

1871



1946

BRAINERD

BY

CARL ZAPFFE

"75"
BRAINERD

MINNESOTA

1871-1946

SEVENTY - FIFTH ANNIVERSARY

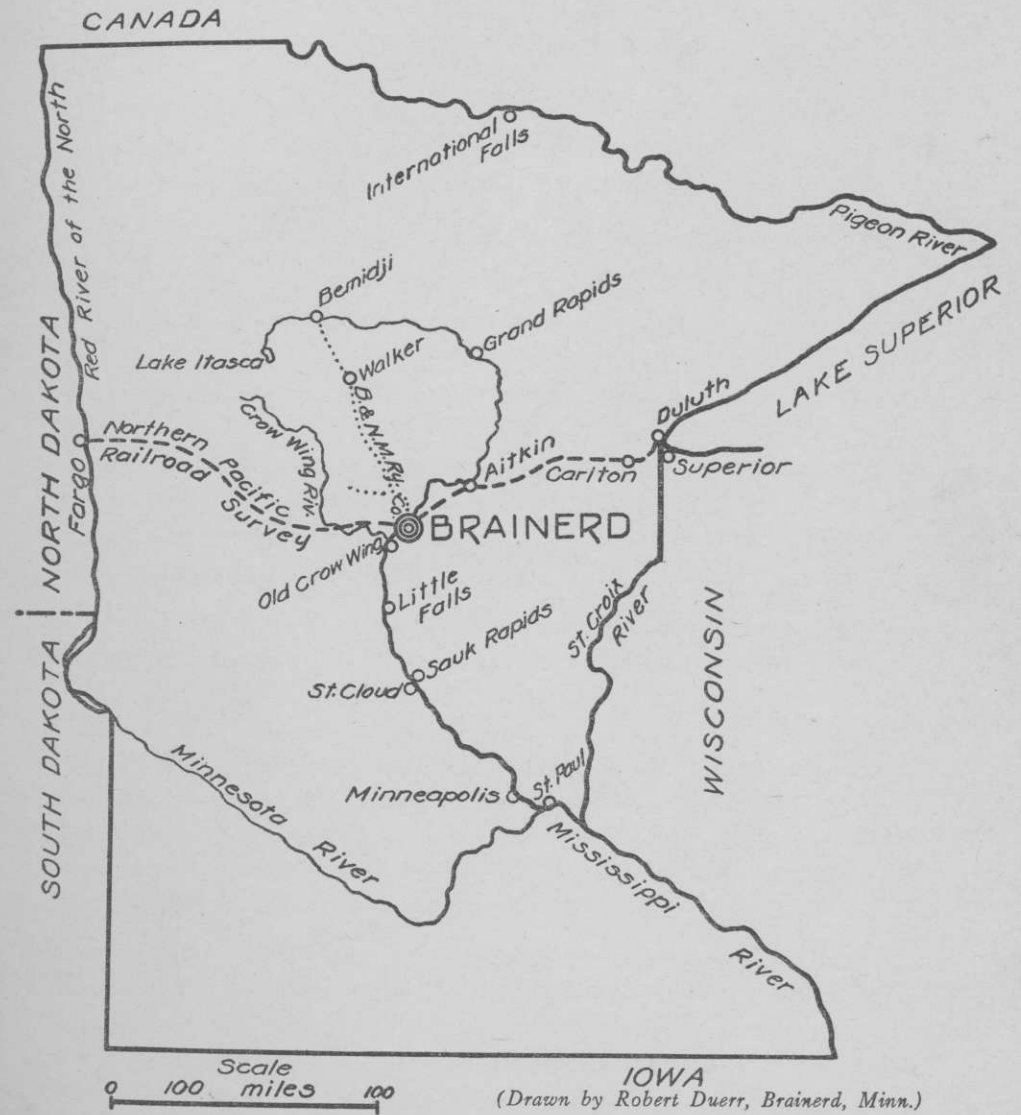
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Map of Minnesota showing the location of BRAINERD and the routes of the original Northern Pacific and Brainerd & Northern Minnesota railways.

*"Handle the truth roughly;
she is no invalid."*

RALPH WALDO EMERSON

PREFACE

At a Rotary Club luncheon last November, a diner opposite me said: "You don't know it, but you have been appointed Historian for the Seventy-fifth Anniversary of Brainerd to be celebrated in June of 1946."

My response was: "Ingolf Dillan wrote an excellent book when Brainerd celebrated its 50th Anniversary; so why prepare another one now?"

Dillan's book, entitled "*Brainerd's Half Century*," was designed to appeal to homecomers in Homecoming Week, July 3 to 9, 1922. Each day of that week was dedicated to celebrating a special feature, one was "*Old Settlers' Day*," another "*Railroaders' Day*." Many efforts had been made to get former residents to return to renew acquaintances. To conform with this theme, Dillan prepared a profusely illustrated book to depict old-time episodes and revive old-time characters, but he disregarded continuity or succession of events.

During that week of visiting the interest of the populace was centered largely in learning where those still alive were living. "Do you remember when . . . ?" "Those were the good old days." "I'll never forget the time when . . ." It was such talk that earmarked that week. The homecomers and old-timers had been active participants in the formative period of the city. The desire for pioneer living which had brought them here became, as frontier days passed on, that same living they sought to continue elsewhere. They had come back, in 1922, to see what their successors had made of the opportunities opened for them.

After seventy-five years, few of that first decade are among the living; also, that frontier town of the '70s and '80s, with its Indians, blueberries, and logging to typify it, has changed into Minnesota's prominent, vigorously progressive, modern industrial community. Brainerd, at the age of seventy-five, is not to be judged by personal anecdotes of former days or by epitaphs of departed pioneers but by economic and industrial development of the '20s, '30s, and '40s. This city of over 12,000 people is among the foremost growing cities of its size. A history written today does not

begin where Ingolf Dillan left off but need be a review of the entire period to show the broad foundation of this industrial growth.

