United States Department of the Interior  
National Park Service  
National Register of Historic Places Registration Form  

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter “N/A” for “not applicable.” For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property
   Historic name: Minnehaha
   Other names/site number: Steamboat Minnehaha
   Name of related multiple property listing: N/A
   (Enter "N/A" if property is not part of a multiple property listing)

2. Location
   Street & number: 140 George Street (winter home)
   City or town: Excelsior  
   State: MN  
   County: Hennepin  
   Not For Publication: N/A  
   Vicinity: N/A

3. State/Federal Agency Certification
   As the designated authority under the National Historic Preservation Act, as amended,
   I hereby certify that this nomination request for determination of eligibility meets
   the documentation standards for registering properties in the National Register of Historic
   Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
   In my opinion, the property X meets X does not meet the National Register Criteria. I
   recommend that this property be considered significant at the following level(s) of significance:
   _national ___statewide X_local
   Applicable National Register Criteria:
   X_A ___B ___C ___D

   Signature of certifying official/Title: Deputy SHPO, MN Dept. of Admin.
   Date: 9/3/2021

   In my opinion, the property ___ meets ___ does not meet the National Register
   criteria.

   Signature of commenting official:
   Date:

   Title: State or Federal agency/bureau or Tribal Government
4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) ______________________

___

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)
Private:  

Public – Local

Public – State

Public – Federal

Category of Property

(Check only one box.)

Building(s)

District

Site

Structure  

Object
**Minnehaha**
Name of Property

**Hennepin County, MN**
County and State

### Number of Resources within Property
(Do not include previously listed resources in the count)

<table>
<thead>
<tr>
<th>Contributing</th>
<th>Noncontributing</th>
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<td>1</td>
<td>Total</td>
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Number of contributing resources previously listed in the National Register **n/a**

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6. **Function or Use**

**Historic Functions**
(Enter categories from instructions.)

- TRANSPORTATION / water-related
- RECREATION AND CULTURE / outdoor recreation

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**Current Functions**
(Enter categories from instructions.)

- TRANSPORTATION / water-related
- RECREATION AND CULTURE / outdoor recreation

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7. Description

Architectural Classification
(Enter categories from instructions.)
OTHER: steamboat

___________________
___________________
___________________
___________________
___________________
___________________

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Hull: WOOD
Frame/Keel: WOOD
Windows: WOOD, GLASS
Decking: WOOD

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe
contributing and noncontributing resources if applicable. Begin with a summary paragraph that
briefly describes the general characteristics of the property, such as its location, type, style,
method of construction, setting, size, and significant features. Indicate whether the property has
historic integrity.)

Summary Paragraph

Constructed in 1906, salvaged in 1980, refurbished starting in 1990, and relaunched in 1996, the steamboat Minnehaha continues to ferry passengers as the only extant express boat, sometimes referred to as a streetcar boat, on Lake Minnetonka. Designed by Royal C. Moore, Minnehaha is a wooden-hulled steamboat with a cabin design and distinctive canary yellow exterior, modeled after early twentieth century streetcars operated by the Twin City Rapid Transit Company. Minnehaha is currently owned and operated by the Museum of Lake Minnetonka. While modifications have been made to Minnehaha to accommodate modern safety regulations and continued operation as a passenger boat, the historic character and appearance have been retained.

Narrative Description

Minnehaha consists of a salvaged and repaired hull, a replacement engine, a rebuilt cabin, and several components recovered from Minnehaha and her identical sister streetcar boats. Launched in 1906, Minnehaha operated until 1926 and was scuttled near Big Island in Lake Minnetonka. Minnehaha was
raised in 1980, stored in dry dock for approximately 10 years, repaired and refurbished, then relaunched in 1996; the reconstruction effort was based on historic images and drawings of the streetcar boats.

The following description is based on the current configuration of Minnehaha. Significant deviations from the early twentieth century vessel are noted as needed; many alterations were the result of following modern Coast Guard safety requirements to accommodate continued use as a passenger boat. The electrical system was also replaced to meet modern safety requirements.

The steamboat Minnehaha is 70 feet in overall length with a 14-feet 10-inch beam, draft of 5-feet 7.5-inches with ballast, and displacement of 110,000 pounds with ballast. The boat has a launch style hull and torpedo stern (see photo #6). Minnehaha has oak frames that were replaced in-kind, as needed, due to damage or poor condition during the restoration. In the early twentieth century, the planking of Minnehaha was cypress. Due to the dearth of old growth cypress available during the restoration, Douglas fir planks were used to replace any damaged or missing pieces. The replacement components matched in size, scale, and general appearance to the originals (see photo #1).

Traces of the Twin City Rapid Transit (TCRT) system's signature yellow, red, and green were extant on the salvaged hull. The exterior is painted in canary yellow with dark red and olive green trim. The lettering on the bow for the name is painted in a similar dark red (see photo #2). These colors were used on the Twin City Rapid Transit streetcars of the same period, visually linking the streetcar boats to the cars as part of the same transportation system.

