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Papers.

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LINDBERGH STATE MEMORIAL PARK

Used Material.

(Morrison County, Little Falls.)

Legislative Manual, 1941.

Dorothy M. Wray, Lindbergh Scrapbook. (M. H. 10: 119)

Ingeborg Mansen, Lindbergh National Farmer. (M. H. 3: 237w)

Historical Records Survey, Minnesota.

Guide to Historic Markers.

{ Minnesota--Description and travel.

{ Mars Olson, Lindbergh

Life of Charles A. Lindbergh, Sr. in M. H. 11: 443.

Illustrations of Col. Lindbergh's Decorations and Some of His
Triumphs, by Nettie H. Beauregard. (M. H. 10: 88)

Donald E. Keyhoe, Flying with Lindbergh. (M. H. 10: 215)

August Lindbergh, emigrant. (M. H. 12: 447)

" " , letters. (M. H. 12: 192)

" " , family. (M. H. 12: 447)

Charles A. Lindbergh, Jr., home. (M. H. 15: 100)

Congressional Record, July 22, 1935--Charles A. Lindbergh.
(M. H. 16: 482)

Charles A. Lindbergh , papers. (M. H. 19: 445)

Lindbergh family background. (M. H. 19: 445)

Chas. A. Lindbergh, "We"

Lynn Haines, The Lindberghs.

Elliott Coues, The expeditions of Zebulon Montgomery Pike.

Dale Van Every, Charles Lindbergh.

F. ~~W.~~ Buchanan, Lindbergh, the Lone Eagle.

Lindbergh, the Flier of Little Falls, *Dale Van Every.*

St. Paul News, May 21, 1930; April 24, 1933.

New York Times, Dec. 11, 1930; Jan. 15, 1931; Jan. 21, 1931.

St. Paul Dispatch, Jan. 15, 1931; Jan. 30, 1931; March 17, May 21, September 11, 1936; May 20, 1937.

Pioneer Press, Jan. ^{15, 21,} 31, 1931; March 3, 1935; May 26, 1935; Nov. 7, Nov. 13, 1936; [^] *Dec. 11, 1930.*

Christain Science Monitor, March 8, 1937.

Minnesota Historical Society Collections, 6: 138; 7: 126.

American Geologist of Little Falls, by Warren Upham, Sept. 1902.

Lindbergh State Park in M.H. 18: 269

(M.H.S.C. or M.H. 6: 138) ?

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Edited by:

Remarks:

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Research incomplete.

(Morris County)
(Little Falls)

Lindbergh State Memorial Park.

*TL540
f.L5L35
✓

nothing here

Lindbergh scrapbook by Wray, Dorothy m.

m.H 10:119

Reserve
*S1 ✓
f.L74

Lindbergh national farmer
Ingelborg mensesen

nothing here

m.H 3:m237

Legislative manual 1941
(Blue book) on miss F. desk) page 160

*F607
.H57 ✓

Historical records survey minn
y wide to historic markers.
(Historical A so. catalogue 245)

catalogue
Hist Lib

Reserve
*F604.1
18681 i ✓

Minnesota - Description and travel
Lindburg, Mars Olson 1835-1870
Book for Minn Desc. in Swedish.

catalogue

nothing here.
Lindbergh Charles A. Sr. Sife

nothing here.

m.H 11:443

Col. Charles A. trophies

m.H 10:88

" " " tour U.S.

10:215

nothing here.

Lindbergh August emigrant

m.H 12:447

" " letters

12:192

" " family nothing here

12:447

Lindbergh Charles A. Jr.

m.H

" " " Jr.

15:338

" " Home nothing here

15:100

15:229

Lindbergh sketch

m.H

16:482

nothing here.

✓
Lindbergh State Park ✓
(and others) ✓

m. H
18:269

16 ✓
Lindbergh Charles A. papers

m. H
17:164-59

✓
Lindbergh family background.

m. H
19:445

*TL540
.L543
✓

nothing here.
"we" by Charles A. Lindbergh

*E748
.L74H2
✓

Haines Lynn, 1876-1929.
The Lindberghs ✓

Catalogue

*F592
.P63
1895 ✓
3 vol.

The expeditions of Zebulon Montgomery
Pike

by Elliott Coues

Catalogue

Public
Library
St. Paul

*TL540
.L5V3
✓

Charles Lindbergh

nothing
Guide to the Personal Papers in the
Mss. Cal. of the Minn. Hist. Cal.
By Van Every, Dale

Catalogue

m. H
17:444-47

Have See note

A Bibliography of Minn. Ter. Doc.

m. John

Estabrook.

m. John

Dictionary of American Biographies

m. John

*S.H 11
.M652

Minn. Conservation (1935-37) (1938-39)

Catalogue

*T L 540

L5F5

1933

Fife, George Buchanan

Sindburgh, The lone eagle...

Sindberg, The gliss to Little Falls, Cal.

St. Thomas

M.P. S.P.
Page. 152

✓ Sindbergh, the flier of Sittle Falls. cat.

✓ Minn. Hist Soc. Cal nothing VI-138

✓ " " " " " V.7-126

✓ Charles Sindbergh His Wife - Van Every & Tracy Cat

*
TL540
LSY3

American Geologist of Sittle Falls Sept 1902
By Warren Upman Hist of
A. Bio.

Paper Sathrop, Harold W., Minn St Pks. Minnesota
Conservationist no 34

Portraits

Haines
Synn

The
Sindberghs
Page 1

Charles August Sindbergh Sr. and Jr.

Minns.P
and
Recreational
Area Plan

Charles A. Sindbergh Home.

Minns Dept
of Conservation
1939-79.

Charles A. Sindbergh
"We"
*TL540
.L543
Page 51

Portraits of Financial Backers of The non-stop
New York to Paris Flight

Police Guarding "The Spirit of St Louis" on
its way to the runway for the take off.

Page 99

Curtiss Field, L.I. - Just before starting on
The Big Adventure.

Page 114

(J-14) Augustus Sindbergh
Homestead; U.S. 52, one-fourth
mile west of Melrose, Stearns
Co. Farm homesteaded in 1860
by Augustus Sindbergh, former
member of Swedish Parliament,
father of the Congressman Sind-
and grandfather Col. Charles Sun-
who made first solo, non-stop
airplane flight from N.Y. to Paris
May 20-21-1927.

Sandy Lake Fur Post. T.H. 65
Aitkin Co. On Breun's Point just
east N - W - C - about 1794
built important Trading Post.

Price ✓

Towey

Barton

Tarbox

Irene

Byron

①

Lindbergh State Memorial Park. Sittle Fall Morrison County.

"Charles A Lindbergh State Memorial Park, an area of 110.42 acres along the Mississippi River two miles south of Sittle Falls was established in 1931, as a memorial to Congress Charles A. Lindbergh father of the "Flying Colonel". It includes the boyhood home of the famous flyer which has been preserved and contains many objects intimately ^{connected} with his childhood. Across the road from the residence is a large wooded tract available for picnicking. A picnic shelter and kitchen, water system, comfort station and foot trails have been provided for public enjoyment." Lindbergh State Memorial Park is located in Morrison County.

1931

Morrison & Todd
Counties

VI

P. 60

*F612
M76F9

MORRISON

Page 45

and
TODD COUNTIES
MINNESOTA

VOL 1

*F612

M76F9

Page 46

Morrison is one of the central counties of Minnesota; Cass and Crow Wing counties are on the north, of Morrison, Mille Lacs on the east, Benton and Stearns on the south, and Todd on the west. The surface is rolling and originally well timbered, but interspersed with beautiful lakes and prairies.

