

Old Shakopee Trail

Tour A

1. Fort Snelling Military Reservation. Fort Snelling used to cover a sizeable section of Bloomington from 3rd Avenue on a southeasterly straight angle to the Cedar bridge. Now Fort Snelling includes only the area near the junction of the Minnesota and Mississippi Rivers east of the airport. (1.1 miles to #2)
2. Kimball School, a one-room school built before 1900, was located on the southwest corner of Cedar Avenue and 86th Street. (.2 miles to #3)
3. Cedar Airport. At one time, this flat area was an airport. People used to charter airplanes from this field and belong to flying clubs here. The airport closed about 1940. (.4 miles to #4)
4. Elmer Scott's Garage was located on the northeast corner of Old Shakopee Road and Cedar Avenue. It was the first automobile agency in Bloomington. (.3 miles to #5)



5. Jerry J. Scott's Grocery Store was first located on the southwest corner of the intersection of Old Shakopee Road and Cedar Avenue from 1903 to 1909. The building was then moved to the northeast corner and operated as a grocery until 1923. (.6 miles to #6)



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Prepared by: Dorothy Sorenson and Marty Chorzempa
Bonny Miller, Coordinator

6. Reed House was begun in 1869 by F. X. Brousseau and his wife Margaret Quinn. It is a white frame double house which has been added to and remodeled. The Reeds named it Orchard Springs Farm and the exterior dates from the early 1900s. (1 mile to #7)

7. Old Shakopee Road was an Indian trail leading from the junction of the Minnesota and Mississippi Rivers on a winding course across Nine Mile Creek to a ford across the Minnesota River and on to the Indian village of Chief Shakopee. Later it was used by the first white men from Fort Snelling. Of that part of the Old Trail which passes through Bloomington, the major part of the road still follows the original location and route according to the Jewett maps of the original governmental survey. (1 mile to #8)

8. Indian Mounds in Mounds Spring Park. The largest group of mounds in Bloomington are found in this park, east of 12th Avenue at 102nd Street. They are about 300-400 years old, and can be found by walking the chip trail to the east of the parking lot and up the hill to the left. The park also provides an unusually good view of the Minnesota River Valley. (.8 miles to #9)

9. Quinn's Point. The site of a log cabin located on the Minnesota River bluffs at Elliot Avenue, which was the home of Peter Quinn. He was the first white man to farm in Bloomington. He was appointed by the government in 1843 to teach farming to the Indians. (.5 miles to #10)

10. Parker's Picnic Grounds is located on the Minnesota River bluffs, east of Portland Avenue. The Parker family operated it from the early 1930s to 1965 when it was designated as a city park and picnic ground. (.9 mile to #11)

11. Indian Grave Sites are found on the Wilson Pond farm a few rods southeast of the Gideon Pond brick house and may be the site of burials by Gideon Pond. His letters record that from 1843 to 1856 a number of Indians were buried on the river bluffs. This area is preserved by the Bloomington Park Department. (.1 mile to #12)

12. Gideon Pond House. In 1843, brothers Gideon and Samuel Pond moved to Bloomington to be missionaries to the Dakota Indians. Their first log cabin was a school and home called the Dakota Mission School, located a short distance southeast of the present brick house. This first brick house in Bloomington was built in 1856 from nearby clay and sand deposits which were baked on this site. There have always been Pond family descendants living here. The City of Bloomington owns the house which was listed on the National Register of Historical Sites July 16, 1970. (.9 miles to #13)

13. Indian Village Site terrain markings are still visible at the foot of the Minnesota River bluffs near 2nd Avenue, extended. There are at least eighteen tepee sites visible on the undisturbed virgin sod. This was a winter camping ground for the Indians in 1840. An Indian "Travois Trail" leads from the camp site to the top of the bluffs (travois was like a sled). It is thought that the roots of western sage, which grows on the slopes of the bluffs, were caught in the cracks of the travois poles on return trips from the Black Hills.

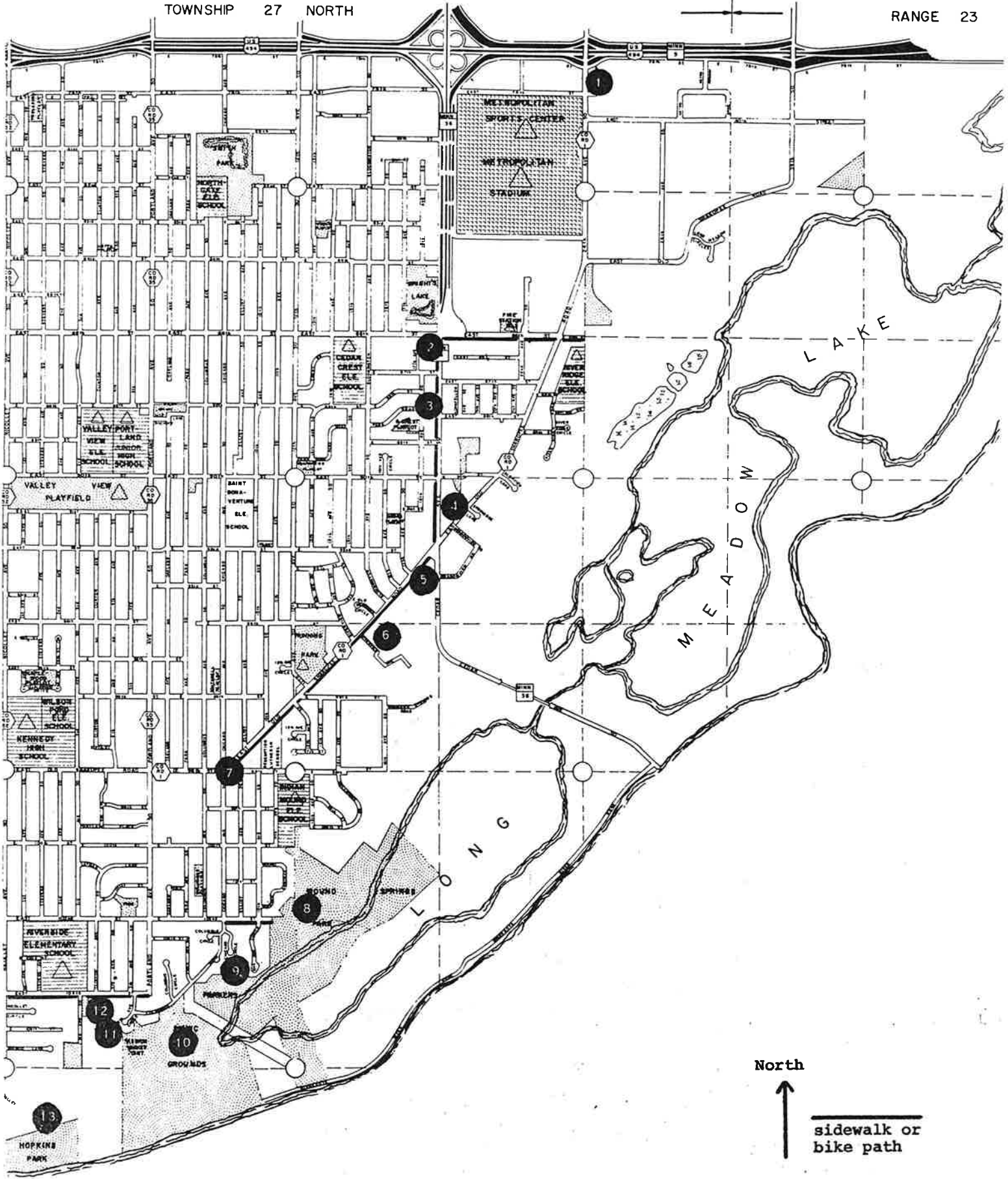
City of Bloomington Biking/Hiking Tour Maps available at the Bicentennial office, 10200 Penn Avenue South:

Old Shakopee Trail	Tour A
Lyndale - Oxboro	Tour B
Old Bloomington	Tour C
Bloomington Ferry	Tour D
Hyland - Bush Lake	Tour E

NICOLLET AVE 0
 1st AVE 100
 STEVENS AVE 150
 2nd AVE 200
 3rd AVE 300
 CLINTON AVE 350
 4th AVE 400
 5th AVE 500
 PORTLAND AVE 600
 OAKLAND AVE 650
 PARK AVE 700
 COLUMBUS AVE 750
 CHICAGO AVE 800
 ELLIOT AVE 900
 10th AVE 1000
 11th AVE 1100
 12th AVE 1200
 13th AVE 1300
 14th AVE 1400
 15th AVE 1500
 BLOOMINGTON AVE 550
 16th AVE 1600
 17th AVE 1700
 18th AVE 1800
 CEDAR AVE 1835
 LONGFELLOW AVE 1868
 19th AVE 1900
 20th AVE 2000
 21st AVE 2100
 22nd AVE 2200
 STANDISH AVE 2250
 23rd AVE 2500
 24th AVE 2400
 25th AVE 2500
 26th AVE 2600
 27th AVE 2700
 28th AVE 2800
 29th AVE 2900
 30th AVE 3000
 NOKOMIS AVE 3050
 31st AVE 3100
 32nd AVE 320
 33rd AVE 3300
 34th AVE 3400
 35th AVE 3500
 36th AVE 3600
 37th AVE 3700
 38th AVE 3800
 39th AVE 3900
 40th AVE 4000
 41st AVE 4100
 42nd AVE 4200
 43rd AVE 4300
 44th AVE 4400
 45th AVE 4500

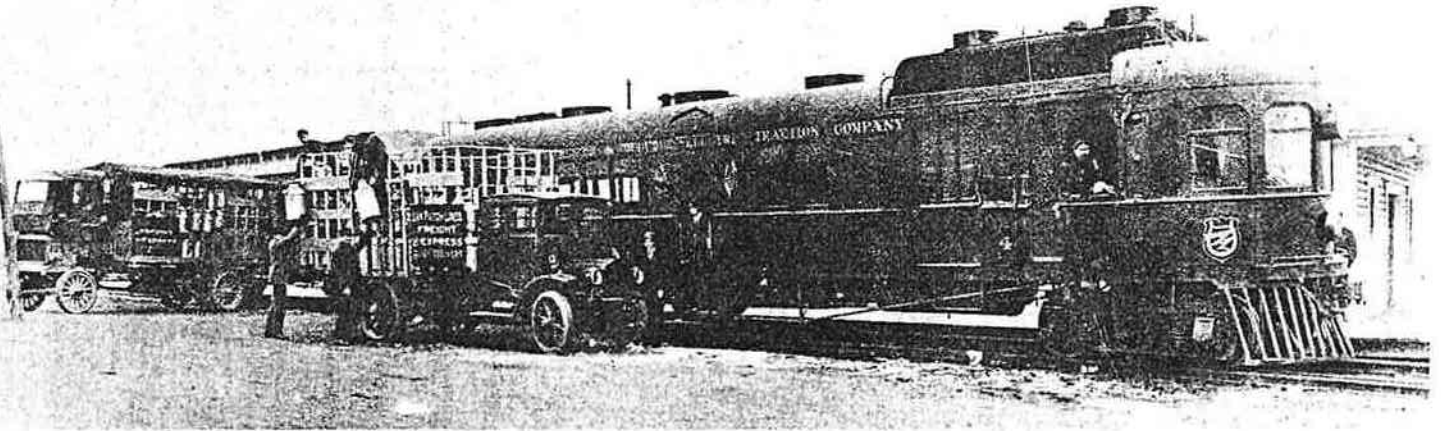
TOWNSHIP 27 NORTH

RANGE 23



North
 ↑
 sidewalk or
 bike path

Lyndale - Oxboro Tour B



15. Wilson Railway Station was on the southwest corner of 78th Street and the Dan Patch line. There was a platform but no depot. (1.2 mi. to #16)

16. Harrington Heights Railway Station was located at 84th Street and the main line of the M.N. & S. Railway. There was a platform at this stop. (.8 miles to #17)