The single 44-inch bronze propeller is powered by a triple expansion steam engine, the same configuration as the original engine (see photo #9). The associated boiler, which sits forward of the engine in the main cabin, is powered by #2 fuel oil instead of the original fuel, coal. The original propeller from Minnehaha was cracked and could not be reused; the current propeller is from her sister ship, Como (see photo #7).

The pilot wheel is also a salvaged item, once belonging to another streetcar boat, Hopkins. The wheel is 32 inches in diameter with an oak hub and spokes, but maple felloes. The wheel is located at the front of the cabin (see photo #10).

Minnehaha has retained her original anchor; it is located at the bow, forward of the helm. Other original hardware on the boat includes the brass searchlight at the forwardmost point on the upper deck and the running lights. During her initial operation, the Minnehaha lights were lit with kerosene; for modern safety requirements, they are now electric.

At midship, the main access point for passengers and crew consists of a framed gangway opening taller than the surrounding windows on both the port and starboard sides of Minnehaha (see photo #4). The change in height is echoed in the lines of the upper deck and the canopy, providing Minnehaha with a defining visual characteristic (see Figure D for historic image with the canopy in situ).

The main cabin is lined with custom one-over-one, double-hung sash mahogany windows. The upper sash is arched and fixed. The lower sash can be dropped below the sill to provide ventilation and access to the cabin, if needed (see photo #11). The distinctive band of sash windows references the similar window configuration and pattern on TCRT’s streetcars of the same era. Each window was hand built.

The main cabin and upper deck contain passenger seating. In the main cabin, the interior is configured like a streetcar (see photo #8). Most of the seats are oriented towards the bow of Minnehaha, but benches on
either side of the main entries face the center. What would be the center aisle of the streetcar is a narrow walkway split around the exposed engine and boiler located in the center of the hull; a metal railing encloses the mechanical equipment. The seats were salvaged from either early twentieth century streetcars or the streetcar boats; the designs were identical. The seats were installed in the rebuilt cabin, but the woven cane covering on the seats and backs is a replica of the original upholstery (see photo #12).

A small head is located in the aft portion of the main cabin. The small space contains a toilet, sink, and tile floor. The early twentieth century Minnehaha had two heads in the main cabin during most of her time on the water, but only one was restored. This additional space accommodates space for the crew as well an updated electrical system, but also reflects modern passenger usage.

To reach the upper deck, a wooden ladder with metal handrails connects the two levels (see photo #13). On the upper deck, benches provide seating for passengers. The wooden benches originated from several of the streetcar boats (see photo #14). Removed from the boats before they were scuttled in the 1920s, various individuals subsequently offered the fixtures to Minnehaha when the refurbishment project started; it is unknown if any are original to Minnehaha. The benches were repaired as needed during the restoration effort. In the aft portion of the upper deck, the benches are organized in parallel rows and face the bow (see photo #15). The benches in the forward portion of the upper deck face towards the center of the boat.

The upper deck is surrounded by a metal guard railing painted the distinctive canary yellow. Portions of the original railing were found during the salvage effort in 1980. The current railing’s configuration has been slightly altered to accommodate modern boating safety requirements maintained by the U.S. Coast Guard, but the appearance is visually consistent with the historic railing of Minnehaha.

By about 1912, Minnehaha had a canopy stretched above the upper deck to provide shade and shield passengers from soot. Minnehaha currently has available a replacement canopy of the same color, size, and configuration as the original canopy, but it was only used for the 1997 season due to concerns expressed by state officials over stability of the boat and was not in place at the time of the documentation.

**Integrity**

Minnehaha retains integrity of location, setting, association, and feeling as she continues to ferry passengers across Lake Minnetonka as she did in the early twentieth century. Minnehaha previously traveled Lake Minnetonka via the docks in Excelsior to various points on the lake and she continues to do so in her current iteration. As she did in the early twentieth century, Minnehaha continues to provide a way for people to enjoy and experience Lake Minnetonka without owning a boat or property on the lake itself. Lake Minnetonka retains the same general character as it did in the early twentieth century, with individual residences and small towns dotting the landscape, and Minnehaha’s distinguishing form and yellow and red exterior treatment remain a part of the Lake Minnetonka summer experience.

Minnehaha retains strong design integrity and workmanship, even if the materials integrity has been somewhat compromised. She was subject to repairs made by its original owner to combat wear and tear from heavy seasonal use as a passenger boat on Lake Minnetonka. Her subsequent scuttling and years on the lakebed resulted in a loss of the cabin and other elements, thus a significant portion of Minnehaha has required reconstruction. The reconstructed portions are the cabin, its interior, and the decking, as the hull, with its distinctive form, survived. The design for the replacement cabin were based on extant drawings of the original streetcar boats, photographs and other images, and examination of the portions of the boat that remained. When feasible, salvaged pieces from Minnehaha and her sister boats were used, such as the
Minnehaha was repaired and refurbished using the same types of materials, i.e. damaged wooden planks were replaced with wooden planks of the same dimensions and appearance; modifications to the design were limited to those necessary to meet modern U.S. Coast Guard boating safety requirements to continue to ferry passengers across Lake Minnetonka. Her unique profile and color scheme, consistent with the historic appearance of the streetcar boats, are instantly recognizable on the lake.