I agreed to write a history on that last premise. Individuals are to be given a place only as they became essential factors in the permanent industrial development of Brainerd. This does not preclude cultural and civic developments because without them a city is but a hollow shell, and industry cannot survive. Readers, who may think certain incidents and people are not receiving adequate recognition, should remember that this history is not intended to be a compendium of all things and all people. I write this history as a pastime, as well as to supply a reliable record, and while I am still fully occupied by my daily professional duties.

CARL ZAPFFE.

Brainerd, Minn.
February 16, 1946.

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the finger directly at the main sore spots of the city. Halsted resigned on December 17th and R. R. Wise succeeded him as mayor.

13.

It is strange how slow some communities are to react to new forces and elements. In that certain respect 1907 was perhaps the duller of years in the history of Brainerd. There was still a pall hanging over the city, and many people were still living here who had depended on wood and lumber for a livelihood. The council practiced extreme economy and no construction work of any sort was being done. It was also one of the depression years in the nation's history.

In such an atmosphere it was welcome that on June 28 Wm. P. Bartsch, a teacher of music, organized the Brainerd City Band. It met with success; and though the directors have changed often, the band has never failed to perform every year since then in its capacity as a municipal band.

The Sleeper Block on Front Street, near the First National Bank building, got on fire and drove out the Brainerd *Dispatch*. It then established itself on Sixth Street, where it has been ever since. This change of business location effected an improvement for that newspaper, and it became a big benefit for the city industrially; but with it came a warning issued by insurance companies about the very many fires in Brainerd and the excessive losses—and a notice of an increase in rates!

In December of 1907, and again under President Elliott's leadership, the railway company opened for operation a timber preservation plant. It is one of two on the entire system. Since 1930 A. J. Loom has been serving as General Superintendent of the two plants. He has provided the information that as of January 1, 1945, the trackage maintained by the railway company contained 26,648,694 cross-ties and that 99% of them (26,382,194) had been treated with preservative. As the average tie-life is twenty-six years, one million ties must be replaced each year. The Brainerd plant has a capacity to treat 720,000 ties per year, and for that work uses 180,000 gallons of oils. Since the Brainerd plant was started it has treated a little over 17,000,000 ties. In 1945 an addition costing \$100,000 was added to the Brainerd plant. Such has been the growth of that department. Who can say what that foretells about the future industrial life of the city? In 1907 it made only little impress.

14.

A turning point is reached in 1908. Former Mayor Halsted's admonitions as to a Home Rule Charter and a municipally owned water system were being accepted.

A new charter commission, with Edward Crust serving as chairman and with such informed men as Halsted, Hemstead, Cohen, McKay and

Farrar as some of the members, on October 9th submitted its copy of a Home Rule Charter to Mayor Wise. At the November election it was adopted. Thereby the term of office for Mayor was fixed at two years beginning May 1st. The election for mayor that November went to Crust. He served long as foreman of the Northern Pacific blacksmith shop, and like other shopmen served faithfully in many official capacities such as county commissioner, city alderman, mayor, member of the school board and of the charter commission.

The important and significant progressive step about the charter was that it created a Water & Light Board of long tenure to manage and operate the water and light utilities, rather than have aldermen attempt it; it also established a Library Board and a Park Board. The men who subsequently served these three Boards as presidents are shown in Appendix D. Their lengths of service bespeak the success of this method.

The steps taken with reference to the water supply are very interesting. The situation had become so aggravating that when the council, on June 17, 1907, attempted to renew its rental contract with the Minnesota Water Works company, it proposed that an option of purchase be included. It got from that company a contract for six months beginning January 6, 1908; however, in March following, the company submitted to the council an offer to sell and was agreeable to accepting \$159,000,—for "lock, stock and barrel."

That called for assistance. As a first step the council engaged a consulting engineer to supply plans and advice regarding what to do, and at the same time it designated April 28 as the date for a special election for voting on the purchase at \$159,000. Ideas came often, and the election date was changed often. Somehow the price became reduced to \$120,000, and for its approval the election date was fixed for June 23.

The Commercial Club, then under President Wise's guidance, sent a letter to the council and recommended that the city not buy at that price but begin condemnation proceedings and buy at the price fixed by a Commission. The council thereupon rescinded the June election date but named July 14, and engaged a Special Counsel. "Any old port in a storm," says the sailor; and so it seems, too, did citizens vote approval just to get rid of that water aggravation. However, on August 3, the council decided otherwise and instructed the Special Counsel to take steps to get condemnation proceedings started.

When Edward Crust submitted his initial message to the Common Council on November 17, 1908, he indicated his lack of faith in the work done by the city's consulting engineer and urged the council to go ahead and perform according to law, condemn the plant, buy it and establish a municipally operated water plant and put it in condition to give the citizens suitable, adequate, and efficient service. It is needless to detail more than to say that a Commission of three appointed by the District Court arrived at a valuation of \$57,500, which is \$101,500 less than the

INTRODUCTION

The prospective arrival comes to Brainerd because of what he believes he can do for himself and for his community in future years. This future depends basically on what sort of natural resources his surrounding area has and how they regulate his attempts and influence his privileges to use them. Generally he finds that those usages are linked with what others had done about them before his arrival. With that in mind, we need begin the history by relating first why Brainerd came to be a city at its recorded spot on the map; then, how it developed from its pristine status to create eventually a base on which large industrial developments could be established. Finally, one need disclose what that base is like today and what is already erected on it.

