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MISSISSIPPI RIVER MATERIAL

MINNEAPOLIS, MINN.
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TOPIC: Bridges on the Mississippi in Minnesota.

BRIDGES OVER THE MISSISSIPPI RIVER IN MINNESOTA

Of the 131 bridges which span the Mississippi between its source and the gulf of Mexico, 100 are within Minnesota or on the Minnesota-Wisconsin border, according to a compilation of the Engineer Corps of the United States army. Not all of the bridges listed, however, effect a complete crossing. In several instances where the river is broken into two channels by islands, two bridges are required to complete the crossing. Such is the case at Red Wing, Minnesota, where a large island lies in the stream. The main channel is crossed from Red Wing to the island, but the back channel is not spanned until three miles further upstream, from the upper end of the island. Another instance is the famous old crossing just above St. Anthony Falls, at Hennepin avenue, Minneapolis. This was the site of the first bridge thrown across the Mississippi along its entire length. The main bridge crosses from the west side to Nicollet island; a short span connects the island with the east bank.

Thirty-three of the 100 bridges classified as in Minnesota are in the Twin Cities: 5 in St. Paul; one between Fort Snelling and St. Paul; two intercity between Minneapolis and St. Paul, and the rest, or 25, in Minneapolis. Thirty-one of the hundred are classified as "railroad," the remainder as "highway." Minneapolis is the great crossing on the upper river. Built on both sides of the river, around St. Anthony Falls, which constituted the physical head of navigation, Minneapolis linked the middle-west and the northwest. That part of the city which lies east of the river was originally part of the old Northwest Territory, while the section west of the river is a portion of the Louisiana purchase.

The Northwestern railroads which connect the eastern United States with the Pacific Northwest all cross the river in Minneapolis. In the case of the Chicago, Milwaukee, St. Paul & Pacific, an earlier crossing is made at La Crosse, Wis., but this road returns to the east bank by a second main line bridge at Hastings, Minn., and crosses again at Minneapolis enroute to the coast.

Some 51 of the bridge crossings of the river are above Minneapolis in northern Minnesota where the river rapidly dwindles in size. Around Bemidji, Minn., there is a congeries of crossings due to the fact that the river winds considerably in that vicinity, requiring highways and railroads to cross and recross.

Historians of the northwest have always asserted that the "first bridge across the Mississippi river from its source to the Gulf of Mexico" was the suspension bridge built in 1854 between the towns of St. Anthony and Minneapolis, at what would now be Hennepin avenue, Minneapolis. This was a few rods above St. Anthony Falls.

St. Paul, on the other hand, claimed that its Wabasha street bridge, built in 1857, was the first bridge between the Falls and the Gulf.

There has come to the writer's attention an historical cartoon published in the 1935-36 edition of the Streckfus Line Magazine, which makes the claim that the Mississippi was bridged in 1853. "This bridge," A. Russell, the artist, avers "was a low wooden drawbridge affair," and "was built at Rock Island without any legal authority, and was so badly located as to be a menace to navigation. The bridge was violently opposed by the steamboat men and eventually was destroyed by fire from an overturned stove in a steamer that was dashed helplessly against it by the swift current that swerved through the draw. Abraham Lincoln, then a Springfield lawyer, defended the bridge company in the ensuing damage suit."

Historically the most significant of the Minnesota bridges across the Mississippi was the suspension span erected at St. Anthony-Minneapolis in 1854. St. Anthony at that time was a booming lumber town and a small community was beginning to develop on the west side around the terminus of the ferry operated by Franklin Steele, the Fort Snelling sutler. Steele had damned the east channel of the river to provide power for his lumber mills; he owned the heart of the St. Anthony townsite, and was a principal beneficiary of any further development.

The Rock Island railroad had just completed its line from Chicago to the Mississippi at Rock Island, and settlers were pouring in over the new railroad and its steamer connections. Steele had the vision of a great development in the Minnesota country, and conceived of the bridge as a private enterprise, to be operated for profit by the charge of toll.

The site just above the cataract was a natural one. Before the coming of the white man, the rock ledge above the falls had been used by the Indians as a portage, although at seasons a very precarious one. The white man had adopted the portage for his teams, but the horses had to be especially shod with sharp shoes to hold their footing on the slippery rocks.