As the other streetcar boats have been scuttled or remain on the lakebed, Minnehaha is currently the only operational example of the distinctive streetcar boats that once carried hundreds of thousands of passengers on Lake Minnetonka in the early twentieth century.
Minnehaha
Name of Property

Hennepin County, MN
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [ ] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark “x” in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years
Areas of Significance
(Enter categories from instructions.)
  TRANSPORTATION
  ENTERTAINMENT/RECREATION

Period of Significance
  1906-1926

Significant Dates
  1906
  1926

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Royal C. Moore
Minnehaha
Name of Property

Minnehaha
Hennepin County, MN

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Minnehaha was one of six streetcar boats launched by the Twin City Transit Company in 1906 to provide service to lakefront communities around Lake Minnetonka. The streetcar boats, also called the Express Boats or “yellow jackets” due to their distinctive canary yellow exterior paint, conducted passengers between the end of the streetcar lines in Excelsior, Tonka Bay, and Deephaven to various points across Lake Minnetonka, including Wayzata, Zumba Heights, and Spring Park. The boats made stops at public and private docks, allowing those with lakefront property to commute to Minneapolis and visitors to spend a summer day on the waters of Lake Minnetonka. As automobiles increased in popularity and availability, the streetcar boats saw fewer and fewer passengers and Minnehaha and five of her sister boats were scuttled or scrapped in the 1920s. The hull of Minnehaha was raised from the lakebed in 1980, repaired with a refurbished cabin, and relaunched in 1996. Minnehaha is eligible for listing in the National Register of Historic Places for local significance under Criterion A for its association with the themes of transportation and entertainment/recreation.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

Lake Minnetonka as a Recreation Destination

Lake Minnetonka, located 15 miles west-southwest of Minneapolis, became a vacation destination for wealthy patrons in the late nineteenth century. Long used by Native Americans for hunting, fishing and harvesting of wild rice, the Lake Minnetonka area was first used for permanent white settlement in the 1850s, largely for farming and lumbering, but the over 14,000-acre lake offered idyllic blue waters framed by a wooded shoreline and was ripe for development of summer resorts. Efforts to make Lake Minnetonka the “Saratoga of the West,” modelled after the upscale resorts of Saratoga Springs in New York, gathered steam in the late 1870s. Visitors to Lake Minnetonka reached its shores via rail, including the Minneapolis & St. Louis Railroad and the St. Paul & Pacific. The Lake Park Hotel and Hotel St. Louis opened in 1879, followed by Arlington House in 1880 and the Hotel Lafayette in 1882. In the 1881 summer season, 10,000 guests were expected to visit the various lodgings on the lakefront and take advantage of the superb views of the lake, fine dining, and entertainment.¹

A range of recreation activities were available on Lake Minnetonka. The fine fishing available at the lake was noted as early as 1857 when a visitor to the lake noted the number of northern pike he had caught while visiting Excelsior.² As fishing could take place from the shore or by boat with a minimal amount of equipment, it was a popular activity for many social classes that visited the lake. By the late nineteenth

² Ibid., p. 76.
century, publications such as the *Chicago Times* newspaper and *Forest and Stream* magazine were devoting coverage to the available fishing at Lake Minnetonka.³

Lake Minnetonka also served as an escape from the crowded confines of downtown Minneapolis, particularly as the city offered few parks during this period in its history. Lake Minnetonka and its shoreline provided opportunities for not only fishing, but also picnicking, boating, sightseeing, and a chance to be in nature.⁴

The heyday of grand summer resorts was brief. Financial upheavals in the late nineteenth century combined with the short summer season threatened the viability of the large resorts, particularly as wealthy patrons took advantage of extended rail lines across the country and sought more exotic locales. As the larger resorts failed, smaller hotels and boarding houses expanded along the lake front and towns such as Excelsior courted visitors and ensured Lake Minnetonka retained its reputation as a destination for visitors, particularly during summer months.⁵

Increased development of private homes and cottages on the lakeshore further hastened the decline of the large resorts and encouraged use of the lake by a wider population. Wealthy Minneapolis residents built summer cottages along the lakefront.⁶ But Lake Minnetonka needed increased transportation routes to not only allow those with summer cottages to continue to commute into Minneapolis during the week for work, but also permit those with lower incomes to have cheap means of access to the lake.

**Twin City Rapid Transit Company and the Streetcar Boats**

Founded in 1891, the Twin City Rapid Transit Company (TCRT) initially focused on building and running electric streetcar systems within Minneapolis and St. Paul. The TCRT was responsible for merging two disparate lines in Minneapolis and St. Paul to one system, modernizing the network through electrification, and using existing railroad rights-of-way to expand the transportation network. Thomas Lowry, president of TCRT, and Calvin Goodrich, a physician and land owner who also served as TCRT’s general manager, developed a plan to boost ridership, encourage recreational trips on the streetcar system, and expand its reach, through expanding TCRT’s lines to the west and link to Lake Minnetonka.⁷ Goodrich may have also had some personal incentive. Not only did he own a summer estate in Zumbra Heights on the Upper Lake, but he had also recently acquired Shady Island for the purposes of development.⁸

