soil, the more nutritious our crops.

Highland Nursery 1742 7th Street West

Three generations actively work at Highland Nursery. In 1947, Lois and Henry Harich started Highland Nursery with a borrowed tent and a cigar box for a cash register. Their daughter, Sue, continues their legacy and oversees operations. With Sue's daughter Teri, granddaughter Kaitlin,

and especially the caring staff and vendors, Highland Nursery continues to grow and flourish.

At the height of the growing season, the nursery is in full swing with as many as five or six deliveries a day! Fruit trees, berry bushes and vegetables are favorites for "city farmers." Selections of heirloom tomatoes and peppers, from extremely hot to sweet, and starter vegetable plants are featured.

The extensive culinary, medicinal, and aromatic herbs and vegetables are sometimes overlooked.

In the winter months interesting houseplants arrive weekly in the year-round greenhouse. The shoppe and gardens are favorite haunts for plant geeks looking for special and unusual plants and garden art. Customers describe it as their heaven on earth. Garden pottery is organized by color; flower fairy gardens enthrall all age groups. Sometimes it is just nice to lose yourself in nature and take a break from the hustle and bustle of the city. On a sunny day in winter, it is like being in Florida.



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687 Orrin Street

We would classify our garden as “eclectic,” or containing a combination of styles and types of plants.

Our “seven lot” property lends itself to endless ideas. A formal hedge encloses a cottage-style garden with rambling roses over an iron arbor and climbing clematis. Day lilies, phlox, hydrangeas, delphiniums, hardy hibiscus, peonies, coneflowers and iris are just a few of the more common plants you will find in our garden... but you will also find unique specimens around every corner. A shady woodland garden borders the patio filled with combination containers. An expansive, grassed yard contains many varieties of trees, raised beds and even grapevines. The beauty is in the eye of the beholder, and the possibilities are limited only by one’s imagination in an eclectic garden.



WENGT committee: JoAnn Craighead, Jeannie Farrell, Marilyn Heroff, Joe Landsberger, Sharon Lynch, Betty Moran, Dennis Morgan, Jeanne Morgan, Emily Northey, West 7th Federation.
Editors: Jennifer Gehlhar, Joan Sedlacek. **Artists:** Michelle Hovde Bastian, Kaye Goers, Stuart Loughridge. **Photography:** Craig Johnson, Joe Landsberger
Cover design: Michael Padgett. **Research:** Greg Brick, Joe Landsberger, Betty Moran, Minnesota Historical Society, Ramsey County Historical Society, St. Paul Public Library, and our local historian contributors!

712 Stewart Avenue

Please access this garden using the alley between Stewart and Butternut Avenues

Both my wife and I love fresh vegetables and those are the basis of our gardens! The beds are mulched annually with leaves from the front. The only added fertilizer is a bit of 10-10-10 in the early spring. No pesticides are used.

One of the beds is used only for tomatoes. The plantings are rotated every three years to avoid the problems that tomatoes can develop from overuse of one plot of ground. Early in the season, I plant lettuce between the young tomato plants; these will be harvested by July. The other bed is planted with kale, wax and green beans, chard, leeks, eggplant, cucumbers and whatever else we have room for.

Marigolds are planted along the boundaries of both gardens. In the fall, as the vegetables are dwindling, the flowers are in their glory. We also plant zinnias along the top of the retaining wall.



718 Stewart Avenue

Please access this garden using the alley between Stewart and Butternut Avenues

The gardener, who is the designated director of landscape for the town homes, has created a landscape to delight the eye and the senses. It rewards the viewer with bloom from April to November. The cottage garden is filled with peonies, delphiniums, day lilies and many more of your favorites. Antique roses in colors of soft pink-orange and orange add drama to the fabric of the garden. Many of the perennials were brought here from a former garden as divisions.

A pink and yellow honeysuckle vine punctuates the show. Other vines, along the retaining wall, adorn the space with heavily blooming colorful clematis in shades of purple, pink and yellow.

Down the slope you will see two flowering crab apple trees planted in 2010. Another resident tends a vegetable garden here.



763 Butternut Avenue

Permaculture inspired, we have vegetables, shiitake mushrooms, raspberries, grapes, a rain garden and a view of a bald eagle's nest in the river gorge. Cottage eclectic, our little brick Queen Anne was built in 1884. We are slowly learning and adding to the garden every year--as best we can with the shade of two giant silver maples and a baby. Being near the river we enjoy birds of all kinds: eagles, falcons, woodpeckers, owls and turkeys. I have seen fox and even a buck trotting down Butternut.

We have two chickens now - we started with three, but one disappeared--I think it was a falcon who swooped down and had her for lunch. With warm weather we get one egg a day per chicken but production goes down in the winter months.

I do usually plant a wildflower seed mix... Last year it was zinnia and cosmos, usually a few sunflowers too. This year I'm planning to take over the boulevard with cosmos and sunflowers.

I hope to add more species of mushrooms. The harvest is pretty sporadic right now, but it is extremely exciting when they do come.



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A History of the West End:

The Neighborhoods between the Mississippi River & West 7th Street, from Jefferson Avenue to the Confluence of the Mississippi and Minnesota Rivers and Fort Snelling

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Grasses of Mni Sni/Coldwater Spring at Fort Snelling at Bdote. 2018 Photo Joe Landsberger

“(Our) city is built on three tables of plateaus of land. The first is the river bottom proper, now being rapidly raised above high water-mark by the railroads... On the second plateau is built the main business portion of the city. This plateau is thickly studded with business blocks of commanding appearance, and as it overhangs the river for some distance with a sharp bluff-like bank for several miles up and down the stream, it gives the (West End) a fine appearance to the visitor approaching it by river or rail. Much of this plateau in the upper part of the city is a bed of limestone, splendid building material, some twenty feet in thickness. The third or highest plateau of land is a semi-circular range of hills, surrounding the main portion of the city and rising to a considerable elevation above the river.”¹

Just as the Mississippi River flows through the West End, so also our city’s history is defined by 17 miles of riverfront, our river’s bluffs--and the West End’s terraced-plateau.



The white stone bluffs of Imnizha ska/Downtown St. Paul. 2018 Photo Joe Landsberger

Glacial age

445 to 540 million years ago the Midwest was a land of shallow seas. Two million to 10,000 years ago glaciers advanced into Minnesota and then retreated. As they melted, they formed Lake Agassiz, which became the largest fresh water lake in the earth's history. The lake's outflow was catastrophic to the south since northern glaciers prevented a northward flow. The draining river to the south carved a gorge, the current Minnesota River, called the Glacial River Warren.

From the Falls of St. Anthony in Minneapolis to St. Paul's downtown, the Mississippi and Minnesota Rivers enter their most confined stretch known as the gorge. Glacial terraces rose more than 100-feet above. The gorge filled with the waters to the top of their bluffs, and great water falls were created at downtown St. Paul. Over 7,800 years powerful erosion forced the falls to retreat back through the West End. At Fort Snelling the falls split: The River Warren falls receded west in the Minnesota River valley and dissolved; the Mississippi River falls retreated to St. Anthony where they became the only large cataract on the Mississippi River. From 3500 BCE (Before the Common Era) to the present CE (Common Era) 2019--the routes of the rivers' channels have changed little.

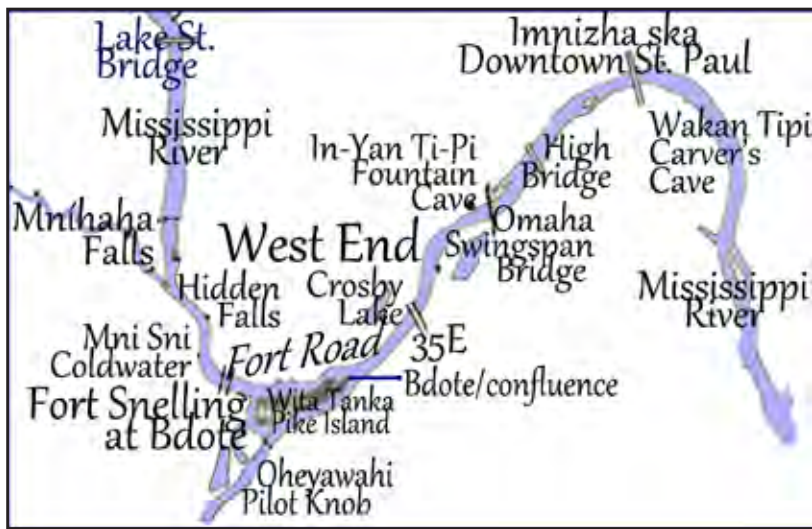


Fort Snelling, chromolithograph by Henry Lewis. Original drawings done in three summers, 1846-49, during travels on the Mississippi River. Das Illustrierte Mississippithal, published 1854-57.

Image the Laura Musser Museum & Stanley Galle, Muscatine Art Center, Iowa



A "delusion" of the great water falls that filled the gorges--well before natives and Fort Snelling--as illustrated for perspective. Stuart Loughridge's water color interpretation is based on the Henry Lewis chromolithograph (above).



Land of the Dakota

Native settlement of Minnesota succeeded the retreat of the glaciers 12,000 years ago. The earliest native settlements in Minnesota followed several traditions: Paleoindian (12,000–8,000 BCE), then Archaic (8,000–2500 BCE) when the tall grass prairie or plains invaded the forests and hunter/gatherers appeared. The migratory way of life of the Woodland (2500–300 BCE) and Oneota (300 BCE–1000 CE) stabilized settlement until the advent of Europeans. By CE 800, wild rice became a staple crop in the region, with maize/corn farther south. The Oneota are considered ancestors of the Dakota. Dakota lore places their origins at *Mde*

Wakan (Mille Lacs Lake) and *Bdote* (the Minnesota and Mississippi Rivers' confluence) and *Mne Owe Sni* (the nearby Coldwater Spring).

Prior to the 1700's, Dakota tribal lands, *Mni Sota Makoce*, included most of Minnesota and were organized as the *Oceti Šakowij* (the Seven Council Fires) of eastern and western peoples. The *Bdewakantunwan* or *Mdewakanton* controlled the area of the West End including Fort Snelling at *Bdote*. Along with the *Mdewakanton*, three other groups comprised the eastern Dakota: *Wahpetunwan* (Wahpeton), *Wahpekute*, and *Sissitunwan* (Sisseton) people. To the west, in the Dakotas, Montana, Nebraska and Canada, are the *Yanktonai* and *Yankton* (who identify as both Dakota and Nakota) and the *Teton* (Lakota).

The confluence of the Mississippi and Minnesota Rivers, *Bdote*, held special significance as a spiritual home for the Dakota. However, no archeology or oral history places native villages, lodges or hunting sites in the West End itself. The land was marshy, there was little access from the river due to the bluffs, and early peoples found settlement sites down river toward St. Paul and the lakes of Minneapolis. These included *O-He-Ya-Wa-He* (Pilot Knob) burial grounds across from *Bdote*, *Mnirara* (St. Anthony Falls) and villages at Mendota, *Šák'pí* (Shakopee) and *Bde Maka Ska* (Lake Calhoun). Rivers provided the principle network of migration and connection to their seasonal way of life, and seasonal gatherings of the many Dakota bands centered on *Mne Owe Sni* (Coldwater Spring) in *Bdote*.

Sights and Sites of my Dakota Homeland An Historical fiction

My mother's lodge is in our summer village of *Kap'oža* along the *Haha Wakpa* (Mississippi River-river of the falls) that our neighboring tribe to the north, the Ojibwe, call the *Misi-ziibi* (Great River, or Mississippi). Our lodge is quite large and five families sleep around its walls. I am called Winona as all eldest daughters are named. I am not yet of marrying age, and still learning about my tribe's customs and even place names. When we returned from maple sugaring—my favorite is candy from box elder trees—and the men returned from winter-fur muskrat hunting, my mother decided that she and I should visit our Dakota prominent sites along the great river, and also take gifts of tobacco to neighboring villages for ball playing and a dance later in summer. Since she paddled her husband on fishing and hunting trips my mother was very expert and began to introduce me to these skills.

My mother already has taught me to plant corn and beans and gather wild rice, the arts of bead and quill work with my own awl, and making and repairing clothing from skins she prepared, as well as building our elm bark lodges and tipis from hides. A woman's work is never done!



*Seth Eastman, Permanent Residence, Sioux (Dakota)
1846-48 image MNHS.*

Our first site up river were the caves of *Wakan Tipi* (Dwelling of the Great Spirit; Carver's Cave), our place of ceremony and burial for many ages. The six caves contain ancient drawings of *Unktehi* (a water serpent spirit) though fallen rock has blocked some entrances. On the bluff, several scaffolds hold the painted and wrapped blankets, food and their precious items, of our deceased tribal members.

As we continued up river, my mother told me of a dream she had of the conflicting *Unktehi* and *Wakinyan* (Thunderbird) carved into the soft stone bluff of the river. She pointed out the place of her vision, but I did not understand.

We continued our way to *Bdote* where the rivers joined and passed the white bluffs of *Imnizha ska* (Downtown St. Paul), and then the great cave of *In-Yan Ti-Pi* (Fountain Cave). Soon in the distance I began to see *O-He-Ya-Wa-He* (Hill Much Visited, Pilot Knob) or *Wotakuye Paha* (Hill of all the Relatives) our sacred burial place of centuries. This hill has been our gathering place that we shared with the Ojibwe and Iowa people, and a place for ceremonies and burials. We honored my mother's father's spirit and burial mound and sang his death song as his *wanagi* made its way in the spirit world.

From *Oheyawahi* we crossed the rivers *Haha Wakpa* (Mississippi River) and *Wakpa Mnisota* (Minnesota River), my first experience with this sacred place. We call it *Bdote*, where the rivers came together and our Dakota nation came to be, one center of our spirituality and history. Here there are no villages: all the land and waters are reserved for our spiritual practices and tribal gatherings especially the drum and pipe ceremonies, dances and gaming, of the many Dakota villages and clans of the *Oceti Šakowinŋ*.



*Interior of Wakan Tipi (Carver's Cave)
1870 image MNHS.*



Wakinyan, the Thunderbird rock carving, West End limestone bluffs: *Wakinyan, the thunderbird, is a powerful sky spirit and has the form of a giant bird, with wings that make the sound of thunder and eyes that shoot lightning. Wakinyan is the enemy of Unktehi.* 2017 photo Joe Landsberger



O-He-Ya-Wa-He (Pilot Knob) Dakota Burial Place near Fort Snelling. Seth Eastman artist: 1846-48 image MNHS

Untek, the Serpent Spirit rock carving, West End Mississippi River limestone bluffs: *Unktehi, the serpent spirit, has "existed since the beginning of time" and is "the connection between the human, the plants, and the animal world, and the philosophy was that he always lies underneath the earth, and all things grow from him, such as trees, the roots, the plants, the waters, everything"* (Campbell 2000:38-39).

2017 photo Joe Landsberger



How Dakota Lands and the West End became US Property: European Colonization and American Control



French "Trading Store" 1876 image MNHS

On May 4, 1493, Pope Alexander VI issued a Papal Bull, *Inter Caetera*, that established the "Doctrine of Discovery" for European nations. The Bull stated that any land not inhabited by Christians was available to be discovered, claimed, and exploited by European ruling families. In the 1500s, "extractive colonialization" through the fur trade, proselytizing and intermarriage began in North America. In 1659 French traders and missionaries first encountered the Dakota when they and their Ojibwe allies moved into Minnesota from the Canadian east. Pierre Esprit Radisson and Médard des Groseilliers were likely the first Europeans to meet Dakota while following the southern shore of Lake Superior. In 1671, Nicolas Perrot (c.1644–1717), a French explorer, interpreter and fur trader out of Quebec, New France (Canada), claimed lands around Lac Supérieur (Lake Superior) and the Upper Mississippi River for France, finalized in an agreement at Sault Ste Marie with 14 native tribes including the Dakota. In 1686, as part of his trade with the Dakota and local tribes in the Midwest, Perrot constructed Ft. St. Antoine on Lake Pepin.

The French traded tobacco, traps, blankets and ammunition in a barter system for furs. At first traders courted and married

Dakota women by Dakota customs, or *a la facon du pays*. The Dakota embrace of kinship was based on strangers' willingness to become Dakota, become kin, and provide for the native family. The bi-racial *Métis* people, the children of voyageurs and Dakota, became a significant population, and were integrated into the native tribe.

In 1763, France ceded its territory east of the Mississippi including the West End to Great Britain with the Treaty of Paris after the French and Indian War. Rather than barter, the British instituted a cash credit system that intentionally kept native peoples in debt. In 1783, the area between the Atlantic coast and the eastern bank of Mississippi River was ceded by Great Britain to the United States. Spain claimed territory west of the Mississippi River; in 1800 Spain ceded it to France. The French sold it to the United States in 1803 as the Louisiana Purchase. Both banks of the Mississippi River were now controlled by the United States.

As a U.S. Army Lieutenant, Zebulon Pike explored the Mississippi River and established relations with native Dakota, French and *Métis* traders. When he arrived at *Bdote*, he negotiated an unauthorized treaty with the Dakota for 100,000 acres including what was to become the West End of St. Paul, as well as 51,000 acres at the St. Croix River. Of the seven Indian leaders present at the negotiations, none could read English and were uncertain of the terms. Only two signed the treaty. Pike valued the land at \$200,000, but no specific dollar amount was written in the treaty. The U.S. Senate approved the treaty, agreeing to pay only \$2,000 for the land. With the treaty, the U.S. took the right to use much of what is now St. Paul and Minneapolis, including the West End, as a future military "reservation" in the heart of Dakota territory.



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Trade, Treaties and the Acquisition of Native Lands

Treaties and trade with Native Americans were instruments of American expansionism and ethnic cleansing. In 1803, President Thomas Jefferson wrote to William Henry Harrison: “We shall push our trading houses and be glad to see the good and influential among them (natives) run into debt, because we observe that when these debts get beyond what the individuals can pay, they become willing to lop them off by a cession of lands.”²

In 1820, Indian Agent Lawrence Taliaferro arrived at Fort Snelling. He directed the St. Peters Indian Agency near the fort until 1839. He was highly respected by the natives and mediated between traders, Dakota and Ojibwe. However Taliaferro “felt greater pity for (native) suffering, but he was ultimately only willing to accept them as people to the extent that they adopted the habits and customs of his race.”^{2a}

In 1825, Alexis Bailly opened the American Fur Company trading post in Mendota, across from Fort Snelling, further developed by Henry Sibley from 1834-1862. Trade with the Dakota and Ojibway included blankets, cloth, beads, ribbons, thimbles, ear bobs, broaches, tobacco, kettles, guns, lead, gunpowder, knives: all valued in terms of furs.