MORRISON county is about forty miles long from west to east, and its greatest width, on its western bound-ary, is thirty-nine and a half miles, but east of the MISSISSIPPI river its width is only twenty-three miles. MORRISON county's area is 1,154.82 square miles or 739,088.97 acres of which 8,171.77 acres are covered by water. From the west, the affluents of the MISSISSIPPI are the CROW WING river, which forms a part of the northern bound-ary of MORRISON county. Lake Alexander and Fish Trap lake, in northwestern MORRISON county, are the sources of the Fish Trap brook, which flows over into Todd county. The east border from Mille Lacs southward belong to the basin of Rum river, which is a tributary of the MISSISSIPPI at Anoka. Lakes

Little Elk river, Pike creek, Swan river, Little Two rivers, the main Two Rivers, Skunk brook, Platte lakes, are about all the lakes within Morrison county. The most noteworthy lakes of the county, perhaps, may be considered Rice lakes, the Southern Platte and Fish lake, lying between Little Falls and Rich Prairie. In western Morrison county only a few small lakelets occur south of Lake Alexander, Fish Trap and Shamounia lakes, with others of a small size, make up the inter-esting group in the northwest part of the county beautiful for their hilly shores, numerous points bays and islands, and abounding in fish and waterfowl, while deer and other game live in the surrounding forests. The topography of Morrison county, a rough, hilly belt of morainic drift, chiefly till, with scanty beam-like deposits of gravel and sandy borders the west side of Morrison county - especially is this seen in Elmdale, Cudron and the south half of Parker township. North

Page 46

Page 47

"from the south fork of Little Elk river it reaches ③ two or three miles into Morrison county.

Southward from the morainic area and this tract of modified drift, most of the southwestern part of Morrison county is moderately undulating, rising in gentle swells twenty to forty feet above the water courses. East of the Mississippi river, a morainic belt from one to three miles wide extends from north to south through Little Falls, nearly parallel with the Mississippi river, from which it is separated by a plain modified drift, one to three miles wide and from twenty-five to fifty feet above the river. Where this belt crosses the roadway from Little Falls to Rich Prairie it attains its greatest height, and its material is almost wholly till or boulder-clay. Northeast of Little Falls is a notable conical hill, forty feet above the average height of the range and about one hundred and fifty feet above the Mississippi river.

ALTITUDES.
Little Falls is 1,115 feet above sea level. Summit cut, seventeen miles from Little Falls, is 1,192 feet. The descent of the Mississippi river, within the limits of Morrison county is about one hundred and fifty-nine feet. Crow Wing river, at Motley, is 1,206 feet above sea level, descending nearly sixty feet there to its mouth. The highest land in Morrison county consists of morainic hills in the vicinity of Lake Alexander.

Page 48

~~Soil & Timber.~~
~~The soil in general is quite sandy.~~
~~About 50 acres of the park, was under cultivation, raising mostly corn.~~
~~was bought chiefly for a game plan to live.~~
~~Soil & Timber.~~

The soil in the Lindbergh State Park, is general sandy. About fifty acres located in the west end of the park was used for cultivation, raising chiefly corn. The rest was quite thickly wooded.

~~such timbers as, white pine, white birch, hemlock,~~

Elliott
Caves.

The appended
statements of
Z. M. Pike
Page
Preface
XX

"Zebulon Montgomery Pike was born at Lambert, afterward a south part of Trenton, N. J., Jan. 5th, 1779. Entered the army when he was 15 years old. He was commissioned as an ensign of the 2nd Infantry Mar. 3d, 1799; promoted to a first lieutenant in the same regiment Apr. 24th, 1800."

1779.

Preface
XXII

"Z. M. Pike was selected by General James Wilkinson, July 30th 1805 in the exploration of the Mississippi was promoted to captain in 1806. He became major 1808. He became the lieutenant-colonel in 1809. He became colonel in 1812, brigadier-general 1813. But before this appointment was confirmed General Pike had been killed at the head of the troops he led to the assault on York, Upper Canada, April 27th, 1813, aged 34 yrs."

1805

1806

1808

1809

1812

1813

MINNESOTA
CONSERVATIONIST
* SH 11
M 652-

Page 16
Nov, 26, 1937

See 4-a.

(4)

"Here in 1901 Charles A. Lindbergh - lawyer, congressman and political thinker decided to build him home. It was a beautiful tract of 110 acres with an abundance of oak trees, white pine, ash, hickberry, bass wood and birch. For a full half mile the land followed the west bank of the MISSISSIPPI, which is in Morrison County is a rather quiet and bucolic stream flowing through a peaceful landscape.

Pike creek, named after Captain Zebulon Pike who explored the upper Mississippi in 1805, threaded its way through the property on its way to the river. High heavily wooded banks along the creek and a dense forest through out the rest of the land made the LINDBERGH homestead a wilderness spot of rare beauty. An old barn made of hand-hewn timbers the relic of some early settler, was the only building on the land.

The river bank, rising some fifty feet above the water level, seemed to be a ideal home site. The elder LINDBERGH built a comfortable, three story house of seventeen rooms, which burned down in 1905 and was replaced by the present, rambling semi-bungalow of some ten rooms. In the rear was a spacious veranda that"

MINNESOTA

CONSERVATIONIST "commanded a splendid view up and down

*SH11 Page 16 the river.

M 652

Nov 26, 1937

It was a fine location for a summer home, and the Lindbergh family came there each summer for many years. But after the death of Congress man Lindbergh and after Charles Jr. began flying in barn-storming exhibitions the Little Falls home was abandoned and more or less forgotten until the famous flight across the Atlantic sent an army of newshakemen and souvenir hunters in search of Lindbergh lore.

In 1931 the Lindbergh family deeded the land to the state in memory of Charles A. Lindbergh Sr. It was an ideal location for a state park. Little of the timber had been disturbed and many towering white pines, some of them more than a hundred years old, were scattered among the hardwoods.

In July, 1936 the Works Progress Administration in cooperation with the Division of State Parks began developing the Lindbergh land.

The Lindbergh home has been painted and repaired and enclosed in a steel and wire fence - the latter being necessary to discourage souvenir hunters. Scattered among the many trees in the front yard are bird baths, one in particular, that the future Colonel Lindbergh made in July 6 1919 which he named Wahooosh after his pet dog. Below the home, directly on the river bank, is a strip of land that is being developed as a song bird sanctuary. The original trees are "

See P. 5. a.

Minnesota
Conservations

* SH 11

. M 652

Nov. 2. 6

1937

5A.

"Just in side the gate of this fence to the right, is a bronze tablet bearing the inscription: 'This park of 110 acres is a gift to the State of Minnesota as a memorial to Charles A. Lindbergh, Representative in Congress 1907-1917 his wife Mrs Evangeline, L. L. Lindbergh his son Colonel Charles A. Lindbergh, his daughter Mrs. Eva Lindbergh Christie. and the heirs of his daughter, Mrs. Lillian Lindbergh Roberts.

Nov. 26 - 1937

6

gone, but new trees have been planted everywhere and before long the land will look once more as it did thirty years ago.

In addition to the trees, sumac, wild rose bushes, pin cherries, choke cherries, hackberries, wild plum, blackberries, and raspberries have been planted. Bird house have been erected through out the Sanctuary.