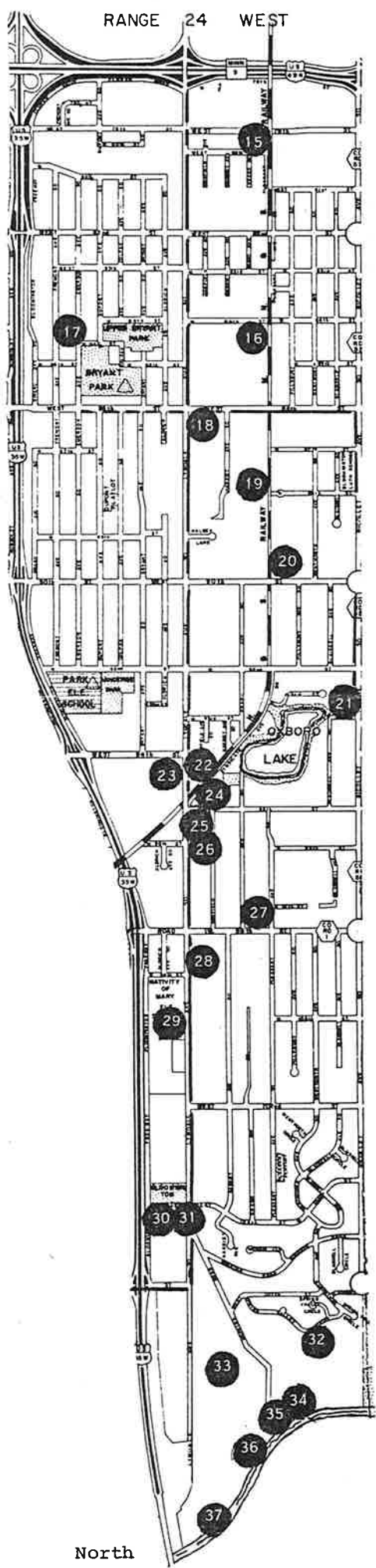
17. Bloomington's first Public School was in Joseph Harrison's home. He came to Bloomington in 1854 from Canada and built a house on the west bank of a small lake which is now Bryant Park. The house was approximately the 8500 block of Emerson Avenue. Records indicate that one of the ten daughters taught school in her father's house in 1855; this was the first public school in Bloomington not affiliated with the religious mission schools. (.5 miles to #18)



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HUMBOLDT AVE 1500
 GIRARD AVE 1400
 FREMONT AVE 1300
 EMERSON AVE 1200
 DUPONT AVE 1100
 COLFAX AVE 1000
 BRYANT AVE 900
 ALDRICH AVE 800
 LYNDALE AVE 700
 GARFIELD AVE 600
 HARRIET AVE 500
 GRAND AVE 400
 PLEASANT AVE 300
 PILLSBURY AVE 200
 WENTWORTH AVE 150
 BLAISDELL AVE 100
 NICOLLET AVE 0



18. Kell School was located on this site. It was built in 1869 and may have taken the place of the Harrison home school. (.1 mile to #19)

19. Edmond's Railway Stop was near 88th Street and the main line of the M.N. & S. Railway. There was no depot or platform. (.5 miles to #20)

20. The Lynn Road Railway Station was a platform and depot on the northeast corner of 90th Street and the Dan Patch line. (.8 miles to #21)

21. Nicollet Airport was located on the east side of Nicollet Avenue at approximately 93rd Street. This flying field was opened about 1938 and was closed before World War II. (.9 miles to #22)

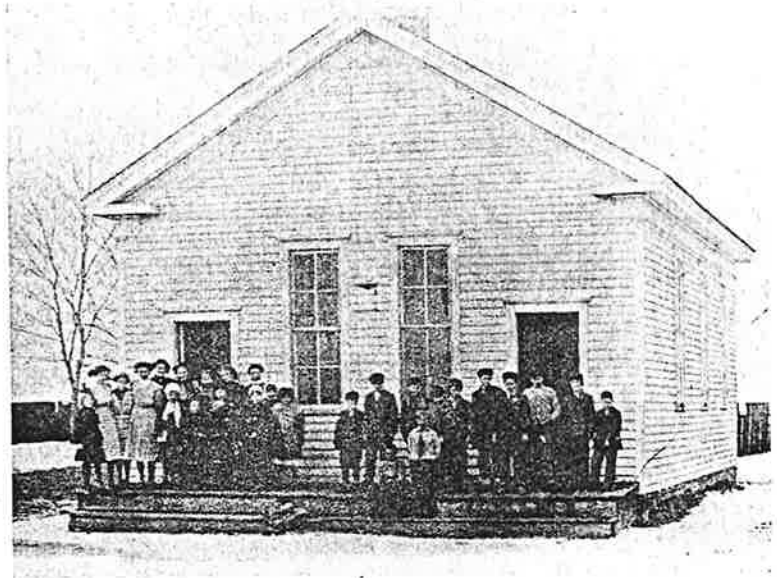
22. Robert's Store was located on the east side of Lyndale Avenue between 94th and 95th Streets. It stood a few feet north of the Dan Patch Railway tracks and north of the Oxboro Heath Railway station. The grocery store was built about 1912 and was operated as a family grocery until the depression of the 1930s. (.4 miles to #23)

23. Charlie Scott's Race Track was developed in 1895 and used as an exercise and training track for his many trotters and pacers. Scott's house was located on the west side of Lyndale Avenue just south of 94th Street. The half-mile oval track was about 30 rods west of his house and barn. (.3 miles to #24)

24. Oxboro Hall was built on the north side of 95th Street, east of Lyndale on the same site as the present fire station. It was built soon after 1910 by the Men's Club of Assumption Church and was the center of many community activities. (.1 mile to #25)

25. Curtis Grocery Store opened in the fall of 1911, on the northeast corner of Lyndale Avenue and 95th Street. The building stood a few feet southeast of the Oxboro Heath Railway station. (.15 miles to #26)

26. Oxboro Heath Railway Station depot and platform were near the Dan Patch tracks a few feet east of Lyndale Avenue. (.5 miles to #27)



27. Cate's School. On April 5, 1867, the pioneer school board set aside \$400 for a 24'x34' school building which was originally built midway between Lyndale and Nicollet Avenues in 1867. It burned down in 1873 or 1874. A new building was opened for school in 1874 at the northwest corner of Lyndale Avenue and Old Shakopee Road and continued until the Bloomington Consolidated School opened in 1918. (.3 miles to #28)

28. George Sunde's Blacksmith and Machine Shop located at 9825 Lyndale Avenue was opened in 1926. Formerly Mr. Sunde owned the garage building which is now Harris Feed Store on 95th and Lyndale. This is the only old-time blacksmith shop still operating in Bloomington. (.2 miles to #29)

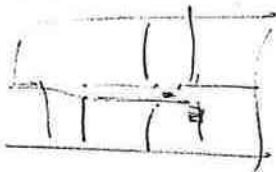
29. Lyndale Airport was on the west side of Lyndale Avenue at 100th Street. The land was leased by Harry Jaunty in 1931 for a flying field and covered an area 20 rods wide, north and south, by 80 rods long, east and west. A hanger was built near the northeast corner which was used by the Oxboro Flying Club. (.8 miles to #30)

30. Bloomington Cemetery is Bloomington's oldest cemetery. In 1856, Martin McLeod deeded this land to Gideon Pond for the First Presbyterian Church of Oak Grove. Before 1850 a number of Indians had been buried here; the oldest monument standing is dated 1853. Many of the first settlers of Bloomington are buried in this cemetery.