In 1837, Dakota leaders ceded all their land east of the Mississippi that included the West End in exchange for \$16,000 in cash and goods, and “promises” of up to \$40,000 per year -- though were rarely paid. Their “relatives and friends” received \$110,000, and fur traders received \$90,000 in debt payments. The land was valued at \$1,600,000, but the U.S. government under President Andrew Jackson’s removal policy paid far less: \$23,750 was allocated for annuity payments, food, education, equipment, supplies, and government services. These annuities

were the main course of cash and central to the region’s economy.

In 1841, with the collapse of the fur trade that sustained native commerce, Henry Sibley changed basics of trade with accounts payable in dollars rather than bartered pelts, a reflection of their diminished value. A year later the company went bankrupt and traders shifted their attention to profiting from natives, further indebting them.

Slavery existed at Fort Snelling and Taliaferro owned the largest number of enslaved people in the area. One of them, a woman named Harriet Robinson, married Dred Scott (owned by Dr. Emerson) in the mid-1830s. The Scotts’ residence at Fort Snelling formed part of the basis of their suit for freedom in the 1857 U.S. Supreme Court case *Scott v. Sandford*. However, in 1857 the U.S. Supreme Court upheld slavery 7-2 in the territories, and in Minnesota, prior to the U.S. Civil War.

The majority held that “a negro, whose ancestors were imported into [the U.S.], and sold as slaves,” whether enslaved or free, could not be an American citizen and therefore did not have standing to sue in federal court.³

Two women, Rachel and Courtney, did gain their freedom. In 1836 the Supreme Court of Missouri ruled in their favor since they were enslaved in free territory at Fort Snelling and Prairie du Chien, Wisconsin.



*Lawrence Taliaferro
Attributed to George Catlin
1830 image MNHS*



Dred Scott 1857 image MNHS

An advertisement for "Eyes All Over Complete Eye Care". The background is dark purple. At the top, there is a white graphic of a pair of round-rimmed glasses. Below the glasses, the text "EYES ALL OVER" is written in large, bold, white, sans-serif capital letters. Underneath that, "COMPLETE EYE CARE" is written in smaller white capital letters, flanked by two horizontal white lines. At the bottom, "— EST. 2013 —" is written in white. To the right of the purple box, on a white background, is the text "YOUR LOCAL EYE CARE FROM LOCALS WHO CARE" in bold, dark purple, sans-serif capital letters. Below this is the website "EyesAllOver.com" in a smaller, dark purple font.

Fort Snelling



*Findlay's Ferry at Fort Snelling.
Circa 1860 photo Karen Cooper, urbancreek.com*

In 1819-20, Lt. Colonel Henry Leavenworth wintered at the foot of *Bdote* when he negotiated an agreement at *Mni Sni* (Coldwater Spring) with the Dakota for the construction of a fort which was intended to restrict British fur traders, mediate between Dakota and Ojibway tribes, and restrict American settlement until land could be acquired through treaty. Leavenworth and 200 men built a temporary camp of log cabins and a palisade near Mendota, calling it Cantonment New Hope. When winter's severe cold, poor diet and scurvy killed 40, it was relocated to the bluff at *Mni Sni* as Camp Coldwater.

In 1820, Colonel Josiah Snelling succeeded Leavenworth and broke ground on the first permanent barracks nearer the elevated bluff named Fort St. Anthony. With the aid of Lieutenant Robert McCabe, he designed a diamond-shaped fort of local limestone. The fort had no formal architect, and all the manpower came from Snelling's own troops. They cut and transported limestone and built the first saw mill at St. Anthony Falls. They tended four hundred acres of gardens, hauled supplies,

cut firewood, milled flour at St. Anthony Falls and stood on guard duty. In 1825, the post was renamed Fort Snelling by General Winfield Scott. Snelling suffered from dysentery and addiction to opium and brandy and was quite strict and abusive to his men until his departure in 1827. Subject to accusations of poor military discipline and embezzlement, he died a year later in 1828 in Washington DC.

Fort Snelling remained in service for nearly forty years. By 1858, when Minnesota became the thirty-second state, the U.S. government had established smaller forts farther west, and Fort Snelling was no longer considered necessary. The government sold the fort and its military reservation to Franklin Steele, a local businessman, former fort sutler, and Henry Sibley's brother-in-law. Steele intended to sell off lots of land for a city named "Fort Snelling." The fort returned to American control after the Dakota conflict in 1862.

In 1956 steps to preserve and restore Historic Fort Snelling began with a new Fort Snelling Bridge. Matching limestone was found on properties owned by the City of Saint Paul and Webb Publishing Company along Shepard Road and completed in 1979. In 1972, the Minnesota Department of Natural Resources gained ownership of the Fort Snelling Upper Post. In a 2018 agreement with Dominion, a Plymouth-based company, 26 buildings were identified to be converted into 176 units of affordable housing, with preference to families and veterans as the "Upper Post Flats."



*Fort Snelling, the Upper Post.
Image Dan Turner, Substreet.org*

*Basement in the barracks of Fort Snelling
were often stone and brick, and structures
were connected by short tunnels.
Image Dan Turner, Substreet.org*





The Fort Snelling Hotel, West Seventh at Boulevard, was built by John Hammes from 1884 to 1886 at the end of the Fort Snelling bridge across from the Fort. It was successively owned by George T. Harris Saloon with its Ladies Waiting Room Restaurant (1887-1910); Nels Christ Johnson (1911-15); John P Kirk (1918); Einer M. Johnson (1919-20); Louise Sattler (1921-24). 1898 image MNHS



Photographer William Henry Illingworth. Minnehaha Falls. 1867 image Karen Cooper, urbancreek.com

Scenic Arts of the Mississippi River and Fort Snelling, George Catlin, Tourism and the “Fashionable Tour”



George Catlin The Falls of St. Anthony, 1871 image Wikimedia

On June 24, 1835, George Catlin arrived on the steamboat *Warrior*. According to his obituary, in 1832 he embarked on a steamer at St. Louis, traveled to Yellowstone, and in the next eight years lived with natives of 48 tribes, “studied their habits, customs, modes of life and religion, of all of which he made copious sketches and studies for Indian portraits” that he termed his “Indian Gallery.”⁴ At Fort Snelling he was hosted by Colonel Josiah Snelling and was the first white man to visit the sacred Pipestone quarries.

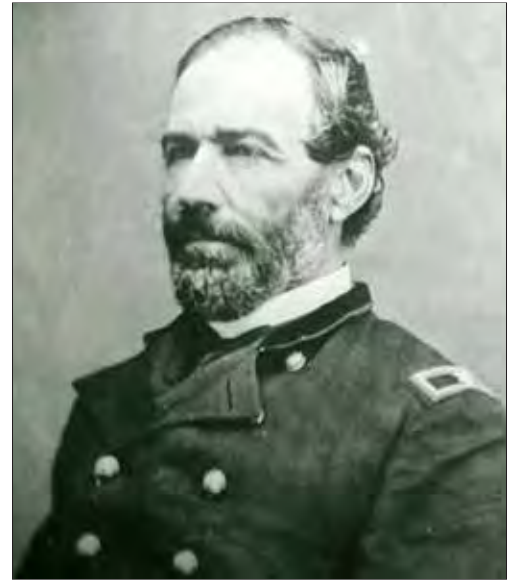
In 1857 he wrote enthusiastically about a “Fashionable Tour” that became a catalyst for steamboat tourism to St. Paul, Fort Selling, Minnehaha Falls and the Falls of St. Anthony. Tourists came singly, in small groups, and parties of hundreds in excursions from St. Louis, New Orleans and Pittsburgh. Excursions reserved for patrons of the Fashionable Tour “could view the scenery, see Indians at first hand, and enjoy their vacations without the hubbub and the annoyances encountered on vessels heavily loaded with freight (and immigrants) for the frontier forts or fur-trading stations.”⁵ Steamboat tourism declined in the mid-1870s when railroads made Minnesota’s lakes and rivers even more accessible.

Seth and Mary Eastman

Seth Eastman (1808-1878) was trained in topographical drafting and sketching at the U.S. Military Academy at West Point where he also began painting scenes of native life. He was first assigned to Fort Snelling in 1830 where he learned the Dakota language, married *Wakháŋ Ináziŋ Wiŋ*, and painted native scenes. After the birth of their baby girl, *Wakantakawin* (Mary Nancy Eastman), he declared the marriage over and returned to West Point in 1832. In 1835 he married his second wife, Mary Henderson, the daughter of a West Point surgeon, and returned to Fort Snelling from 1841-48 as a military commander where they had five children. During this latter period Eastman became known for his realistic oil paintings, drawings, and watercolors of the everyday life of Dakota and Ojibwe people around Fort Snelling.

Mary documented native culture illustrated by Seth, including “Dacotah, or Life and Legends of the Sioux Around Fort Snelling.”

Eastman’s work also included the Minnesota territorial seal (1849), drawings of native life for Henry R. Schoolcraft’s “Historical and Statistical Information Respecting the History, Condition, and Prospects of the Indian Tribes of the United States” (1851), and nine canvases for the U.S. House of Representatives Committee on Indian Affairs (1867).

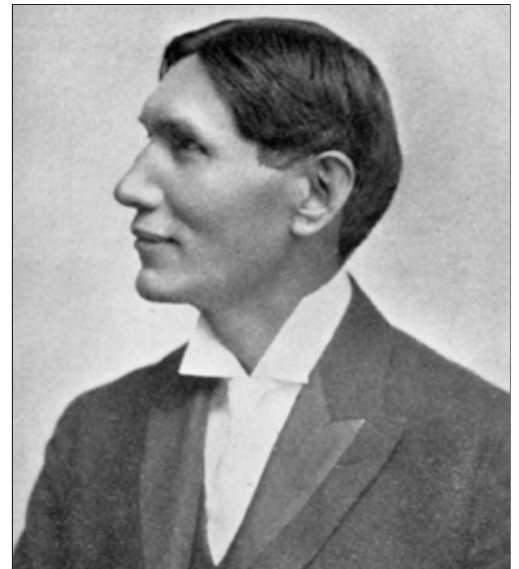


*General Seth Eastman.
1860 image MNHS*

Ohíye S'a-Charles Alexander Eastman and Elaine Goodale

Wakantakawin (Mary Nancy Eastman), Seth Eastman’s daughter, was raised in the Dakota way by her grandmother and married *Wak-anhdi Ota* (Many Lightnings). They lived on a *Santee* (Lakota band) reservation near Redwood Falls, Minnesota and had five children. She died after her last, *Ohíye S'a*, in 1858.

After the Dakota Conflict of 1862, *Ohíye S'a*, his grandmother *Uncheedah* and family fled to Manitoba, Canada to escape persecution though his father and brothers were betrayed and imprisoned in Iowa. *Ohíye S'a* remained in Canada and was instructed in Dakota ways, language and native medicine by his grandmother. Fifteen years later he was reunited with his father, Jacob Eastman (*Wak-anhdi Ota*/Many Lightnings) and brother John in South Dakota when they were pardoned by President Lincoln. At his father’s urging, *Ohíye S'a* cut his hair, accepted Christianity, and took the name Charles Alexander Eastman. He graduated from Dartmouth College and Boston University when he became the second Native-American physician. He married the poet and Indian welfare activist Elaine Goodale and had five daughters and a son.



*Ohíye S'a/Dr. Charles A. Eastman. 1920
image MNHS*

Dr. Charles and Elaine served several years on reservations in the Dakotas and relocated to St. Paul in 1893, two years after the army massacred approximately 200 men, women, and children at Wounded Knee. Eastman was the only physician to care for those who survived. While in St. Paul, Elaine encouraged Charles to write about his Dakota upbringing, and he became active in establishing 32 Indian groups of the Young Men’s Christian Association (YMCA). He published a memoir, “Indian Boyhood” (1902) and ten more books on Native American/Dakota ethnohistory. With his fame as an author, lecturer and reformer, he promoted the Boy Scouts of America and Camp Fire Girls, organizing and managing camps. He is considered the first Native American author to write American history from the Native American point of view.



Dakota Internment Camp at Fort Snelling. Photographer Benjamin Franklin Upton. 1862 image MNHS

Dakota Conflict and Internment at Pike Island

With support of the new Governor Alexander Ramsey and trader Henry Sibley, treaty payments/annuities to Indians were taken directly by traders or not paid at all to the Dakota. The traders also lobbied the American government to add the land west of the Mississippi River to that of the 1837 treaty. Ramsey: “these lands have ceased to be of much value to you (natives)... and have become more valuable to (the president’s) white children.”⁶ The Dakota, however, were still waiting for the 1837 treaty payments. In the 1851 Treaty of Traverse des Sioux with the Sisseton and Wahpeton bands of the Dakota, and later the Treaty of Mendota with the Mdewakanton and Wahpekute bands, twenty-four million acres in southern Minnesota were purchased for seven and a half cents an acre and confined the Dakota to a reservation along the Minnesota River, and cut off from *Bdote*. Settler-colonists purchased the land for \$1.25/acre. Congress unilaterally changed the terms of the treaty, eliminated the reservations, left the Dakota with no place to live and then ratified it. Ramsey again changed the terms to pay the traders directly and bypass the local tribes.

The U.S. government kept more than 80 percent of Dakota payments with only the interest paid to the Dakota. President Millard Fillmore agreed that the Dakota could live on the land previously set aside for reservations, but only until it was needed for white settlement. Survival of the Dakota was now affected by corruption and mismanagement by Indian agents and local government officials, loss of payments to traders, loss of tribal hunting grounds to settlers, the winter starvation of 1854-55 and the American Civil War.

In August through December 1862, bands of the eastern Dakota attacked and killed hundreds of settlers. When they were defeated, soldiers captured hundreds of Dakota men and interned their families on Pike Island. A military tribunal sentenced 303 to death, though President Lincoln commuted 264 who were imprisoned in Davenport, Iowa. On December 26, 1862, in Mankato, Minnesota, 38 were hanged: the largest mass execution in United States history.

By late December 1862, U.S. soldiers had taken captive more than a thousand Dakota, including women, children and elderly men in addition to the warriors who were interned in jails in Minnesota. In April 1863, the Dakota were expelled from Minnesota to Nebraska and South Dakota; the U.S. Congress abolished their reservations. Additionally, the Ho-Chunk people living on reservations near Mankato were expelled from Minnesota as a result of the war, even though they had no part in the Dakota conflict.



Apistoka, Dakota Internment Camp. Photographer Benjamin Franklin Upton. 1862 image MNHS

The Founding of the West End (and St. Paul)

Fort Snelling was the catalyst for the founding of the West End and Saint Paul. The fort's "reservation" of 100,000 acres, established with Pike's agreement in 1821, was not open to settlement until the treaties of 1837. The fort's reservation population included the native Dakota and Ojibway, traders, missionaries, and settler-farmers who supported the military at the fort, and fifteen to thirty slaves.

In 1821-22, Swiss settlers from Lord Selkirk's failed colony at Pembina, Winnipeg, came to Fort Snelling, followed by French and *metis* traders, retired voyageurs, discharged soldiers, and refugees from native conflicts, fur trade wars, bad weather and crop failures.

Conflict soon developed between civilians and military over land use on the military reservation and the sale of alcohol to soldiers and natives alike. Consumption of alcohol by enlisted and commissioned officers counteracted the boredom and maladies of frontier life and the fort as a hardship post. Findlay's (Brown's) Ferry forded the Mississippi River from Camp Coldwater to grog shops in Hidden Falls and was patronized by soldiers, settlers and natives alike.

In 1834, the territory of Minnesota, and thus the West End, was transferred to the jurisdiction of the Territory of Michigan. In 1836, the lands were transferred to the Territory of Wisconsin, but divided at the Mississippi River when Congress created the Territory of Iowa in 1838.

After the 1837 Mdewakanton Dakota treaty, territory east of the Mississippi River, including the West End, was opened to settlement. In 1838, Major Joseph Plympton evicted 157 people and 200 horse and cattle from the military reservation of Fort Snelling. Plympton claimed all land between the St. Croix and Mississippi Rivers for the military reserve and was concerned that speculators would claim land before ratification of the treaty and the payment of annuities to the Dakota.

Fountain Cave, about six miles downriver from the fort, was not considered a prominent (native) landmark. When "Pig's Eye Parrant, a French-Canadian voyageur trader, arrived in Mendota in 1832, he set up shop at Fort Snelling and distilled and sold his brand of liquor. When Plympton evicted settlers from the reservation, Parrant relocated six miles down the Mississippi at the mouth of Fountain Cave, built a log cabin on or about June 1, 1838, and continued his sales to settlers, military, natives, even steamship crews passing through.

"Swiss immigrant Abraham Perry came from the Red River and when evicted from the fort was the second white man to settle downriver. Perry's claim was a little west of Parrant's and was the first farmer in the great agricultural region surrounding the capital city. Other early settlers were French-Canadians Benjamin and Pierre Gervais, Irish Francis Desire and Donald McDonald, Edward Phelan, Joseph Rondo, Joseph and Amabel Turpin, John Hays and William Evans. They all took claims along the river front, reaching from what is now the site of the Omaha shops to Dayton's bluff.⁷ In October 1839, Plympton expanded the boundaries and jurisdiction of the military reserve and the settlers and squatters were again evicted to east of the new reservation line. They established their new community above the Upper Landing, a natural harbor of the river, and founded St. Paul.

Between the fort and the emerging city of St. Paul (incorporated in 1854) stretched the Reserve Township that became the West End—a plateau of limestone, wetlands and marshes above the bluffs of the river. The area was unincorporated and reserved for the fort's use until 1858. The Reserve's settlers cut trees beyond Randolph known as the "Big Woods," drained marshes and developed farmland and gardens along "Fort Road." In 1862, the State Legislature added the "West End" as the city's fourth ward, and what became our state's first neighborhood commercial district.



Above Fountain Cave, From portfolio "Twin City Etchings" by Charles William Post 1889 image MNHS

Fountain Creek and Fountain Cave⁸

Fountain Creek originated in the wetlands of the West End sub-watershed. The surface stream drained into a sinkhole, then flowed through and out of Fountain Cave into a ravine that led to the Mississippi River. Its source wetland was paved over by the late 19th century when it became a residential area.