Crossing over to the other side of the highway, which is now know as LINDBERGH drive, we came to the park proper. Here, among a profusion of hardwoods and Pine we find a picturesque log cabin shelter for the convenience of picnickers. The peeled pine logs, the rustic doors (assembled entirely without use of nails), and the great stone fireplace make it a fine example of woodcraft. Behind the fireplace is a large stove for cooking purposes.

page 26

To the right of the cabin is a huge white Pine, the favorite tree of the elder LINDBERGH who christened it "Sentinel". It is know as white Pine, *Pinus strobus*, stands ninety feet in height and eleven feet, three inches in circumference. For those who desire to learn tree identification large stones with the names of the trees painted on them have been placed at the foot of several of the trees near the cabin.

Continuing through the forest, we approach Pike creek. At the age of twelve the future Colonel LINDBERGH build a simple suspension bridge across the creek and they are few residents of the locality who remember it. There was apparently nothing

MINNESOTA
CONSERVATIONIST
* SH II
M652

Nov. 26 - 1937

page 26

⑦
"Nothing left of this early engineering effort when the W. P. A. began work, but Mark Buckman, superintendent of the Project, had heard of the bridge and after some search managed to find one of the rotted timbers which had supported it.

Further search revealed the location of the other three supporting logs and some ancient, rusted barbed wire from which the foot bridge had been suspended. After that, it was comparatively easy to reconstruct the bridge.

Looking at this simple bridge over a fifteen foot creek, one inevitably thought of the trail blazed across the Atlantic by its young builder. People in Little Falls never knew him very well and probably wondered whether he would ever accomplish anything with his eternal "unperishing."

Six rock dams have been built in Pike Creek to preserve the water level throughout the year. A more difficult problem was presented by the extensive erosion along the banks of the stream, which was threatening to undermine the old trees that extended almost to the water's edge. More than 2,500 feet of rock reinforcement was necessary to save the trees and to prevent further erosion. After this "rip-rapping" the rocks were covered with sod to restore the natural appearance of the banks.

With the planting of more than 26,000 trees, reforestation work at the park is well under way. Plantings include white,

MINNESOTA
CONSERVATIONIST
*SH 11
M652
Nov 26, 1937

8
jack, and Norway pine, white spruce, red oak, northern pin oak, burr oak, black ash, white ash, hackberry, white, red and white elm, basswood, butternut, birch, hard and soft maple, thorn apple and wild plum. The aim followed in the plantings was to restore as accurately as possible the type of forestation prevalent many years ago.

All of the trees planted have shown a good percentage of survival. White pine survival was 65 per cent, Jack pine 88 per cent, and Norway 80 per cent, while the deciduous trees showed a survival rate in excess of 90 per cent. Corn was planted as a "nurse crop" for the pine seedlings and the experiment has been most successful according to Mr. Buckman.

Page 27 To make the park more liveable and attractive - but without destroying its rustic charm - several log and stone shelters were built. It was felt the park would be more interesting to visitors if various points of interest of this kind were scattered through the grounds. Park managers have learned from experience that most tourists like to "come upon things" in wandering through the woods.

The law provides that all Minnesota parks must also be game refuges. The greater care and supervision possible

"In parks makes them ideal for this purpose. Lindbergh Park is no exception. Shelters and feeding stations for upland game birds are provided, in addition to many acres of excellent game cover. The Park will be stocked from time to time with birds raised at the state game farms.

Although Lindbergh State Park is not yet complete, thousands of visitors have already made use of its facilities. Nearly 150,000 persons visited there since the first of this year 1936-37. License plates indicated that practically every state in the union and a dozen foreign countries were represented. Little Falls residents and the residents of the state as a whole may well be proud of this splendid addition to our recreational resources. Various types of chairs and benches made of logs such as the "Three Bears chairs" are scattered through out the park. Another noteworthy bridge across Pike Creek is a log foot bridge. Stone reinforcement to check erosion along the banks."

MINNEAPOLIS, LINDBERGH'S air story of EPIC FLIGHT ⁽¹⁰⁾
MORNING TRIBUNE May 20 1927 CHARLES A LINDBERGH aviator
MAY 23, 1927 "made a TRANS-ATLANTIC flight from NEW YORK

to PARIS in 33 1/2 hours. Modestly sharing credit with plane and engine builders. The weather that was predicted was worse in some places and better in others. In fact, it was so bad once that for a moment there came over me the temptation to turn back. But then I figured it was probably just as bad behind me as in front of me, so I kept on toward Paris.

We had been told we might expect good weather mostly during the whole way. But we struck fog and rain over the coast not far from the start. Actually it was comparatively easy to get to NEWFOUNDLAND but real bad weather began just about dark, after leaving NEWFOUNDLAND, and continued until about four hours after day-break. We hadn't expected that at all, and it sort of took us by surprise, morally and physically. That was when I began to think about turning back. From then on the storm got worse. I made several attempts trying to get out of it, but in vain. I flew as low as ten feet above the water and then mounted up to ten thousand feet. Along toward morning the storm eased off, and I came down to a comparatively low level. I had no trouble getting over the houses and trees, I was careful not to take any unnecessary chances. As soon as I cleared everything, the motor was throttled down to three-fourths and kept there during the whole flight, except when I tried to climb over the storm. Soon after starting

MINNEAPOLIS
MORNING TRIBUNE
MAY 23 1927

ing I was out of sight of land for 300 miles
from CAPEC OD over the sea to NOVA SCOTIA. The
motor was ailing perfectly and was carrying
well the huge load of 151 gallons of gasoline
and 20 gallons of oil, which gave my ship
the greatest cruising radius of any plane
of its type. I had made preparations before
I started for a force landing, if it became
necessary. The only real danger I had was
at night. In the daytime I knew where I
was going but in the evening, it was
largely a matter of guesswork.

It was estimated that over 300,000
newspaper clippings of this flight was
sent to his mother at his request."

M. H. 18:267

The choice of the State Historical convention
for 1937 fell upon the most remote section
of the state, the Lake of the Woods country.

About fifty people travelling in buses and a
number of private automobiles left the

268

Historical Building in St Paul June 18, 1937.

By the time they reached Little Falls, where
they paused for the first session of the convention
they had been joined by about forty additional
tourists. Mr Edward C. Gale of Minneapolis,
President of the society, who presided, opened
the convention by announcing that the society
was happy to hold the first session of 1937
tour in "Lindbergh City," as he termed the
home community of Colonel Charles A. Lindbergh.

269

----- At the close of the meeting Mr R. D. Musser"

m. H
18:269

of Little Falls, invited the tourists to visit Lindbergh State Park before leaving Little Falls. In spite of a heavy downpour of rain many of the visitors took the opportunity of seeing the Park."

Minn
Dept of Cons-
ervation.

Minn SP
+ Monuments
1932
*SB482
M6M62

"The childhood home of Col. Charles A. Lindbergh, at Little Falls, Minnesota, was made a state park by the 1931 Legislature. The park includes the Lindbergh residence and surrounding grounds. This park of approximately 100 acres is a gift to the state from Col. Lindbergh and local people interested in the preservation of Col. Lindbergh's old home. Many objects intimately connected with Col. Lindbergh's childhood are found in the house and on the grounds."

Minn SP
and
Recreational
Area Plan

Minn Dept
of Conserv.

