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Editor: Virginia Brainard Kunz

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ON THE COVER: Samuel Pond's old mill at Shakopee. After years of service to the Dakota Indians in Minnesota, the pioneer missionary was living here in 1869 when his son, Samuel Pond, Jr., a student at the University of Minnesota, wrote the letters used in this issue. Gideon Pond lived across the Minnesota River in what is now Bloomington.

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Kellogg Boulevard: *The Story of Old Third Street*

IN the early days, Third Street was St. Paul's principal business street. Most of the traffic moved along the Mississippi River, and the levee at the foot of Jackson Street — variously called the Lower Levee, the Jackson Street Landing, or Robert's Landing — was the city's front door.

When the first railroad line between St. Paul and Minneapolis began operating in 1862, it was necessary to transfer freight from the river boats to the railroad cars at the Lower Levee, so the railroad depot was built close to the levee and Third continued to be the main street.

A railroad line to Chicago was completed in 1872, but the depot was too firmly established to be moved. At that time, the Third Street area east of Jackson Street was a bog, but eventually it was filled in by the railroads to a depth of about 10 feet. The section of Third Street west of St. Peter originally was part of St. Anthony Road, the old ox cart trail which ran along what is now Highway 94 toward Minneapolis and St. Anthony Village.

THE FIRST buildings along Third Street were of wood, and many were destroyed by fire. The entire block between Market and St. Peter Streets was wiped out by fire on August 7, 1857. On March 16, 1860, 34 buildings lining both sides of Third Street between Jackson and Robert Streets went up in flames. In the first 15 years of the city's existence, fire took its toll in almost every block on the street. By the 1860's, brick and limestone buildings were being erected — the solid blocks older citizens remember so well.

Third Street was the first city street to be paved — in 1873, with pine blocks. This, however, was a long way from modern pavement, and apparently far from satisfactory. An editorial in the *St. Paul Globe* of April 4, 1880, commented sarcastically that, "the oldest inhabitant has not been able to recall when the pavement was last seen."

During the 1880's Third Street was at its peak. There were five banks between Wabasha and Jackson, and most of the older

EDITOR'S NOTE: The spacious and lovely Kellogg Boulevard, which follows the crest of the bluff above the Mississippi River in downtown St. Paul, has always been one of the city's principal streets, although it has not always looked as it does today, by any means. The following story about the street, once called Third Street, is another of the Junior Pioneer Association's fascinating collection of monographs on various aspects of the history of St. Paul and Ramsey County.

retail stores had established themselves there. Doctors, lawyers and architects had offices on upper floors.

The theaters and halls near Third and Wabasha made the street a center for entertainment and social activities of all kinds. Parades always marched up Third Street. In 1886, the street was transformed into a "gay white way" by the erection of arches of gas lights which spanned the street. Made of gas pipe placed 50 feet apart, the arches extended from Wabasha to Sibley. On each arch were about 50 lights with a pyramid of nine lights at each end. At intersections there were lamp posts with pyramids of 20 lights. The globes covering the lights were of various colors, and each globe was protected by a canopy which prevented the lights from being blown out by the wind.

Carnival and masquerade parties were held in the street. At one party on September 9, 1890, a little girl was knocked down in the throng and trampled considerably before she was rescued.

During the 1880's, large wholesale houses were built east of Jackson Street. Forty years later — about 1920 — four entire blocks of these warehouses were torn down to make room for the new Union Depot.

About 1893, Third Street began to change. The shopping center moved up to Sixth and Seventh Streets, and commission merchants, second-hand stores and employment agencies took over the area west of Jackson.

This stage probably was the most picturesque in the history of Third Street. Scores of drays jammed the street, boxes and barrels of fruit and produce were piled on the



Old Third Street, looking east from about Minnesota Street. Lined on both sides with buildings, it is vastly different from today's spacious Kellogg Boulevard, right.

sidewalks, and lumberjacks and railroad laborers crowded around the employment offices — altogether, a scene of bustling activity. And, of course, there were always saloons on Third Street, too. About 1915 the commission men moved to the market district on Jackson Street, and Third Street went into a long decline.

But through the years some residents had seen the possibilities of creating a fine avenue along the river bluff. James Goodhue, the pioneer newspaper editor, suggested it as early as 1850; a Dr. Day circulated a petition in favor of such a plan in 1855. In 1885, Alderman Van Slyke proposed that a boulevard be created to extend from St. Peter to Hill Street. In 1919 the Junior Pioneers tried unsuccessfully to awaken public interest in the project.

Finally, in 1928 voters approved a city-wide improvement program which included the creation of a mall from Jackson Street to Seven Corners. After work was begun, it seemed appropriate that the mall be given a new name, so the St. Paul Real Estate Board and the city newspapers jointly offered a prize of \$100 for the best suggestion. About 3,500 entries were submitted, and on May 27, 1929, Albert E. Slawik of 1670 Laurel



was awarded the prize for suggesting that the new mall be named "Kellogg Boulevard" in honor of Frank B. Kellogg of St. Paul, a former Secretary of State who also was the author of the Kellogg-Briand Peace Pact.

Other names which received honorable mention were Pioneer Road, Hill Memorial Drive, Ramsey Road, Ames Boulevard, Riverside Drive, Minnesota Boulevard, St. Paul Boulevard, Gopher State Drive, The Chippewa Trail and The Mall.

But to the old-timers, it always will be "Third Street."



Photo by Henry Hall

THE GIBBS HOUSE

Headquarters of the Ramsey County Historical Society, 2097 Larpenteur Avenue West, St. Paul, Minnesota.

THE Ramsey County Historical Society was founded in 1949. During the following years the Society, believing that a sense of history is of great importance in giving a new, mobile generation a knowledge of its roots in the past, acquired the 100-year-old farm home which had belonged to Heman R. Gibbs. The Society restored the Gibbs House and in 1954 opened it to the public as a museum which would depict the way of life of an early Minnesota settler.

In 1958, the Society erected a barn behind the farm house which is maintained as an agricultural museum to display the tools and other implements used by the men who broke up the prairie soil and farmed with horse and oxen. In 1966, the Society moved to its museum property a one-room rural schoolhouse, dating from the 1870's. The white frame school came from near Milan, Minnesota. Now restored to the period of the late 1890's, the school actually is used for classes and meetings. In the basement beneath the school building, the Society has its office, library and collections. In 1968, the Society acquired from the University of Minnesota the use of the white barn adjoining the Society's property. Here is housed a collection of carriages and sleighs which once belonged to James J. Hill.

Today, in addition to maintaining the Gibbs property, the Ramsey County Historical Society is active in the preservation of historic sites in Ramsey county, conducts tours, prepares pamphlets and other publications, organizes demonstrations of pioneer crafts and maintains a Speakers' Bureau for schools and organizations. It is the Society's hope that through its work the rich heritage of the sturdy men and women who were the pioneers of Ramsey County will be preserved for future generations.