During 1847, Steele established a ferry across the west channel between Nicollet Island and the west shore. Foot passengers could cross the east channel over the dam, but teams had to continue to follow the old portage to Nicollet Island, where they boarded the ferry to complete the journey.

The ferry was simply a flat boat fastened to either shore by a long rope, which could be played out around a post as the craft was hauled across the stream.

Compilers of the story of early days in Minnesota have preserved the account of an amusing incident in connection with this ferry and its pilot, Edgar Folsom. It appears that one of the settlers on the west side by the name of Reuben Bean, had an attractive daughter who had to cross over to St.

Anthony to attend school. To save the ferry toll, she frequently made the crossing in a canoe. On one such occasion she carelessly drove her craft against the ferry rope and was upset. The boat floated away, but the young woman saved herself by seizing the ferry rope. There she clung until Folsom observed her plight and put forth to effect a rescue. Having put her ashore, Folsom demanded as a reward for his service that the young lady become his wife. But this price of gallantry proved too high. "Put me back on the rope," Miss Bean is declared to have cried; and so another hero went unrewarded.

Bridging of the river commenced in 1852 with a short wooden span between the east side and Nicollet island, but the ferry continued to serve as the link across the broader west channel until 1855.

Construction of the suspension bridge was undertaken by the Minneapolis Bridge Company, organized for the purpose by Steele his frequent partner, H.T. Welles. Eight months were taken in the work, and the bridge was almost completed when a tornado swept down the river and wrecked the superstructure. Rebuilding was rushed, and the structure was completed in time to be opened and dedicated on July 4, 1855. The occasion was made one of grand celebration, even the legislature adjourning for the day and moving en masse from St. Paul to St. Anthony.

Two years after its completion the bridge was yielding a gross income of $12,500 a year. The schedule of tolls was as follows:

Foot Passengers	5 cents
Horse, mare, or mule, with or without driver	15 cents
Two horses, two mules, or team loaded or unloaded, with driver	25 cents
Each additional horse, mule, or ox . . .	10 cents
/Sheep or swine	2 cents

The wisdom of Steele's decision to build a suspension bridge rather than one with piers in the stream was soon demonstrated. The next two bridges in the Minneapolis vicinity were both destroyed by log jams tearing out their piers.

In 1870 the suspension bridge was bought by the county of Hennepin and converted into a free bridge. Four years later the original structure was torn down and replaced by a larger one of similar type, stone cable towers displacing the previous wooden ones. The second suspension bridge stood for only 15 years, when it was torn down and replaced with the present large steel arch bridge. In the meantime, the lumber industry had moved upstream away from the Falls, and the menace to the piers from the log booms was removed.

The original wooden bridge across the east channel was replaced in 1878 by a stone arch span.

"The second bridge across the upper Mississippi," according to the reminiscences of William B. Mitchell, in the State Historical Society collections, was built in 1856, and was situated eight miles above St. Cloud.

The bridge connected the town of Watab with a townsite which a group of promoters were developing opposite that point. The bridge was practically completed, when a heavy windstorm lifted the superstructure off the piling and dropped it in the river. So smoothly did the wind do its work, that the watchman in the toll house did not know the bridge had flown until the next morning. It appears the bolting of the upperworks to the piers had been left to the last. The piers stood in the river for many years until finally destroyed by ice and logs. Needless to add the promoters' prospects and hopes vanished with the bridge.

St. Paul's first bridge across the river, at Wabasha street, was completed in 1859. The story of its construction is revealing of the makeshift methods of financing that had to be resorted to in pioneer days to develop the country.

The bridge, itself, was a wood and iron trestle, 1,311 feet in length. It commenced at the river end of Wabasha street, crossed the river in a

southerly direction, and ended at what became bridge street in West St. Paul, now South Wabasha street. It became a free bridge in 1874, coincident with the merger of the two communities.

Originally a private venture, the company which promoted the bridge included a group of the most prominent St. Paul business people of the day. In the name of the St. Paul Bridge Company, they received a charter from the legislature in 1854 permitting construction of the bridge and forbidding any competitive bridge for a mile on either side for a period of 35 years. Governor Willis A. Gorman approved the act March 4, 1854. The legislature provided that the franchise should be forfeited if work was not under way within five years of the date of the granting of the charter.