1939

Page 79

Charles A. Lindbergh State Memorial Park - with an area of 110.42 acres was donated in 1931 by the Lindbergh family, for the purpose of preserving the homestead of Charles Augustus Lindbergh, Sr., former member of the United States Congress from Minnesota, and a pioneer of the liberal movement. This was also the boyhood home of his son, the more famous Colonel Charles A. Lindbergh. The homestead is located on the west bank of the Mississippi River, adjoining the southern corporate limits of the city of Little Falls. The tract is bisected by a county highway which parallels the Mississippi River, about twelve rods distant. On the area, between "

the highway and the river, is the original Lindbergh home, which is being preserved as a historical site.

The larger portion of the park, which lies to the west of the highway, is being maintained as a public picnic ground. This area has a creek running throughout its length from north to south, and has a very attractive and mature of white pine, red oak, elms, and other deciduous tree growth, common to this part of the state.

Use of the picnic ground is mainly local. It is believed that the entire area is too small to warrant the development of a camp ground, and it is further considered inadvisable since the City of Little Falls provides sufficient accommodations of this sort in a municipal camp ground.

It is recommended that:

"The pieces of furniture in the Lindbergh home be fenced off to prevent handling by the public.

"The display be supplemented with historical accounts of both father and son.

Page 3
Haines
Vanquard
The
Sindbergs

(4)

"The original crossing of August Sindbergh, his girl wife Savise, was made in 1859. Only sailing craft were in use. The Atlantic, in terms of travel, vastly exceeded its present width. Sixty-eight years later their grandson spanned this ocean in fewer hours than they gave days to the crossing. They were upon the water six weeks. That was the time required between the Swedish port and New York. There remained the distance from Manhattan to Minnesota, which was one month or two, depending on where within that state the settlement would be. The railroad stopped at Dubuque. A Mississippi boat carried them to the Falls of St Anthony. From there they went with oxen - their own motive power - the slow, swaying symbol of the Pioneer. -- At the end of thirty-five days of continuous travel after leaving New York they came to Stearns County.

Page 5

Generations of reticence, however, cannot conceal the fact that August Sindbergh was a remarkable man. His father died when he was five. The Sindbergs were farmers. August Sindbergh was born Ola Mansson. Two of his sons, Mans, and Jens, were in school in Sweden and there were so many Manssons that it was just inconvenient, so they decided they would have a name that would do away with so much confusion to them. They picked out the

Page 6

Sindbergh, not an uncommon name in Sweden, but they added the "h" for good measure. When August and Savise came to America they decided that they would not only begin

1859

page 6

15
"life anew, but that they would begin it with a new name. --- August Lindberg's life in Sweden, would be a tale that surpasses the experience even of a very exceptional personality. As a career it would be complete. But at the half century mark he started all over again in a new part of the world. At eighty-five after a second career in Minnesota he still had the fire and courage of young manhood. He was but poorly schooled and yet superbly an educated man. --- At thirty-nine having had no previous political experience, he found himself a member of the Rikstag the Parliament of Sweden. That was his life for the next twelve years, until the start across the sea. Nearly a half a century later, in precisely the same way, his son Charles August, began a ten year period in the American Congress. --- Father and son were vitally interested in transportation. This heritage reached its climax in the grandson, Charles A. Jr., who blazed the air trail across the Atlantic Ocean. August Lindbergh married twice. To the first marriage six children were born. For his second wife, he chose Louise Carline. --- On Jan 20, 1859, a son their first was born to them. Charles the Fifteenth was the King of Sweden. He and August were intimate and mutually admiring friends. In his honor the father named the infant Charles. Louise added August."

page 7

page 8

page 9

"

Page 10

It is a remarkable fact that the Sindberghs ¹⁰ became completely American in a single generation. No Lindbergh in this country has

Page 11

married a Scandinavian. . . . Charles August was married twice, first to Mary Lafond, and then after her death, to Evangeline Land. . . . One may now identify the place for which August and Berise set out from Sweden as Sitchfield, and the spot to which they went instead as Melrose. . . .

Page 12

At St Anthony Falls they took the more lonely and hazardous course into Stearns County. When August had become a citizen of the United States, which was as soon as possible, he filed upon a quarter section a mile beyond where later a town was born. The old trail of the immigrant pioneer has been supplanted by a smooth, widely paved roadway. Now by the side of this modern road this a sign which

Page 13

says:

The Sindberghs.
This land was
Homesteaded in 1861 by
August Sindbergh
Grandfather of
Capt. Charles A Sindbergh
American Aviator who
Completed New York-Paris
Flight - May 21, 1927

1861

Erected by Melrose Community Club.

Page 36

"
It must be remembered that at a school-boy⁽¹⁷⁾
age Charles August had learned through
necessity to think like a man. When a young
boy, he made solo trips to St Cloud. ----

Page 57

Living alertly in these times and that environ-
ment, it was inevitable that Charles August
should decide to go to school - seriously.
This did not happen until he was about
twenty - and already well educated in
that he had read much and knew how to think.
For him the lack of a regular school routine
was a doubtless a blessing. The Colonel his
famous son, never took kindly to school. He
too, had his own way, which was best for him
and the world. It was irksome to learn of
engineering out of a book. He preferred to take
a machine to pieces and thus discover its
parts and principles.

Page 60

So the mind of Charles August was little
fettered by conventional learning. It is
safe to assume that he had long before chosen
a career. Nobody knew, until he had entered
the Ann Arbor law school, that he intended
to study law. While attending school at Ann
Arbor he ceased to be called Charles August.
He always signed himself simply as C. A. Sind-
bergh. ----

Page 62

Finally C. A. permanently established himself
in Little Falls. Before hanging out his shingle, ..

Page 62

C. A. spent a year in the law office of Judge Searle at St Cloud. Before his family came to Little Falls he made his home with the Sa Fords, a family of French and Irish origin. The old folks, August and Louise, sold the

Page 63

Stearns county farm and they, too, came to live in the same town with Charlie. The wedding of Charles August Sindbergh and Mary Sa Ford was just a quiet ordinary small town event. Silliam was the first child born, a beautiful lovable girl. The next was Edith who died in infancy, then followed Eva.

The grandfather, August Sindbergh, had not long to live after the removal of himself and Louise to Little Falls. He died in 1892 at the age of eighty-five. Louise was still young only fifty-five --- She died thirty years later

1892

1921

Page 84

Evangeline Sand was the second wife of Charles August. She was teaching in the high school of Little Falls. Charles A. Sindbergh and Evangeline Sand were married at her home in Detroit

----- When they returned to Little Falls they went directly to a camp that had been built for them, on a farm overlooking the Mississippi River.

It was there a new home was built for them. Five years they lived in this house. When it burned to the ground

Page 84

"⁽¹⁹⁾
a much simpler, one was built on the old foundation. This second structure still stands - a sort of a shrine for the hero-worshippers of America and the world Upon the outer walls of the present house so many names, addresses and dates have been pencilled

Page 85

that the smallest space no longer remains in which to record that you, too, more recently paid him the tribute of a visit.

There was of that second marriage an only child - Charles A. Sindbergh Jr.

Early in their married life, Mr and Mrs C. A. Sindbergh were estranged. Charles' home was always with his mother, but he saw his father daily. In appraising the son's work in school the father did not forget his own school days. There was ample evidence, both within and without school, that Charles was an unusual youngster. The automobile probably provided the best illustration.