31. Little Susan, Dakota Indian Girl was adopted by Mrs. Whalen, and was savagely murdered by a band of passing Indians. She is buried in the Bloomington Cemetery. See Tour D #65 for more information. (.3 miles to #32)

32. Victor Chatelle, one of Bloomington's settlers, was appointed to do blacksmith work for the Indians in 1847. His blacksmith shop was on the bluffs, a few feet southeast of the house located at 171 West Spring Valley Drive. The site of the Chatelle cabin was in the front lawn of the house at 201 West Spring Valley Drive. (.6 mile to #33)

33. Martin S. McLeod settled in Bloomington in 1849. His home was on the Minnesota River bluffs on the west side of the steamboat landing road and east of the present Lyndale Avenue. He was one of Bloomington's most prominent influential citizens, serving as territorial legislator and on the first township government in Bloomington. (1.4 miles to #34)



34. Steam Irrigation Plant. Leigh Hopkins bought a used steam power pumping plant from the Twin City Street Railway Co. in 1912. He reassembled it on the north bank of the Minnesota River near the site of the Hopkins Ferry landing. It was used to pump river water to the black raspberry fields up on the bluffs. The plant was dismantled during World War II and sold for scrap iron. (.1 mile to #35)

35. The Hopkins Ferry was built of timbers and planks in 1907 by Leigh and Joe Hopkins. It was located about a city block downstream from the steamboat landing and was used to transport teams, wagons, farm equipment, hay, logs, firewood and cattle across the Minnesota River. It was hand operated by pulling on a heavy rope which was tied to trees at each side of the river. (.1 mile to #36)

36. The McLeod Ferry was operated by the McLeod family and by neighbors at the Chatelle steamboat landing between 1850 and 1890. (.7 miles to #37)

37. The Minnesota River was known as the River Warren in geological history over 10,000 or more years ago. This river flowed from Lake Agassiz and carved out the Minnesota River Valley. Its channel was perhaps a hundred feet below the present channel and in places the water was two hundred feet deep.

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Hyland - Bush Lake	Tour E

Old Bloomington Tour C

38. Rene Baillif House, Sorghum Press and Boiler.

The original Rene Baillif house is at 10624 Humboldt Avenue South. In 1884 there was a sorghum press powered by a 4-horse sweep or turntable on the west side of the house. The sorghum juice was removed from the stalks by the press and the juice was then boiled in a large iron kettle to make syrup. (.4 miles to #39)

39. McAfee Mill and Dam were on Nine Mile Creek.

They were built in 1877 by William J. McAfee and operated as a grist mill until about 1905 when the dam washed out for the last time. The Mill building burned in 1914, but part of the foundation remains. It was west of the Kelley house. (.2 miles to #40)

40. Robert J. Kelley house was at 10300 Humboldt Avenue South. (.15 miles to #41)

41. Kelley Picnic Grounds was operated by Robert J. Kelley in the 1920s and 1930s. The McAfee Mill was within this property. (.35 miles to #42)



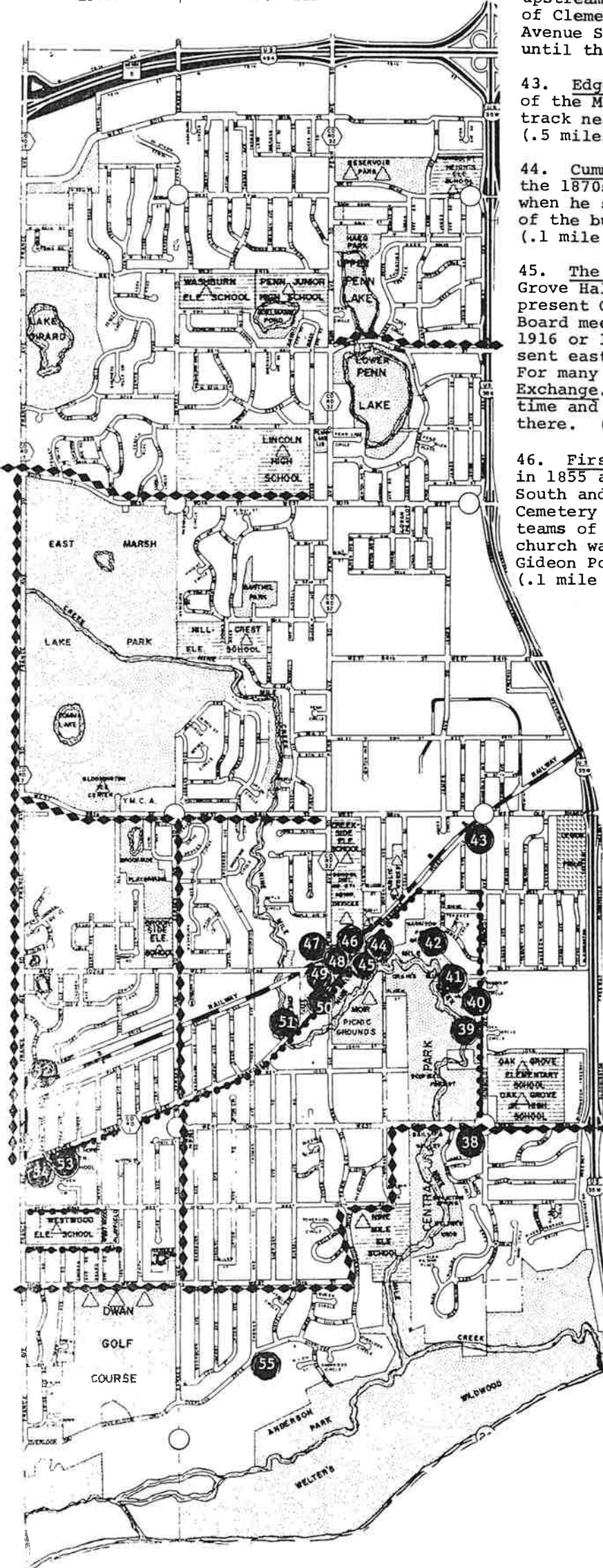
McAfee Mill



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FRANCE AVE	5900
EWING AVE	3800
DREW AVE	3700
CHOWEN AVE	3600
BEARD AVE	3500
ABBOTT AVE	3400
ZEMTH AVE	3300
YORK AVE	3200
XERVES AVE	3100
WASHBURN AVE	3000
VINCENT AVE	2900
LPTON AVE	2800
THOMAS AVE	2700
SHERIDAN AVE	2600
RUSSELL AVE	2500
QUEEN AVE	2400
PENN AVE	2300
OLIVER AVE	2200
NEWTON AVE	2100
MORGAN AVE	2000
LOGAN AVE	1900
KNOX AVE	1800
JAMES AVE	1700
IRVING AVE	1600
HUMBOLDT AVE	1500