By a strange coincidence, the underlying causes for the successive developments of Brainerd seem to correspond closely to passage of time measured by decades. In a larger degree we must give heed to the economic and social fact that from 1850 to 1900 the great Northwest was being opened to development. Building railroads west from the Mississippi River to the Pacific Coast was long in planning and when built in the northern tier of states, they penetrated long stretches of forest and traversed prairie land and two continental mountain ranges. In Minnesota countless trees had to be removed to make room for new cities. Where topography and natural resources comprised a fortuitous combination, pioneering activities came promptly into being and were promoted by people who were vigorous, sturdy, restless with abundance of energy, and migratory by nature. One of the three principal trans-continental lines crossed the Mississippi River near its source. In its westward progress this railroad left its advance human cargo long enough in camp at such a river crossing (in 1870-1871) to create a village. That eventually became the city of Brainerd. By 1900 that surge to the far west had ended. Then what?

During that formative period the woodsman's axe was cutting an enormous footage of pine trees in this portion of Minnesota and was enabling Brainerd to convert from a railroad town to a lumber town. The logging

industry made much use of the Mississippi River, which at Brainerd flows through a prominent valley measuring 62 feet in depth and 600 feet in width at the top, but the water is at best only 10 to 12 feet deep. The local saw-mills supplied ties and bridge timbers for the western railroad extension, but when that period of railroad building ended, it was not long before the timber resource of this area became exhausted. Woodsmen then moved westward and quiet came over the land. Support had next to come from agricultural development of the soil. This inaugurated the new century. Shortly there came to light a resource below the agricultural soil, and iron ore made its contribution to the list of natural resources and industries at Brainerd.

The second or transformational period endured from 1900 to 1920. That period gave impetus to mercantile development, and the population became more permanent. This inside employment, not a physical degeneracy as often charged, led to a type of outdoor recreation for needed exercise which effected greater use of the abundant water and the wild game resources in the Brainerd environment. Unique, indeed, is the fact that between 1915 and 1945 this effort at providing pastime locally developed gradually into a tourist industry so big that Brainerd progressed to the front rank of this state's vacation-land business, of a proportion not even dreamed of in prior years.

We come now to the decade of the '40s, best described as the War period. All that has gone before constitutes the foundation on which the future of Brainerd depends. It is not easy not to be biased about it. Certainly we feel no concern about it. The record will speak for itself. We need here say only that it speaks loudly and in an exemplary manner.

BRAINERD IS BORN
The Formative Period
1870-1879 inclusive.

1.

To whom belongs the distinction of having seen the site first? We do not know with what fact to begin.

Could it have been Lt. Zebulon Montgomery Pike, United States Army, who probably viewed the site in his exploration trip up the Mississippi River in 1805 to find its source? Or, assuming Pike passed it by, could it be that G. C. Beltrami on a similar mission might have seen it in 1823?

It is on record that in 1837 C. H. Beaulieu built a trading post at the confluence of the Crow Wing and Mississippi Rivers. He traded for the Hudson Bay Company. Could he have dealt with men who hunted and trapped among the pines where Brainerd now is? In 1838 the youthful explorer Jean Nicholas Nicollet stopped at Beaulieu's post while on his way up the river; at the post he also met the Catholic Father Pierz; could one or the other of these two men have stepped among the pines of Brainerd in the pursuance of their duties? In 1844 Allen Morrison succeeded Beaulieu as factor at the post. The Morrisons were known to be roamers over a wide area. Could Allen have been first?

In 1857 Benj. C. Borden is said to have platted a townsite for C. W. Gallagher et al. on the east bank of the Mississippi River in parts of Secs. 5 & 8, Twp. 45N.—Rge. 30W., and named it French Rapids. This site is about one mile northeast of the present dam at the paper mill. The plat was never recorded. It showed a space on the river bank said to have been reserved for a mill site. The mill was never built, but somebody besides Borden must have been there and examined the timber and may have coveted the growth of pine on the future Brainerd site two miles southwest. That place in the river is still identified vaguely by the name French Rapids, although the backbay from the present dam covers all of the rapids. But why the name French was used and which Frenchman passed there and was thus to be commemorated, nobody knows.

The same narrator stated that in 1857 a plat was recorded with the Register of Deeds of Morrison County, bearing the name North Crow Wing. No description of the premises was shown on the plat. He said that part of the plat looks as if part of the Brainerd site was included. Nothing seems to have come of that attempt to commercialize a piece of land.

On May 23, 1857, a new county was created. It was named Crow Wing, bearing the same name which had developed for the Beaulieu-Morrison trading post six miles southwest of Brainerd. (For the title history of Crow Wing County see Appendix O.) Insofar as judicial purposes were concerned, this new county long remained associated with Morrison County. The first Board of County Commissioners consisted of Wallace Bean, Henry Whipple and Fred W. Peake. Bean became the chairman. He had arrived in Crow Wing village in 1856, Whipple and Peake in 1857-'58. Those men might have been early visitors to the Brainerd site.

This county government, well known to have been conducted without sufficient regularity, was abandoned in the early '60s. By Legislative Act, dated January 19, 1870, the county government was re-established and on February 3, 1870, reorganization was attempted. The county was now ready to do business, and the day was near at hand when the firstcomers become less uncertain as to identity. However, from the records we still do not learn which individual came FIRST.

2.

On July 2, 1864, President Abraham Lincoln signed the Congressional Act which gave federal charter rights to a newly formed Northern Pacific Railroad Company. Congress did this for military reasons. Also it wanted transcontinental railroads to help open and settle the West, the new frontier of the nation. This one was to follow a route through the northern tier of states from the head of Lake Superior to Puget Sound, or the Pacific Coast. After much delay construction was started February 15, 1870, at a place now known as Carlton, Minn., which is twenty miles west of Duluth. The former governor of Vermont, J. Gregory Smith, was president of the company at that time. Vermont people played an important part in what was to follow.

Building the railroad gave rise to platting and developing many cities along 2,000 or more miles of rails between the eastern terminus at Duluth and the selected western one named Tacoma. This railroad activity determined the life and the industrial character of each town during its formative period. Some of these new towns outgrew that initial stamp and changed their industrial and social patterns. Some towns became stagnant and some actually passed out of existence.