Financing of the project took two years, and in June, 1856, J.S. Sewall was appointed engineer and supervisor of construction. A start was made that fall and work was pushed ahead during the following spring and summer, but by autumn funds ran short, the workmen struck for their pay and the project was brought to a standstill.

In this emergency, the bridge company turned to the city for aid, and a request was made that the city assist with the public credit to the extent of $100,000. The proposition to deliver city bonds to the company in exchange for a mortgage on the bridge was submitted to the voters and carried by the overwhelming majority of 1,562 to 19.

The company guaranteed the interest on the bonds but was forced to default, with the result that shortly after the bridge was completed in 1859, the city took over its operation to protect the public investment. Eight years later the legislature authorized the purchase of the bridge by the city, which bought out the stockholders for $11,382.43, or about 33 1/3 per cent of their investment.

The bridge has been rebuilt and modernized from time to time since. It carries not only a heavy vehicular and pedestrian traffic, but also the main lines to the west side of the St. Paul Street Railway Company.

The panic of 1857 caught Minnesota in midst of its first boom, and it quashed many brave schemes for the development of the country, establishments of townsites, construction of bridges, etc. At Nininger, the depression found Ignatius Donnelly busy at promoting his great scheme for another metroplois on the Mississippi.

One of his pet projects was the establishment of ferry service across the river to make the St. Croix Valley tributary to Nininger City. The ferry was to connect at Nininger with the railroad which Donnelly assured one and all was to be the first in Minnesota and was to link Nininger with St. Peter on the Minnesota River.

According to Ralph L. Harmon, who described Donnelly's faded metropolis to the annual convention of the Minnesota State Historical Society in 1936, "Donnelly was not to be content with a mere man-and-cable ferryboat, but was to have a powerful steam ferry that could ply up or down the river to various points and bring farmers with their produce orconsumers with their needs to the markets and storehouses of Nininger which were to be plentifully supplied."

Eventually Donnelly contracted with a boatbuilder at Wellesville, Ohio, for a vessel 60 feet long and 16 feet wide, "All of the Best Material & Workmanship with guards, Railing & Housing all painted & Compleat," and "with Deck Pump and all Ready to Raise Steam for the Sum of Two Thousand Dollars."

The "Bear," as the boat was named, was completed as projected, but was never delivered. Donnelly had reached the end of his resources and was unable to pay the builder. The correspondence between Donnelly and the builders ended by a threat of the latter to sell the boat for costs accrued.

Hastings, Minnesota, is an important crossing point on the Mississippi, both highway and rail, and its highway bridge is one of the most unusual structures in this part of thw world.

The bridge crosses the river at a substantial elevation, with a long approach from the north, or the east side of the river, but eliminates the approach on the west bank with a corkscrew section. From this corkscrew the structure has become known as the "spiral bridge." It is said to be the only one of its kind in the world. Benjamin Duane Cadwell of Hastings was the designer. Credit for the spiral idea is frequently givento John Geist, a Norwegain engineer who submitted plans for the bridge, but whose plans were not accepted.

The bridge was built in 1895, and throughout its history has carried a tremendous traffic. In these days of automobile travel a constant stream of cars twists a serpentine way up and down the corkscrew.

Hastings also is one of the two main crossing points of the Milwaukee railroad. The first bridge at this point was erected in 1871 by the St. Paul & Winona Railroad, which built the first connection between those two points of its name. The road was completed August 15, 1871, and regular train service was inaugurated on September 7. For approximately amonth, however, passengers and freight had to be ferried across the river at Hastings until the bridge was completed. The St. Paul & Winona became part of the Milwaukee system shortly after completion of the roadway and bridge.

Red Wing, Reads Landing, Wabasha, Winona and La Crescent are other points below Hastings where bridges cross the Mississippi. At Wabasha is the last of the toll bridges across the river in the Minnesota area. The Red Wing crossing was formerly a toll bridge but the toll was abandoned by the Minnesota city about 15 years ago in exchange with Wisconsin for a new bridge over the east channel.

The Reads Landing bridge is a pontoon supported roadbed. It was constructed in 1882, and is owned by the Milwaukee railroad, forming part of that road's

Chippewa Valley division.