42. Harrison Picnic Grounds were on Nine Mile Creek upstream from the Kelley picnic ground and were west of Clement A. Harrison's house at 10120 Humboldt Avenue South. They were operated from the 1920s until the 1940s. (.45 miles to #43)

43. Edgewood Railway Station was on the south side of the Minneapolis, Northfield & Southern Railway track near Humboldt Avenue. It had a platform only. (.5 miles to #44)

44. Cumming/Chadwick Blacksmith Shop was built in the 1870s by A. Cumming, who operated it until 1880 when he sold it to Hector Chadwick. It was in part of the building now known as Village Body Shop. (.1 mile to #45)

45. The Grange Hall, originally called the "Oak Grove Hall," was built in 1875 just south of the present Old Town Hall Museum. It was used for Town Board meetings before the Town Hall was built. In 1916 or 1917 it was moved to about where the present east driveway entrance to the City Hall is. For many years it housed the Bloomington Telephone Exchange. It was also a cheese factory at one time and in 1917 high school classes were taught there. (.1 mile to #46)


46. First Presbyterian Church of Oak Grove, built in 1855 and 1856 was moved on skids to Penn Avenue South and Old Shakopee Road from the Bloomington Cemetery in April, 1864 by 4 yoke of oxen and 2 teams of horses. The wooden cross in front of this church was made in 1951 from timbers taken from the Gideon Pond log cabin which was built in 1843. (.1 mile to #47)

47. McCutchan Store, built and operated by Wm. McCutchan about 1920, was located on the west side of Penn Avenue just north of the Dan Patch Railway. It was operated as a grocery store until the 1930s. (.1 mile to #48)

48. Bloomington Railway Station was on the southwest corner of Penn Avenue and the Dan Patch Railway. There was a platform and depot. (.1 mile to #49)

49. Bloomington Town Hall was built in 1892 just a few feet north of its present site. It has been remodeled several times. It was used for Bloomington government offices until 1964 and presently is the Bloomington Historical Society's Old Town Hall Museum. (.1 mile to #50)

50. Baillif Store was built in 1885 on the northwest corner of Penn Avenue South and Old Shakopee Road, just south of the first site of the Grante Hall. It served as a grocery and general merchandise store until the 1930s. The Bloomington Fire Department burned in 1965. (.3 miles to #51)

North

 ◆◆◆◆◆◆◆◆◆◆
 Bike Route or
 Bike Path
 ●●●●●●●●●●
 SKATING/Sidewalk

Total distance of Tour C: 4.9 miles



Baillif Store, Grange Hall, and Old Town Hall

51. Half Way House (Nine Mile Creek Hotel) was built by Jean Pascal Baillif in 1854. It was on the east side of Nine Mile Creek north of the St. Paul-Shakopee Trail. The hotel was a stop for the stage coach, a post office, provided food and lodging for travelers, and a stable for horses. It was called Half Way House because it was midway between Shakopee and Fort Snelling. (1.1 miles to #52)

52. Bradbury Railway Station. The site was on the north side of the M.N. & S. Railway tracks about 300 feet east of France Avenue. There was no depot or platform. (.3 miles to #53)

53. Palmer School, District 13, the first public school in Bloomington, has also been known as Baillif School, Gibson School and Miller School. It was built in 1859 on the southeast corner of France Avenue and Old Shakopee Road (where Union 76 is). It was a one-room wooden building for grades 1 through 8. (.1 mile to #54)

54. Joe Pepin's Blacksmith Shop was located about 1/8 mile east of France Avenue (where Jerry's Center is) on the south side of Old Shakopee Road in the 1890s. (1.6 miles to #55)

55. Wales Estate was located on the Minnesota River bluffs near Thomas Avenue. Charles E. Wales, a wealthy lumberman and pioneer fuel dealer, developed the estate in the early 1890s. The buildings included a very large mansion with a wine cellar and a tunnel below the house to the club house, which contained a ballroom and which was connected to a huge swimming pool. There was also a large barn, a sixteen stall carriage house and an observatory with a telescope. It was torn down in the 1930s. Frederick B. Wells bought the estate about 1935 and built a house which is now the home of Mr. and Mrs. Marvin H. Anderson.

The Bicentennial Bicycling/Hiking/Tour Maps listed below are available from the Department of Community Services, Park and Recreation Division, 2215 W. Old Shakopee Rd., Bloomington, MN 55431.

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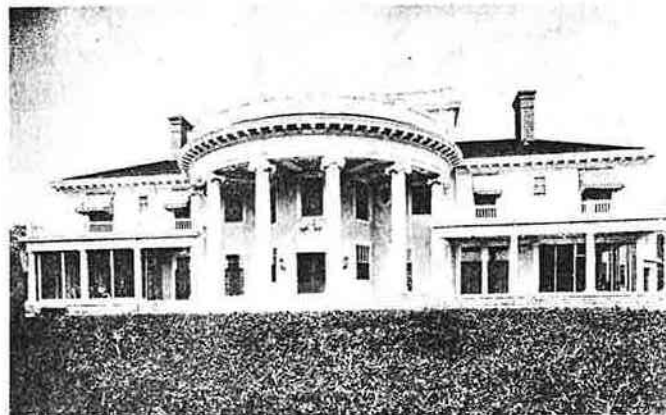
Bloomington Ferry Tour D

56. Palmer Railway Station was on the north side of the Minneapolis, Northfield & Southern Railway tracks about 1/4 mile west of France Avenue. This was a platform stop. (.75 miles to #57)

57. Marshall Store was on the north side of Old Shakopee Road just east of the M.N. & S. Railway. (.25 to #58)

58. Nesbitt Station was on the southeast corner of Old Shakopee Road and the M.N. & S. tracks. This was a platform stop across the street south of the Marshall Store. (.5 miles to #59)

59. Bluff Park Railway Station was on the southwest corner of Normandale Avenue and the M.N. & S. Railway. It had a platform and depot. (1.5 miles to #60)