Flying would come later. C. A. Sr., had driven open when much too small to lift the yoke upon their necks. C. A. Jr., drove an automobile when his legs were far too short to reach the pedals. --- In 1916 when he was twelve, Charles drove the family Saxon from Minnesota to the Pacific coast. His mother was with him. 1916

Page 105

In the autumn of 1907 the Sindberghs came to Washington, where Charles August Sindbergh

Page 105

" served as member of Congress for the sixth ²⁰ District of Minnesota which he served for ten years -----

Page 269

C. A. Sindbergh in 1916 ran for the Sen- 1916
atorship against Frank B. Kellogg, was de-
feated in the Primaries. In 1918 ran for 1918
Governor and was defeated. Was defeated
for United States Senator in 1923. After that 1923

Page 302

Campaign as in others, Sindbergh had gone
back to his business office. The rest of that
year he busied himself writing that book
and getting it printed, call "The Economic
Pinch. Died in 1924.

Charles A.
Sindbergh

Page 1

We
Page 19

I was born in Detroit, Michigan, on February 4, 1902. ---- When I was less than two months 1902
old my parents took me to their farm at
Little Falls. My father, Charles A Sindbergh
was born in Stockholm, Sweden, January
20, 1860. My mother was born in Detroit,
Michigan, daughter of Charles and Evangeline
Sand. She is of English, Irish, and French
extraction. As a graduate of The University,
she holds a B. S. degree from that institution,
also an A. M. from Columbia University
New York City. Her father, Dr Charles H. Sand
a Detroit dentist, was born in Simcoe,
Norfolk County, Canada, and his father
Colonel John Scott Sand came from England
and was one of The founders of The present city "
of Hamilton."

Page 22

"During the first four years of my life, I lived in our Minnesota home, with the exception of a few trips to Detroit...

"When I was eight years of age I entered the Force School in Washington. My schooling was very irregular due to our constant moving from place to place. Up to the time I entered the University of Wisconsin I had never attended for one full school year, and I had received instruction from over a dozen institutions, both public and private, from Washington to California.

"My chief interest in school lay along mechanical and scientific lines. Consequently, after graduation from the Sittle Falls High School, (1918) I decided 1918 to take a course in Mechanical Engineering, and two years later entered

P. 23

the College of Engineering of the University of Wisconsin at Madison."

"While I was attending the University I became intensely interested in aviation. Since I saw my first airplane near Washington, D.C., in 1912

1912

I had been fascinated with flying, although up to the time I enrolled

in a flying school in 1922 I had

1922

never been near enough a plane to touch it." The long hours of study at college were very trying for me. I had spent most of my life out doors"...

At Wisconsin my chief recreation consisted of shooting-matches with the rifle and pistol teams of rival Universities, and in running and in running around on my motorcycle which I had ridden down from Minnesota"...

P.24

"I had been raised with a gun on our Minnesota home, and found a place on the R. O. T. C. teams at the beginning of my freshman year at Wisconsin".

"The first six weeks of vacation after my freshman year were spent in an Artillery School at Camp Knox, Kentucky."

"Soon after the start of third semester at Wisconsin I decided to study aeronautics in earnest"...

"I remained at the University of Wisconsin long enough to finish the first half of my sophomore year. Then about the end of March, 1922, I left Madison ... en route to Lincoln, Nebraska, where I had enrolled as a flying student with the Nebraska Aircraft Corporation."

1922

P. 25

"I had arrived at Lincoln on the first of April. On April 9, 1922, I had my first flight as a passenger in a Lincoln Standard with Otto Tamm, Piloting."

P. 27

"By the end of May I had received about eight hours of instruction"...

P. 28

"Before I had entirely completed my flying course, the instruction plane was sold to E. J. Bahl, who was planning a barnstorming trip through southeastern Nebraska. I became acquainted with Bahl at Lincoln and offered to pay my own expenses if allowed to accompany him as mechanic and helper. As a result we barnstormed most of the Nebraska towns southeast of Lincoln together, and it is to him that I owe my first practical experience in cross country flying..."

P. 29

about this time Charlie Harden, well known in the aeronautical world

P. 29

for his parachute work, arrived in Sinceln. I had been fascinated by the parachute jumps I had seen, and persuaded Ray Page to let me make a double drop with Harden's chutes". . . .

"I made my first jump one evening in June from 1800-foot altitude over the flying field". . . .

"I remained in Sinceln for two weeks working in the Sinceln Standard factory for fifteen dollars a week". . . .

"April 1923 I left Miami and went to Americus, Georgia, where the Government had auctioned off a large number of 'Jennies', as we called certain wartime training planes. I bought one of these ships with a new Curtiss OX-5 motor and full equipment for five hundred dollars". . . .

"The first solo flight is one of

P. 43

the events in a pilots life which forever remains impressed on his memory."...

"After a week of practice flights around Southern Field I rolled my equipment and a few spare parts up in a blanket, lashed them in the front cockpit and took off for Minnesota."...

"This was my first cross country flight alone, less than a week after my solo hop."

P. 76

"My father had been opposed to my flying from the first and had never flown himself. However he had agreed to go up with me at the first opportunity, and one afternoon he climbed into the cockpit and we flew over Redwood Falls together. From that day on I never heard a word against my flying."

P. 77

"My mother had never objected to my flying, after her first at Janesville, Minnesota."

Page 104

"I arrived at Brooks Field on mar. 15, 1924, but was not enlisted as a Flying Cadet until mar. 19, started actual flying on the first of April... In 1924 the Curtiss Jenny was still used by the Army for a training plane, although the 90 H.P. Curtiss OX-5 engines had been replaced by 150 H.P.

Hispano-Suizas. The more modern types of planes for training were still in the experimental stage. The first Parachute was built by a Frenchman in 1784. About 1880, Captain Thomas Baldwin made a name for himself by jumping from hot-air balloons with a chute which was a forerunner of the present type.

In 1912 the first parachute jump from an airplane was made.

Early in 1918 the allied pilots reported that German pilots were using parachutes to escape from their planes whenever they were out of control or set afire.

During the summer 1918, the U.S. Air "

P. 150 Service officials appealed to Washington for good airplane parachutes." - - -

P. 153 The Post Office Department had just advertised a number of contract air mail routes for bid, one of which was between St Louis and Chicago by way of Springfield, Ill. . . . The Robertson Aircraft Corp. had placed a bid and offered me the position of chief pilot if they were successful in getting the contract. . . .

P. 175 On April fifteenth (1926) at 5:50 a.m. I took-off from the Air Mail Field at Maywood on the first south-bound flight.

P 198

The trans Atlantic non-stop flight between New York and Paris was first brought into public consideration by Raymond Orteig who in 1919 issued a challenge to the aeronautical world by offering a prize of \$25,000 to the first successful entrant. I first considered the possibility of the New York - Paris flight while flying the mail one night in the fall of 1926. I found that there were a number of public spirited men in St Louis sufficiently interested in aviation to finance such a project, and in December 1926 I made a trip to New York to obtain information concerning planes, motors, and other details connected with the undertaking. In connection with any important flight there are a number of questions, which must be decided at the start, among the most important of which are the type of plane and the number of motors to be used.

1919

P. 199

"
A monoplane, although just coming into
general use in The United States, is much
more efficient than a biplane for certain

P. 200

Purposes. due to the lack of interference between
wings, and consequently a greater load per
square foot of surface at a higher speed.
A single motored plane, while it is
more liable to forced landings than one
with three motors, has less head resist-
ance and consequently a greater cruising
range. Also there is three times the chance
of motor failure with a tri-motored
ship, although it would not cause a
forced landing, would at least necessitate
dropping part of the fuel and returning
for another start. --- After careful invest-
igation I decided that a single motored
monoplane was, for my purpose, the
type most suited to a long distance flight.