Along this northern route the new railroad would necessarily have to cross the Mississippi in its upper reaches. The surveyors for the route examined first a crossing at the Beaulieu-Morrison trading post at Crow Wing, and then the site of French Rapids, but in June of 1870 determined on one at what the U. S. Land Surveyors designated Sec. 24, Twp. 45N.—Rge. 31W., 4th P.M. This crossing is virtually midway between the two routes previously surveyed. There is no gain saying that these several sur-

veyors saw this site and they could be said to be FIRSTS. However, we still do not know the names except that one of the party was M. C. Kimberly, who years later became Division Superintendent and did much to help Brainerd.

A camp was pitched on the east bank of the river, but the surveyors pressed forward and during that winter staked a route westwardly toward the valley of the Red River of the North. However, the point of crossing needed a name; for want of any other reason, The Crossing is what resulted. That became the start. Each day the construction crews and their cars drew closer and on March 11, 1871, the first of them arrived at The Crossing. Both the engineer and conductor remain unknown.

Reaching The Crossing seems to have been a high point of achievement because promptly a short train carrying company officials rolled into camp on March 14. Its engineer was Adam Brown. A certain glamour goes with being the engineer of a train that arrives. Adam Brown became identified with city affairs for many years. Subsequently, trains came often to The Crossing, but trips were irregular and were scheduled as needed.

3.

From the time of its inception, the railroad organization recognized that it had two special functions besides building a line and operating engines. One was to build station points or townsites and the other was to colonize the region which it traversed. For these two purposes it organized special departments and agencies.

It created Lake Superior and Puget Sound Company, incorporated in Maine. Thos. H. Canfield was its president. Platting townsites, selling town lots and locating industries in suitable places with respect to rail service became its principal purpose. One of the first tasks this new subsidiary company had was to study the economics of the situation at The Crossing. Not only did the railroad cross the big river at this spot but the item of river transportation was a very important factor in its favor. Also, it was near to the Fort Ripley-Crow Wing-Leech Lake military trail, which, like the river, aided in the trade with Indians for blueberries, cranberries, furs and game. It was an area thick with timber; and with the river flowing by and facilitating log drives, The Crossing appeared as a favored site for sawmills.

Late in the summer of 1870 came Lyman P. White from Vermont. He was sent to The Crossing to perform as Agent for Lake Superior and Puget Sound Company and to get things organized if the situation continued to appear favorably. Because trains were not operating, he came by stage from Sauk Rapids to Crow Wing and then to The Crossing. He was sixty years of age, large and robust, also rotund about the waist. He came to be familiarly known as "Pussy" White. He died August 28, 1902,

at the age of ninety-two. He is buried in Brainerd. Because of his many good deeds and deep interest in civic affairs, he has frequently been referred to as "Brainerd's First Citizen" and the "Father of Brainerd."

Shortly after the arrival of L. P. White came Chas. B. White, on September 20. These men were unrelated. The latter was, by contrast, a youth of about sixteen. He also came by stage from his home in Peoria, Illinois, to Sauk Rapids and to Crow Wing, from which place he proceeded up the Leech Lake trail. This trail was on the west side of the Mississippi River, and near the present village of Sylvan one forded the Crow Wing River. About one mile north of the ford, White saw the E-W survey line which the Northern Pacific surveyors had cut and staked across the trail. He followed these stakes eastward. At four miles he passed the place which a dozen years later received the name Frenchman's Crossing because a newly constructed wagon road crossed the railroad where a French settler named Fierelle had erected his home. Eventually young White came opposite (west of) The Crossing camp. He then stood where the Northern Pacific hospital was created in 1882. Looking across the river he saw many tents but only one building. That was the shack the other White had erected to serve as a temporary office.

C. B. White came over the river in a wanigan. He found his father, Edward White, a carpenter, and a brother, Isaac U. White, busy nailing boards for more buildings, one a Trading Post (as it came to be known) to be operated by the firm Fuller & Huestis. A little later, on October 10, a hotel and boarding house for railroad workers was completed by Stuart Seeley; it was the second building to go up, and became also the first one to go up into smoke a few years later. The third building was used as a saloon, and the fourth as a private residence for L. P. White. White's residence was situated far away, on what became the southwest corner of North 7th and Juniper Streets.

Most important, and eventful beyond measure, was a large wooden-trestle bridge built across the river for exclusive use by the railroad and completed in March, 1871. Other traffic was by row boat, or wanigan—the ferry and river boat in woodsmen days. The railroad consisted of four wooden abutments, about 100 feet or less apart, the central two in the water. At the land level the bridge was 647 feet long and 62 feet high. The west span collapsed in 1875 in a tragic manner.

We are still in The Crossing.

4.

There is not much on record about the fall months of 1870. The assumption is that L. P. White made arrangements for platting a townsite where The Crossing had been established, but it was to be a whole year before such results were made public.

Once the desired area was determined, it became necessary to acquire

title to the land. That accounts for the apparent hiatus in the historical record, a portion of which was published in 1885 by E. V. Smalley. He said that a party of speculators living in Little Falls, thirty miles southward, were watching the surveyors stake out the route. Immediately they drove by horse and wagon to old Crow Wing and from there made their way northward by canoe. Then Charles Daly (also spelled Darby) at once built a log cabin on the grounds where the Northern Pacific shops now stand and made it his homestead. He was essentially a "claim jumper." He was bought off by the Lake Superior & Puget Sound Company. Various deals were agreed to. In part, the title to lands wanted by the Lake Superior company went to Mrs. Hester Gilman, of Little Falls, some being U. S. Patents issued on December 10, 1870; but the transfer to Lake Superior & Puget Sound Company was effected earlier, on August 13, 1870.