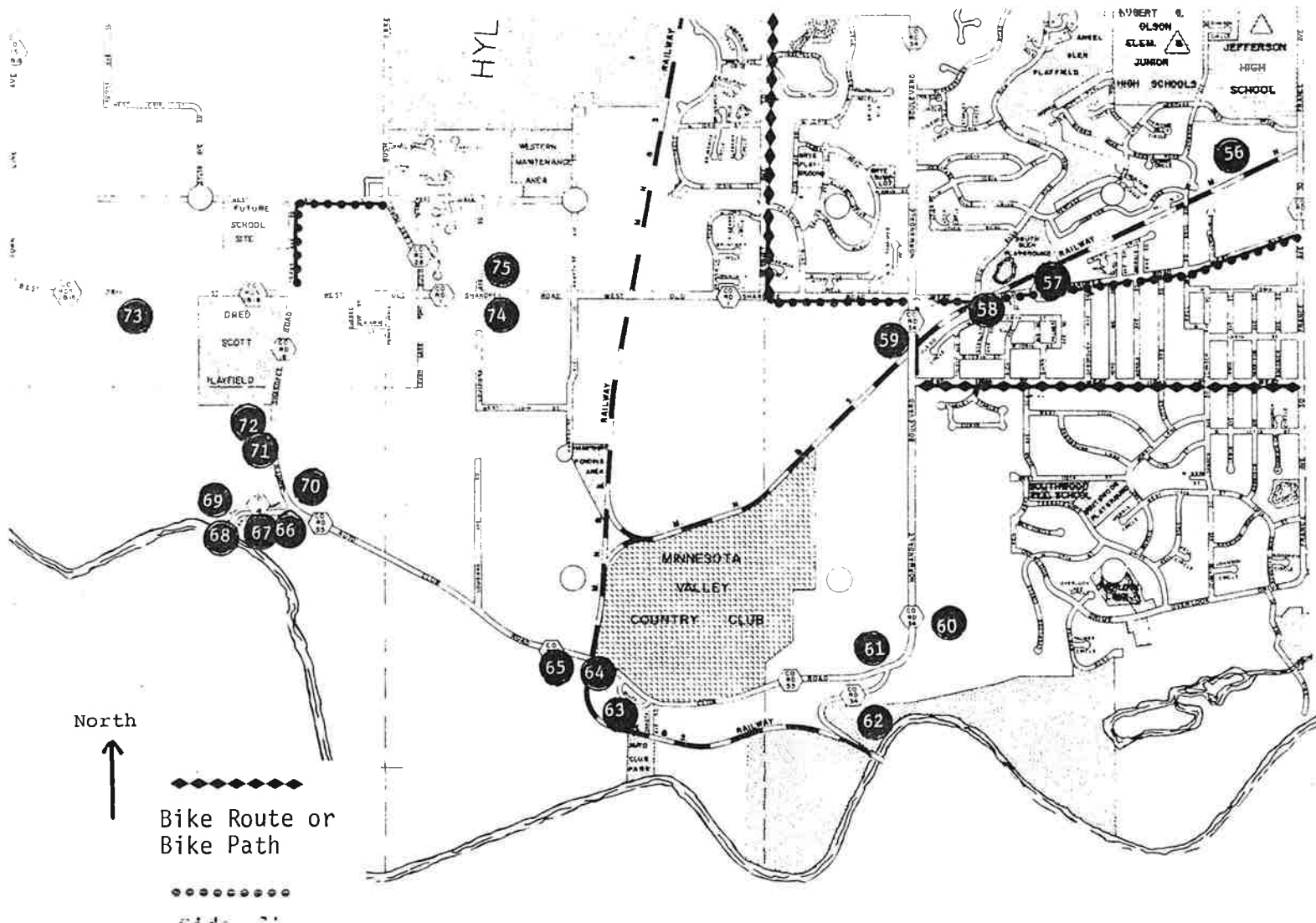


60. M.W. Savage's summer home was east of Normandale Avenue and overlooked the Dan Patch race track and barns across the river near the town of Savage. Marion W. Savage owned Dan Patch, a great trotter which set a record at the 1906 Minnesota State Fair that never has been equalled. (.2 miles to #61)



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Total distance of Tour D: 9.7 miles

61. Siprian O. Eidsvold's house was on the Minnesota River bluffs about 1/4 mile west of Auto Club Road and Normandale Avenue. Eidsvold operated a small ferry to haul hay and firewood across the river before the narrow one-lane drawbridge with train tracks called Savage Bridge was built. (.3 miles to #62)

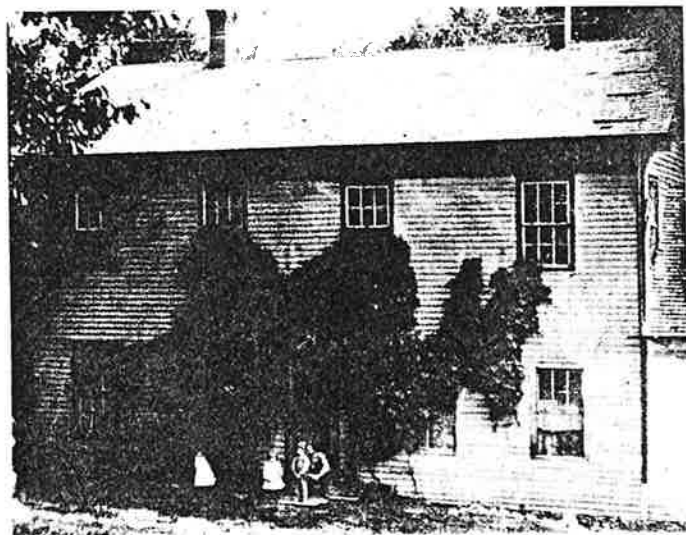
62. Valley View Railway stop was located at the north end of the Savage Bridge. There was no platform or depot. In 1910 there was a railroad turntable nearby. (.8 miles to #63).