Winona is the principal southeastern Minnesota crossing of the Northwestern railroad and La Crescent-LaCrosse of the Milwaukee railroad. The Burlington also spurs into Winona over a bridge which connects with its main Twin-Cities-Chicago line on the east bank.

Minnesota's first railroad connection with the east was made by way of Austin and McGregor, Iowa, in 1867, the river being crossed by ferries. It was not until 1870 that a bridge was constructed at Winona and a direct connection made by way of Milwaukee and Chicago.

The historic bridge which made this connection stood for only a few months and then collapsed under the weight of a work-train load of stone. It was rebuilt in 1872. The builder was the Winona & St. Peter Railroad, then an affiliate with the Chicago & Northwestern Railroad and later a part of that system.

It seems strange at this late date that a bridge across the river to connect with the eastern systems was so long delayed. The Chicago & Rock Island had reached the Mississippi at Rock Island in 1854. The Milwaukee & Prairie du Chien was at the river in 1857, and in 1858 the Milwaukee & La Crosse entered its western terminal.

In 1857 Congress granted the territory of Minnesota a total of 4,500,000 acres of lands to serve as grants to induce the construction of railroads, and soon four railroads had been chartered to participate in the bounty. Two of these roads were to serve Winona. The Transit Railroad Company was to run west to the rich country along the Minnesota River valley, and the Minnesota & Pacific was to follow the Mississippi on its west bank from Winona to the Twin Cities and thence west. In 1862 the Minnesota & St. Peter succeeded the Transit, and gradually extended west and northwest, reaching St. Peter and Mankato in 1871 and Watertown, S.D. in 1873.

Tradition at Winona has it that the first bridge was built in four days, and was constructed of piles and log stringers. This was the structure which

collapsed. It was completed on December 27, 1870, a few days after the completion of the Winona eastern connection, which in turn linked with the Milwaukee & St. Paul. Thus the Winona & St. Peter and the Winona and St. Paul both obtained direct connections with eastern trunks.

The bridge collapsed on May 26, 1871, and reconstruction was not completed until January 18, 1872. The Hastings bridge of the Winona & St. Paul having been finished in December, 1871, the second bridge actually made the direct eastern connection for the Twin Cities.

The Winona & St. Paul was sold to the Milwaukee & St. Paul railroad company in 1871, and became a part of the reorganized Chicago, Milwaukee & St. Paul in 1874. In 1872 it extended its lines beyond Winona to La Crescent, and in 1875 built a substantial iron bridge connecting Winona and La Crosse.

The so-called Burlington bridge at Winona was built by the Winona Bridge Company in 1890-91, and was designed to serve three lines, the Burlington, the Winona & Southwestern and the Green Bay, Winona, and St. Paul. Its charter provides that any railroad may use it, the tolls to be fixed by the secretary of war provided the transportation companies cannot mutually agree.

The highway bridges at La Crosse and Winona were finished in 1890 and 1891 respectively and are owned by the two municipalities. Both are operated as free bridges. These two bridges with the span at Red Wing are the principal highway crossings of the river in southern Minnesota. The bridge connecting Minnesota and Wisconsin across the St. Croix at Hudson, Wisconsin, however, carries as great or greater east-west traffic. This is a toll bridge owned by the city of Hudson, which continues to exact its toll despite the protests and threats of Minnesota citizens and the Minnesota State Highway Department. The Prescott crossing of the St. Croix at its junction with the Mississippi just opposite Hastings also is a toll bridge.

Probably the most widely known of the upper Mississippi river bridges is the series of stone arches on which the Great Northern Railroad crosses the Mississippi in the heart of Minneapolis. This is the bridge which is so frequently shown in the foreground of pictures of the Minneapolis milling district.

Built in 1883 under the personal supervision of James J. Hill, and according to his own original sketch, this structure is a nineteenth century reproduction of the beautiful bridges which the Roman Caasers constructed across the rivers of Europe ages ago.

According to James G. Pyle, the biographer of Mr. Hill, this bridge did more to advertise the Hill genius to the northwest than any of his other achievements.

Previously the railroads had all crossed the river on wooden bridges which creaked and groaned under the weight of the trains whose speed, for safety's sake, had to be reduced to a crawl. The first railroad bridge across the upper Mississippi had been built at Minneapolis during the winter of 1866 and 1867 by the St. Paul & Pacific Railroad. Hill and his Canadian partners had acquired the road and reorganized it as the St. Paul, Minneapolis, & Manitoba. Three years after the reorganization the decision was reached to bridge the Mississippi with a structure which would be capable of bearing all the traffic which Hill anticipated the Northwest would produce.