Meanwhile came the spring of 1871 and in March the first trains rolled into The Crossing. Immediately the Railroad company began erecting a Headquarters Hotel. This stood on the right-of-way and on the present depot site; a few hundred feet further to the east, the company started a three-story depot and general office building, where the water tower now stands. About three-fourths of a mile to the east of the depot it started building car-repair shops. All these structures were on the north side of the track. This building work was completed in 1872.

Because these structures were on the charter right-of-way, platting that ground was not required. However, it seems that already some advance planning had been done. For example: paralleling the right-of-way on the north side was Main Street, on the south side Front Street, and most logically at right angles to both and passing midway between the hotel and depot was Sixth Street. On September 19, 1871, Thos. H. Canfield, president of Lake Superior and Puget Sound Company, signed a plat that had been staked out and drafted by Joseph E. Turner, Surveyor. Official witnesses were Lyman P. White and George W. Sweet. On the 25th it was filed for record, at which time C. H. Beaulieu, Jr., was Register of Deeds for Crow Wing County. The name which the plat bears is *BRAINERD*. Near the center of the plat is a square area measuring two blocks on a side, but not subdivided into lots or streets, marked *GREGORY SQUARE*.

How did these two names come to be selected? The president of the Railroad company at that time was John Gregory Smith. He objected to Smithville or Smithton for the city. His wife's maiden name was Brainerd and Gregory would serve for the Square. Thus, by this city the names of the president and his wife are being carried forward every day, and forever. The first settlers had a different idea about this and wanted the new town named *OGAMAGUA*. In Indian language this conveyed the idea of a swift movement across a river—*THE CROSSING*.

As then platted, the Original Town of Brainerd contained all the land north of the railroad track lying between the river on the west and present Tenth Street on the east. The barrier on the east was a wide and deep ra-

vine in which flowed a small creek. It seems never to have had a name, except creek or ravine. (Ages ago a large river carved out this valley, about 600 feet wide and 40 feet deep.) South of the tracks the east boundary was Seventh Street as far as Quince Street. The south boundary was Quince Street from Seventh to Fourth. On Fourth Street the boundary was from Quince to Maple. On Maple the boundary was west from Fourth to the Mississippi River.

The most northerly street was Bluff Avenue. It was designed to follow the river bank, but all other streets were laid out due E-W and N-S. The N-S streets were given numerical identification, while for the E-W streets an alphabetical sequence of familiar trees was used.

5.

Often we wonder where people came from, and why.

Shortly after the two White families arrived, came a Dr. Samuel W. Thayer and his brother Charles P. Thayer, from Vermont. The Railroad company wanted medical service available at this outpost of civilization and persuaded Dr. Thayer to go west. The two Thayers did not stay long, but in their brief sojourn they started several cultural institutions that have endured to this day.

Immediately upon his arrival, late in the fall of 1870, Samuel Thayer is said to have made use of a small log house near the river bank in which he read Episcopal services. Mrs. L. P. White led the singing. It was the first church service in The Crossing. In the fall of 1871 St. Paul's Episcopal Church was erected in the woods north of the tracks, on lots donated to the Bishop by the Lake Superior and Puget Sound Company. On the plat of the city subsequently filed this site became the northeast corner of Seventh and Juniper streets, or immediately east of Gregory Square. White's residence stood on the corner south of the Square. Rev. J. A. Gillfillan became the first rector, but when on November 15, 1871, the first wedding in Brainerd was performed in this church, Rev. A. B. Patterson, of St. Paul, officiated.

During the latter part of 1871 and early in 1872 the St. Francis Catholic Church Parish was established by Rev. Francis Joseph Buh. This structure stood on South 5th Street, at the west end of Maple Street, adjoining what came later to be known as the hay-market and now the court house grounds. This church was destroyed by fire, after which another was erected on Ninth and Juniper.

As soon as the townsite plat was recorded in September of 1871, Brainerd was made the county seat of Crow Wing County. Even before this recording Brainerd was an established post office because on December 27, 1870, Dr. Samuel W. Thayer was appointed the postmaster.

We should here record the arrivals late in 1871 of three men who came to play leading parts in the city history. The career of one man was mer-

cantile, for another it was judicial, and for the third it was building management and publishing.

In September of 1871 came Eber H. Bly. On 6th and Front Streets he erected the first general mercantile store. Bly's store was on the first floor; the second was used for theatricals, dances, and political rallies; the attic was used by lodges. This building remained until fire destroyed it in 1904. "Bly's Hall" was truly a land mark for thirty years.

In October of 1871 Geo. W. Holland arrived from Berlin, Wisconsin, to practice law. He was born March 23, 1843, and had been graduated in 1868 from the University of Wisconsin from which he went to a southern Minnesota town for a short time. Of Holland much will be related as Brainerd grew.

About the same time came Wilder W. Hartley. He was an able businessman. He erected many buildings for renting and long published and edited a newspaper. He engaged in a varied sort of enterprises for about thirty years.

Three other men who merit mention supply a unique combination, one born in Germany, one in Ireland, and one in Norway. Adam Brown, born in Germany in 1845, died in Brainerd January 27, 1921. He, as engineer, brought the first train into Brainerd. Soon after Brown, a construction train engineered by James S. Gardner arrived. Gardner was born in Ireland in 1843 and died in Brainerd February 17, 1924. He served as alderman, mayor, county commissioner; farmed eighty acres; operated a hotel; erected a brick store building and dance hall. Arriving with the first group of men to work for the railroad, in 1871, was Anton Mahlum. He was born in Norway in 1849 and died in Brainerd September 23, 1926. He served as a clerk in the railroad shops, but soon embarked on enterprises of his own. All those things of his have become effaced, but his signature, appended for very many years to the Minutes written as City Clerk and as County Auditor, will remain as long as the ink can be read. These three hardy pioneers, who lived seventy-six, eighty-one and seventy-seven years respectively, became well known to this author.