TCRT sought to increase the number of passengers by taking advantage of the nationwide trend of constructing an amusement park to provide a destination for riders on holidays and weekends. The plan was driven by TRCT’s general manager and, by extending track to Lake Minnetonka, the TCRT could take advantage of Lake Minnetonka’s established reputation as a recreation destination. The TCRT snapped up 65 acres on Big Island in 1905 and opened the park to visitors in 1906 while construction was still in

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³ Ibid., p. 77-78.
⁴ Ibid., p. 88.
⁶ Ibid., p. 87.
progress. Visitors traveled on new streetcar lines built on former railroad rights-of-way extending west from Minneapolis to Hopkins and Excelsior. Three paddle-wheeled steam-powered ferryboats carried visitors from the Excelsior docks to the amusement park to spend a day amongst the various attractions, including a carousel, music hall, and a roller coaster. TCRT had also invested in its own hotel on Lake Minnetonka as part of this expansion effort. It had purchased the Tonka Bay Hotel, formerly known as the Lake Park Hotel, in 1908. The hotel’s proximity to Big Island allowed visitors to the amusement park to extend their visits overnight.

To further expand its ridership, the TCRT stretched its streetcar service into Lake Minnetonka by creating aquatic routes for streetcar boats that linked up with the end of the streetcar line in Excelsior. The goal was to provide seasonal scheduled service from docks in Excelsior to other Lake Minnetonka communities, allowing passengers to seamlessly transition to the streetcars and travel to the Twin Cities. These boats could be used by day passengers partaking of Lake Minnetonka’s natural wonders or by Lake Minnetonka residents commuting into Minneapolis. These streetcar boats would be modelled after the existing TCRT streetcars to provide a uniform appearance and visually link the cars and boats as one transportation network. In October 1905, the track work between Minneapolis and Lake Minnetonka was completed and cars were shuttling passengers between Excelsior, Hopkins, and Minneapolis.

**Minnehaha Launches**

In 1905, the TCRT retained boatbuilder Royal C. Moore to build the six identical streetcar boats. Moore was born in upstate New York in 1858, possibly trained in boat building in his youth, and arrived in Minnesota in 1878. Moore opened up a boat works on Lake Minnetonka in Wayzata in 1879. His work was deemed as “every bit as good” as noted boatbuilders on the East Coast. Sailboats and gasoline-powered launches built by Moore Boat Works were soon found on lakes throughout Minnesota and the Mississippi River, including notable commissions for yachts and sailboats. A 1912 catalog for Moore Boat Works proffered everything from 14-foot wooden rowboats to a 36-foot hunting cabin launch with accommodations for eight people, a galley, and a toilet. When the TCRT selected Moore to design the streetcar boats, he was firmly established as the preeminent boatbuilder on Lake Minnetonka.

Moore would be responsible for the plans and moulds, but construction was to occur at TCRT’s streetcar shop in Minneapolis under Moore’s supervision. Only the white oak ribs were sawn and prepped at Moore Boat Works and then transported to the shop. Moore’s design featured a torpedo stern, allowing the streetcar boats to efficiently cut through the waters of Lake Minnetonka without losing any power, provide their passengers a smooth and stable ride, and generate minimal wake when close to shore. The design was explicitly tied to the TCRT’s streetcars; as noted in the *Minnetonka Record*, the rows of wicker seats were

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Diers and Isaacs, *Twin Cities By Trolley*, p. 83.

“Cars Now Running,” *Minnetonka Record* (Excelsior, Minnesota), 6 October 1905.


*Minneapolis Times* (Minneapolis, Minnesota), 28 July 1895 in Cherland-McClure, *Royal C.Moore*, p. 27.

Ibid., p. 29.

An expected capacity of 125 to 150 passengers allowed each boat to hold the passengers of three streetcars.18

In March 1906, the TCRT announced the names of the six streetcar boats, reflecting points on the TCRT streetcar routes: Minnehaha, Stillwater, White Bear, Como Park (later shortened to Como prior to launch), Harriet, and Hopkins; a seventh boat, Excelsior, was added in 1915.19 Minnehaha was named after the TCRT stop for the Minnehaha Falls and associated park, an iconic site for Minneapolis. The TCRT was still frantically completing work in Excelsior in preparation for the arrival of the new streetcar boats, including construction of new docks, when the boats were transported from Minneapolis to Lake Minnetonka. Delivery occurred at night via rail line to minimize interference with traffic.20 With little fanfare in the local press, Minnehaha was launched on May 2, 1906, the first of the six express boats to launch into Lake Minnetonka. Stillwater launched shortly thereafter and the other four boats were launched the next day.21 In July 1906, the streetcar boats participated in a boat parade as part of their public debut. The TCRT’s Big Island ferryboats also participated in the “illuminated boat parade” departing from Excelsior docks.22

Streetcars ran every half hour to Excelsior; during busy summer weekends, they headed out to Lake Minnetonka every ten minutes.23 Initially, Minnehaha and her sister boats all routed from Excelsior to points on the lake. Starting in 1908, three boats were dedicated to the Lower Lake, providing service out of Excelsior, and three boats operated in the Upper Lake, providing service out of Wildhurst. Those routes ended in 1913 in favor of a continuous loop utilizing all six boats as the construction of a spur at Wildhurst provided an additional link to the express boat routes.24 For those passengers who boarded at the public docks in Excelsior in 1913, Minnehaha and her sister boats took them to Wayzata via stops in Cottagewood, Deephaven, and Maple Woods or to Zumbra Heights in the Upper Lake via the Narrows and a stop in Wildhurst and Crane Island.25 For an example of the routes, see Figure E.26 While the streetcar boats served both public and private docks on their routes, the amusement park docks remained the purview of the larger steamboats operated by the TCRT; the streetcar boats did make stops at other docks on Big Island to provide service to island residents.