Fountain Cave was the longest natural sandstone cave in Minnesota, named on July 16, 1817, by Major Stephen H. Long, U. S. Corps of Topographical Engineers. The most elaborate account was presented in E. S. Seymour's 1850 "Sketches of Minnesota, the New England of the West." The cave was basically an unbranched tube wholly in the sandstone layer. Apart from widenings of this passage, called "rooms," much of the passage was crawlway. There were four rooms successively decreasing in size upstream. The third room was the only named feature in the cave, called "Cascade Parlor" because it contained a waterfall two feet high. He did not go beyond the fourth room, but stated that he could hear a second waterfall in the distance.

In 1932, St. Paul landscape architect George L. Nason described how the 400-foot long ravine at the cave's entrance: "the beautiful little valley was formed by the caving in of the roof at various times." With construction of the Omaha Shops in 1880, a shaft was constructed so that sewage could drain from the shops into the cave. In 1923 the railroad spur leading to the Ford Motor Company covered the sinkhole, and in 1960, the Minnesota Highway Department dumped "surplus excavated material" into Fountain Cave's entry ravine in building Shepard Road. In addition to the loss of the West End's wetland's drainage, Fountain Cave ceased to exist.



*Fountain Cave and Creek.
Photographer William Henry Illingworth
1875 image MNHS*



*Image in the hunt for Fountain Cave. (above)
The tunnel and looking up Manhole E. (below)
Compliments of Greg Brick;
photographer Tony Andrea,
East End Productions.*



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The West End: St. Paul's Fourth/Fifth Ward

In 1854, Saint Paul was incorporated as a 2400-acre city with three wards. In 1858, Euro-American settlers between the city and Fort Snelling met to elect a town board at the house of William Niven and later that year defined boundaries of the "Township Reserve," dividing it into two "road districts" and raised funds for a school house. In 1860 the population was 249; in 1880, there were 490. "The nearness to St. Paul, where a ready market is found, has induced many to engage in gardening, dairying, and raising early vegetables and berries."¹¹ In 1862, the state legislature added the emerging "West End" as the city's fourth ward, and in 1887, the fourth became the city's fifth ward.

The *Saint Paul Daily Globe* in its March 5, 1880, feature "St. Paul The Empire City" reported: "Basing his prediction upon the location of the stock-yards and packing houses, the Sioux City company's railway shops and the short-line railway station, with the completion of the Fort Snelling Bridge and the early improvement of roads and streets leading in the direction of the bridge, an old resident of the city predicts that five years from now there will be a larger population between Western avenue and the Fort bridge and Summit Avenue and the river than there is now in the whole Fourth ward. He further predicts that men now living will see a grand avenue bordered by shade trees and fine suburban residences, from Stahlman's (West 7th brewery) to the bridge. We have no doubt that the improvements referred to will have an early affect in increasing the building up of that portion of the city and its suburb... A considerable portion of the territory described is quite favorable to large manufactories and kindred industrial establishments. There are ample vacant spaces for shop buildings, for storage and handling of lumber and bulky manufactures and for erecting dwellings for employees. Fine tracks of land for such purposes might be selected in numerous places convenient to the new railroad tracks. The water supply is abundant while the drainage is naturally good and can cheaply be made perfect. The convenience of abundant dry cellarage with uniform temperature, in the sand-rock underneath the bed-rock, would also be a consideration in many lines of productive business. The street railway already reaches to the border of the territory and will undoubtedly in good time be extended with a double track and steam motors, and other facilities of communication will quickly follow the improvements now in progress."¹²



*Steamboat taking on wood on the Mississippi River.
1829 etching Library of Congress*

River Transportation Through the West End¹³

Early fur traders used canoes, pirogues, and keel boats to navigate the shallow Mississippi River—that at low water could be waded across. Overland, wooden Red River Ox Carts transported furs from the Red River Colony to Mendota and St. Paul, and trade goods and supplies back. At this time the West End, aside from the port of the Upper Landing, was sparsely settled and relatively uninhabitable. The *Gran Marais*—the great marsh—was a plateau or bog above the river with little accessibility due to the bluffs. With no native or settler population, a

land route served no purpose when the river provided the main navigational channel downstream.

1830-1877, Steamboat Era: On May 23, 1823, the steamboat "*Virginia*" became the first to ascend the Mississippi to Fort Snelling with supplies to that frontier post. It also carried the first refugee and tourist: J. (Giocomo) P. Beltrami (1799-1855). Beltrami published his travels in Minnesota that included erroneous sources of the Mississippi and Red (Bloody) Rivers. Beltrami County in northern Minnesota is named after him. Captain William Clark of the Lewis and Clark Expedition of 1805 was also on board the *Virginia*.

American settlers began to transform the river from its natural state after 1823. Steamboat passenger and freight traffic quickly grew with 41 steamboats in 1844, 95 in 1849, and more than a thousand in 1857. "Between 1850 and the mid 1870s, river traffic had been the key to St. Paul's growth. By the mid-1870s, the railroad system, once a supplement to the river, had become the principal transportation system."¹⁴ In the 1860s, railroads narrowed the river channel by filling the river flats rather than building on trestles above the river, and construction generally followed the boom and bust cycles of the national economy from 1865 to 1893, when the systems were essentially

River Transportation Through the West End continued

completed in the southern two-thirds of the state and in the Red River Valley.

1878-1906: Congress passed the Rivers and Harbors Act of 1899 that prohibited the construction of any bridge, dam, dike or causeway over or in navigable waterways without Congressional approval. The Army Corps of Engineers was directed to survey, dredge, clear snags and trees that narrowed the current into one main 4.5-foot channel to facilitate river traffic. They blocked side channels and increased the velocity of the water with wing and closing dams—which also had the effect of eroding the banks.

In the 1880s, St. Paul's position at the head of river navigation was not as important an economic factor since the river was paralleled on both sides by railways.¹⁵ North-south river and steamboat traffic decreased, and the river became a gutter for personal and industrial waste. The West End was spared some pollution, thanks to the bluffs.

In 1885, H. W. S. Cleveland stressed the importance of maintaining the riverfront and bluffs in a natural condition: "Preserve above all the wild and picturesque character of the river banks, and do not suffer them to be stripped of their foliage or scarred and seamed by excavations. The day is not distant when the thickly wooded banks, the deep and dark ravines, the rugged and precipitous rocks, and the picturesque cascades which form the shores of the mosaic river will be regarded as your choicest possessions for the unique character they will confer upon the city"¹⁶

1907-30: Dredging and construction of wing dams and cut-offs increased the river channel to six feet deep. In 1914 the Panama Canal opened, economically moving "the West and East Coasts closer to each other while moving the Midwest farther away from both. Businesses could ship goods from New York to San Francisco through the Panama Canal cheaper than Midwesterners could ship goods to either coast by rail."¹⁷ In this period St. Paul relied on the river to dispose of waste generated by its people and industries and became an open sewer and health hazard. "By 1920, the river was probably less important to St. Paul than any time before or since. The riverfront became the back alley of rail depots and rail-oriented industries. Pollution made the river itself offensive to the eye and nose."¹⁸ In 1925, only one regular commercial (steamship) line worked the Mississippi though 23 railroads were organized into nine systems that served St. Paul.

Over time, trees were removed from the bottomlands and bluffs, and the quarried bluffs reflected the way the river landscape changed. "Between the mid-1920s and mid-1960s, the riverfront became the focus of a series of efforts to revive or revitalize the city by making better use of the river."¹⁹ In 1963 the river was further enlarged to a nine-foot deep channel. Between 1965 and 1980, the Sewer Board and Waste Control Commission rebuilt the sewage treatment system of the metropolitan area and significantly increased the quality of area waters.



In 1873 the Upper Levee extended to Randolph and the river's flood plain had yet to be filled in, with railroad tracks built on trestles above. 1873 Bromley photo MNHS



Steamboat landing and Union Station at Jackson Street, St. Paul, Minn. 1908 image: Detroit Publishing Co., Library of Congress

St. Paul Boom Company

According to the *Mississippi Valley Lumberman and Manufacturer* (March 21, 1879) “The St. Paul boom is located at the foot of Pike Island, in easy range of Fort Snelling, and extends to a point about three hundred yards below the old boom—in use years ago.”

In 1881 the St. Paul Boom Company purchased up to 300 acres from the owners of the Crosby estate. A boom company served loggers as a public utility, helping them and the lumber mills count and measure the timber received by each mill, and control the movement of timber on the river in order to assure the mills a steady supply of logs for continuous operation.

The “boom” caught logs that floated south through the dams at Minneapolis, sorted them with reference to their various owners by their “marks”, and “brailed” them into rafts to float to Prescott, Wisconsin. 150 million feet of logs were processed in 1901 by a crew of about 200. Their camp was a settlement of five buildings, simple in architecture, neat in appearance, and freshly painted in a durable shade of terra cotta red. In the 1905 census, 290 named loggers list the St. Paul Boom as their residences.



*“On the drive, Pineries of Minnesota” 1867 and 1875
Photographer B. F. Upton, image Fearon & Bacheller
Library of Congress*



*In the Minnesota pines—an ordinary haul:
The “go devil” sledge at work.*

Image: Harper's Weekly, (1893 March 25) Library of Congress

The operations stretched for nearly two miles along the river and its bottom lands. The boom proper was known as a “sheerboom” and stretched across the channel of the stream not far below Fort Snelling. It was opened and closed by the power of the current, by means of “fins,” which were operated by a “jenny,” or hand-power winch. Every log was marked with an ax to indicate the owner, somewhat as cattle are branded, but for greater convenience employees also put “catch” marks to facilitate sorting.

The boom company regularly handled logs for eighteen companies and each owned several different brands or marks. As the logs floated down the races, they were gathered by their marks and made up into a brail, a rafted area of logs 150x50 feet in dimensions. A raft was made up of several brails. Three boats towed the logs to Prescott, Wisconsin: the Jessie B, the Gazelle and the Bun Hersey. A large proportion of these logs were taken to Stillwater and sawed in the mills there. Besides logging, the boom also recovered the bodies of persons that drowned, averaging eight per year.²⁴

The last of the great rafts went down river in 1915 and the St. Paul Boom was discontinued.



River Floods

Spring is traditionally a time of flooding within the Mississippi National River and Recreation Area corridor. As the snow and ice of the upper Midwestern winter begins to melt, the water cannot permeate the still-frozen ground and instead runs rapidly off the land, swelling the Mississippi and its tributaries, at times over their banks. While the flood cycle is critical to the natural health of any flood-plain ecosystem -- clearing accumulated deadwood and brush from the river banks, creating short-term hatching and

feeding areas for fish and other river-dwellers, and maintaining the high fertility of the lowlands through the deposit of moisture and sediments -- for river communities it turns the river from a resource into a formidable foe of the agriculture, industry and people concentrated around it.²⁰ The West End is largely protected by its bluffs though not down river from Randolph and James. The *Zumbrota Independent* reported April 5, 1895: “The river continued to rise slowly but steadily all day yesterday. The most important change in the situation was the breaking of the upper levee at James street and the inundation of the upper flats... Many of the people living there had confidence in the levee and refused to move out. When the levee broke and the water began to pour in on the flats there was a great demand for boats and people moved out in a hurry. Many did not have time to save their household effects.” Measured in terms of crests, the greatest flood was 26.01 feet on April 16, 1965.



*1916 West End evacuation, lower Randolph?
1916 image St. Paul Pioneer Press Dispatch/MNHS*



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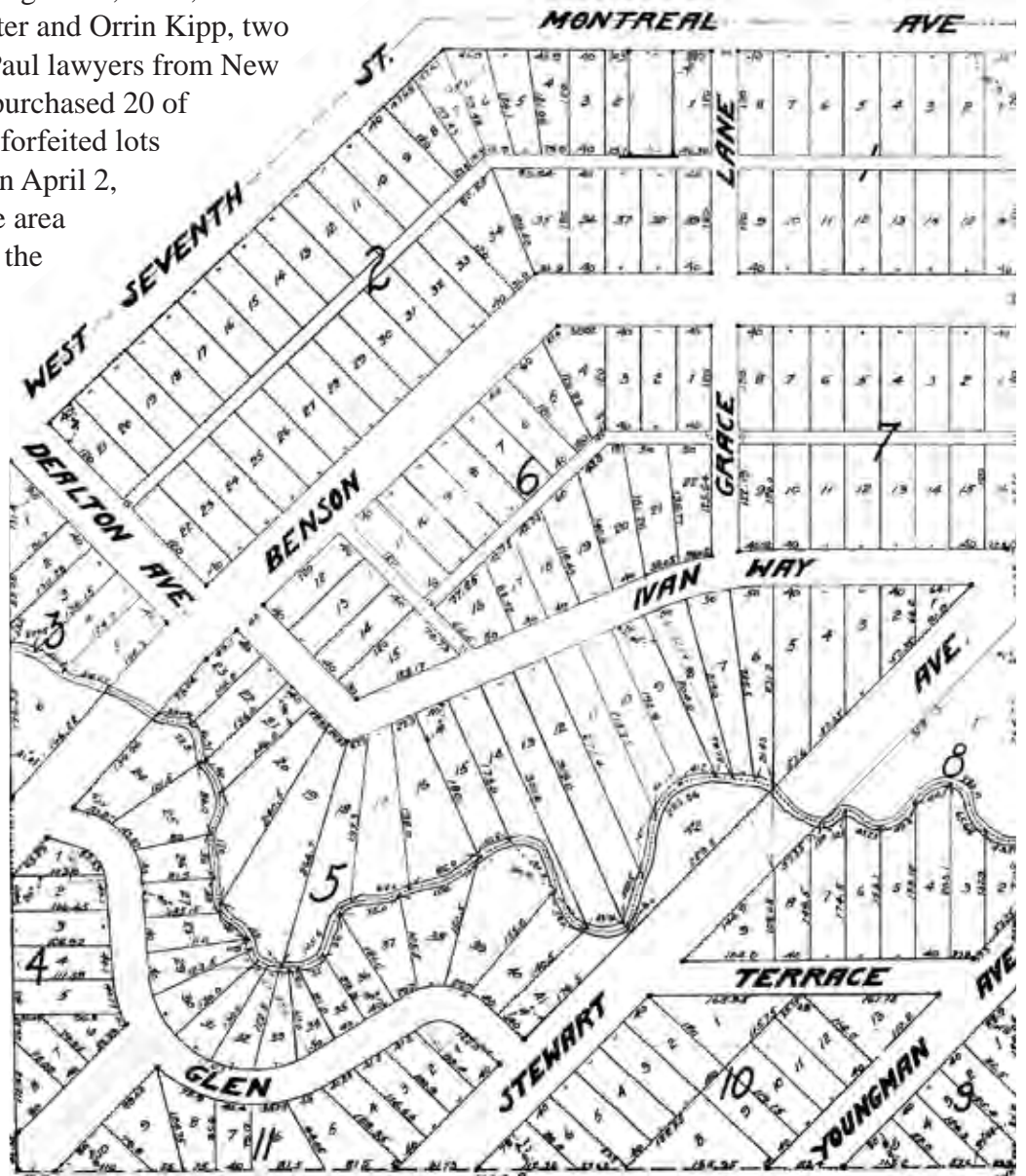
Kipp's Glen Terrace

Land speculation and real estate development in the later 1800s was amplified by land grants to railroads that subsidized their operations and promoted immigration. Speculators were often a political and economic mix of “immigrants” from New England from the East Coast to the City of St. Paul. Mayor William Dawson (1825-1901) was St. Paul’s first Irish mayor (1878-1881), chaired the Fort Snelling Bridge Commission and was a land speculator and President of the Bank of Minnesota. He sold property at Western, Michigan and West 7th Street to the West End’s Bohemian community for their C.S.P.S. Hall in 1879. When his bank failed, subject to numerous lawsuits in 1896, he became insolvent and died “poor” in apartments at the Waldorf, on Summit Avenue and St. Albans Street.

William Dawson
Image St. Paul Globe,
Feb 20, 1901

On August 12, 1902, brothers Sylvester and Orrin Kipp, two Saint Paul lawyers from New York, purchased 20 of 39 tax-forfeited lots

of the Dawson estate at auction. On April 2, 1912, they surveyed and platted the area as Kipp’s Glen Terrace Addition to the City of Saint Paul located between Montreal, West Seventh Street, Elway and Glen Terrace above Crosby Lake. In the 1980s, the area petitioned to become part of District 9 Community Council/West 7th Street Federation in order to advocate for sewer connections and prevent the city from razing its housing for larger apartment and condominium complexes. The Federation was successful in its advocacy. In the *Saint Paul Pioneer Press/Dispatch* of April 30, 1959, Oliver Towne reported that Gypsies/Roma camped in summers opposite the Ford Spur railroad tracks that bisected Kipp’s Glen above the bluffs of the Mississippi River.



Quarry Farm Park/Victoria Park

The 40.4-acre site is one block south of West 7th Street bordered by Montreal Way to the west, Otto Avenue to the east, Mississippi River to the south and Mississippi Market Natural Foods Co-op and Shaller Family Shalom East Campus (2009) to the north, and divided by the Chicago, Milwaukee, and St. Paul railroad. The Fall of 2011, an environmental cleanup was accelerated with free fill from the Central Corridor light rail project. Over 115,000 cubic yards of fill provided an “environmental cap” to bring the land up to recreational use standards, completed in 2012. A master development plan has begun that prioritizes critical connections to the Mississippi River, Sam Morgan Regional Trail, and Crosby Regional Park.



Quarry Farm Park 2019 photo David Biljan

In cooperation with Great River Greening, restoration has begun of the upper and lower bluffs in the park as well as disturbed floodplain areas of Crosby Farm Regional Park. The purpose of the project is to develop a master plan and cost estimate for phased development of the future park. “Quarry Farm Park” has been selected for the name of the overall park by neighbors reflecting its history as both a quarry and a farm. Some of the places inside Quarry Farm Park have been named as well, including: main overlook: Bald Eagle Overlook; foundations bins: Stockman’s Rest; downhill path: Ferry Hill Road; path from Shepard Road: Old Fort Road; south pond: Shrub Carr Pond; birding area: Darwin Downs.

Crosby Lake Business Center

Crosby Lake Business Center was a St. Paul Port Authority project in the 1990s, a 26-acre industrial bluff park overlooking the Mississippi River at Shepard Road, east of Interstate 35E.