The bridge is built of solid stone and crosses the river in a sweeping curve just below the dam which marks the spot where once foamed the waters of St. Anthony Falls. The bridge is 2,100 feet long and 28 feet wide. There are 25 arches resting on 25 sturdy stone piers. Four of the arches are of 40-foot span, 16 of 80-foot, and four of 100-foot.

According to Pyle, "the mere financing of such an undertaking in the northwest by a company only three years old and having to finance itself was a triumph of management. Mr. Hill's sense of what it meant to him and his

system may be judged by the fact that a plate upon it carries his name. It is the only structure so far as known, thought by him worthy of this distinction."

(NOTE--Present tentative plans for development of a upper harbor in the Mississippi above St. Anthony Falls call for the removal of a number of the piers of the stone arch bridge and will, of course, destroy its present appearance. As it is now constructed no vessel of any appreciable size can pass under it.)

In recent years, the style of bridge architecture has changed considerably. The newer bridges are massive arches of re-inforced concrete, of beautiful geometric design, and contrasting vividly with the structural steel spans of the half century previous. Several such have been built in the Minneapolis-St. Paul environs in the past 15 years. The most notable of these, the Mendota bridge, does not cross the Mississippi, but instead spans the valley of the Minnesota river just a few rods from its junction with the Mississippi.

The Mendota bridge serves as a Minneapolis outlet to southern Minnesota. It was built in 1926. Containing 12 arches of 283-foot spans each, it is the longest bridge in this part of the country.

The so-called Ford bridge over the Mississippi between Minneapolis and St. Paul, the Cappelen Memorial and Third Avenue bridges in Minneapolis, and the Robert Street bridge in St. Paul are examples of this newer type of construction. The latter was completed in 1926 at a cost of two and one-half million dollars. It is 1,920 feet long, the largest span being 244 feet.

Named for a former city engineer, the Cappelen Memorial bridge in Minneapolis spans the river at Franklin avenue. With its roadway level with the top of the high bluffs through which the river runs in that vicinity, the supporting structure of three sweeping arches is a masterpiece of harmonious design. A massive central span of 400 feet rests on piers in the stream, while short spans on each side step from the stream to the banks. This bridge was completed in 1923.

The High bridge at Smith avenue, St. Paul, is unique among the upper Mississippi crossings in several features. It is the highest of them all. Its roadway slants, rising at a substantial pitch between the north and south banks. This bridge was built in 1889. Its superstructure is entirely of steel, and is 2,773 feet long and 40 feet wide. With a highwater clearance of 114.5 feet, it reaches a maximum height of 200 feet. There are 28 steel supporting spans, the substructure resting upon 27 stone piers.

This bridge has had a rather spectacular history. It is a favorite suicide leap. In 1904 it was wrecked by a tornado which tore out a section 470 feet in length.

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Mississippi River Bridges

In Minnesota or on the Minnesota - Wisconsin Border

Distance above mouth	Location	Owner	Kind	No. of spans	Clearance at High Water	Length of Channel Span	Completed	Purpose
1,807.5 m.	La Crosse Wis. (Main channel)	City of La Crosse	Swing	4	10'	400 ft	1890	Highway
1,807.8	La Crosse Wis. (West channel)	do	Fixed					do
1,809.5	Crescent La Crosse, Minn. (Main channel)	C. M. St. P. & P. Ry. (Milwaukee)	Swing	4	8.2'	320 ft	1877	R. R.
1,809.5	La Crescent	do						do
1,809.5	North La Crosse (French Slough)	do						do
1,834.5	Winona, Minn	C. B. & Q. Ry (Burlington)	Swing	4	10'	400 ft	1891	do
1,836.5	do	City of Winona	Fixed	4	55'	352 ft	1891	Highway
1,836.6	do	Ch. & N. W. Ry (Northwestern)	Swing	15	9.8'	308 ft	1870	R. R.
1,873.9	Reads Landing, Minn.	C. M. St. P. & P. Ry (Milwaukee)	Pontoon	4	0'	315 ft	1882	do
1,902.3	Red Wing, Minn (Main channel)	City of Red Wing	Fixed	4	55'	352 ft	1896	Highway
1,905.3	Red Wing (East channel)	do						do
1,925.3	Hastings, Minn	C. M. St. P. & P. Ry.	Swing	4	11.5'	235 ft	1871	R. R.
1,925.4	do	City of Hastings	Fixed	21	54.6'	314 ft	1895	Highway
1,941.8	St. Paul Park, Minn.	C. R. I. & Pac Ry	Swing	16	11.5'	343 ft	1895	R.R. & Hwy
1,946.6	St. Paul, Minn. south city limits	St. Paul Bridge & Terminal Co	Swing	4	10'	360 ft	1910	R. R.
1,950.1	Robert St. St. Paul	City of St. Paul	Fixed	17	47'	160 ft	1926	Highway & St. Railways
1,950.1	do	Chi. Gt. Western R. R. Co.	Vertical Lift	8	60'	146 ft	1925	R. R.
1,950.3	Wabasha St. St. Paul	City of St. Paul	Fixed	17	58.1'	256 ft	1885 / 1900	Highway & St. Railway