Minnehaha was not dedicated to one particular route or portion of Lake Minnetonka. One historic image of Minnehaha depicts signage that she traveled to Spring Park via the Narrows, with stops at Casco and Isle

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17 “Moore to Build Them,” Minnetonka Record (Excelsior, Minnesota), 24 November 1905.
18 Ibid.; McClure, Royal C. Moore, p. 43.
19 Diers and Isaacs, Twin Cities By Trolley, p. 83.
20 “Work is Hurred,” Minnetonka Record (Excelsior, Minnesota) 4 May 1906.
21 McClure, Royal C. Moore, p. 43.; p. 45-46.
22 “This Week’s Big Event at Lake Minnetonka,” Star Tribune (Minneapolis, Minnesota), 12 July 1906, p. 8, accessed online via newspapers.com on 21 April 2020.
23 Diers and Isaacs, Twin City by Trolley, p. 85.
26 Reproduction of 1913 TCRT schedule.
Minnehaha View, while another image identifies her as the Express Boat to Wayzata, suggesting TCRT routed her as needed each season.\(^{27}\)

With the launching of the new Express Boats, the *Minnetonka Record* noted the ride from Minneapolis to Zumbra Heights, “almost the most remote point on the lake,” now only took an hour and a half.\(^ {28}\) To maintain their schedules, *Minnehaha* and her sister boats relied on their powerful steam engines. In the summer of 1909, an engineering student at the Massachusetts Institute of Technology conducted speed trials on *White Bear*, one of *Minnehaha*’s sister streetcar boats. The study noted the engine was a vertical, condensing, triple-expansion steam engine manufactured by the Marine Iron Works of Chicago, Illinois. The coal-powered boiler was located forward of the engine and in the same compartment. During trials, *White Bear* reached a mean speed of 10.28 knots over 0.828 nautical miles near Big Island, determined to be “very close to the boat’s maximum speed,” with a draw of 5.458 feet.\(^ {29}\) Given these boats were constructed along the same plans with the same design and dimensions, *Minnehaha* likely had the same engine type and configuration as well as the ability to reach similar speeds.

When the amusement park on Big Island opened, the streetcar line to Lake Minnetonka carried over 2 million passengers while over 300,000 people rode on TCRT boats, including the new streetcar boats, during a season that only lasted five months.\(^ {30}\) Even after the amusement park closed, the direct access to Lake Minnetonka proved popular with 5.2 million passengers traveling the line in 1921.\(^ {31}\) Building on Lake Minnetonka’s allure for visitors, TCRT advertised their network of streetcar boats as the “quick, pleasant, inexpensive way” for visitors to partake of the lake’s “charms” while admiring the “beautiful islands” and “delightful bays.”\(^ {32}\) By 1913, for a fare of only fifty cents, people could escape Minneapolis and enjoy a five hour, round trip tour of Lake Minnetonka.\(^ {33}\)

*Minnehaha* and her sister boats each carried a pilot, engineer, and a purser, along with a capacity of up to 130 passengers.\(^ {34}\) *Minnehaha* and her sister boats did not only ferry leisure passengers, but also those who lived and worked in lakeshore communities. The *Minnetonka Record*, a newspaper published in Excelsior, viewed the streetcar boats as a sign of the TCRT’s optimism for the prosperity of Lake Minnetonka and believed the routes would encourage settlement and growth in Excelsior itself, particularly as the Express Boats also provided lake access and transportation for those who lived on or near the lake, but did not own private boats.\(^ {35}\) Real estate ads for lakefront property that included a rendering of a streetcar boat or included proximity to a landing of a streetcar boat as a notable feature soon appeared in local newspapers.

\(^{27}\) Historic images of *Minnehaha*, Collections of Minnesota Transportation Museum, Minneapolis, Minnesota.
\(^ {29}\) Clifford C. Hield, *Service Test and Speed Trials of the Steamboat “Whitebear [sic]”,* 1910, Department of Mechanical Engineering, Massachusetts Institute of Technology, Cambridge, Massachusetts. Collections of the Museum of Lake Minnetonka, Excelsior, Minnesota.
\(^ {30}\) Diers and Issaacs, *Twin City by Trolley*, p. 300.
\(^ {31}\) Ibid., p. 87.
\(^ {32}\) Reproduction of Twin Cities Transit Company Schedule for 1913.
\(^ {33}\) Ibid.
suggesting developers and property owners were quick to capitalize on the growing popularity of the streetcar boats.\textsuperscript{36}