Summit Brewing: In 1986, Mark Stutrud decided to forgo getting his master’s degree in social work to start Summit Brewery on University Avenue, naming his new brewery after Summit Avenue. In 1991, after developing signature award-winning beers he increased capacity from 5,000 to 12,000 barrels per year. In 1996, after storing a copper brewhouse from Hürnerbräu, Ansbach, Bavaria, he purchased 4.2 acres in the Crosby Lake Business Park and completed the complex in 1998. The Summit Big Brew 20th Anniversary celebration in 2006 on Harriet Island featured 11,000 Summit friends toasting 20 years of brewing excellence. The tradition continues with a succession of prestigious brewing awards, including 2018 the Gold medal for kellerbiers at the Great American Beer Fest.

Harris Companies: In 1948, Charles Harris established Charles Harris Plumbing Company on University Avenue. In 1954, he bought the Yoerg Brewery Company at 229 Ohio Street on the West Side for his company’s operations. After a succession of ownership and locations, Harris Mechanical Contracting moved to a newly built corporate office at 909 Montreal Circle in the Crosby Lake Business Park. After several acquisitions, in 2018 the *Engineering News-Record* ranked Harris twelfth among the top fifty mechanical firms in the country and #53 on the top 600 specialty contractors list.

EMC Publishing/New Mountain Learning: Out of its roots on the east side of St. Paul in 1954, EMC Publishing/New Mountain Learning brands include EMC School providing of K-12 World Language learning solutions; Paradigm developing higher education courseware in computer technology, health careers and business technology; and JIST instructional materials and technology for job training. In 2018, New Mountain Learning merged with Carnegie Learning (math products) to form a comprehensive blended learning portfolio. Paradigm Publishing changed its name to Paradigm Education Solutions to focus on its digital assets and proprietary learning management system that accompany their textbooks and comprise their complete courseware offerings.



*Crosby Lake at high water stage.
2019 photo Joe Landsberger*

Crosby Farm²¹

Thomas Crosby (1827-1886) emigrated from Yorkshire, England. He obtained a 160-acre farm southwest of the present-day junction of Shepard Road and Interstate 35E in 1858 and farmed it until his death.

Crosby's farm was the largest and longest running farm in the West End. Cattle, dairy cows, horses, pigs, and chickens, along with crops including potatoes and apples were raised on the farm. In the 1905 census, Edward (butcher) and John Bartusch and Frank (farmers), Mary and Edward Adam are listed as residents, along with 50 named individuals at "Camp Crosby Farm."²²

The area now includes a naturalized walking trail through Crosby Farm and Upper Lakes west to the marina.



Otto Bartusch Farm, 1164 West 7th. Chickens, horse and colt, cow and Otto with W 7th above the bluff. 1906 photo MNHS

Bartusch Farms and Gardens

Gustav, a butcher, was the first Bartusch to settle in St. Paul. He immigrated in 1878, his wife Marie in 1892. They farmed at 1271 Montreal where the Highland Park swimming pool was located. Gustav's brother Ernest and his wife Guste Bartusch followed in 1882 with children Martha, Otto (1878-1949), Paul (who listed his birth city as Hamburg) and Willie. They farmed at 1409 West 7th. Ernest and sons Otto, Paul and Fred were butchers, and Willie a sausage maker. Otto married Johannah Forsmoe of Norwegian Wisconsin parents in 1904 and developed his farm nearby at 1164 West Seventh with his brother Paul. Gustav and Ernest's brother William, also a butcher, immigrated in 1883; his wife immigrated in 1907, and they lived at 943 Bayard.

- Sandwiches
- Snack Sticks
- Summer Sausage
- Salami
- Weisswurst
- Leberkase
- Braunschweiger
- Bratwurst

In the Keg & Case West 7th Market

@knackstp

The Dairies of the West End

The Saint Paul Globe January 14, 1900, Page 18

One of the most important industries carried on near a great city is that of the dairyman. These dairymen, as a rule, live just outside the city blocks and within the city limits, and their cows feed where the meadows come down to join the city streets. Perhaps no city in the United States is better adapted to dairy farming than is St. Paul. All around this city are long stretches of fine meadow and green hills, where cattle can feed for eight months of the year... The river bluff between the old shot tower and Fort Snelling is also a home for the milkmen. Here can be found over a dozen dairies. Along the base of the bluff are to be found many little springs of pure water that even in the hottest months do not require ice to make the water cold ... The wagons of one dairy alone, near St. Paul, carry everyday over 250 gallons of milk and cream to customers in the city... The late riser who hears the milk wagons rattling past under his window seldom realizes that many of those wagons started for the city long before the gray dawn came into the east, and that after pushing through the morning mists for miles along the hard roads, at last came in sight of the city in time to see the sun climb up over the housetops, that all day they will rattle over the paved streets, and that not until the sun begins to sink in the west will they again be returning home along the country roads, with the tired horses finding their own way, and the drivers lounging back upon the empty cans, the day's work of supplying a city with milk accomplished."

State Dairy and Food Inspections of 1900

On May 6, 1900, the *St. Paul Globe* newspaper reported the State Dairy and Food Inspection listed 19 West End dairies with a total of 336 cows. The dairies were (rated): very well kept (1), well kept (9), fair (2), medium (3), poorly kept (6 with reprimands).⁴¹

Joseph Ollig built 2276 West 7th in 1897 as his dairy farm. The inspection in 1900 found that he maintained 20 cows in good condition in a well-kept dairy. On April 17, 1902, in the *St. Paul Globe*, he advertised his sale of 11 cows, two horses and harness, covered milk wagon, covered milk sleigh and milk cans. Ollig then became a teamster for a quarry and ice transport through the 1930s in West 7th.

Charles W. Shanno/Schanno's dairy was also listed in state records as Shanno Brothers (Matt and Charles). They were born in Minnesota to Matthais and Hattie (Swedish immigrants, 1866) Schanno. Charles married Christine who also emigrated from Sweden in 1887 at age 16. The dairy was located on Montreal at the Crosby Farm and in 1900 had 42 well-kept cows.

Sam and Lizzie Sturzmegger's farm was located at Stewart and Purnell, had 14 cows, good flesh but dirty for which the family was reprimanded. Sam emigrated from Switzerland, and Lizzie from Germany.

Fred and Johanna Moser's farm was located at 1994 West 7th, had 15 cows, fine condition, well kept dairy. They immigrated with their oldest daughter Madeline from Switzerland in 1880.

Frank and Maggie Rathmass' dairy was located at Stewart, Davern, and the bluff above Crosby.

Emma Crosby lists her farm as "Spring Valley Farm." Near Crosby's farm, Joseph and Rosa Guiney raised hogs for market.

In the 1910 census, an immigrant community from Ungarn, Hungary had a dairy at Stewart Avenue and Montreal on the bluff. Owners Joseph Weinhandl immigrated in 1893 and Mary in 1896. Also listed were her Gruber siblings Jacob (immigrated 1900), Stephen (1902), Matt (1910), Frank (1910), Paulina (1910), and a dairy hand Christian Trumer (1909). John and Jacob Weinhandl were active in the cigar makers union. Sadly, Theresa Weinhandl asphyxiated shortly after immigrating in 1897 when she blew out a gas light without turning off the gas. She had been employed as a domestic only two days prior and was unfamiliar with gas lighting.

In 1910, James Wenzel and Mary Eller Vorlichyn/Vorlicky had a dairy at 1136 Montreal at West 7th Street with their seven children and Barney Hubel as a farmhand. Wensell immigrated in 1893, Mary in 1885, Barney in 1906, all from Germany. After selling their cows, James became a road grader for the City of Saint Paul.

Ferries and Bridges

In the 1840s Fort Road developed into a heavily traveled straight-line land route between St. Paul and Fort Snelling with a cable-style horse drawn ferry, Findley's Ferry, that crossed the Mississippi from 1848 to 1880. However, the fort required a better supply route than the ferry and steamboats. In 1870, the Omaha Road railroad crossed the river in St. Paul, continued along the river to Mendota, and crossed the Minnesota River with a station at Fort Snelling. The Mississippi River crossing was a few miles upriver, toward Minneapolis.

The first "pedestrian" bridge built across the Mississippi River was the Fort Snelling High Bridge, "a rickety iron wagon bridge. It was built on tall masonry piers and was supported by a web of beams and cables. The wagon deck sat on top of this truss. This bridge was finished in 1880."²⁷

When a metro wide trolley system of Minneapolis-St. Paul was developing, Fort Snelling was its missing link. The West 7th Street/ Fort Road line stopped at the river since the wagon bridge couldn't handle the weight of a trolley car. On the Minneapolis side, the line stopped just north of the fort.

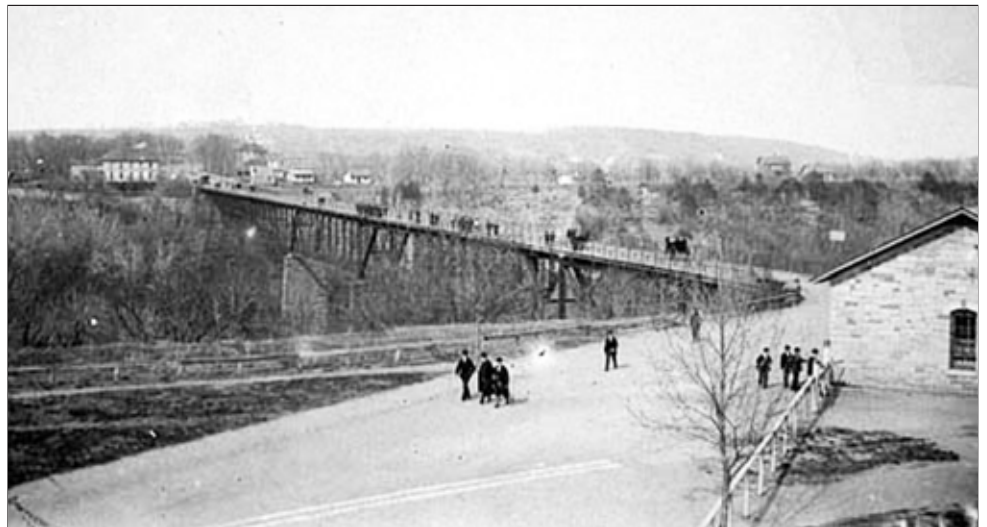
In 1909, a sturdier bridge replaced the Fort Snelling High Bridge. The new "Fort Snelling Bridge" was a very sturdy steel arch truss bridge, also 100 feet above the water, and had abutments cut into the rock on either side of the river gorge with a span of 321 feet. It supported Model T cars to semi-trucks, street cars to modern buses.

The 1880 bridge was dismantled, and stone blocks from the piers were used to build the Fort Snelling chapel in 1927.

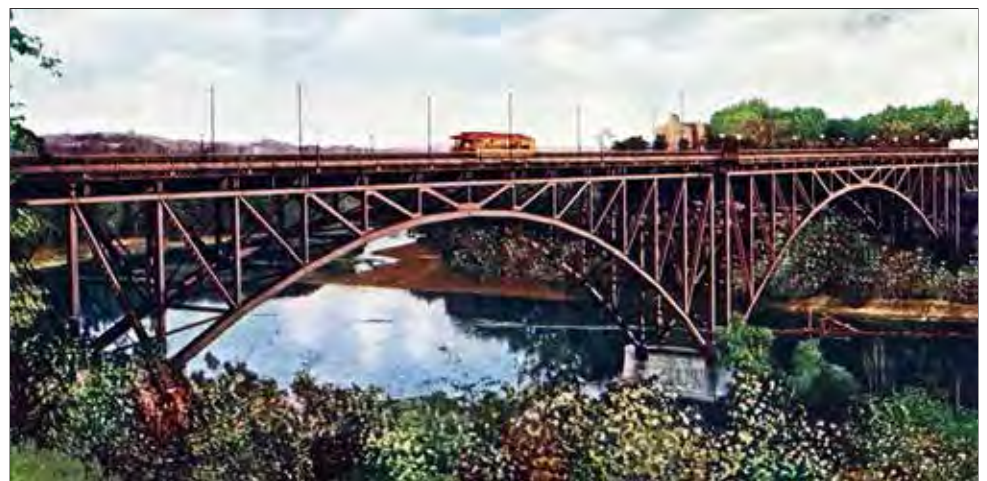
The current Fort Road Bridge was built in 1965, a span of 258 feet and 88 feet above water. Piers and abutments from the first two bridges on both sides of the river remain. The abutment on the north side of the river was left as-is and incorporated into a small terraced park that looks out to the fort.²⁸ Its "Two Rivers Overlook" features sculptures by West End artist Philip Rickey and St. Paul city landscape architect Jody Martinez.



Before the bridges: Findley's horse-drawn ferry. Circa 1860 stereocard image Muscatine Art Center, Muscatine, Iowa



Fort Snelling in foreground, First Fort Snelling Bridge, West End and Fort Snelling Hotel across the Mississippi River. 1895 image MNHS



Second "New" Fort Snelling Bridge. 1909-1961. Image, Friends of Fort Snelling.



Car 25, St. Paul City Railway Company, 1887 image Scripophily.com

St. Paul City Railway/Metro Transit

In 1873 single-track horse-drawn street cars ran from Seven Corners to Ann Street in the West End, and in 1881 from Ann to Tuscarora. “Each car could accommodate up to fourteen passengers and ran at a maximum speed of six miles per hour... heat was generated by a small iron stove placed in the middle of the car and the floor was covered with a thick blanket of hay. Signal lights were hung on each end, and an oil lamp provided light inside the car.” In 1890 the lines were electrified.³⁰

Infrastructure development from 1890 to the early 20th century involved more than electrified street cars for the emerging city and included graded streets, cement sidewalks, sewers, and telephone lines. In 1891 a streetcar line was extended along West 7th to Fort Snelling. On Randolph Avenue, the first private streetcar line was installed in 1898 then abandoned despite the subsidies of its property owners. At the same time the city council approved an experimental electric street railway line, contingent on installing sewers along the route. However, they were only installed as far as Pleasant Avenue on Randolph. Until early 1900s, transportation along Randolph was still via horse-drawn tram; the early rails were torn out and repurposed in other parts of the city.

In 1934, West 7th became Minnesota State Highway 5. In 1948, Wall Street speculator Charles Green purchased the Twin City Rapid Transit Company and started dismantling the railway system toward completely switching to buses.

In 1954 conversion to buses began and the street cars were ceremoniously burned or sold off. (The owner Fred Ossanna and others were convicted in 1960 of illegally profiting during the transition period). In the 1970s, the bus lines became a partially publicly funded operation overseen by the Metropolitan Council, renamed Metro Transit.

While Fort Snelling diminished in importance through the decades, its location at the confluence of the Minnesota and Mississippi Rivers did not. Developments in the western suburbs magnified the need for a metro transit loop of St. Paul, Minneapolis and Bloomington, and the importance of West Seventh and Shepard Road as transportation corridors became magnified, linking Fort Snelling to its western venues of the airport, the Mall of America, and the western suburbs.

“In 1914, Snelling Speedway sat where the Minneapolis-St. Paul International Airport (MSP) operates today. The auto-racing venue was unsuccessful, and the Minneapolis Aero Club acquired the property for loftier purposes. The first hangar, a wooden structure, was constructed in 1920 to accommodate airmail service, and the 160-acre property became known as Speedway Field. In 1923, the airport was renamed Wold-Chamberlain Field in honor of two local pilots, Ernest Wold and Cyrus Chamberlain, who lost their lives in combat during World War I. The airport soon became home to Northwest Airways, which in 1926 won the government's airmail contract and acquired the airport's only hangar.”³¹

In 2019, the West End's “Riverview Corridor” was proposed for a transit throughfare from downtown Saint Paul to the Minneapolis-Saint Paul International Airport and the Mall of America to complete a transit loop with Minneapolis. The West Seventh twelve-mile stretch has had several alternatives including a proposed “planned modern streetcar line” that would complete a metro transportation loop through the West End, including a new bridge at Fort Snelling and nine neighborhood stations.³²



Coach interior, St. Paul and Pacific Railroad, 1875 image MNHS

Railroad Transportation

Following the St. Paul and Pacific Railroad Company's first Minnesota rail link between St. Paul and St. Anthony/Minneapolis in 1862, government agencies and railroads cooperatively and actively recruited settlers, especially from northern Europe, to colonize treaty lands through the 1890s. Railroads benefited from "land grants" (government subsidies of over 200 million acres to railroads that served as collateral for securing construction money.) The land was then sold to settlers to generate much-needed currency for the railroads.

Government agents travelled to Europe and East Coast ports to recruit; promotional pamphlets were especially effective. Railroads aided immigrants with reduced fares and fees for baggage, deducted travel fees and/or provided credit and rebates for purchase of company land and laid out and sponsored town sites along their lines. Between 1860 and 1880, the population of Minnesota more than quadrupled, 172,023 to 780,773.



West End neighbor workers at the Machine Shop, Omaha Road Randolph Railroad Shops, April 15, 1929. Harry Rogers was a sheet metal worker on the steam engines (pictured), Frank Burth, Frank Strunk, Harold Hinchcliff, Harry Hobrough, Frank and Joseph Hampl, Frank Kotas, Ernest Herzon, Don Rask, and Bill Panek. Photo compliments of Marlene Rogers Hinshaw.

Omaha Road Randolph Railroad Shops

In 1880, the St. Paul and Sioux City Company purchased grounds in the Fourth Ward at Randolph and Toronto Streets for railroad "shops" and terminal facilities but was soon acquired by the Chicago, St. Paul, Minneapolis and Omaha Railway Company. A railway line was excavated and graded along the river with arched culverts, the largest being 100 feet long and 12 feet wide. Structures at the new "Omaha Shops" included a round house with forty stalls and various "shops:" iron machine, wood machine, blacksmith, car building and paint, as well as a boiler house, water tanks, sand houses and coal sheds. Other major buildings were the blacksmith and boiler shops, and the locomotive roundhouse. Just down the hill from the Omaha Shops, accessed by a double tracked spur (or vice versa, depending on your perspective) were the Omaha's Western Avenue switching yards,

containing about 27 tracks. Side tracks and switches were added with residences for yard masters, watchmen, etc.