1951.2	Smith Ave., St. Paul	City of St. Paul	F	21	135.5	221 ft	1889	Highway
1952.2	Randolph St. St. Paul	Chi, M. St. P. & P. Ry Chi, St. P. M. & O. Ry	Swing	10	16.8	160 ft	1916	R. R.
1956.3	Ft. Snelling - St. Paul	United States	Fixed	21	85.1	321	1909	Highway
1958.7	46th St. Minneapolis Ford Road, St. Paul	Cities of Mpls. & St. Paul	Fixed	5	80	300 ft	1927	do
1960.8	Lake St., Mpls Marshall Ave, St. P.	Cities of Mpls. & St. P.	Fixed	8	70.8	840 ft	1888	do
1961.6	East 26th St., Mpls	C. M. & St. P. Ry	Fixed	6	72.5	309 ft	1902	R. R.
1962.3	Franklin Ave. Mpls	City of Mpls.	Fixed	5	90.1	400 ft	192?	Highway
1963.4	Washington Ave.	do	Fixed	6	48.6	176 ft	1886	do
1963.7	21st Ave. So. Mpls	Nor. Pac. Ry	Fixed	7	31.4	237 ft	1924	R. R.
1963.85	Cedar Ave., Mpls	City of Mpls	Fixed	7	90.5	536	192?	Highway
1964.1	Eleventh Ave. So. Mpls	Great Nthn. Ry.	Fixed	18	49.1	79/79/87	1891	R. R.
1964.2	Tenth Ave. So., Mpls.	City of Mpls	Fixed	6		328 ft	187?	Highway
1964.4	Sixth Ave. S.E. Mpls	G. N. Ry.	F	23			1853	R. R.
1964.7	Third Ave So Mpls	City of Mpls.	F	11	38.8	184 ft	1918	Highway
1964.9	Hennepin Ave., Mpls	do.	F	2	25.5	476 ft	1890	Highway
1964.9	East Hennepin Ave.	do	F	5	14	59	1878	do
1965.1	Third Ave. No.	Great Northern	F	6	10.5	180	1926	R. R.
1965.1	Second Ave. N.E. Mpls - East Chan.	do	F	3	11	67.5	1915	do
1968.1	Second Ave. N.E. Mpls - East Chan.	Chicago, Great Western R.R.	F	3	5			R. R.
1965.3	Head of Nicollet Island	do	F	1	2.1			do