\textit{Minnehaha} and other streetcar boats only ran during the brief Minnesota summers, usually in operation from mid-May to September or October. During the winter, the boats were hauled up on shore in Excelsior on land owned by the TCRT along Excelsior Bay.\textsuperscript{37} The TCRT would undertake any repairs during this time before re-launching the boats every spring. For example, in 1913, the TCRT announced the steamboats were given “an entirely new appearance,” perhaps referring to a slightly modified paint scheme that retained the distinct canary yellow and dark red, but added a dark olive trim to certain features, as well as the addition of electric signage.\textsuperscript{38}

While ridership on the boats alone exceeded 200,000 people annually for the first ten years of operation in a season, that routinely only lasted about four months. Ridership dipped during World War I, recovered after the war, before starting a general decline; only 108,170 passengers traveled on the boats in 1923. By the mid-1920s, the streetcar boats faced increased competition from personal vehicles. Automobile ownership had increased and roads around Lake Minnetonka had improved. In 1924, the TCRT shed its Excelsior property along the lakefront, sold off other assets in Excelsior, and began to wind down streetcar boat operations. By the 1926 season, only 82,090 streetcar boat fares were sold.\textsuperscript{39} In 1926, \textit{Minnehaha} and two other boats were stripped of anything useable, towed out to Lake Minnetonka just north of Big Island, and scuttled.\textsuperscript{40} Shortly thereafter, the additional streetcar boats were scrapped, except for \textit{Hopkins}; she was sold to a private owner and eventually scuttled in 1949.\textsuperscript{41}

\textbf{Salvage, Repair, and Relaunch}

\textit{Minnehaha} rested on the bottom of Lake Minnetonka until 1980. Jerry Provost, a commercial diver, located the hull of a streetcar boat in 1979, when he and a crew member were testing diving equipment in Lake Minnetonka and stumbled upon it in approximately 60 feet of water. Lake Minnetonka offered limited visibility for the divers, but this initial dive revealed the hull was largely intact and embedded in the lakebed mud. Provost salvaged the wheel, recorded the location, and intended to return.\textsuperscript{42}

In 1980, plans to raise the streetcar boat accelerated. The initial intent had been to raise what was thought to be the \textit{Hopkins}. \textit{Hopkins} had been scuttled only 31 years earlier, thus the boat was not subject to state laws regarding historic properties, and Fred Pearce, its newly established owner and former owner of the

\begin{footnotes}
\footnotetext[36]{“Four Acres, Nicely Wooded” Ad for property for sale. \textit{The Minneapolis Journal} (Minneapolis, Minnesota), 6 June 1906, p. 19, accessed online via newspapers.com on 21 April 2020; Ad for Deephaven Park property. \textit{Star Tribune} (Minneapolis, Minnesota), 30 May 1915, p. 7, accessed online via newspapers.com on 21 April 2020.}
\footnotetext[37]{Historic images of streetcar boats hauled up on the lakeshore. Collections of the Minnesota Transportation Museum, Minneapolis, Minnesota.}
\footnotetext[38]{“Suburban Train Schedule Improves Summer Service,” \textit{Star Tribune} (Minneapolis, Minnesota), 14 April 1913, p. 7, accessed online via newspapers.com on 21 April 2020.}
\footnotetext[39]{Diers and Issaacs, \textit{Twin City by Trolley}, p. 300.}
\footnotetext[40]{Leipold, \textit{The Minnehaha}, p. 7-8.}
\footnotetext[41]{Cherland-McClure, \textit{Royal C. Moore}, p. 131-132.}
\end{footnotes}
Excelsior Amusement Park, wanted to include her in his restaurant in Excelsior. In late August of that year, Provost and his crew set up a working barge at the site of the wreck. Diving crews removed debris accumulated in the hull and mud from around and underneath the hull; on August 29, 1980, the hull was raised using multiple cranes and lift bags. The hull was towed to Big Island, where crews removed debris from the interior and prepared it for transport to shore (see Figure G). Initially, it was unclear as to which streetcar boat had been raised from the lakebed, but once the hull was out of the water and further cleaned, traces of the name *Minnehaha* were apparent.

Once salvaged, the *Minnehaha* hull was stored at the Minnetonka Portable Dredge Company in Shorewood, pending decisions about what to do next (see Figure H). Initially, Provost intended to return the hull to Lake Minnetonka after a brief period on shore for public viewing, but legal wrangling over ownership led to the *Minnehaha* hull continuing to sit in dry dock in Shorewood. However, once it was established the boat was *Minnehaha*, ownership rested with the State of Minnesota. Minnesota sought to transfer ownership to TCRT’s successor, but they had no interest in the hull. State environmental policies prevented returning the hull to the lakebed. Eventually, the State agreed to transfer ownership to the Inland Marine Interpretive Center; the Center intended to restore the boat and use it as part of a larger complex that emphasized the important history of Lake Minnetonka. The project stalled out, largely due to insufficient funding, and *Minnehaha* was transferred to the Minnesota Transportation Museum (MTM), an organization dedicated to the preservation of local railroad and streetcar history in the Twin Cities, in 1990.