In the latter 19th century, the Omaha Shops employed about 300 men²⁵ and nearly 1,000 workers for the first half of the 20th century. The shops maintained locomotives and other rolling equipment, and constructed railcars, primarily wooden boxcars. Unions included blacksmiths, laborers and car repairers. Journeymen machinists, enrolled in the International Association of Machinists, were the largest. In 1922, shopcraft workers, numbering about half a million nationwide, went on strike against wage cuts. The strike lasted six months and ended in defeat. The unions were eliminated from the shops; hundreds of workers were blacklisted until the labor upsurge of the 1930s.

The Omaha Shops closed in 1950 when diesel engines replaced steam engines. When Shephard Road was re-routed, 20 tracks were eliminated.

Orme Brass and Iron Works



Old Orme Foundry, 626 Armstrong Street. 1936 image MNHS

Henry Orme, an English immigrant, first established the North Hudson (Wisconsin) Foundry in 1874, then came to St. Paul where he set up his cast iron and brass foundries that employed thirty men near the “Omaha Shops” of the Chicago, St. Paul and Omaha Railroad. Workers belonged to one of the oldest labor organizations in the state, Iron Molders Union Local 232, organized about 1872.

Orme’s sandstone foundry at 626 Armstrong was built in 1890 and was succeeded by the national Bearing and Metal Company in 1927.

Ford Plant Spur

In 1912, as part of a regional strategy of manufacturing Model-T’s, the Ford Motor Company’s first assembly and sales began in Minneapolis, but in 1925, the Twin Cities Assembly Plant relocated to 122 undeveloped acres in Highland Park above the Mississippi River. The Chicago, Milwaukee and Saint Paul Railroad was selected to build a rail spur through West End neighborhoods connecting the new plant with the rail yards of downtown St. Paul. As the Ford plant ceased manufacturing in 2011, many development possibilities are considered for the unused trail still owned by the Canadian Pacific Railroad.²⁶

The Ford Plant spur is no longer in use though one feeds the grain terminals but not the bygone 28 tracks of the Omaha Shops.



Ford Plant Spur. 2019 photo Craig Johnson



*Abandoned tracks, Omaha Shops.
2019 photo Craig Johnson*



*Omaha Swingspan Railroad Bridge.
2019 photo Craig Johnson*

Omaha Swingspan Railroad Bridge #15²⁹

The St. Paul and Sioux City Railroad Company built one of the first bridges across the Mississippi River as a wooden drawbridge in 1869. It was replaced with wooden trusses in 1877 and a steel swing structure in 1915-16. In 1947, its 50-foot wooden trestle was replaced with a 55-foot steel plate deck. The bridge is owned by the Union Pacific and shared with the Canadian Pacific railroad. The swing span is unique in that the pivot point is not in the middle but rather the river section is 185 feet long, the other only 75 feet. (Supposedly the owner of the land adjacent to the rail line objected to having the bridge swing over his land.) It is an asymmetrical swing bridge, the only bridge like it on the Mississippi River.

Widening West Seventh

Improving West Seventh Street as a main through fare was serious business. On December 3, 1889, the “Common Council of the City of Saint Paul” directed the Board of Public Works to widen West 7th Street from Tuscarora Avenue to the Fort Snelling bridge to a uniform width of eighty feet. However, in a “Heated Debate ... The usual monotony of proceedings in the board of public works was enlivened by an acrimonious debate between Chris Hoar and Martin D. Clark. About fifty of the citizens who own property attended ... Mr. Hoar is the leader of the movement to widen the street from sixty-six to eighty feet, and Mr. Clark leads the objectors. Each grew warm in the expression of his views.”³³ The matter was laid over (until the 1930s!). In the mid-1930s, at the height of the depression, Saint Paul undertook the project to widen West 7th Street to 80 feet from Richmond Street 1.2 miles to Tuscarora Avenue, principally by taking 16 feet from each property on its river, south side. In order to document property valuations along West 7th Street, each structure’s file documented property lots, blueprints, photographs, evaluations and even appeals. The first files were dated in 1931. These files at the Minnesota History Center provide a snapshot of what West 7th looked like in the 1930s.



*Widening West Seventh Street at Watson. Current: Quick Wash Laundromat
1935 image MNHS*



*1200 West Seventh: Skelly Station built in 1923. Albert J Stasney and his family lived in back. He immigrated from Bohemia in 1888; his wife Elizabeth in 1873. Current; Early Bird Auto.
1956 image MNHS.*



*1246 West 7th and St. Paul Saints memorabilia.
The image at right is of the ticket office of the St. Paul Saints Baseball Club in 1956 when located at Lexington Park, Lexington and Dunlap. The building was moved after 1956 to 1246 West 7th and has been the construction office of Lemke and Sons Contractors since 1999. Paul W. Lemke, son of the Echo, MN, town handyman, moved to the West 7th area of Saint Paul after WWII in the 1940s. Paul founded Lemke Construction and worked as a carpenter for 30 years until he retired in the 1980s. Both of Paul’s sons continued in the construction field and both still have business offices in the West 7th area. The family antique carpentry tools are on display in their office. In 1930 a Moravian immigrant (1912) carpenter John Bukacek lived next door at 1250 West 7th.
1956 image MNHS.*

Widening West Seventh



1184-1186 West Seventh. Bohemian Skarda families were prominent and entrepreneurial in West 7th. John immigrated in 1869 and his wife Antonia in 1900. 1930: Son Tom Skarda's confectionary at 1184.

Bohemian Stransky families were also prominent. Joseph immigrated in 1884 and wife Josephine in 1880. 1930: Son Benjamin Stransky's Bakery at 1186. Current: Garden Home Health Care. 1935 image MNHS



1174 West 7th. In 1887, Fabian and Theresia Zeleshnak emigrated from Germany and in 1924, built 1174 as a grocery and their residence. Fabian was a secretary of the cigar makers union in St. Paul. Current: Brake Bread. 1935 image MNHS



1026-28 West 7th at Randolph was built in 1885 and owned by Wenzel J. Havorka Drugs that moved to 1067 West 7th in 1905. Wenzel emigrated from Bohemia in 1896 and was also a surgeon. In 1935, 1026 was occupied by Harry Kremer restaurant and Joseph Stemper dentist. West End Liquor Store and Cafe, 1938. Razed in 1973. Current location of United Family Medicine. 1935 image MNHS



932 West 7th Street: In 1888 John Hamil and George Meisel built 932; occupied by Dr. L. W. Lyon and E. L. Barone's store plus apartments. The top levels were removed and first floor "rebuilt" to accommodate the West 7th Street expansion. Current: vacant/parking lot. 1935 image MNHS

1034 West Seventh: Pilney Market



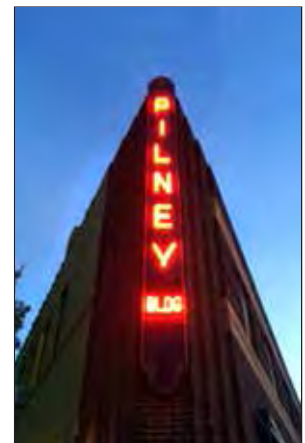
1034 West 7th Street. Pilney's Food Market (l-r) John Lunak, Frank Pilney, John Friedman. 1904-12 image Louis Pilney.

František/Frank Pilney came to St. Paul from Jordan, Minnesota. His father was a Bohemian and mother a Slovakian immigrant. He started his meat market at 1034 West 7th Street in 1904, and in 1912 hired Charles Hausler to design his building. When West 7th Street was widened in 1935, Pilney again retained Hausler to remodel his building to its distinctive look. Throughout the years, home delivery was a large part of the business, starting with horse and buggy, then to trucks. The store was in business 94 years through three generations. Since 2007 the building is home to deZinnia, Inc. creative resource firm that focuses on packaging design and management, brand identity, strategic design, web design and

database development, and extensively updated the interior and restored its distinctive sign. Midwest Natural Resources, that provides comprehensive ecological services throughout the Midwest and Great Plains, has called the first floor of the Pilney Building home since 2015.



Michele Barker ("Shelly") Boone (1965-2018) founded deZinnia, a St. Paul graphic design and project management company in 1992, and grew the family company to 17 employees in the Historic Pilney Building. After renovating the building, she restored its classic neon sign. In 2007 she was a catalyst in revitalizing the West 7th Business Association.



1044 West 7th: Dick Watzl and Curt Moore's S.A.E. Garage with their tow truck in front. Windows advertised "Moving and Expressing" (detailing?) and "Hay and Poultry Stock Food" "Lime and Cement, Expressing Coal." Dick's parents emigrated from Germany in 1888 and his father worked at the Omaha Shops as a tinsmith as did Dick. Moore came from Wisconsin. Current: Rudy's Event Rentals; Command Center. 1935 image MNHS



In the mid-1880s, the intersection of West 7th and Warsaw/Osceola was the location of Conrelius Collins blacksmith shop. He emmigrated from Ireland via St. Croix County, Wisconsin, in 1839 with his wife Mary.

994 West 7th at Randolph (left side) was built in 1922 and in 1934 was owned by Harry L. McKinney. He manufactured "patent medicine," probably for the Northern Pacific Beneficial

Association Hospital, a series of seven hospitals organized for the medical care of Northern Pacific (railroad) employees. In 1910, McKinney was a jeweler (842 Tuscarora) and 1920 was a mineral assayer. McKinney's wife Theresa emigrated from Germany in 1888. Dr. J. H. Reynolds was an "assistant engineer" at 994 West 7th and featured "Russian Medicine" though the association is unclear.

1000 West 7th (right side) was also built in 1922 and owned by Lytton J Shields. His father Litton emigrated from the Irish Free State/Northern Ireland in 1898. Lytton Shields was President of the National Lead Battery Company (1920), acquired the Gould Storage Battery Corporation in 1930, but died shortly after in 1936.

Next to own the building were the Mergens. Many families emigrated before 1870 from the Rhine Valley in Germany to Sand Creek Township, Scott County, including the Mergens. Alois' father John relocated to the West End before 1885 as a carpenter. His son Alois was the contract owner for a battery repair shop in the 1930 census at 1000 West 7th in Shields' building that eventually became Mergens' Studebaker, Sales and Service. Window signage promoted DeSoto and Plymouth.

Current: On April 13, 2010, Saint Paul Fire Station 1 moved out of 296 West 7th Street and into its gleaming new station at this intersection's streets. 1935 image MNHS



974 West 7th: Frank Wosika emigrated from Bohemia in 1867 with his wife Mary and oldest daughter Mary. He built this house in 1887. For many years in the 1990s through 2019 it was the offices of the Federation/District 9 Community Council. Current: Keg and Case offices. 1935 image MNHS.



972 West 7th at James was built in 1902. Max Wittman emigrated from Germany in 1882 and lived at 415 Daly and was a "fuel" dealer from 1900 to 1947. Current: Best Pawn. 1935 image MNHS

Building Shepard Road

In 1889, the St. Paul City Council acquired preliminary right-of-way for a river-side parkway along the river bluffs. This original alignment was followed when St. Paul voters approved the road in 1953. The realization of the construction was the vision of George M. Shepard (1888-1974) who worked on projects as chief engineer for the St. Paul Department of Public Works from 1922 to 1965. Since the main connecting artery between downtown Saint Paul and Fort Snelling and later the western suburbs was Fort Road/West 7th Street, Shepard promoted a four-lane restricted-access highway, not a parkway, that closely paralleled the bluffs of the Mississippi River. The design promoted speed rather than environmental sensitivity; access to the river was compromised, as were the scenic bluffs and their ecology.

Each home that stood in the way was acquired, photographed by “P. Schawang Commercial Photographer 95 W. 7th Street, St. Paul 2, MINN” with handwritten house specifications on the back. The assessor’s awards for building and land as well as bids for “wrecking” were included, though the owners’ names were not identified. In the later 1950s, the homes were removed. All these documents are stored in the Ramsey County Historical Society’s archives and available online at lyfmap.com. The detailed homes that follow on Butternut, lower James, and Omaha Streets and Barton and Youngman Avenues were all removed in the 1950s to make way for Shepard Road.,

Shepard Road was developed in segments: In 1954, construction began at Lampert Landing, and stretched to the High Bridge in 1960. From 1962 to 1964, special problems of swamp evacuation, rock excavation and “cove” (cave) filling. Since Fountain Cave and its ravine lay in the highway’s path, they became a convenient dumping ground for construction debris, erasing this historic founding landmark of Saint Paul. Construction also made possible commercial developments, especially River Bend Business Park in the flood plain. Beyond Otto, in 1966 a prefabricated underpass was constructed for access to an oil company dock, and in 1967 Otto to 35E was opened. The western end required extensive grading and bridging and on August 30, 1968, the official completion was celebrated.

In 1988, the City of Saint Paul again re-routed Shepard and Warner Roads along the Mississippi River, moving the highway close to the bluffs between Randolph and the Upper Landing. According to the Environmental Impact Statement, “Existing Shepard/Warner Road is old, substandard and greatly in need of rehabilitation and improvement.” Transportation objectives included a direct gateway into downtown St. Paul; improved safety conditions; balanced traffic volumes on Shepard, West 7th Street and 35E; direct auto, truck and rail access to existing and future land uses; minimize impacts of traffic on residential areas and accommodate pedestrian and bicycle uses. Visual objectives included preserving views to and from downtown, providing a pleasant roadway corridor to benefit the driving experience. Residential noise levels increased by bringing the roadway to the bluffs and diminished pedestrian access between the river and neighborhood.



***476 Webster at Randolph.
A small building was built in 1880,
but in 1888 a larger home was built
for E W and Alvina Ulrice in 1888
by W J Gronewold (who also built
the C.S.P.S. Hall). It was between
the Schmidt Brewery and the
railroad tracks with an outhouse at
right. From 1920 on it was occupied
by Jaroslav/Gerald and Marie
Haselbauer who immigrated from
Bohemia with their two sons in
1911. When wrecked in 1958, it was
connected to city water with stove
heat. Current: vacant lot/parking.
Photo compliments RCHS.***

Lost Homes of Butternut with River and Bluff Views

In 1959 the *St. Paul Dispatch* reported: “When the new Shepard Road reaches the corner of Butternut and Sumac, it is going to bump into an old, small town colony that has been secluded for almost 75 years ... The people who lived on the south side—their back gardens ran right up to the edge of the cliff with the river below—have moved away.” Mr. Robert Bluel reflected, “ ... the Lilydale people used to row across the river to work over here, some of them in the stone quarry. They tied their boats down below and climbed the cliffs to get to their jobs.” At the west end of Butternut Avenue, Bay Street was known as Spring Hill, and at the east end is Sumac Street, called Patterson Hill. The Banholzer brewery was at the foot of this hill ... ³⁴ These modest homes on the southern side of Butternut Avenue, with their spacious yards and terrific views, were replaced for the new Shepard Road and razed about 1958.



Butternut Street on the St. Paul Bluff. Painting by West End Artist Clem Haupers. 1945 image MNHS



In the 1895 census, Connie Aubert lived alone at 764 Butternut. It was built about 1884. When wrecked, it was heated by an oil stove and had a “water closet” and sink. Photo compliments RCHS.



690 Butternut was built in 1885. George and Mary Bauer lived here after 1900. He immigrated from Bavaria in 1875 and was both a mason and foreman at a brewery. The Henges families lived on Butternut and Andrew’s family at 690 when wrecked in 1958. Photo compliments RCHS.



684 Butternut was built in 1878, and later owned by German immigrants Julius and Hermina Gorkow Broeker in 1889. City water and sewer; stove heat. Photo compliments RCHS.



688 Butternut was built in 1866. Joseph Gasl, a Bohemian “laborer” lived here with his wife Agnes and three children in 1895. Outhouse, city water, stove heat. Photo compliments RCHS.

Lost Homes of (Lower) James Street



438–440 James: In 1879, Charles and Frances Verner emigrated from Bohemia and started their family at 438. He was a lamp trimmer. Frances brother Adolph Pakol and his wife Frances lived with them. In the 1900 census William Maslowski and Wife Anna lived at 436 but in 1910 at 438. He emigrated in 1885 and Anna in 1882, both from Poland. In 1910 he was self-employed as a liquor dealer. John Ammer emigrated in 1893 from Bavaria, and his wife Margaret in 1912 from Bohemia, though they were married several years before she immigrated in 1912. Originally, she was from Roßberg, Germany (father), and Bohemia (mother). In the 1920's, they opened a tavern at 438-40 James at Richmond while he was working at the Omaha Shops as a molder. Signage on tavern advertises Hamms Beer, Schmidt Beer, Pepsi-Cola, and the public telephone. When wrecked in 1955, it listed city water, septic tank, two cesspools, gas hot water heater and a furnace with oil burner.

1935 photo RCHS.



407–409 James: Franz Marion “Frank” Bulera (1857–1940) immigrated from Poland with his wife Estella in 1883. They built 401 James in 1903 (contractor J Rothbauer, an 1880 German immigrant), and 407–409 in 1905 (contractor A Kalduski). In the 1910 census it was listed as a butcher shop; it ceased operation in 1942. 1930 photo RCHS.

In the 1900 census the Upper Levee extended west to Randolph along the Mississippi River and was a dense and diverse immigrant community of Germans, Bohemians, Swedes and Polish. Both James Street (that borders the Schmidt Brewery) and Randolph dropped down to the river. The people above and below the bluffs were linked by a dozen or so wood stairways built into the bluffs. Homes along the railroad tracks included numbers 2, 5, 7 and 8 “NW of Omaha, RR tracks, N of James.” James was disconnected by Shepard Road in the 1960s and housing that lacked city services and even house numbers were vacated.



490 James Street was built in 1884. Valentine (1826–1896) and Kartharina (1832–1895) emigrated from Germany and added to 490 in 1893. Daughter Anna married Fred Jueneman who was a German immigrant (1882) painter at the Omaha Shops. German immigrants (1889) John and Maggie Heine lived here from about 1890-1920; he worked at the Omaha Shops. From 1930-47 Joseph G. Guttman lived at 490. When wrecked in 1956, the duplex had eight-foot limestone walls with two circulating oil heaters and a bathroom. Photo RCHS.



422 James Street: First building permit in 1891 by German immigrant Ed (1866–92) and “G” Salk. When wrecked in 1956: stove heating, 2 cesspools, city water, no water heater and a great view of the Island Station power plant. Photo RCHS.

The Lost Barton/Omaha Colony

Squatters built a dozen homes along the river in the mid to late 1800s in the Barton/Omaha neighborhood south of Randolph and east of the Omaha Shops. They lacked municipal services (water, sewer) and were razed when Shepard Road was built in the 1960s.