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1965.4	Fifth Ave. N.E. over East Channel	Chicago, Great Western R.R.	F	8				R.R.
1965.5	Seventh Ave. N.E. over East Channel	do	F	6	21			Highway
1965.6	Eighth Ave N.E. over East Channel	do	F	6	1.9			R.R.
1965.6	Plymouth Ave. Mpls	City of Mpls	F	9	6.8	511	{1882 1913}	Highway
1965.8	Fourth Ave N.E. over East Channel	do	F					do
1966.1	Broadway Ave Minneapolis	do	F	4	5.8	190	1888	Highway & St. Rwy
1966.4	Twenty-fourth Ave. No. Mpls.	Nor. Pacific	F	5	19.5	458		R.R.
1967.0	Lowry Ave. Mpls	City of Mpls	F	5	12.3	456	1905	Highway
1,968.2	Forty-first Ave. Mpls	Mpls St. P. & S.S. Ste M. R.R. Co. Line	F	7	20.1	263	1905	R.R.
1,968.5	Forty-Second Ave. Mpls	City of Mpls	F	7	22.4	302	1913	Highway
1,982.4	Ferry St. Anoka		Swing	4		193		Highway
1,995.1	Lincoln St. Elk River	Town of Otsego Village of Elk River	F	4	30.5	252	1906	Highway
2,007.6	Walnut St. Monticello	Village of Monticello & Wright Co.	Swing	4	10	200	1893	do
2,037.2	Tenth St. So St. Cloud	City of St Cloud	F	4				do
2,038.4	St. Germain St. St Cloud	do	F					do
2,038.5	Second St. No. St. Cloud	G.N. Ry.	F					Highway
2,043.1	Sartell	Stearns County	F		3	10	1914	do
2,055.8	Rice	Village of Rice	F					do
2,064.2	Royalton	Morrison County	F	2				do
2,067.0	Browns	M. St. P. & S. Ste Marie Ry Co.	F	5	19	206	1907	R.R.

4 2,075.6	Sixth ave So Little Falls	Nor. Pac. Ry.	7	5	15.5			R.R.
2,076.1	Broadway Little Falls	City of Little Falls	7	5				Highway
2,076.8	Seventh Ave. N.E. Little Falls	N.P. Ry.	7	2	4.5			R.R.
2,076.8	Little Falls	City of Little Falls	7	3				Highway
2,092.8	Fort Ripley	Morrison & Crow Wing Counties	7	2	9.11	380		do
2.111.9	Laurel Ave. Brainerd	Crow Wing County	7					do
2,112.0	Front St Brainerd	N.P. Ry Co	7	5	23	133		R.R.
2,114.6	Brainerd	Crow Wing County	7					Highway
2,115.0	Brainerd	Mpls. & Nt. Ry.	7	2	9	132		R.R.
2.140.0	Deerwood	Crow Wing County	7	3	139	128		Highway
2,166.7	Aitkin	Aitkin County	Swing	1	3.6	111		do
2,197.2	Palisade	M. St.P. & S.Ste M. Ry Co	7	3	22	104		R.R.
2,250.6	Jacobson	Bell City R.R.	Swing	2	13	51		R.R.
2,284.4	Blackberry	Town of Blackberry	7	13	30	208		Highway
2,291.1	Grand Rapids	Town of Grand Rapids	Swing					do
2,293.3	do	do	B*	5	40	81	1913	do
2,297.0	Cohasset	Town of Bass Brook	Swing	8	8	40		do
2,307.2	do	County of Itasca	B*	4	5.6	57	1923	do
2,334.8	Ball Club	Counties of Itasca & Cass		1	15.5	56		Highway
2,341.5	do	G.N. Ry.	Sw	11	2.4	40	1908	R.R.
2,341.5	do	Counties of Cass & Itasca	Vert lift * Bascule	1	57	56		Highway

2,359.9	Bena	United States	7	1	5	12		Highway
2,382.4	Cass Lake	U.S. For. Ser.	7	9	10	28.5		do
2,395.2	Cass Lake	Dept. of Int.	7			37	1914	do
2,396.9	Bemidji	State of Minn	7	3	8.2	63.5		do
2,402	Cass Lake	Beltrami County						do
2,411.7	Bemidji	do	7	2				do
2,412	do	Minn. & Int. Rwy Co	7	1			1901	R.R.
2,412	do	Beltrami Co	7					Highway
2,414.9	do	Minn. & Int. Ry.	7	1	8	26	1912	R.R.
2,415	do	M. St.P. & S.Ste M.Ry.	7	1	8	28	1910	do
2,415	do	G.N. Ry Co.	7	1	5	42	1905	do
2,415.1	do	Mpls. St.L. & Man Ry	7	1	8.5	30		R.R.
2,415.1	do	do	7	1	4	30		R.R.
2.418.6	do	Beltrami						Highway
2,422	do	do						Highway
2,429.3	do	do						do
2,445.9	do	do						do
2,452.4	Warren	Trabbald County						do
2,466.1	do							do