A few more men with familiar names who arrived at about that time were L. B. Perry, S. W. Taylor, T. C. Barnes, Stuart Seeley, L. W. Peake, W. P. Spaulding, Timothy Brady and Dr. John C. Rosser.

At the Northern Pacific shops, construction work was continued into 1872. This afforded many job opportunities for local men, a situation which created for this fast growing infant community many social needs and services.

6.

We review now events of 1872. The newly platted townsite was in the sprouting stage and developments must be viewed from that angle.

On February 10 the people were amazed to see No. 1 of Vol. 1 of a local newspaper. It was a single sheet, had six columns and bore the name

The Brainerd *Tribune*, although it was being printed in St. Cloud. A year before, on February 10, 1870, the population of this place was ZERO, but two years later this newspaper already sold 300 copies. That tells a story of progress. M. C. Russell owned and published this paper.

On the 13th the Brainerd Fire Department was organized. It is fully in keeping with experiences that Brainerd came to have the unfortunate reputation for many fires. Some say Brainerd came to be beautified by its many fires. Maybe so.

On the 29th the State Legislature authorized the county to issue bonds to erect a court house. Presumably there was rivalry in this sparsely settled part of the state about which place was to have the court house; so cold water was doused on the project and it was kept submerged until 1883.

The first school was a private school. It was started and conducted by Miss Julia Fitzgerald in 1872, on the west end of Front St. Late in the same year a Brainerd School District was organized, it was to start functioning January 1, 1873.

On June 2 a meeting was called by Dr. S. W. Thayer and Rev. J. A. Gilfillan of the Episcopal Church, to speed up the promotion of starting a public library. This was an ambitious enterprise. They had collected \$160 as a contribution toward a fund. Let it be noted here that an association did not come into existence until 1882, when other new comers were fired with the same zeal.

On August 8 Charles P. Thayer, already a member of a Masonic lodge in Vermont, again assembled a group of aspirants and applied for a charter for a local lodge. He succeeded, and Aurora Lodge No. 100 was chartered Jan. 1, 1873. It held its meetings in Bly's Hall for many years. The lodge is still in existence and in excellent state as to functioning and resources.

On August 13th the First Congregational Church of Brainerd was organized. A house of worship, donated by President J. Gregory Smith, was dedicated on January 22, 1873. Smith wanted religious services established and encouraged people in various ways. No doubt Methodist and Baptist services were conducted in 1871, but the First Baptist Church was not organized until September 8, 1872, nor the First Methodist until October 13, 1872. There were, therefore, five churches in the new townsite before 1872 came to a close. That was an excellent beginning.

On October 5 Brainerd is said to have held the first County Fair. We cannot find out what was exhibited nor how successful it was; at least we know that promoting agriculture was being given consideration in this new region.

During this year Brainerd made a start in the lumber industry. Where up the river the logs may have been cut is not recorded; but we know that the townsite had been platted in the midst of a pine forest and every time another building was to be erected or a street opened for travel, many trees had to be removed. These were undoubtedly the fodder for

a sawmill, the first of which was erected near the east end of the railroad bridge by Barrows, Prescott and Bassett. E. H. Bly bought this mill two years later, relocating it on the north shore of Boom Lake and added a planing mill. Railroad timber and ties were urgently needed, and with all the building in progress there must have been a big demand in Brainerd for lumber, shingles and lath. The logging village of Aitkin had been in existence a long time before Brainerd days could be reckoned. Therefore, it is not surprising to learn that the Steamer Pokegama made regular trips between the two places, and northward to Grand Rapids. To Aitkin it was a matter of seventy-one miles for the wood-burner steamer, but it served much better than the 27 miles of rail. A few years later the steamer caught fire and was destroyed.

In June came a man on a business visit who was to make Brainerd his home in 1885 and then rise to great veneration and carry the cognomen of "Brainerd's Grand Old Man." He was Charles N. Parker. Originally from Milwaukee, Wisconsin, he came to Brainerd in 1872 to help supervise building the foundry at the Northern Pacific shops. He was then associated with a foundry in St. Paul, and with W. H. Topping was interested in the foundry business in several other cities. That his worth to Brainerd is inestimable will be observed as the industrial development of Brainerd begins to unfold itself.

Another man to rise to prominence in the new city was Chauncey B. Sleeper, a lawyer. He was born in Erie Co., N. Y., January 11, 1838, studied law in Buffalo, and served as Colonel in the United States Army of the Potomac in the Civil War. A few years after arriving in Brainerd, his wife operated a boarding house on the southeast corner of Eighth and Laurel Streets. He soon rose to high positions. Sleeper's name will be heard in very many different enterprises. He was a go-getter and a man of great vision. He died at the age of fifty, but he crowded many experiences into his eighteen years of residence in Brainerd.

7.

The year 1872 got off to an excellent start; but as is true of an individual, so also does a town suffer from hard blows. Brainerd was now to receive its first blow. From what has been herein related, it is plain to see that Brainerd burst into bloom from the impetus of railroad building and nothing else. It follows that it would be supersensitive to the fluctuations in the fortunes of that industry. That characterized the Brainerd business tempo for many years.

The Railroad company had from the start been financed by the house of Jay Cooke & Company, of Philadelphia. In August 1872, it became known that Jay Cooke & Company was in a weakened condition through speculations in western developments and new railroad building. With it came the announcement that J. Gregory Smith had submitted his resigna-

tion as railroad president, to become effective October 1. One year later in September, Jay Cooke & Company failed. Inflation was over the land. The entire episode came to be known in our nation's history as the Panic of '73. The Northern Pacific Railroad Company was forced into receivership, its general offices were transferred from Brainerd to St. Paul, and with those occurrences Brainerd suffered its first loss.

Then came two years of hard times for Brainerd.

8.