Gareth Hiebert as Oliver Towne wrote “At heart, I think I am a collector. Not of coins or stamps or matchbook covers. But odd neighborhoods, strange little cloisters in the city ... Like the quaint nest of houses, set back under the shelf of the sandstone cliffs, just up from the Mississippi near the Omaha railway trestle on the city’s West End ... Even now, the only access to the Barton-Omaha street colony is along the Upper Levee Road, to be known as Shepard. Out of the Loop, past the Northern States Power coal docks, along the inlet where, on the dune across the water, the neighborhood youngsters build fires to dry their clothes, wet from swimming. Just before the roadway reaches the Omaha (railway) mainline crossing – you take a sharp left, at the sign which reads: Richmond. Richmond drops, a dusty, potholed road, downhill, alongside the tracks, then turns right and under a trestle. But now you are no longer on Richmond. You have entered Omaha (Street). Only then do you see the colony of houses, all lining the slopes up to the cliff wall. The fence gates, barns, shed ... The neat gardens where the bean and pea shoots are arranged in neat rows and the staked-up tomato plants are budding with yellow blossoms. The terraced yard, filled with gay colors, mixtures of flowers, iris, petunias, geraniums and herds of wooden animals stuck into the ground. Without knowing it, you leave Omaha street and enter Barton. Same crooked, ambling, rock-ribbed street.”



489, 490 (pictured), 491 and 494 Barton were a complex of four primitive homes with one owner, sharing outhouses and water. Bohemians Joseph, Jr. and Josephine, II, Faimon immigrated in 1882 and lived at 497 Barton and provided water to 494; 488 Barton provided water to 489-91, occupied by Jacob and Mary Gorgoschililz who emigrated in 1882 from Hungary as Croatian. Jacob worked in a can factory, his daughter in a laundry and son in a meat market. In the 1920s families included Bohemian Ruprechts, German Wiemers, and Croatian Tischlers. The complex was wrecked in 1956. Photo RCHS.



495 Barton was built in the later 1800s, but the first building permit was in 1910 by Albert and Anna Stutzinger, Bohemian immigrants (1887). Albert worked for the city street department; his son was a collar maker and two daughters laundresses. Water was obtained from 497 Barton, waste water drained outside (no sewer service) and an outhouse. Partially on the street, it was wrecked in 1957. Photo RCHS.



499 Omaha was built in 1884. John Grundhoefer emigrated from Germany in 1881 and was a machinist at the Omaha Shops. His wife Louisa was born in Minnesota to French and Bohemian immigrants. In the 1910 census Joseph and Mary Marauda lived in back. They also emigrated in 1881 from Germany; he was a blacksmith helper at the Omaha Shops. When wrecked in 1956, 499 had four rooms, a shed and outhouse, and “nogood” stove heat. Photo RCHS.



450 Omaha: well, stove heat, outhouse. Omaha Street was above the rise; the stair at left climbed up to Randolph. Wrecked 1956. Photo RCHS.

Wrecked Homes of Lower Randolph:



487 and 487 1/2 Randolph: The latter was built in 1883 for Joseph Frank of Württemberg by Henry Dauker, and occupied by German F Moses in 1887, and by Hungarians George and Anna Horvat in 1910. George emigrated from Germany in 1900, and Anna in 1907 with their two children. He worked at the Omaha Shops. The two addresses had stove heat and shared a water pump and outhouse. They were wrecked in 1956. Photo RCHS.



500 Randolph was built in 1884 by Andrew Freida and in 1889 by H Slipke. In 1903 Germans Martin and Theresa Schuster emigrated from Hungary with five children. He was a stone mason and they lived at 500 Randolph in 1910. When wrecked in 1956, the house had a cistern, outhouse, 98-foot well, stove heat, cesspool. Photo RCHS.



493 Randolph was built in 1887 by John Salaba who emigrated in 1879 from Bohemia. His wife Matilda emigrated in 1884 from Germany. The contractor was N J Honsa. In 1920 Salaba worked in a shoe factory and two of his seven children worked at the Omaha Shops. When wrecked in 1956 it had two manual pumps, 85-foot well and cistern, no water heater, chemical toilet and outside toilet, drain from sink to ground. Photo RCHS.



504 Randolph was built in 1884. Bohemians Joseph and Mary Heyduk immigrated in 1887 and 1888 respectively and lived at 504 as early as 1905. In 1910 they shared their home with Bohemians Frank and Augusta Skarda who immigrated in 1906 with their daughter Rosa. In 1920 Emil Erikson (Swedish parents) and Julia (Bohemian parents) lived at 504 Randolph. When wrecked in 1956, the home had stove heat, city water, outside toilet, bottle gas, with no cesspool or cistern. Photo RCHS.

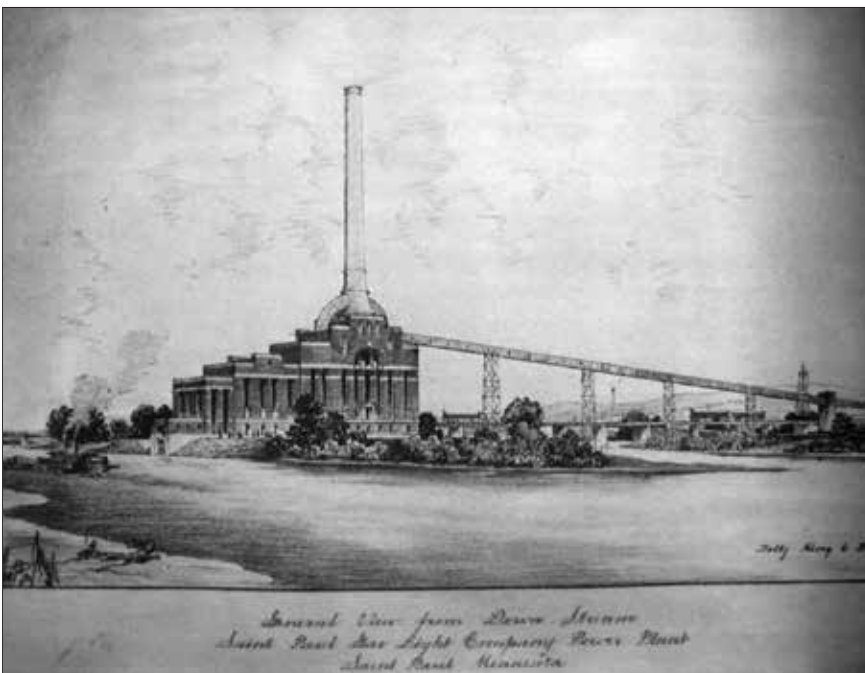
WENGT committee gives thanks to local businesses and organizations who make the tour and this booklet possible with their advertising and gift certificates. Thank you also to the Community Reporter for promoting our event and InstyPrint West Seventh for its printing services.



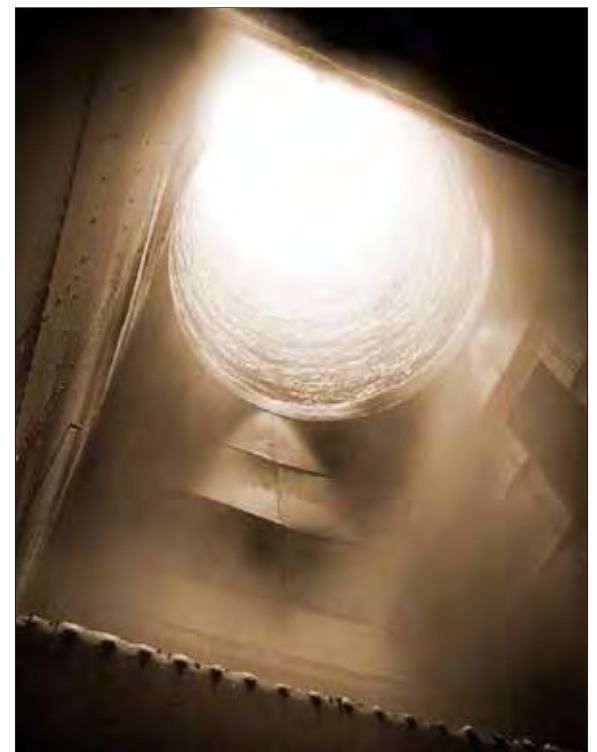
Erie Street at Randolph Avenue and Shepard. White Fuel and Appliance Co. office, shed, warehouse and icehouse. (Retail location at 680 Randolph at West 7th Street) and Koppers Coke. Wrecked: 1956. Photo RCHS.

Island Station

380 Randolph Avenue: The St. Paul Gas and Light Company (G&L) commissioned Island Station in 1921 as a coal burning plant on 9.6-acres of riverfront on “Ross Island” with a 289-foot tall prominent smokestack—only 16 inches wide at its top. On November 24, 1924, the new Island Station Power Plant was activated and put power on the grid for nearly 50,000 electric customers. Less than a year later, Northern States Power (NSP) bought G&L, rendering the \$1.6 million-dollar brand-new power station redundant due to more efficient technologies. Between 1925 and 1951, the plant only came online for peak use, and coal ash filled the gap between the island and shoreline—eliminating the “island.” In 1975, NSP decommissioned it for its storage. In 1985, John Kerwin purchased the island for development, housing local artists and mooring houseboats. In 2003 Island Station L.L.C. purchased the property for condos and a marina. In 2013, St Paul Riverwalk, LLC of Scottsdale, Arizona, purchased the property. The plant was imploded on March 16, 2014 at 9:58 am.



*Concept drawing for the Island Station, 1923 (Toltz, King and Day).
Image Dan Turner, Substreet.org*



An interior view of the 289-foot smokestack of Island Station. Image Dan Turner, Substreet.org

Lost Homes of Youngman Avenue

As Shepard Road construction made its way westward along the bluff in the mid 1960s, homes overlooking Crosby Lake on the south side of Youngman Avenue were removed.



2276 Youngman was built in 1918 by George Meade, a railroad clerk from New York. Garent E Rowe lived at 2276 in 1930. He emigrated from "English/Canada" in 1918 and was a blacksmith. 2276 was wrecked in 1967 at the conclusion of building Shepard Road: it had a backyard view of Crosby Lake and the confluence of the Minnesota and Mississippi Rivers. Photo RCHS.

2386 Youngman was built in 1922 by Martin M Christiansen who emigrated from Denmark in 1912. He was a cabinet maker and moved the house in 1966 rather than have it wrecked. Backyard view of river and Crosby Lake, Pike Island. Photo RCHS.



1872 Youngman was built in 1913 by Carl A. Ericson, a Swedish immigrant (1902). He was a self-employed window cleaner. When wrecked in 1963, it had a full basement; gravity oil furnace; 40-gallon hot water heater. Photo RCHS.





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Exxon Mobil Oil Tank Farm

In 1940, Socony (Standard Oil Company of New York) Vacuum constructed oil storage tanks at Hathaway and Adrian Streets along West 7th Street. Vacuum Oil was founded in 1866 by Matthew Ewing and Hiram Bond Everest, of Rochester, New York. His “lubrication oil” was accidentally discovered while attempting to distill kerosene. Socony Vacuum was bought by Standard Oil in 1879 and originated the Mobil trademark in 1899. When Standard Oil was broken up in 1911, due to the Sherman Antitrust Act, Vacuum again became independent. With merged acquisitions in 1931, the newly combined company became the third largest oil company worldwide. In 1955, the company became Socony Mobil Oil Company, and, in 1963, it was renamed Mobilgas, then Mobil. At the end of 2009, the City of St. Paul and Exxon Mobil Corporation transferred 36 acres of its oil tank farm to the city’s Housing and Redevelopment Authority for \$1 and a promise to use the land for a park. In return, Exxon Mobil provided \$5 million to clean up the pollutant petroleum hydrocarbon and redevelop the property between West 7th Street, Otto Avenue, Shepard Road and Montreal Way.³⁵



West End bluffs; Sokolny Tank Farm; railroads. Photographer Henry Benbrooke Hall 1979 image MNHS

River Bend Business Park

325 Randolph Avenue: River Bend is on the site of a former Citgo petroleum tank farm between Shepard Road and the Mississippi River at Randolph Avenue. In 1998, the St. Paul Port Authority mitigated and raised the height of the land out of the floodplain. When discussions to help Plastics Inc. in Irvine Park relocate to River Bend fell through, the authority teamed with Wellington Management to develop the site in 2003 in a 50-50 ownership arrangement. The eighteen-acre site features great views of the river valley and convenient access to downtown Saint Paul and MSP Airport, 35E, I-94 and Highway 52. The initial development in 2005 required surcharging and 600 “Wick Drains” to prepare the site for construction of the commercial buildings along the river to compensate for dense sand overlaying soft and lean clays. Three buildings now total up to 181,000 square feet with a fourth envisioned on an expanded five-acre development.

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Archer Daniel grain conveyor from the terminal to the barges on the Mississippi River in its natural state before Shepard Road was built. 1958 photo RCHS.



Archer Daniels Midland St. Paul Elevator D with Shepard Road beneath the conveyor. Photo MNHS

Archer Daniels Midland St. Paul Elevator D (ADM) Mississippi River Barge Loading facility, Farmers Union Grain Terminal Assn. No. 2

Archer Daniels Midland St. Paul Elevator D (ADM) was built in 1955 at Shepard Road, Randolph Avenue, and Drake Street as the grain terminal and Mississippi River barge loading facility that is the farthest north on the Mississippi River. Quality hard red spring wheat arrives from the Red River Valley by truck and is then tested for human consumption for protein percentage, moisture content, baking quality, different fungi and toxins. It is blended to different specifications and sent to flour mills around the country by rail.

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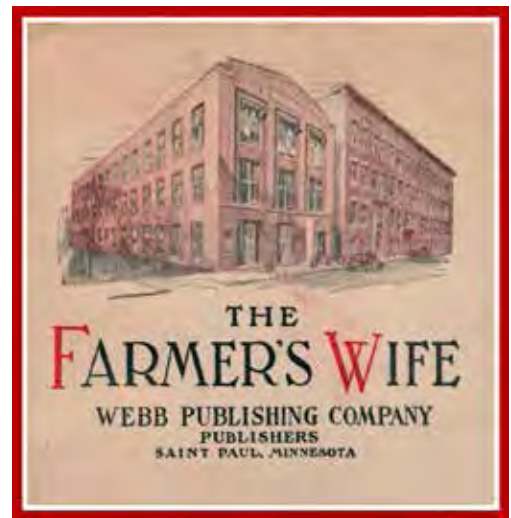
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*The Farmer's Wife, May 1936 "over one million copies sold".
Image The Farmer's Wife Quilt.*

The Webb Publishing Company 1999 Shepard Road

In 1882, Edward A. and Luella Webb founded a publishing company in Fargo, North Dakota, that specialized in agriculture including *The Farmer*. E. A. was born in India to Congregationalist missionaries. In 1890, he relocated the company to 47 E. Fourth Street in St. Paul to connect with resources at the University of Minnesota. "... with one of the finest plants for the production of agricultural papers and general agricultural literature that is to be found in the country ... The Webb company's principal publication is *The Farmer*, the oldest farm publication in the state, and which has the largest circulation and the best class of readers of any similar publication in the Northwest."³⁶ Circulation grew to over 175,000. In 1908, the Webb



*Ad for the Farmer's Wife.
Image The Farmer's Wife Quilt*

Company began producing telephone directories. From 1905 to 1970, a companion magazine, *The Farmer's Wife* was also published. Webb died in 1915, and his two partners, Albert Harmon and Horace Klein, continued to build the company, and, in 1962, built a new production plant on Shepard Road. Issues included agricultural topics but also comic strips, brainteasers for children, patterns of the latest fashions, spiritual advisors, and supported corn-husking contests. Additional services included farmer-related insurance, legal advice, and a Helping Hand Club for children's medical assistance. The company had more than three hundred employees by the time it was bought out in 1986 by the British Printing and Communication Corporation. In 1992, the Farmer became *US Agriculture*, but after being sold to Farm Progress the next year, returned to its old name. *The Farmer's Wife* is no longer published in St. Paul.

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The City and County Hospital, Ancker Hospital⁴²



*City & County Hospital circa 1873.
Image: St. Paul Police Historical Society*

In 1872, Ramsey County Board of Control of Public Charities established City and County Hospital in a ten-room stone mansion and private hospital at Jefferson Avenue and Colborne Street. In 1883, Dr. A. B. Ancker became superintendent and physician/surgeon-in-charge. At the time the water came from a well; kerosene lamps supplied light. Attendants divided their time between cooking, cleaning, washing and nursing. Operations were performed behind a screen, and the cellar served as a morgue. There was no training school and no staff. It was renamed the Arthur B. Ancker Memorial Hospital in 1923 upon his death. It became the eighth largest general hospital in North America. Five acres of grounds commanded views of the Mississippi river and its steep bluffs. The main building was 400 feet long with large wings; all buildings were connected by underground passages.

In 1910, fifty-five hundred patients received treatment; capacity was 615 beds. Wards varied in size from a single bed to those with eighteen or twenty; the three-story west wing was devoted to the women's and children's wards. Most of the patients received free care and most belonged "to the industrial classes, laborers, artisans, domestic servants, who are, under normal conditions, self-supporting and who often have others dependent upon them. St. Paul has taken the broad, wise view of this enterprise, and the city government has invariably responded generously to the applications of the hospital management, not only for maintenance but for funds for specific improvements and additions. Future developments were a two-story laundry, and three four-story service buildings containing kitchen, bakeshop, cold storage boxes, storerooms, dining rooms for nurses, officers and help, and sleeping quarters for about two hundred employees."⁴³

In the 1910 census, Arthur B. Ancker records his residence at the City and County Hospital with his wife Jean and a servant and cook. Frances Campbell is the superintendent. There are 79 named nurses, one each matron, clerk, dietician, steward, assistant steward; 14 interns, 79 nurses, 71 servants, 92 patients, and 15 state ward patients. In 1965, the patients were moved to a new campus at 640 Jackson Street, renamed Saint Paul Ramsey Hospital. It was renamed again in 1977 as the Saint Paul-Ramsey Medical Center, and, in 1986, the hospital became a private, nonprofit facility, and was no longer county operated. In 1993, it merged with HealthPartners, and in 1997 it was renamed Regions Hospital. The Ancker campus was demolished in 1967 and replaced by the headquarters of the Saint Paul School System at 360 Colborne Street.⁴⁴



Ancker Hospital, 495 Jefferson Avenue. 1900 image MNHS



Train Engineer Scott Boyd visits Ancker polio patient Bill DuBois. DuBois was confined to an iron lung and always waved at Boyd as his train passed by the hospital complex. Image MNHS/St Paul Pioneer Press Dispatch, January 4, 1945.