63. Minneapolis Automobile Club was on the south side of Auto Club Road on Bluff Drive. The original Auto Club building was built in 1908 and burned in 1918. Soon after a new larger building was built with beautifully landscaped grounds. It was a very popular place for diners in the summer. It was wrecked in the mid 1950s. (.2 miles to #64)

64. Auto Club Railway Station was on the south side of Auto Club Road east of the track. It had a platform and depot, and for a short time was the south terminal with a turntable just south of the depot. (.15 miles to #65)

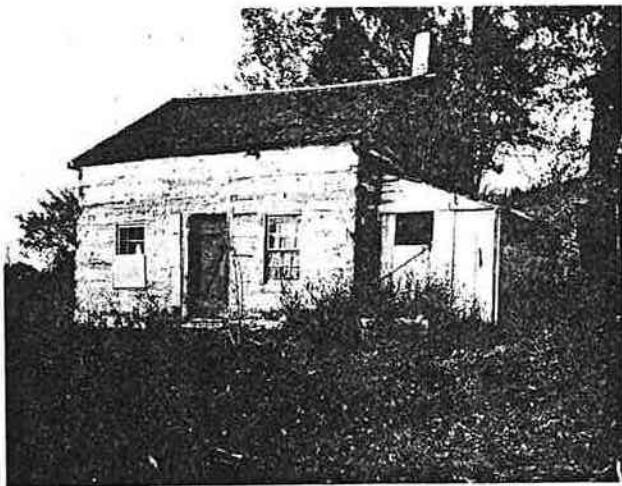
65. The largest known Indian Mound in Bloomington is south of Auto Club Road. It was on this mound that Susan, the Dakota Indian girl, was playing the day that she was murdered. Her grave is in Bloomington Cemetery (Tour B #31). Brown's farm house at 6630 Auto Club Road dates from 1860. (1.8 miles to #66)

66. William Chambers' house was built in 1856 of bricks which were made in the same molds used for the Gideon Pond house (Tour A #10). This is the second oldest existing house in Bloomington. (.1 mile to #67)



67. Bloomington Ferry Hotel was built in 1855 by Albee Smith on land purchased from Joseph Dean just north of the Bloomington Ferry and the present bridge on the east side of the road. It was just west of the Chambers house. The Hotel contained a post office and general store. It was destroyed by fire in 1905. (.1 mile to #68)

68. Bloomington Ferry was built by Joseph Dean and William Chambers in 1853 at a site where there was also a levee for a steamboat landing. The Ferry operated until the Bloomington Ferry drawbridge was finished in 1892. This was once a fording place for Indians crossing to the village of Chief Shakopee. (.2 miles to #69)



69. Joseph Dean's log cabin was built in 1852 on the west side of the Bloomington Ferry road at the foot of the bluffs, north of the river. The cabin site and some foundation stones are still visible. (.1 mile to #70)

70. Hector's Chadwick's first house in which they lived from 1878 to 1880, was near the northeast corner of Auto Club Road and County Road 18. The remains of the cellar can still be seen. His first blacksmith shop was across the road. It was operated by Henry Wigley from 1880 to 1904. Hector Chadwick's second blacksmith shop was near Penn Avenue and Old Shakopee Road (Tour C #42). (.2 miles to #71)

71. Ellingson-Tapping private cemetery, only 20 by 30 feet square, is just south of the house at 11050 South Old Shakopee Road. It is surrounded by an iron picket fence. It contained four graves: Emily Ellingson, who was buried February 12, 1895, Sever Ellingson and their son-in-law and daughter, Edward and Minnie Ellingson Tapping. These graves have been moved to Dawn Valley Cemetery (Tour E #79).

72. Good examples of Indian mounds can be found in the front lawn of this house, a short distance southeast, and also northeast of the house. (1.4 miles to #73)

73. Indian mounds can be found also a short distance north of the house at 8401 West 108 Street as well as about 200 feet to the west of the house. (1.1 miles to #74)

74. Bloomington Ferry Methodist Church was built in 1890 in Shakopee and taken apart and moved in 1905 on sleds across the river ice to the southeast corner of Old Shakopee Road and Louisiana Avenue. It has been returned to the Minnesota Valley Restoration Center near Shakopee. (.1 mile to #75)

75. Bloomington Ferry Hill School, District 14, was built in 1866 on the northwest corner of Old Shakopee Road and Louisiana Avenue. The foundation still exists. It was a one-room school which was destroyed by fire. The Chadwick farm was across the road to the south.

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Hyland-Bush Lake Tour E

76. Old Poplar Bridge School, District 12, (originally District 130) was organized in 1895. The school building was on the north side of 90th Street (Lynn Road) on a small hill near the bridge over Nine Mile Creek. The bridge can still be seen. (1.7 miles to #77)

77. Bush Lake Railway Stop was on the main line of the Minneapolis, Northfield & Southern Railway at 96th Street. There was no depot or platform. (1.4 miles to #78)

78. Hyland Lake Railway Stop was a platform on the east side of the main line tracks near the southeast side of Hyland Lake. On the southwest side of Hyland not far from the shore was the Ray family log cabin. (1 mile to #79)

79. Dawn Valley Cemetery, 9940 East Bush Lake Road, contains the graves moved from the Ellingson-Tapping private cemetery (Tour D #71). They are Emily Ellingson, first buried February 12, 1895, Sever Ellingson and their daughter and son-in-law, Edward and Minnie Ellingson Tapping. (.8 miles to #80)

80. The Stewart family log cabin was located near the southwest tip of Bush Lake and was there after 1900. (.8 miles to #81)

81. Brown's Point was named after Walt Brown, who maintained a picnic area near the beach. (.3 miles to #82)

82. Brown's Cranberry bogs are on the west side of West Bush Lake Road. (.4 miles to #83)



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83. Landon's Point, north of Brown's Point on the west shore of Bush Lake, is a well-known fisherman's landmark. (3 miles to #84)

84. Bush Lake School, District 140, is located on the north side of West 82nd Street just east of County Road 18. The building was built in 1911, opened in 1912 with grades 1 through 8, and continued until 1943 or 1944. The building is now a private residence. (.3 miles to #85)

85. Joseph Lorence house, 7335 Marth Road, bears the personal and central-European influence of the carpenter-bricklayer who was born in Czechoslovakia and came to Bloomington in 1900. The foundation was one of the first to be poured concrete and fieldstone. The exterior of the house has been preserved. (.4 miles to #86)

86. Nine Mile Creek begins in a marshy area in Hopkins, flows through Edina, and enters Bloomington near the northwest corner. From its source to its mouth in Bloomington at the Minnesota River near Highway 35W, it is about 15 miles long. During the period of the early settlers its water was considered pure and as late as the 1920s its pools were enjoyable for swimming. (1.4 miles to #87)

87. Bottle Hill is the hill farthest north, closest to 494. In the 1800s the top of this hill was dished out into a natural stadium about 80 or 100 feet wide. (.2 miles to #88)