The MTM secured a new building for *Minnehaha* and commenced fundraising efforts for the rebuilding effort. As plans were developed regarding steps forward for *Minnehaha*, the MTM undertook the stabilization of the hull following its relocation to the new facility. At the time of the relocation, an assessment of the hull noted that while the condition of the cypress planks were “good,” several of the white oak ribs were in poor shape and the keelson was “poor at [the] boat ends” (see Figure I).

The MTM also put out a call for any hardware or fixtures associated with *Minnehaha* or one of her sister boats to use in the refurbishment effort. The wheel from *Hopkins* was given to MTM in 1991 by the son of the people who removed it before *Hopkins* was scuttled in 1949; this wheel remains in use in *Minnehaha*. Other donations included an anchor, lower deck seats, upper deck benches, running lamps, and a searchlight; later donations included boat cleats and other hardware.

The MTM cast a net far and wide in hopes of locating an appropriate replacement engine, including contacting maritime museums, the U.S. Department of the Navy, and the Nova Scotia Department of

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43 Aaron Person, “How was the Minnehaha Allowed to be Raised?,” 30 December 2019. Available online at https://www.steamboatminnehaha.org/blog/index.php/how-was-minnehaha-allowed-to-be-raised/ (accessed 15 October 2020).
44 Ibid, p. 52-55, 58.; the locations of three other steamboats have been identified and recorded as archaeological sites: *White Bear* (21-HE0281), *Hopkins* (21-HE0396), and *Como* (21-HE0397).
46 Person, “How was the Minnehaha Allowed to be Raised?”
49 Notes from meeting in preparation of relocating *Minnehaha* from dry dock, 17 October 1989, Collections of the Museum of Lake Minnetonka, Excelsior, Minnesota.
Education; the Navy passed along the request to the Smithsonian Institution. Initially, the MTM thought a steam engine from a private donor would suit for the refurbished boat, but it proved to be too small to power the steamboat. A more suitable engine was located in California. The triple expansion steam engine matched the original engine for Minnehaha, despite having been built for the Navy in 1944. The replacement engine had not been used by the Navy, thus giving Minnehaha a “47-year old brand new engine.”

Repairing the hull and replicating the main cabin took approximately five years and used an entirely volunteer workforce. Funding for the effort was secured via numerous grants and donations. Equipment was donated, including extensive donations from 3M for sandpaper, disposable brushes, and respirators. A local upholstery company donated the labor to assist with re caning the seats. By 1994, the boiler and engine had been installed and framing was complete on the cabin (see Figure J). In early 1995, the handcrafted, custom windows were completed and installed with the distinctive design that allowed the lower sash to slide down into the hull.

In 1995, Minnehaha was ready for sea trials. Using a World War II-era tank retriever, Minnehaha was hauled to the Minnetonka Portable Dredge Company’s facility, the same spot where she was stored after the raising in 1980. Minnehaha successfully executed all her sea trials, but the official relaunch had to wait until the next year.

On May 25, 1996, the MTM welcomed the first passengers on Minnehaha since 1926. After a re-christening by Louise Lowry, the granddaughter of TCRF president Thomas Lowry, Minnehaha left from the Excelsior public docks on her maiden voyage accompanied by a flotilla of 150 additional boats, ranging in size from small wooden runabouts to the Lady of the Lake charter boat. The Minnetonka Yacht Club fired a cannon as Minnehaha and her fleet steamed towards Wayzata; Minnehaha responded with a blast of her steam whistle. Following a stop in Wayzata, Minnehaha made a leisurely return to Excelsior, via a spell in Crystal Bay by the Lafayette Club.

Minnehaha returns to passenger service on Lake Minnetonka every summer, carrying passengers from Excelsior to Wayzata as well as various specialty cruises. In December 2003, the Museum of Lake Minnetonka (MLM) was formed to oversee Minnehaha; the MLM continues to operate and maintain Minnehaha today.

56 “Thank You for Your Generosity,” MTM Minnegazette, Fall 1994, p. 3.
**Summary**

*Minniehaha* is eligible for listing in the National Register under Criterion A at the local level for both the themes of transportation and entertainment/recreation.

The TCRT’s extension of its streetcar system into Lake Minnetonka via boats modeled after its streetcars created a unique transportation network of both streetcars and streetcar boats that allowed lakeside residents to commute to Minneapolis and a broad swath of citizens to access and enjoy Lake Minnetonka during the summer. *Minniehaha* is the only extant TCRT streetcar boat still in operation on Lake Minnetonka; three others remain on the lakebed and the remaining boats were scrapped. She serves as representation of the transportation network of the early twentieth century that linked various communities of the lake with Minneapolis in the era before the advent of the automobile and improved road networks.

For the theme of entertainment/recreation, *Minniehaha* provided an opportunity for those who did not own lakefront property or a boat to experience the open water, scenic views, and idyllic summer landscape of Lake Minnetonka. In the late nineteenth and early twentieth centuries, Lake Minnetonka was primarily known as a seasonal tourist destination, as developments geared towards year-round residents were slow to take hold. For a modest fee, working class residents of Minneapolis could escape the crowded confines of the downtown for fresh air and scenery in a period of time where the city offered few greenspaces for respite. *Minniehaha* provided a means for those without the means for lakefront property or a summer cottage in the area to still participate in summertime leisure activities on Lake Minnetonka.
9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)


Collections of Museum of Lake Minnetonka, Excelsior, Minnesota.