We shall now examine what transpired in the new townsite during the twelve months between the Jay Cooke & Company announcement of weakness and then of failure.

In the fall of 1872 a charter was obtained under which the townsite of Brainerd became authorized by the State Legislature to incorporate to constitute a city. By a vote of the people the council-aldermanic form of government was adopted. This form has continued to this day, although not without attempts to change it. There was to be a mayor elected at large and two aldermen from each of three wards. Eber H. Bly was elected and became the first mayor. On January 11, 1873, the six aldermen met and organized the first Common Council. From among their number they elected Lyman P. White president of the council and appointed C. B. Sleeper City Attorney. Two weeks later M. C. Russell was appointed City Printer.

Among the first ordinances passed were the ones that regulated the public social life and privileges, the nuisances and misdemeanors. We see from this that a fine group of men succeeded to high office right from the start. In fact, Brainerd's early record is replete with evidence that law and order must prevail. Naturally, now and then somebody kicked over the traces. What the problems of the social life might have been like can be evidenced by an article Editor Russell printed in his *Tribune* on February 22, when he listed five churches, twenty-one stores, fifteen saloons, eighteen hotels, boarding places and lodging houses. It was plainly a period of building a new town in the wilds and supplying men and material for the new western railroad extensions and the opening of logging camps up the big river.

Another threat of destruction by fire led to officially introducing on March 4 the first Hook & Ladder Company. To help it put out fires, the council ordered on the 21st of that month that four public wells be built. Those wells came to have historic significance.

There are other items of interest. The American national game reached into the pines, and the first Brainerd Baseball Club was organized in 1873. On the more artistic side of life, music lessons were made available to those who so wished them. And for good measure we may add that on April 28, 1874, a "Young Men's Club of Brainerd" was organized to provide

facilities "for social gatherings and offset influence of the saloon," as was recorded at that time.

The druggist, unlike those of today did not sell sandwiches and ice cream sodas but he had his own peculiar type of sideline. From the start the post office in Brainerd was moved from one place of business to another, depending on whosoever was the postmaster. The post office was established December 27, 1870. Until June 24, 1873, Samuel W. Thayer, the doctor-druggist served as postmaster. Then, until August 2, 1879, it was druggist Sylvester V. R. Sherwood. From 1896 to 1900, from 1914 to 1923, and from 1933 to 1940 the druggists had the grip on this specific public service. For names and term of office, see Appendix G. It could be presumed that the mail tended to increase the sale of pills because the records are woefully lacking in information about what the residents were enabled to have by way of professional medical services, and who pulled the teeth. Was it the barber?

9.

Population in 1875 had grown to 931. For the years 1874 to 1878, inclusive, business in Brainerd was paralyzed. Little can be said about new developments. Perhaps a trend may be seen.

In March of 1875 General Cass, formerly of the Confederate Army, was appointed receiver of the Railroad company. This receivership ended on June 30th. The railroad was then extended to Bismarck, N. Dak. Tacoma was selected as the western terminal, but retrenchment was the order of the day. When the receivership ended the whole debt was wiped out and General Cass resigned the presidency. He was succeeded by C. B. Wright, who served until May of 1879 at which time a new and prosperous era was inaugurated.

The men who have served Brainerd as mayor in all its years are shown in Appendix C. Bly, the first mayor, was succeeded in 1874 by L. P. White who, in 1875, was succeeded by M. C. Russell, the publisher. Russell soon thereafter (May 28) moved from the city and resigned as mayor and W. W. Hartley purchased his Brainerd *Tribune*. Then came one of Brainerd's idiotic performances. There had to be a *first* for that, too. By a ruse "the gang" pushed the intemperate Thomas Lanihan into the Mayor's chair and in so doing quite upset that furniture for a period. On July 30, 1875, proceedings were to be instituted by the council; instead, on March 14, 1876, the State Legislature revoked the city's charter and, believe it or not, re-established Township Government for the city. Yes, it became the Township of Brainerd. E. H. Bly was called back into service and made Chairman of the Board of Supervisors. His two associate supervisors moved away by October. Obviously, the city promptly on March 21 turned its affairs over to the board and the board established a single voting precinct: Where? In Henry Dressen's barber shop. The

election on March 13, 1877, elected Bly, White, and Leland to run the Township business. This continued for four and a half years, when on November 19, 1881, the Legislature restored the City Charter.

Items of interest as to careers are that in 1872 Geo. W. Holland was elected County Attorney and held this office twelve consecutive years, until 1884. C. B. Sleeper held it next, for two years, and then Holland again held it two years (see Appendix L) until he succeeded to the District Judgeship in 1889.