88. Mt. Gilboa was the name given to the Bush Lake ski slide hill by early settlers. It rises 950 feet above sea level and gives a view of both Twin Cities and most of the suburbs, south into Dakota County. (.7 miles to #89)

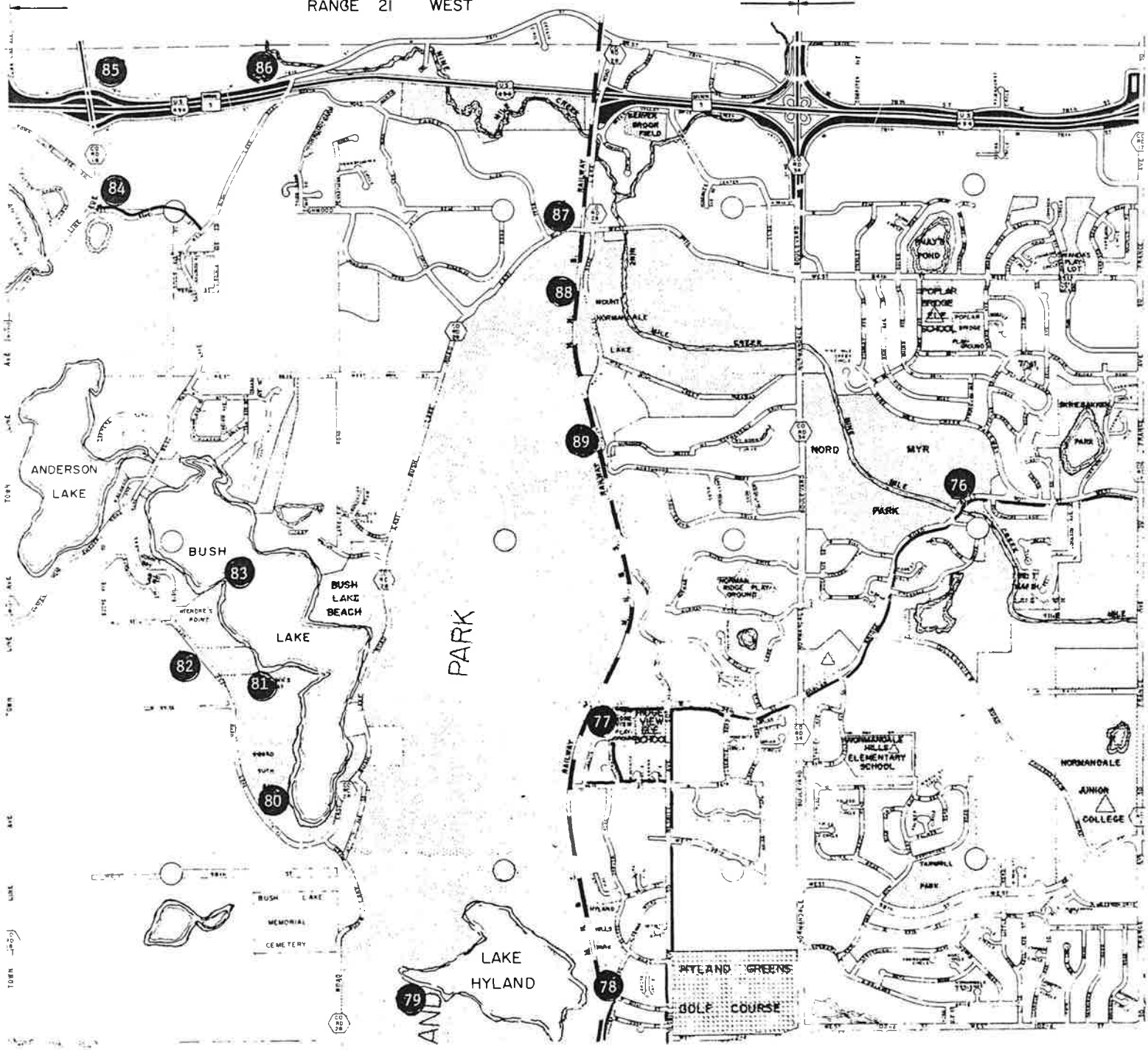
89. Kelley Railway stop, which had no depot or platform, was near the present Mount Normandale Ski Chalet.

City of Bloomington Biking/Hiking Tour Maps
available at the Bicentennial office, 10200
Penn Avenue South:

Old Shakopee Trail	Tour A
Lyndale - Oxboro	Tour B
Old Bloomington	Tour C
Bloomington Ferry	Tour D
Hyland - Bush Lake	Tour E

TOWN LINE AVE 8700
 ENSIGN AVE 8600
 DECATUR AVE 8500
 CAVELL AVE 8400
 GOONE AVE 8350
 AQUILLA AVE 8300
 ZINRAN AVE 8200
 YUKON AVE 8100
 XYLON AVE 8000
 WYOMING AVE 7900
 VIRGINIA AVE 7800
 UTAH AVE 7700
 TEXAS AVE 7650
 SUMTER AVE 7600
 RHODE ISLAND AVE 7500
 QUEBEC AVE 7400
 PENNSYLVANIA AVE 7300
 OREGON AVE 7200
 NEVADA AVE 7100
 MARYLAND AVE 7000
 LOUISIANA AVE 6950
 KENTUCKY AVE 6900
 JERSEY AVE 6800
 IOAHO AVE 6700
 HAMPSHIRE AVE 6600
 GEORGIA AVE 6500
 FLORIDA AVE 6400
 EDGEWOOD AVE 6300
 OAKOTA AVE 6250
 COLORADO AVE 6200
 BRUNSWICK AVE 6100
 ALABAMA AVE 6000
 MESBITT AVE 5900
 ZION AVE 5800
 YOSEMITE AVE 5700
 XAVIER AVE 5600
 WHALEN AVE 5500
 VESSEY AVE 5400
 NORMANALE BLDG 5300
 UTICA AVE 5286
 TOLEDO AVE 5233
 STANLEY AVE 5200
 RICH AVE 5100
 QUINN AVE 5000
 PALMER AVE 4900
 OXBOROUGH AVE 4800
 NORO AVE 4700
 MORRIS AVE 4600
 LITTLE AVE 4500
 KELL AVE 4400
 JOHNSON AVE 4300
 IRWIN AVE 4200
 HARRISON AVE 4100
 GOODRICH AVE 4000
 FRANCE AVE 3900

RANGE 21 WEST



North



sidewalk or
bike path