An order was placed with The Ryan Air-
lines of San Diego, California, on February
28, 1927, for a plane equipped with a
Wright Whirlwind J. 5. C. 200- H. P.
radial air-cooled motor and Pioneer

P.201

"

31

navigating instruments including the Earth Inductor Compass. --- I remained in California during the entire construction of the plane. Day and night, seven days a week, the structure grew from a few lengths of steel tubing to one of the most efficient planes that have ever taken the air.

During this time it was not unusual for the men to work twenty-four hours without rest, and on one occasion Donald Hall, the Chief Engineer, was over his drafting table for thirty-six hours. ---

P.203

For the flight from San Diego to St Louis and New York I carried maps of the individual states and one of the United States with the course plotted on each. For the flight from New York to Paris I had two hydrographic charts of the North Atlantic Ocean containing the great circle course and its bearing at intervals of one hundred miles. In addition to these charts, I had a map of each state, territory and country passed over.

During the time of construction it was necessary to arrange for all equipment to be

P 204

carried on the flight; including equipment for emergency use in a forced landing. In addition to food for the actual flight, I carried five tins of concentrated Army rations each of which contained one days food. I carried two canteens of water. --- In addition to this water, I had an Armhurst cup which is a device for condensing the moisture from human breath into drinking water.

P 206.

On April 28th, or sixty days after the order had been placed, I gave "The Spirit of St Louis" her test flight.

P 209

I was delayed four days at San Diego by a general storm area over the United States.

P 210

On the afternoon of May 9th, Dean Blake, Chief of the San Diego Weather Bureau, predicted favorable flying conditions for the succeeding day. The next morning I took the plane to Rockwell Field and at 3:55 P.M. Pacific Time I took off from North Island with 250 gallons of gasoline for the flight to St. Louis. At sunset I was over the deserts and mountains of Western Arizona. The moon was well above

P. 211

11
The horizon and with the exception of a ³³ short period before dawn I was able to distinguish the contour of the country the entire night. At 8:00 a.m. Central Standard Time, I passed over Lambert Field and landed at 8:20 a.m., May 11th, fourteen hours and twenty-five minutes after leaving the Pacific Coast. At 8:13 the next morning (May 12th) I took off from Lambert Field for New York.

P. 212

At 5:33 P.M. New York Daylight Saving Time, I landed at Curtiss Field, Long Island.....

P. 213

When the plane was completely inspected and ready for the trans-Atlantic flight, there were dense fogs reported along the coast and over Nova Scotia and Newfoundland, in addition to a storm area over the North Atlantic. Weather reports from land stations and ships along the great circle course were unfavorable and there was apparently no prospect of taking off for Paris for several days. In the morning I visited the Wright Plant at Paterson New Jersey, and had planned to attend a theatre performance in New York that evening. But at six o'clock I received

P.214

" a special report from The New York ⁵⁴
Weather Bureau. --- We went to Curtiss
Field as quickly as possible and made
arrangements for the barograph to be sealed
and installed, and for the plane to be
serviced and checked. --- I went to the

P.215

hotel for about two and one-half hours of rest. ---

I returned to the field before daybreak on
the morning of the twentieth. A light rain
was falling, which continued until almost
dawn; consequently we did not move
the ship to Roosevelt Field until much
later than we had planned. The ship
was placed at the extreme west end of the
field.

P.216

At 7:52 A.M. I took off on the flight for Paris.
The haze soon cleared and from Cape Cod

P.217

through the southern half of Nova Scotia
the weather and visibility were excellent.
For many miles between Nova Scotia and
Newfoundland the ocean was covered with
packed ice. I taken up a course for St.
Johns, which is south of the great circle
from New York to Paris. ---

Page 218

Darkness set in about 8:15 and a thin
low fog formed over the sea through "

P 218

which the white berths showed up with ⁽³⁵⁾surprising clearness. --- There was no moon and it was very dark. The tops of some of the storm clouds were several thousand feet above me, and at one time when I attempted to fly through one of the larger clouds sleet started to collect on the plane and I was forced to turn around get back into clear air immediately and then fly around any clouds which I could not get over. The moon appeared on the horizon after about two hours of darkness. Then flying was much less complicated. Dawn came at about 1 a.m. New York time. --- Shortly after sunrise the clouds became more broken, as the sun became higher, holes appeared in the fog. After a few miles of fairly clear weather the ceiling lowered to zero and for nearly two hours I flew blind through the fog at an altitude of about 1500 feet. On several more occasions it was necessary to fly by instrument for short periods. As the fog cleared I dropped down closer to the water, sometimes flying within ten feet of the waves and "

P. 220

P220 seldom higher than two hundred. There is a cushion of air close to the ground or water through which a plane flies with less effort than when at a higher altitude, and for hours at a time I took advantage of this factor. During the entire flight the wind was strong enough to produce white caps on the waves.

P221 The first indication of my approach to the European Coast was a small fishing boat. Less than an hour later a rugged and semi-mountainous coastline appeared to the northeast. I had very little doubt that it was the southwestern end of Ireland. I located Cape Valentia and Dingle Bay, then resumed my compass course towards Paris. In a little over two hours the coast of England appeared. My course passed over Southern England and a little south of Plymouth; then across the English Channel striking France over Cherbourg. The sun went down shortly after passing Cherbourg and soon the beacons along the Paris - London airway became visible. I first saw the lights of Paris a little before 10 P. M. or, 5 P. M. New York time. and a

P223

P224

P 224 " few minutes later I was circling the Eiffel Tower at an altitude of about four thousand feet. (37)

225 The entire field ahead, however was covered with thousands of people all running towards my ship. For nearly an hour I was unable to touch the ground, during which time I was ardently carried around. The flight from New York to Paris (Le Bourget Field) was made in thirty-three hours and thirty minutes a distance of 3,600 miles."

O'Brien
The
Sindbergh's
ATL 540
L 503
P. 48

Charles A. Sindbergh, married Anne Spencer Morrow, May 27, 1929, at The Morrow home at Englewood, N. J.

St Paul
News
May 21-1930

"Col. Charles A. Sundberghs home town to-day celebrated the third anniversary of his arrival in St Paul by taking definite steps to preserve his boyhood home.

"Three members of the Little Falls board of commerce, two of them, life long friends of the aviator, have been appointed to acquire the river home where the Sundberghs resided. Heirs of the flies father hold the property untenanted.

When arrangements can be made for the purchase, (of the bungalow) it will be converted into a well-kept place of historical interest to northern Minnesota tourists.

Both Col. Sundbergh and his mother have agreed to deed the property to any

May 21 1930

St Paul
news

May 21 - 1930

local organization that would care for it. Relatives of the Colonel's father by his first marriage have not yet agreed."

N.Y. Times

Nov 9 - 1930

"The Minnesota Legislature in its session to be held this winter, will be asked to pass a bill making a State Park of the boyhood home of Colonel Charles A. Sindberg, Representative C. Rosenmeier of Sittell Falls, said Saturday night.

Nov. 9.

1930

"Owners of the Sindbergh farm are ready to deed it to the State free," Mr Rosenmeier said 'if favorable action for making the tract a State Park is obtained.

I expect to introduce a bill at the coming session of the Legislature asking an appropriation sufficient to pay a caretaker and make such improvements as are deemed advisable and fitting.

