

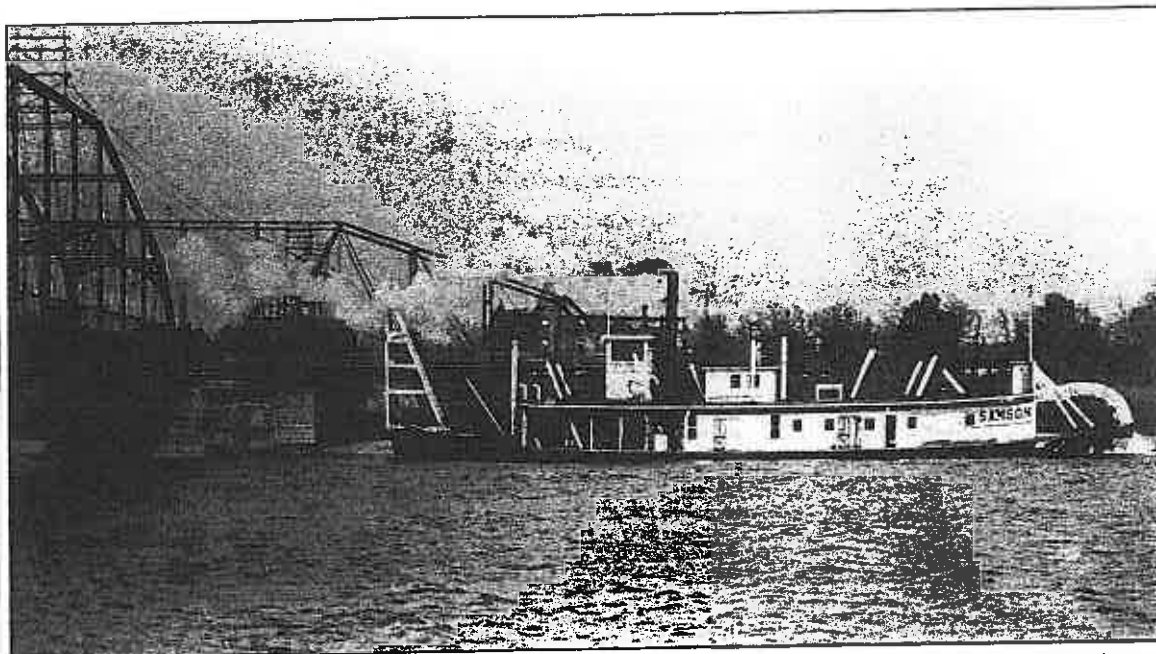
Mississippi Crossings

Steamboat Landing Anoka-Champlin Bridge

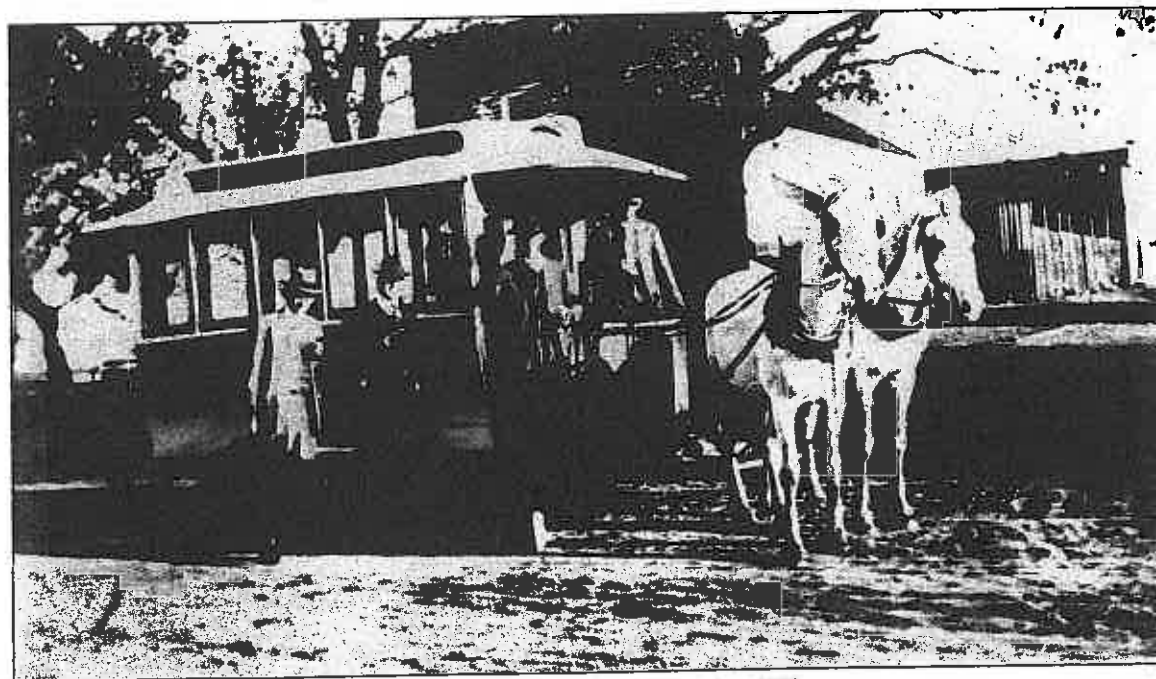
As early as 1849, there are reports of steamboats landing at the Mississippi Crossings site on trips between Minneapolis and Saint Cloud.

The next two pages include an 1852 steamboat schedule including the Mississippi Crossing site, a stern wheeler passing through the former swing bridge at the Crossings and the first fixed bridge build at the site in 1884.

The photographs are taken from the book, "*Champlin: On the Mississippi Revisited 1852 – 1979.*"



(Above) Champlin-Anoka Swing Bridge shown "hand cranked" open to accommodate the stern wheeler "Samson" passing through on it's way up the Mississippi River. (note: Kline Sanitarium in rear). It was owned by the Mississippi and Rum River Boom Company.



Anoka-Champlin horsedrawn street car. The fare was five cents. It ran from 1885 to about 1890.

The Monticello Republican Scheduled Stops	Passenger Fares	Freight per 100 weight
Rice Place, Manomin (Fridley), Harrisburg N.		
Brooklyn Park, Champlin and Anoka50	.15
Itasca, Crow River (Dayton & Portland)	1.00	.20
Northwood, Chelsea	1.25	.20
Quincy, Orono, Pleasant Grove, David Landing, Bedford	1.25	.25
Union, Monticello	1.50	.30
Fremont	1.75	.35
Big Bend	1.75	.35
City of Clearwater, Clear Lake	2.00	.35
St. Augusta, Babteste (Babtist Landing),		
Sauk Rapids, St. Cloud	2.50	.40

Meals \$0.25 extra. Handling freight from St. Paul levee to aboard ship at St. Anthony per 100 pounds additional.