*Minnetonka Record* (Excelsior, Minnesota), 1905-1906

Previous documentation on file (NPS):

___ preliminary determination of individual listing (36 CFR 67) has been requested
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # __________
___ recorded by Historic American Engineering Record # __________
___ recorded by Historic American Landscape Survey # __________

Primary location of additional data:

___ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
x Other
  Name of repository: _Museum of Lake Minnetonka, Excelsior, MN_

Historic Resources Survey Number (if assigned): _HE-EXC-645_
10. Geographical Data

**Acreage of Property**  _less than one acre_

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**
Datum if other than WGS84: ＿＿＿＿
(enter coordinates to 6 decimal places)
1. Latitude: 44.903098  Longitude: -93.574655  
   (Current off season location in Excelsior, Hennepin County, MN)

**Or**

**UTM References**
Datum (indicated on USGS map):

- [ ] NAD 1927  or  -[ ] NAD 1983

1. Zone: ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ＿ ﾎ
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date:  March 2021

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn’t need to be labeled on every photograph.

Photo Log

Name of Property: Minnehaha

City or Vicinity: Excelsior
Minnehaha
Name of Property

County: Hennepin  State: MN

Photographer: Lindsay Hannah

Date Photographed: September 1, 2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

NB: The Minnehaha was out of the water and in dry dock, with routine maintenance underway, at the time of the documentation.

Photo 1 of 15: Starboard side of Minnehaha near the bow. Camera pointed north.
Photo 2 of 15: Port side of Minnehaha near the bow. Camera pointed south.
Photo 3 of 15: View from the bow towards the cabin. Camera pointed southwest.
Photo 4 of 15: Midship of the cabin on the starboard side. Camera pointed northwest.
Photo 5 of 15: Midship of the cabin on the port side. Camera pointed southeast.
Photo 6 of 15: Starboard side of the stern. Camera pointed north.
Photo 7 of 15: Propeller at stern, rudder temporarily removed for repairs. Camera pointed north.
Photo 8 of 15: View of interior of the cabin towards the bow. Camera pointed northeast.
Photo 10 of 15: View of wheel in bow end of cabin. Camera pointed northeast.
Photo 11 of 15: Lower window sash sliding into hold on starboard side of cabin. Camera pointed south.
Photo 12 of 15: View of seating inside cabin. Camera pointed north.
Photo 13 of 15: View of ladder to upper level of cabin. Camera pointed west.
Photo 14 of 15: View of benches at rear of upper level. Camera pointed north.
Photo 15 of 15: View of upper cabin looking towards the bow. Camera pointed northeast.

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

Section 9-end page 22
Minnehaha
Winter home of
140 George Street
Excelsior
Hennepin County
Minnesota
Minnehaha
Name of Property
Hennepin County, MN
County and State

Name of multiple listing (if applicable)

The boundary depicted here is for reference and not intended to represent the nomination boundary.
Minnehaha
Name of Property
Hennepin County, MN
County and State

Name of multiple listing (if applicable)

Figure 1: Location of Minnehaha in relation to Minneapolis-St. Paul.
Figure 2: Location of Minnehaha (off season storage) within Excelsior.
Figure A: *Minnehaha* approaching a dock in Lake Minnetonka. Image circa 1910. Collections of Minnesota Streetcar Museum, Minneapolis, Minnesota.
Figure B: *Minnehaha* and her sister boats at dock in Excelsior. Image circa 1915. Collections of Minnesota Streetcar Museum, Minneapolis, Minnesota.
Figure C: Interior of streetcar boat. Image circa 1906. Collections of Minnesota Streetcar Museum, Minneapolis, Minnesota.
Figure D: *Minnehaha* with crew (left to right): Unknown (purser), Orville McCormick (engineer), and R.T. Mann (pilot). Image circa 1915. Collections of Minnesota Streetcar Museum, Minneapolis, Minnesota.
Figure E: Twin City Transit Company route map for 1915. Collections of Museum of Lake Minnetonka.
Figure F: Minnehaha on Lake Minnetonka. Image circa 1906. Collections of Museum of Lake Minnetonka.
Figure G: The hull of the *Minnehaha* shortly after raising. Image August 30, 1980. Collections of Museum of Lake Minnetonka.
Figure H: Minnehaha on display. Image circa 1990. Collections of Museum of Lake Minnetonka.
Figure I: Hull of Minnehaha prior to relocation. Image July 1990. Collections of Museum of Lake Minnetonka.
Figure J: Repair and refurbishment of *Minnehaha* in progress. Image ca. spring 1995. Collections of Museum of Lake Minnetonka.
Minnehaha
Name of Property
Hennepin County, MN
County and State

Name of multiple listing (if applicable)

Figure K: Minnehaha on Lake Minnetonka. Image October 2019. Collections of Museum of Lake Minnetonka.
Minnehaha
Name of Property
Hennepin County, MN
County and State
Name of multiple listing (if applicable)