M. y. Times
Mar 9
1930

Mar 9
1930

"A committee of five Sittle Falls citizens headed by Dr. C. H. Langley, has been active for some time in making a survey of the farm which comprises a tract of about 80 acres and gathering information from which Mr. Rosenmeier intends to draw his measure which the Legislature will be asked to adopt.

" 'The expense of the State would be relatively small.' "

P. Press
Dec. 11
1930

Dec 11
1930

"Arrangements nearly have been completed with the family of Col. Charles A Lindbergh to deed over the old Lindbergh homestead, a half mile out of Sittle Falls, to the State providing the 1931 Legislature approves a proposal for making it a State Park: ... Senator Rosenmeier is confident that his proposal for making a State Park of the property will be successful. Maintenance appropriations, he said

P. Pruss.
Dec 11
1930

(41)

Dec 11
1930

'will be the only necessary contribution from the state together with assurance that the property will be cared for properly.'

"While the Mississippi is impressive viewed from promontories on the farm, it is a smaller stream, Pike Creek, which is more intimately associated with the Colonel's life. There it was he completed his first premier engineering feat - a miniature suspension bridge, so that he could avoid fording the stream as he drove the cows twice daily to the barn to be milked. ---

"Relic hunters and others have damaged the house to a considerable extent and some money would be needed to restore it.

"Each summer since Sundbergh's

P. Press.
Dec. 11
1930

Historic flight of 1927, thousands of visitors
to Sittle Falls have had the homestead
pointed out to them, many of them
coming long distances for the pilgrimage."

42
Dec 11
1930

P. Press
Jan 15
1931

"Approval of a plan to deed the property
to the state has been obtained from
Sindbergh, his mother and several near
relatives. ---

Jan 15
1931

"There is no state park in the area
near Sittle Falls and the creation of
one there will furnish an excellent
addition to the state park system,
Senator Rosenmeier said."

P. Press
Jan 21
1931

"The senate committee on Minnesota
Parks and monuments recommended for
passage Tuesday a bill which would
allow the state to accept the old Sind-
bergh home at Sittle Falls as a state
Park."

Jan 21
1931

St Paul
Dispatch
Jan 15
1931

Jan 15
1931

"The first official steps were taken to-day for turning the old Sinderbergh homestead at Sittle Falls into a State Park.

"Senator Chris Rosenmier of Sittle Falls introduced a bill which would allow the state auditor to accept on behalf of the state a gift of the land from Charles A. Sinderbergh and others for use as a state Park."

St Paul
Dispatch
Jan 30
1931

Jan 30
1931

"Led by Governor Floyd B Olson more than 140 state officials and legislators left for Sittle Falls at 12:30 P.m.

to-day to visit the new National Guard camp and the boyhood home of Colonel Charles A. Sinderbergh. They went by train and plane.

"On arrival at Sittle Falls they were to be met by representatives

St Paul
Dispatch
Jan. 30
1931

of that city and escorted through Camp
Ripley which replaces historic camp
Sakewew of Sake City, and the Sind-
bergh farm. ---"

Jan 30
1931

P. Press
Jan 31
1931

"Legislation creating Sindbergh State
Park here and providing funds for its up-
keep was indorsed by Governor Floyd B.
Olsen here tonight.

Jan 31
1931

"Addressing 350 state officials, legis-
lators and citizens of this area, Governor
Olsen said "it would be a pleasure
and an honor to approve legislation"
for a memorial to Colonel Charles A.
Sindbergh in the community in
which he lived as a boy. ---"

"Proposed legislation would create 99
acres as a State Park, the land to be
presented to the state by local citizens.

P. Press.
Jan 31
1931

45

"On the land is the old Lindbergh home, now unoccupied and in need of rehabilitation due to the inroads of time and souvenir seekers. Ten thousand dollars would be provided for repairs and upkeep of the park area. ---

"Adjutant General Ellard A. Walsh, directed the visitors about Camp

Rapley and explained that the plan was to provide ultimately adequate training facilities for all Minnesota units and those of the entire Seventh Corps area.

"Eleven military planes flew here from the Twin Cities for the activities using the airport which

Jan 31
1931

P. Press

Jan 31

1931

is part of Camp Ripley.

"Mayor Knevel pledged local co-operation with the state in activities connected Camp Ripley. ---"

Jan 31

1931

St Paul

News

Apr 24

1933

"An urn filled with flowers will be dedicated to Charles Augustus Sindbergh, Jr. at 3 P.m. Sunday in Sindbergh Park at Little Falls Minn., by the Ladies auxiliary to the Veterans of Foreign Wars.

Apr 24

1933

"Plans for the dedication were made last year by Mrs Martha Doyas, 1851 Sargent ave state chairman for the National Veterans of Foreign Wars home for the Ladies auxiliary.

"The vase which stands three feet high, is hewn of Bedford Indiana limestone and the surface resembles the bark of a tree. The emblem of the

St Paul
NewsApril 24
1933

Veterans of Foreign Wars - Cross of Malta -

April 24
1933

with inscription 'In memory of Charles Augustus Sindbergh, Jr., - 1932 Ladies aux-
iliary to the Veterans of Foreign Wars, Minn-
esota,' will be the only decoration.

"Perpetual care will be given to the urn by the Ladies auxiliary to the Veterans of Foreign Wars, Sittell Falls, Minn. Rev. Claude E. Ireland, national chaplain of the organization, with other prominent members will assist Mrs. Doyas, chair-
man of the arrangements and her committee in the dedication."

"Invitation has been extended to Col. and Mrs. Sindbergh and Mrs. Sindbergh, Jr., to be present at the dedication."

P. Press
Mar 3
1935

"A natural boat racing course sur-
rounded by forested gullies and high
bluffs will attract water sportsman
and fans to the Sindbergh State Park
near here this summer, officers of the

Sittell Falls, Minn. Mar 3
1935

P. Press
Mar 3
1935

Sake Region Boat Club believe."

Mar 3
1935

"Last year deadheads and other obstructions were cleared from the course which is five-eighths of a mile wide on the Mississippi river. It is believed one of the best courses in the country. About 75 acres of wooded land is available along the banks for picnicing."

P. Press
St Paul Minn.
May 26
1935

"The boyhood home of Colonel Charles A. Lindbergh is to be restored as a national shrine."

Sittle Falls, Minn. May 25
May 26
1935

"The Lions club of Sittle Falls is undertaking to repair the home and refurnish it exactly as it was when the Lindbergh family lived there and when the now-famous aviator was still a gangling youth, fond of tinkering with motors."

"The place is estimated to have attracted 55,000 visitors in the past year."

Paul Munn
P. Press
May 26
1935

49

May 26
1935

a throng which the club believes will
treble after the rejuvenation of the home
is complete."

"Unoccupied, neglected and weedy,
the old Sindburgh residence drew no atten-
tion from passersby before 1927. But on May
20 of that year, the slim, former airmail
pilot flew from New York to Paris to win
a \$25,000 prize."

"Wild acclaim of the foat in
Paris was followed by a triumphal tour
in the United States, during which he stop-
ped at Little Falls."

"Crowds jammed the town and in
a frenzy of souvenir hunting practically
stripped the house of all the original
furniture, broke it into bits and carried
away their prizes. Even boards were
upped from the dwelling and pieces of
rock taken from the foundation, so zeal-
ous were the visitors in their search
for mementos."

St Paul Minn
P. Press
May 26
1935

50
"Names and initials were carved and written all over the walls and ceilings and sightseers climbed the trees to steal bird-houses that Sindbergh had built."