Emergency Ward, Ancker Hospital. Image MNHS/St. Paul Pioneer Press/Dispatch March 25, 1947.

417 Duke: Samec Residence



Albert Samec Photo: 49th Minnesota Legislative Manual

Albert and Kate Samec emigrated in 1884 from Lomničí nad Luzničí, Bohemia and lived at 417 Duke Street. He worked at the Omaha Shops. When his first wife died in the 1920's he married Mary, who emigrated from Bohemia in 1917. He died in 1931. His oldest son Albert Samec, Jr. came with his parents to the U.S. as an infant, and moved to 358 Erie in the 1930 census as a border; he was unmarried. He was employed as a cigarmaker (1910 census), worked in St. Paul's "Parks and Playground" (1930 census), and served in the Minnesota House of Representatives from 1921 until his death in 1935. "Rep. Samec was a Liberal and a champion of labor." (*The Minnesota Merry-Go-Round, or, Diary of the Legislature of the Age* by Rome Roberts, 1935) When Albert, Jr., died, flags were flown at half-mast in bereavement.

321 Colborne: Novotný Residence

Anton Novotný (1831-1889) was a Bohemian immigrant. According to the 1879 R.L. Polk & Co.s St. Paul City Directory, he lived at 239 East 7th Street and worked as a boot maker for C. Gotzian & Company. He built the first floor of his house with limestone on Colborne. Since it was built before Colborne Street was graded, its foundation appeared to descend into the sidewalk. He later added a second-floor brick addition. In 1885, he took out a permit to build a shed behind 321 Colborne, and built 323 Colborne next door the same year. In 1892, Frank and Mary Kolar emigrated from Bohemia with their daughter Frances and lived at 321. He worked at the Omaha Shops and Frances in a twine factory.

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*The original Helping Hand storefront at 506 West 7th Street, predecessor to United Family Medicine.
Photo Community Reporter.*

United Family Medicine (UFM): A Community Clinic

In the 1930s Wilder Clinic offered free and low-cost healthcare at Miller Hospital on University Avenue. In 1970, St. Luke's United received a grant from the Hill Foundation and, with the help of the West 7th community members started the Helping Hand Health Center (HHHC).

Dr. Tim Rumsey started his career at HHHC five years later. In the late 1980s, the Miller Outpatient Department and HHHC merged to become an Allina clinic. In 1992, HHHC, serving those



*Dr. Timothy Rumsey.
Photo UFM*

without access to adequate health services, merged with a United Hospital clinic to form the United Family Practice Health Center. In 1993, the United Family Medicine Residency Program began to offer residency training for physicians in family medicine. The first class graduated in 1996. In 2003, they incorporated as the United Family Practice Health Center, then renamed to United Family Medicine in 2008. The focus continues to promote access to comprehensive, patient-centered primary healthcare among low income and medically underserved neighbors of all races, cultures, ethnicities and income levels. In 2009, its new state-of-the-art facility, the Peter J. King Family Health Center, at Randolph Avenue and West 7th Street, greatly expanded services to meet the healthcare demands of its growing community. In 2012, they were awarded the status of a fully Federally Qualified Health Center/Community Health Center by the U.S. Department of Health & Human Services.



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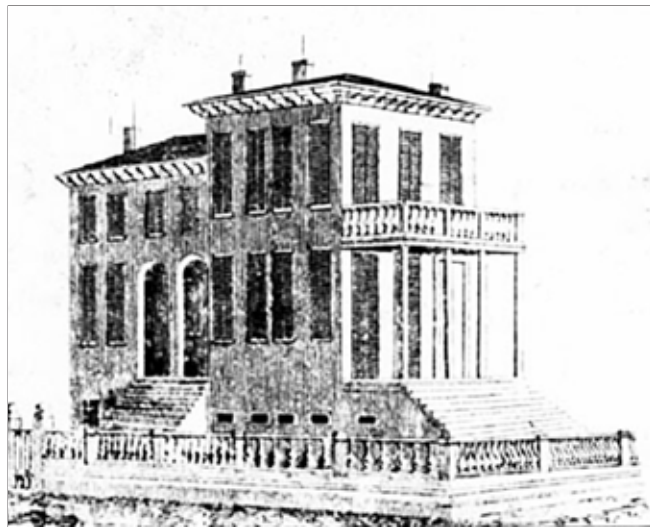
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Shaller Family Sholom East Campus

William L. Banning (1814-93), banker and railroad company president, built his Italianate brick mansion at 75 Wilkin in the mid 1850s. In 1908, the Jewish Home for the Aged of the Northwest occupied the Banning Mansion with eight “inmates”—the term then used for residents. The fire marshal condemned the Wilkin Street facility in 1916, and after a seven-year fundraising drive a new facility opened in 1923 at Midway Parkway. A second twenty-bed home, Sholom Residence, was managed by the Daughters of Abraham at 45 South St. Albans Street. The two merged in 1971, and in 1995 became Sholom Community Alliance. Shalom East left its long-time home on Midway Parkway in 2009 and moved to its new campus at West 7th Street and Otto Avenue, 740 Kay Avenue. An addition was completed in 2013 with greatly expanded services.⁴⁵



*W.L. Banning residence, 75 Wilkin.
1857 image MNHS*

Immanuel Baptist Church 750 Watson

In 1882, the First Baptist Church, Ninth and Wacouta Streets, organized the Fort Street Baptist Mission at 1046 Fort Road/West 7th as a Sunday School mission with Pastor Homer E. Norton. It was the first “plant” by First Baptist that was founded in December 1849 as the first Baptist church northwest of Milwaukee. From 1885–87 the mission was known as the Faithwork Mission Chapel. In 1888, Immanuel Baptist Church was established at the same location. Pastor W. H. Travis officiated in the 1890s.

In the 1880s Watson Avenue was known as Lee Avenue and at 750 Lee the St. Paul City Railway Company maintained a horse barn at this intersection of Lee and West 7th Street. The current brick structure at 750 Watson was



Immanuel Baptist Church, 1913. Photo MNHS

built in 1913 under Pastor Charles C. Markham for the Immanuel Baptist Church when it relocated across the street. Pastor Markham served the church from the later 1800s through 1930. The current pastor is Peter DeMaris.



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West End Quarries³⁷

Trenton limestone was quarried in 1820–21 for building Fort Snelling, and, in 1836 for Gen. Sibley's house at Mendota, the first residence built of stone in this state.³⁸ Limestone quarries of the West Seventh Street neighborhood contributed greatly to its economic development: "For years [the West End] has been, from the Seven corners up to the city limits, the most neglected and desolate street in the city. No one wanted to live upon it, and those who many years before through stress of circumstances had bought or built houses out there, were anxious to move somewhere else. It has been a desirable part of town to no one, and has been unusually, for years, regarded by all as a lonesome, deserted and wholly neglected part of the city ... Today (1884) it presents to the eyes of the beholder the appearance of great business activity."³⁹

Ohioan Henry Shields Fairchild is listed as owning a quarry on James and Erie near Stahlmann's brewery. On the same block was a quarry owned by John D. Moran. Fairchild (1826–1913) lived on the West End in the 1860s and in the *1878 Business Directory and Gazetteer* was listed as a real estate agent and auctioneer with extensive holdings throughout St. Paul. He also served on the executive council of the State Historical Society and was a director of the chamber of commerce. He



West End Quarry, stereo card. The 1910 census listed a "stone quarry hut" at Otto at Butternut with three 1907 Italian immigrants Joseph and son Dominisk Parella and Fillup Puglo. A crew of 27 mostly Serbian workers immigrated the same year and resided in a "shack on river bank stone quarry."

Undated image: Tom Schroeder

collaborated on the appraisal of the new capital site 1893–1906 with Alexander Ramsey and Henry M. Rice.

Numerous (residential) lots in the West End were leased by their owners for quarrying that created some problems with blasting for neighbors! In 1904, the city passed a law that enterprises had to be bonded and no quarry could be operated closer than 75 feet to an occupied building. Tall, wood, stiff-leg derricks, powered by hand-crank or steam engine, pivoted at the base to load wagons that were pulled by teams of horses

to separate locations where cutters and carvers transformed the raw stone into usable building material. By the end of the 19th century, the *Saint Paul Globe* had dubbed the neighborhood the "West Seventh quarry district." By the 1890s, the firm of H. Von der Weyer quarried more than 25 acres of land at the far end of West 7th Street across from Fort Snelling.

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Quarries, continued

Von der Weyer's operation was later purchased by stone contractor and quarryman Jacob Lauer in 1902.

The blue limestone, once considered prime building material, was now consigned to the rock crusher for use in street construction. One of the largest stone crushing plants in the Northwest began operations just west of the Schmidt Brewery in 1902.

In 1933, the Minnesota Geologic Survey of the University of Minnesota reported that "along Stewart and Victoria avenues, the St. Paul Crushed Stone Company controls a large acreage and operates on an extensive scale. The quarry is located on a rock terrace one hundred or more feet above the river and in the lower portion of the Platteville limestone ... Although some of this rock has found use as a local building stone, the chief product of the quarry is crushed stone."⁴⁰



Raymond Lehmann, Foreman, verifies a shipment at Sebesta Stone Quarry, 2060 Stewart Avenue, in operation at least until 1962.

Image: MNHS, St. Paul Pioneer Press Dispatch 7/18/1950

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Melchior Funk's Brewery as illustrated in the 1885 Sanborn Map Company insurance map. The boundaries were Colborne and Duke Streets, Cascade/James and Jefferson Avenues.

Melchior Funk Brewery

Melchior Funk, an immigrant from Württemberg, Prussia married Wilhelmine Bandomir in 1862. She immigrated in 1854. After Melchior left a partnership with Ulrich Schweizer (1835-70), he started the Melchior Funk Brewery in 1865 at James and Cascade (Palace) where the Brewery Breakthrough townhomes were built in the later 1990s.

According to *St. Paul Globe* in 1880, Melchior employed five to six men year-round and used an eight-horse power engine in stone buildings that were heated with wood and illumined by candles. He used both a well and Cascade Creek that ran through his brewery for water, and a large cellarage in sand rock that stored 5-600 tons of ice. He used about 6,000 bushels of malt and sold another 5,000 to "country brewers." He purchased his malt and cooerage locally. After Funk's death in 1893, his sons John and William continued operations until 1901 as M Funk Brewing Company. A third son, Frederick, was killed in 1890 at eighteen in a train accident returning from work with several other workers in the Omaha Shops.

398 Duke Street: Melchior Funk Residence

The Funk home at 398 Duke on the opposite side of the brewery's block was built in 1886 by Moritz L. Weise. Funks lived at this address to 1948. In 1900, the brothers lived at 398 Duke with their mother, Wilhelmina, in addition to borders. The house was converted to three condominiums in 2007 by the West 7th Federation/District 9 Community Council as part of the Brewery Breakthrough Project.



Melchior Funk home, 398 Duke Street. 1937 Photographer A. F. Raymond. Image: MNHS



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Cascade Creek⁹



*Cascade Creek, 1860 engraving,
Harper's New Monthly Magazine*

“Cascade Creek” first appears on a real estate plat dated 1856. The stream originated in a wetland near Cretin-Derham Hall, flowed down an Ayd Mill Road ravine and continued along Jefferson Avenue to the Mississippi River. In 1853, Elizabeth Ellet reflected “A miniature waterfall flashes through the depths of a narrow dell, making thirteen successive shoots in a winding course, each falling into a lovely basin several feet in depth, which serves for a bathing place, curtained by a drapery of woods. This little cascade is closely embowered in foliage of vivid green, and its picturesque beauty makes up for the want of grandeur. It is a lovely spot to spend a summer morning or afternoon.” This may be the waterfall that residents knew in later years as “Buttermilk Falls ... A short distance below [Fountain] cave there is a little creek or rivulet, that leaps over a succession of cascades, making, in all a fall of about eighty feet.”¹⁰ The 1885 Sanborn Insurance Atlas showed a pronounced indentation in the river bluffs near Cascade Street—perhaps the waterfall itself. (Cascade Street eventually became an extension of James Avenue.) In 1923, the Milwaukee Road spanned the ravine with a wooden trestle built to carry a spur line to the Ford Motor Company plant in Highland

Park. The dry waterfall ravine, long used as a dump by local residents, can be seen today behind Bridgeview School, on Colborne Street. Today the creek flows through tunnels more than a hundred feet below the West End.

698 Stewart: Cullen Residence Protestant Orphan Asylum Blue Ribbon Club

698 Stewart was built in 1862 for William and Susan Cullen, according to the *American Institute of Architects Guide to the Twin Cities* by Larry Millett. He came to St. Paul in 1857 as superintendent of Indian Affairs at Fort Snelling. The home and its 25 acres showcased spectacular views of the Mississippi River, though the large home’s cupola was torn off by a tornado in the 1860s. The Protestant Orphan Asylum purchased the house in 1872, though in 1885 moved to larger facilities at Marshall Avenue and St. Albans. In 1887, M. Patterson pulled a permit for repairs for a store and dwelling at 698 Stewart, and in the 1895 census, he and his wife shared the house with seven boarders. From the late 1890s to 1930, the Blue Ribbon (men’s) Club maintained the residence. The “ribbon” was worn by those who agreed with a pledge of abstinence from alcohol, as advocated by Francis Murphy (1836–1907). The abstinence movement grew out of New England reform clubs in the 1870s. Years later, the Cullen House became VFW Post 6210 and, “at some point lost its mansard roof and second story.”



698 Stewart Avenue. 1936 image MNHS

After a number of years, significant decay, and the threat of razing, a private party purchased the property in 2003. Over time the entire building was re-tuck pointed with replaced/repared stone work, new windows were installed similar to the original, the lost third floor was added as well as new mechanicals. Internally, an open design with eclectic and modern internal facilities. While a substantial amount of work has been completed, additional work is envisioned and the 2003 purchasers continue to occupy the building.

Stahlmann's Cave Brewery



Christopher Stahlmann Brewing Co., St. Paul MN. Stereoview/stereoscope card. Published by G. Stohlmann Photographer, New Ulm, MN.

and uses a 25 horse power steam engine. His brewery building is 50x100 feet, two stories above ground; his malt house is 40x90 feet, two and a half stories above ground and two and a half stories below, and his bottling house (and office), an irregular two story building, is equivalent to about 60 x30 feet. All the buildings are substantially built of stone. The sand-rock cellarage amounts to over a mile of galleries nine feet high and seventeen feet wide. The ice, amounting to 18,000 blocks or about 4,000 tons, is stored underground above the beer. The establishment uses about 35,000 bushels of barley yearly and puts out about 11,000 barrels of beer. Mr. Stahlmann began bottling his beer for the export trade not quite three years ago and last year bottled about 35,000 dozen, mostly quarts. His trade, both in bulk and bottled beer, extends over Minnesota and Dakota and into Montana, Manitoba, Wisconsin and Iowa.

The cooperage for the establishment is bought from city shops and is estimated to give employment to four coopers the year round. His bottles are brought from St. Louis. A fine spring furnishes a 2-inch stream of water for the brewery and a running brook nearby adds an abundance for all other purposes.”

Stahlmann served as a Ramsey County Commissioner from 1870 to 1871, and was elected to the Minnesota House of Representatives in January 1883 but died in office of tuberculosis on December 3, 1883, in his home at 855 Fort Street (West 7th) at the height of his career. His funeral was one of the largest witnessed in St. Paul up to that time.



Christopher Stahlman's Cave Brewery float entered in the 1870 Fourth of July parade, Seventh and Webster Streets. 1870 image MNHS

Christopher “Christ” Stahlmann emigrated from Bavaria in 1855 and opened his Cave Brewery on July 5, 1855, along Fort Road (West 7th Street). It became the largest brewery in Minnesota, averaging more than 10,000 barrels of beer per year.

Saint Paul Daily Globe, 1880: “Mr. Stahlmann employs twenty-nine men



Christ Stahlmann, 1883, Legislative portrait shortly before his death. Photo: Charles A. Zimmerman MNHS



Christ Stahlman seated at center with child & brewery workers. 1870 photo MNHS.

After his death, his two sons, Christopher, Jr. and Bernard, succeeded him but died soon after of the same disease. Without the Stahlmann family, the business went into bankruptcy and was sold to the St. Paul Brewing Company in 1897 that eventually became the Jacob Schmidt Brewery.

904 West Seventh Street: Juenemann Hotel

Today's terrace of Keg and Case at the Schmidt Brewery complex was occupied in 1887-1892 by a saloon and hotel at 904 Fort Street/West 7th, pictured in 1889. Hermande L. Schade built the hotel in 1887 as well as Schades Beer Garden across the street. Bavarian Nicholas Juenemann immigrated in 1883, bought the hotel in 1889 and died the same year, April 5, 1889.

Juenemann's wife Julia immigrated in 1884. She continued the hotel with help from her brother George M. Eiswirth until 1891. In 1892, Frederick Buhmann

owned the hotel. In 1900, John and Margaret Rothmeyer lived here with their seven children and eight boarders. John had a liquor license at this address until he moved about 1910 to 949 West 7th.



904 West 7th Street: Nicholas Juenemann's Hotel and Saloon: Brewers Headquarters. As related by Harry Hoenck in the St. Paul Pioneer Press March 3, 1963: Christopher Stahlman's Cave Brewery (predecessor of Schmidt Brewery) was behind the hotel; he is leaning against the lamppost at right. The lamppost was wrapped in wire to discourage horses tied to it, as horses loved to gnaw the wood. Unpaved Seventh Street had a horse-car line at the time. Hoenck's father, William Hoenck (1853-1919), a Prussian immigrant, is the third policeman in the back-left row. 1889 image: MNHS.



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Constructing a wing dam on the Mississippi River. At top right, Banholzer brewery complex. 1905 image: MNHS.



*Banholzer's Brewery Building. Is there a statue of Hermannsdenkmal or "Herman the German" on top?
1936 image: Photographer A.F. Raymond MNHS.*



William Banholzer (seated) with family and employees posed outside the brewery. 1889 image: MNHS.