May 26
1935

"In 1928 was broached in Congress to buy the home as a Federal memorial, but was dropped."

1928

"Minnesota, however, established it as a state park in 1931 and set aside \$5,000 to improve it. The 93 acres of land on which the home was situated, bordering the Mississippi river, were deeded to the state and Sindbergh asked that the park be named after his father, a former Congressman from Minnesota."

"Colonel Sindbergh was born in Detroit and was taken to Minnesota five weeks after his birth. On the comparatively small farm, the growing boy did the chores, the same as any country youth. Later, when the father maintained

St Paul
P. Press
May 26
1935

51
a law office in 'Little Falls the family con-
tinued to live on the farm near the city.' May 26
1935

"Sindbergh lived there from 1902 to 1920
after which he moved up from barnstorm-
ing aviator air mail pilot to trans-Atlantic
fame."

St Paul
Dispatch
Mar 17
1936

A rose-Mar 17
1936
bud that bloomed the flower of success
for a plucky aviator in 1927 arrived to-
day for planting at Sindbergh State
Park, boyhood home of Colonel Charles (H.)
Sindbergh." 1927

"Miss Katrina Kirsila of F. Methuen,
Alb., who planted the bush in January of
that year called it the 'Sindbergh rose'
when it bloomed for the first time on
May 21, 1927- the day Colonel Sindbergh
made his epochal flight to Paris."

"When she read about preservation
of the Sindbergh homestead here, Miss Kirsila

St Paul
Dispatch
May 17
1936

Mar 17
1936

donated the rosebush for planting on the grounds."

St Paul
Dispatch
May 21
1936

May 21
1936

On the ninth anniversary of Colonel Charles Sindberghs historic flight from New York to Paris, his home town of Little Falls to-day received WPA approval of a \$23,777 Sindbergh State Park development project.

"Included in the improvements, work on which is to start next week, are planting of 4,000 trees and shrubs; construction of a rustic kitchen shelter, two rustic bridges over Pike creek, two miles of foot trails, benches, tables, a stone fireplace, and new fencing around the tract."

"Fifty men will be employed on the project, sponsored by the State Park Commission."

St Paul
Dispatch
Sept 11
1936

Sept 11
1936

"Complete restoration of the boyhood home of Colonel Charles A. Sindbergh at Sittle Falls, at a cost of \$2,500 under a project of the state wpa was approved today by Christgau, state administrator."

"Martin Engstrom, hardware merchant of Sittle Falls, and one of the Colonel's best friends, has been placed in charge of the work....

"At the same time an expenditure of \$23,777 has been approved for other improvements at the Sindbergh State Park at Sittle Falls"....

P. Press
Nov 7
1936

Nov 7
1936

"Mexico City, Nov. 6 - (P) - A Mexican flag was sent to Sittle Falls Minn, today to hang in the Charles A. Sindbergh home, acquired recently by the Minnesota State Park board, along with flags of other nations the famed flier has visited.

P. Press.
Nov 7
1936

54

Nov 7
1936

"Foreign Secretary Eduardo Hay delivered the flag to United States Ambassador Josephus Daniels for forwarding to Val E. Kaskarek, president of The Historic Society of Morrison County Minn., who wrote the ambassador requesting it."

"Hay wrote Daniels that Sindbergh's New York-Mexico flight in his Spirit of St. Louis December 14, 1927, contributed 'toward the close relations existing between Mexico and the United States.'"

1927

P. Press
Nov 13
1936

Nov 13
1936

"With the promised arrival of a Mexican flag, the collection at the Sindbergh home in Sindbergh State Park will reach seventeen, Val E. Kaskarek, president of the Morrison Historical Society, announced."

"Flags requested of every country visited by the famous aviator have been received from Newfoundland, Brazil,

St Paul
Dispatch
May 20
1937

55

May 20
1937

"Last year 64,000 persons signed the registration book at the Park, coming from all parts of the country." ...

"Because the work on the Park, a WPA project is not completed, plans to hold a dedication ceremony today were dropped. Residents here hope Lindbergh may return from England for the dedication at some future date although there has been no indication when that will be. The flier has shown a keen interest in the Park on his visits here and in letters to friends."

"Two persons here are in correspondence with Lindbergh. One is Carl Bolander, an old friend of the Colonel, the other, Martin Engstrom, in whose hardware workshop Lindbergh used to try out his mechanical inspirations" ...

"Lindbergh has made three visits to Little Falls in the past ten years - once in 1927 while on the Guggenheim tour,

P. Press
Nov 13
1936

Nov 13
1936

China, Cuba, Germany, Scotland, Haiti,
Irish Free State, Denmark, Japan,
Lithuania, Norway, Portugal, Sweden,
Iceland and Switzerland."

St Paul
Dispatch
May 20
1937

May 20
1937

"Colonel Charles A. Sindberghs boyhood home, which ten years ago to-day suddenly became a 'historic spot,' has been transformed since then into one of the outstanding beauty spots in the state."

"Nearly wrecked by frantic souvenir hunters who swarmed in after the aviator's flight to Paris the house has been restored and made the center of Sindbergh State Park."

"The building a substantial bungalow on a high bluff overlooking the Mississippi river, has been furnished, with many of the original pieces of furniture, and restored as nearly as possible to the condition it was in when Colonel Sindbergh lived there."

St Paul
Dakota
May 20
1937

May 20
1937

and twice in the summer of 1935, when he
"just dropped in" with Mrs Sindbergh Res-
pecting his wishes, Sittle Falls staged no
celebration on any of the occasions. "...

Chr. Sch. Man.
Mar. 8-1937

The boyhood Mar 8
1937

"The boyhood home of Charles A. Sindbergh
is now the center of a new state park
at Sittle Falls, a drive of only three
three hours from Minneapolis." ...

"Six miles north of Sittle Falls is
Camp Ripley, \$2,000,000 state military
training reservation, called one of the
finest in the United States (second largest)
The camp is six miles long taking in
historic Fort Ripley, built in early days
to repel Indian invasions."

P. Press
Jan. 31
1931

Jan 31
1931

"The airport at Sittle Falls is
part of Camp Ripley."

W. H. H.
F. 607
H. 507
6-03221

primarily - Camp 19 isly
~~Marion~~ ~~camp~~ ~~grave~~ ~~County~~
area ~~about~~ 110 acres is a gift
to the S. of M. as a memorial to
Charles A. Lindbergh. Represent
in Congress 1907-1917 his wife
Mrs Evangeline L. Lindbergh
his son, Colonel Charles G.
his daughter Mrs Eva Lind
Christie and the sons of his
daughter Mrs Julian Lind
Roberts.

May 20 - 1927 flight
Wahoo - dogs - ~~hander~~
Sandy soil
Horse 1906
White Pine Pinus Strobus
11 ft. 3 in around Pine
90 ft tall Tree
1930 turned over
50 ft. west end. ~~Wahoo~~

Born in Detroit Michigan
Feb. 4-1902. 31 ^{to 4 weeks old}
~~Home located on 2nd St~~
on Banks of Miss. River

18-1920 yrs when left school
Father died 1924. Yarn
level ground. 1927.

House 35 yrs old
Story ~~2~~ 2 story 1906
House. 11/2 rooms

Circumstances
first home in 1901

3 story Home B.D. 1905

17 rooms -

future Colonel
shark
shark

Camp Ribby is Sindbergho
flying field.