Banholzer Brewery

Frederick and William Banholzer, father and son, bought the North Mississippi brewery, formerly Benzburg's, in 1871. By the 1880s, William turned a 1,000 to a 12,000 barrel-a-year operation, one of the five most popular brews in the city. The operation included nine acres, nine stone buildings and its popular beer garden "Banholzer's Park." Five sand-rook cellars were 180 feet long, 9 feet high and 16 feet wide and four were 100 feet long, 9 feet high and 16 feet wide. Caves were accessible from both the bottom of the river bluff (south of the brewery) and from the top of the cliff (right inside the plant's main stone building). Today this cave still runs from the river bank, under Shepard Road, to the vicinity of Butternut street and one can still see the old stone archway cave entrance— a lasting reminder of Banholzer's Brewery. Brewery worker homes were two blocks of small houses on Butternut Street.

"Mr. Banholzer at his North Mississippi brewery employs nine men and a 50-horse power steam engine. He carries on malting, brewing and bottling for both city and country trade, having a considerable number of regular customers in Dakota and West Wisconsin as well as numerous customers throughout Minnesota."

William died at his mansion at 689 Stewart Ave. Since his father Frederick was not a brewer, the brewery went out of business in 1904. Riverside Builders Supply owned the building in 1909; North West (NW) Materials Company in 1922. NW razed the complex in 1938.



Banholzer Mansion and the river valley. 2019 photo taken from the Ayd Building, 1031–1035 West 7th Street, by Joe Landsberger



Banholzer Mansion. 2018 Image © Richard F. Ebert, www.encirclephotos.com

680 Stewart: Banholzer Residence-Ramsey County School for Girls

In 1885, William Banholzer pulled a building permit for 680 Stewart for a “dormitory,” for his extended family from Württemberg. G. Dressel was the contractor for the French Second Empire style home. In 1895, he and wife Louise and three children shared the house with a domestic, Susan Peters, and a brewer, Fred Foos, with his sister Ida.

In 1912, Ramsey County purchased 680 Stewart from Senator Peter Van Hoven, a Dutch immigrant in the livestock trade. In 1913, the Ramsey County School for Girls occupied 680 and in 1923, a small associated school was built nearby at 580 Stewart. The *St. Paul Pioneer Press* reported (January 7, 1923) that the home is “situated on ground which formerly extended to the river bank and which are still ample enough to permit of a child flower garden, as well as the more ordinary vegetable and garden flower plots. Virtually every Minnesota wild flower may be found somewhere in the grounds.” In extensive evaluations in 1953, the home was rated as one short-term option “for both “treatment” and “detention” of some girls involved in delinquent behavior”, with a population of 10–25, ages 14–16 and 50–60 per year.

It provided a home atmosphere and opportunity to learn good standards of living, receive adequate medical attention, receive academic training. “The Home School at best is but one important phase of a plan of treatment directed at basic and causal factors.”^[1] The school closed in 1953.

Current: Hazelden Betty Ford Foundation outpatient addiction treatment facility for adults ages 18+ since 1958.

Banholzer Park & Beer Garden



In 1886, William Bandholzer established “Banholzer’s Park and Beer Garden” in the empty lots north of his brewery. The park served as a recreation area for neighborhood picnickers and it provided barbecues, outdoor bowling, German band music, balloon rides to Lilydale and cold kegs of North Mississippi beer.²⁷

Watercolor by Kaye Goers after the 1900 image: MNHS.

Schmidt Brewery



Postcard photograph drinking beer! Back caption: "Picture probably taken early 1900s. My dad (George A. Gablisch) in hat and dark coat, Schmidt Brewery."

The center barrel reads Hopfen und Malz Gotterhalt's.

(Hops and malt, may God preserve them.) In 1910 George Goblisch, a grocer, lived at 368 Daly--perhaps the photo was in an earlier version of Schmidt's Ratskellar since the current building dates from 1935. Photo RCHS.

Jacob Schmidt's brewing career began in the mid 1850s. In 1855, the North Star Brewery, under the ownership of Mr. Drewery and Mr. Scotten (Scottish and English) produced ales rather than lagers below Mounds Park.

"This firm, at the North Star brewery, employs ten men and a 25 horsepower engine. The buildings are of stone, most substantial in appearance and furnishing a very large working space. The cellarge is in the sand-rock behind the building, and the water supply is from a large spring of very pure water. During the last year, an improved ice house has been put in, the features of which are regulation

of the temperature to uniformity by ventilation and that the ice is stored over the beer in stock. This company does a large malting business, supplying brewers through Constans' brewery supply store, 8 Jackson street."⁴⁸

After a succession of owners in the late 1860s, William Constans (French) purchased the Cave Brewery, hired Jacob Schmidt (German) as brew master (who eventually made partner, then sole owner in 1884). Schmidt previously worked in Theodore Hamm's and August Schell's breweries.

In 1900, the Cave Brewery burned and Schmidt purchased Stahlman's Brewery along West 7th Street as well as the beautiful stone mansion of Christopher Stahlmann across the street. He partnered with his son-in-law Adolph Bremer and his brother Otto Bremer to form the Jacob Schmidt Brewing Company.

In 1900, Schmidt started construction on the new Romanesque brewery with crenellated towers while incorporating parts of Stahlmann's original brewery, and further excavated the lagering cellars used in the fermentation process. While the first well was drilled in 1855, the current well is 1,100 feet deep and taps into the Mount Simon-Hinckley aquifer to water that is purported to be over 30,000 years old. When Schmidt died in 1911 the Bremers continued and successfully expanded the operation.



In the brewhouse between the preheating tank and kettle room. The spiral staircase goes into a kettle annex where a few smaller stainless steel kettles hide. If you looked right from this frame you would see the bottom of one of the kettles like the bottom of a steel mixing bowl.

Image: Dan Turner, Substreet.org



*Schmidt's stone sign, 2014 image:
Dan Turner, Substreet.org*

Schmidt Brewery, continued

During Prohibition, the Schmidt Brewery brewed a popular non-alcoholic malt beverage that ensured its survival.

In 1954 the complex was sold to Pfeiffer Brewing of Detroit, then to G Heileman in 1972, closed in 1990, and reopened as Minnesota Brewing in 1991 until 2002. The Schmidt Brewery compound, after a brief ethanol experience, was vacant until a massive community and developer effort resulted in a plan for the revitalization of the brewery's 16 acres, including the creation of Schmidt Artist Lofts in 2013 with 247 live/work artist rental lofts, and the Keg and Case in 2018.



*Phillips 66 Petroleum Company/gas station, West 7th and Webster in front of the Schmidt Brewery complex before West 7th Street was widened.
1935 image: MNHS/City of St. Paul Public Works*



*Schmidt Brewery
Image: Dan Turner, Substreet.org*

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*Kenneth M. Wright Schmidt City Club delivery cars with Dave Froge and Rory Potville in front of the Schmidt Brewery delivery vehicles.
1940 image: RCHS.*

In the tunnels beneath the Banholzer/Hazelden complex.
Fort Road (Cave) Labyrinth⁵⁰

Greg Brick in part one of his special to the *Community Reporter*: “Hunched over in the low, narrow, Gothic-shaped sewers under a Fort Road mortuary, I was saluted by a splattering noise and sulfurous odor, and chose not to look too closely at what might be causing it ... Welcome to the Fort Road Labyrinth ... These tunnels, which carry raw sewage, were dug with handpicks in the St. Peter sandstone bedrock more than a hundred years ago, and the floors were paved with brickwork. I once painstakingly measured, on the sewer plats, the aggregate length of this labyrinth, and found it to be 30 miles—the length of the famous Carlsbad Caverns in New Mexico—yet most of it is coiled up, like a ball of twine, under just a few miles ... Overall, the labyrinth smelled vaguely like garlic summer sausage. But there were pockets of better and worse. Lengthy dead-end passages, flooded with stagnant blue-green septic pools, for example, were overpowering.



The “Weary Sage,” entrance to the brewery tunnels.
Image: Greg Brick

Laundromats, on the other hand, with their sudsy discharges, provided a welcome olfactory oasis ... Swarms of sleek, fat rats clustered about, feasting gluttonously. They parted ahead of me in the narrow passage as I approached and closed the gap behind, squeaking in protest all the while.”

In 1991, Shepard Road was widened and repaved and the Banholzer Cave was sealed with fencing and cement, ceilings collapsed and remaining voids slurried full of sand.

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Deep Down Under— Exploring Schmidt Cave and Others⁵¹

Greg Brick in part two of his special to the *Community Reporter*: “The Banholzer adventure got me to thinking. Maybe I could access other caves by walking through the sewers? While I was able to get into a small remnant of the old Funk Brewery cellars this way, extensive attempts to enter another local landmark, historic Fountain Cave, were a failure ... In historical documents, the Schmidt cave is referred to as “Stahlmann’s Cellars,” since they were dug out by Christopher Stahlmann, who founded the Cave Brewery in 1855. The cave was used for lagering (aging) beer, but by the time Schmidt acquired Stahlmann’s business in 1900, modern refrigeration techniques had taken over, and the cave lay abandoned until the present day ... We followed the shiny beer tunnels upstream as they got smaller and smaller, hunkering down to a clay

pipe that we had to crawl through. Finally, I came to a blockage that had to be dug away, on the other side of which was the great Stahlmann’s Cellars. I let out a whoop as I slithered into the enormous black void. My flashlight illuminated a primeval forest of colossal yellow brick piers, which were swarming with giant red cockroaches. Rats scuttled about the breakdown slabs on the cave floor. Festoons of vapor hung lazily in the warm, fetid air.”



*Between the ice chute and the back of the north section of the cellars, a little pillar shows where a room used to be. The space seems to be the last point of expansion in Schmidt’s cave cellerage—last carved in the mid-1800s.
Image Dan Turner, Substreet.org*



Stahlman’s cellerage. 2006 photo Andrew Hine

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Tunnel of Terror⁵²

In *Subterranean Twin Cities* “The Velvet Underground” Greg Brick reflected “Ford mined out 1.5 miles of passages below what is now Shepard Road ... about 20 feet wide and 30 feet high—wide enough for two trucks to pass side by side, and higher than a telephone pole.” After silica mining ended in the 1940s, the caves remained vacant. A Civil Defense map dating from 1962 shows the “Holiday Harbor Sand Caves” with its dozen entrances in the bluffs behind the St. Paul Marina. These passages were rated to shelter 1,953 occupants. In April 1963, the Public Works Department drafted a more detailed survey map of the mines. From 1981–89, Gary Svoboda rented the abandoned mine for storing up to 450 boats, advertised as the “Upper Midwest’s Largest Underground Storage Facility.” The enterprise ended with mice and mold attacks in winter and chunks of ceiling falling on the boats. A peculiar earthy odor was also difficult to eradicate—from the boats and clothing.

In 1982, the Junior Chamber of Commerce conducted their first “Halloween House of Horrors” featuring a Masonic pyramid at the entry, a 25-foot Frankenstein’s Castle, and Unholy Tomb and Sanitarium, Dracula’s Castle and “Gordon” the flying lobotomy patient with chilling wolf howl echoing throughout. Visitors were saluted by a shrill siren and burst of blinding light, swept with searchlights, harassed by ghouls, and dive-bombed by an airborne lobotomy patient. The Tunnel of Terror used about 1/3 of the mile-long tunnel for 22 years until it was forced to shut down for safety code in 2002.



Tunnel of Terror. 2004 photo Greg Brick



Tunnel of Terror. Undated photo: Eric Fryc



The Brewery Breakthrough Project⁴⁶

The brewery neighborhood was a compact area between the Schmidt Brewery and the river bluffs, Jefferson and Randolph Avenues. In the later 1800s, its diverse housing was built by immigrants employed at the City and County/Ancker Hospital, the Schmidt Brewery and the Omaha Shops. “Through the first half of the 20th century the neighborhood had all the features of St. Paul’s working-class neighborhoods; large families in small houses, nearby commercial establishments, easy access to mass transit and pollution caused by coal-fired furnaces and industrial power plants ... As suburbanization and changes in employment patterns occurred in the last half of the twentieth century, the neighborhood experienced disinvestment.

When Ancker Hospital was demolished in 1967, some residents wanted new housing built on the site, though the City sold it to the School District for a new administration building and the neighborhood began to be dominated by absentee landlords.

Hillman Homes Incorporated began buying houses in 1970 and eventually owned about one third of the houses in the neighborhood as “Family Style Homes.” The complex was transformed to 25 group homes for the mentally ill with one kitchen and dining facility at the Melchior Funk house, the rest as dormitories. By July 1997, following state policies that called for the de-institutionalization of mentally ill, Family Style Homes lost its public funding.

In 1995, a three-year plan was developed by the West 7th/Fort Road Federation to acquire, rehabilitate, and sell 30 of the neighborhood structures and construct and market twenty-two new residential townhouses. “The project’s costs totaled \$12,473,080 ... The new and rehabbed houses, street and alley improvements and increased public park space resulted in a new cityscape that made possible major demographic changes and changed the image of the Brewery Neighborhood.” St. Paul Public School District administrative offices and school board has its complex at 360 Colborne Street, the former site of the old city and county hospital/Ancker Hospital.



381 Colborne Street: Gustave Matzet (1851–1929) emigrated from Germany in 1883 and his wife Josephine (1851–1923) in 1884 with the first two of their children. He worked nearby in the brewery. The family lived at 390 Colborne in 1895 but moved to 381 before 1900. Gustav leaves the family before 1910 and returns to Germany, but dies in 1929 in Minnesota. Josephine changes her primary language from German to Polish in the 1920 census. 381 was razed for the brewery townhome project. 1937 photo: Charles Evans.



363 Colborne Street: In 1855 Mary Hermann (1850–1925) emigrated with her uncle Frederick E. Herrmann and cousin Gustav from Oggersheim near Württemberg. Her future husband Engelbert Sauter (1843-1912) emigrated in 1867, from Baden-Württemberg. They married in 1869. He was a stone mason as was one of their six children. Current: private residence. 1937 photo: Charles Evans, RCHS.



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Western Prairie Fringed Orchid: *Platanthera Praeclara*

In 2019, the 12th annual West End Neighbors Garden and History Tour celebrates the endangered western prairie fringed orchid that could have been found in the lost prairie of the West End. This perennial herb can grow up to four feet tall. In the summer, its flowering stalk is covered with up to 24 white flowers, each with a fringed lower petal. The flowers are pollinated at night by hawk moths. It requires full sunlight and prefers tallgrass prairies and hay meadows of the

Western Prairie Fringed Orchid. Watercolor by West End artist Michelle Hovde Bastian, co-owner and manager of Insty Prints West 7th.

West End which existed before settlement. Periodic disturbance of its habitat, such as by fire or grazing, is important for the plant's continued health but can also be detrimental if timed incorrectly.

The plant has been threatened since 1989.



The main spring that provided fresh water to the Crosby Farm. In 1873, the City of St. Paul began building the West 7th Street "interceptor" that effectively drained the bogs of West 7th. When water filled the horizontal "wells" of the unlined bedrock sewers, the water table dropped and dried up natural springs. 2019 photo: Greg Logajan.

Highland Bur Oak Pioneer Sculpture 1742 West 7th



This burr oak tree sculpture was carved in memory of pioneers John Smith and his wife Elizabeth Ryan Smith, Irish immigrants who homesteaded the site in 1850.

At that time the area was part of the Reserve Township serving Fort Snelling and was part of the Big Woods. In presettlement times, the Big Woods, of which the West End was part, contained sugar maple, basswood, bur oak, ash, and ironwood trees, over 100 varieties of wildflowers, and many varieties of ferns and mushrooms.

In 1922, Frank Goetz built his home at 1742. He was an artist and the son of Gusav and Bertha Hoenigschmidt Goetz. They lived close by at 1709 West 7th (current U.S. Post Office). Gustav emigrated from Germany in 1876 and was a cigar maker downtown; Bertha emigrated from Austria in 1867 with her family when she was 13. They married in 1880 and had nine children. Current: Highland Nursery (dates from 1947.)

Community REPORTER
SERVING WEST END NEIGHBORHOODS, DOWNTOWN ST. PAUL TO FORT SNELLING SINCE 1972

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Congratulations neighbors on twelve years' beautification

Watergate Marina and Hidden Falls Crosby Farm Regional Park

The Saint Paul Port Authority purchased Pike Island in the early 1960s and leased it to the City of Saint Paul as a park. In a 1986 treatise on the river, Paul Hesterman reflected: “The dominant element of Saint Paul’s park system should be a system of parkways which follows the river, preserves the river valley and bluffs in as natural a state as possible, and is linked to parkways in Minneapolis and around lakes Como and Phalen. Crosby Farm and Hidden Falls Regional Parks are located at the east bank of the Mississippi River in St. Paul. Hidden Falls begins seven miles north of the Mississippi’s confluence with the Minnesota River and continues south to Crosby Farm Park.

“The 736-acre park consists of a large area of floodplain and valley side slopes (bluffs).

The area contains a complex system of diverse wetland and forest habitats that offer refuge for a broad diversity of native wildlife species. The highlights of a 2004 vegetation survey by Great River Greening include areas of intact sedge meadow, black ash seepage swamps, areas of diverse spring ephemeral wildflowers, a colony of Kentucky coffee trees and large tracts of intact floodplain forest. Over 300 plant species have been identified in the Park (Great River Greening, 2005).”²³ There are four miles of river shoreline, two lakes and habitat zones including floodplain forest, wetlands, towering sandstone bluffs, ravines and waterfalls as well as a paved biking and hiking trail along the bluff that provides good birding opportunities.

In 2013, as part of Great River Passage Master Plan, the City of Saint Paul began designing a new environmental learning center, including a river-focused environmental center that could combine a National Park Service Headquarters and Visitor Center with year-round environmental learning and outdoor recreation experiences, scientific research, a community café and marina. The plan is intended to guide park improvements, natural resources management, and make recommendations for changes within or adjacent to the park.

Watergate Marina is the uppermost marina on the Mississippi River at mile marker 845 as well as a boat broker (pontoon, fishing boats, cruisers, yachts and houseboats). It is situated between Hidden Falls and Crosby Farm Regional Parks. The environmentally degraded marina and abandoned lagoon area would be sensitively designed and scaled to minimize intrusion on the natural characteristics of the park and river with improved access for neighborhood and park visitors.



Pike Island at flood stage. 2019 photo: Craig Johnson.

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***West 7th commercial strip at Randolph and the river valley.
2019 photo taken from the Ayd Building, 1031-1035 West 7th Street, by Joe Landsberger***

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