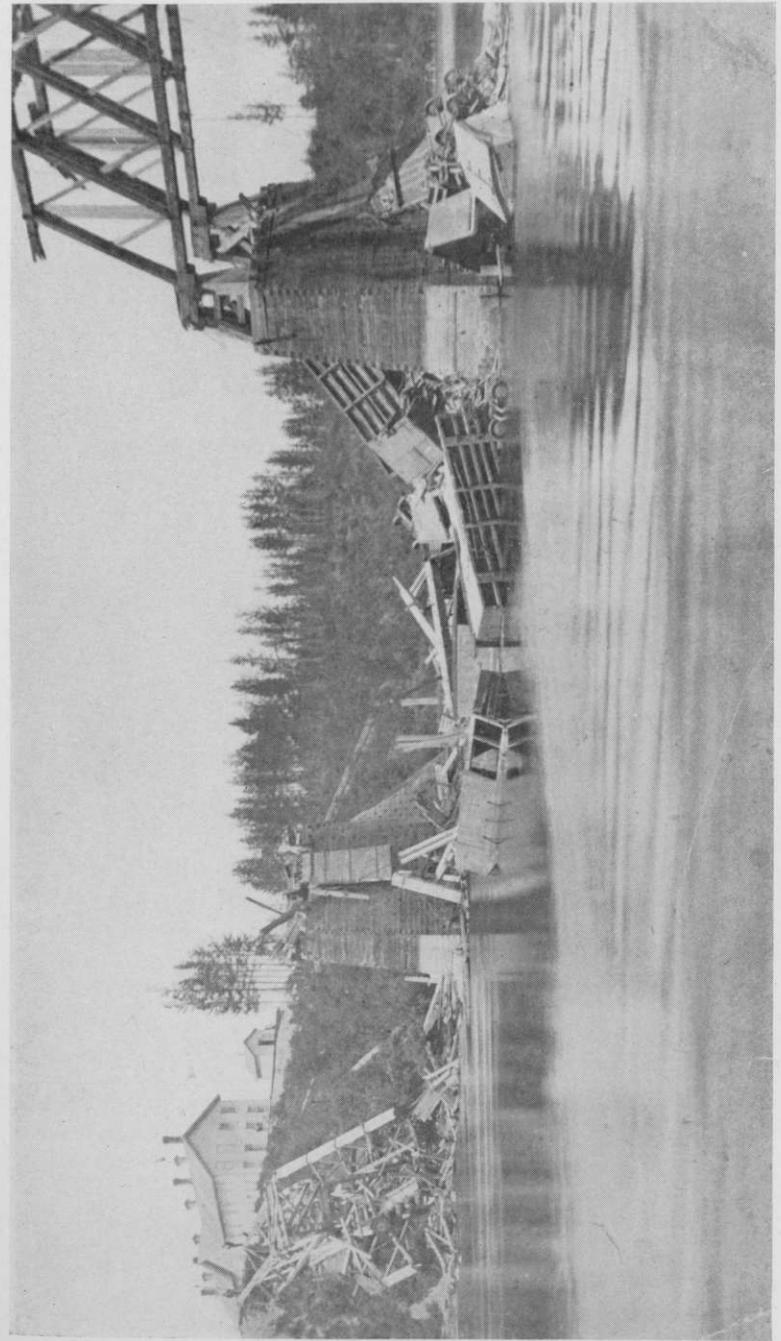
Of prime local interest was the collapse at 8:30 A. M. on July 27, 1875, of the west half of the wooden railroad bridge. A freight train was moving along on the bridge when this part gave way and into a plunge of sixty-two feet went the engine, twelve cars of merchandise and eleven cars of steel rails. The engineer, the fireman, and two Indian squaws from Sawyer, Minn., were killed. This was a calamity to add to the depressed business of those days. The bridge that replaced it was made of wood and steel, which was used for about twenty-five years until a whole steel structure on cement abutments replaced it.

Insofar as business development was concerned, the city was virtually confined to Main, Front, Laurel, South 4th and South 5th Streets, west from there to the river. A small sawmill was at the east end of the railroad bridge. E. H. Bly purchased that mill and in 1874 moved it to Boom Lake. On May 17, 1871, the Railroad company awarded a contract to Charles Thayer for building a spur track to serve a mill at that place. This track became known as the Mill Spur, and is still so-called. In 1876 J. J. Howe & Company purchased that site and mill and added to the capacity of the sawing and planing units. For the moment the interest lies only in the fact that the germ was sprouting and that logging and sawing lumber as an industry was making itself felt early.

On October 22, 1877, a ray of bright light displayed itself because on that day the "Spike" was driven at Sauk Rapids. This gave direct rail connection between St. Paul and Brainerd. It made stage-driving a thing of the past, and Brainerd was becoming more intimately tied in with the new nation-wide transcontinental network of railroads.

By 1879 Minnesota was beginning to become more settled. Indian trouble in this northern area began to diminish. Business showed signs of picking up. When in May the presidency of C. B. Wright ended, he was succeeded by Fred Billings, who performed for two years. During Billings' time the Railroad company erected its permanent office building in St. Paul, which ended Brainerd's hopes about a premier place in railroading. It remained a Division headquarters, however. Building the railroad to the coast was resumed, as was also building the branch line from Wadena to Fergus Falls. It meant more employment for Brainerd shops and Brainerd saw mills.

Once again we see Lyman P. White showing initiative and leadership. This time an official-like call of his brought nineteen men to the office of



Northern Pacific railroad bridge across the Mississippi River wrecked July, 1875. (looking NW.) Building in upper left is Immigration Hall. used to facilitate placing settlers and homesteaders; in 1882, it became the first hospital of Northern Pacific Beneficial Association.

C. B. Sleeper on May 13, 1879, to form a cemetery association. Among these men was the dynamic Chas. F. Kindred, of whom much will be related later. At this time Kindred, who came to Brainerd in 1874 to make his home, was serving as Land Agent for the Railroad; his main land-office was in Valley City, No. Dak. It was his job to sell company-owned acreage and bring people to settle on these farm lands. The group adopted by-laws and Evergreen Cemetery Association as the name and on May 16 filed Articles of Incorporation. They selected three men to serve as trustees for three years, three more for two years, and three more for one year each. On the 17th these nine met and elected White as president, and in that one capacity he served for twenty-three years, right up to his death in 1902. For presidents of Evergreen Cemetery Association, see Appendix E. Should anyone wonder where they had been burying people up to that time, we need only say that most of them had been interred among the trees in the northeast corner of the Railroad company's shop grounds. Most of these were transferred later to Evergreen Cemetery; also in 1944 when earth was borrowed at this earlier burial place to fill in low ground east of the shop buildings, the excavators uncovered a dozen or so skeletons. In all likelihood more could be found.

From Lake Superior & Puget Sound Company a tract of 15.2 acres was purchased (since then increased to over eighty acres). Within one month all was surveyed to lots and paths; a fence was erected, and the lots were priced. The cemetery was dedicated for use by all religious denominations. A vault was added in 1902. It is today one of the most magnificently scenic burial grounds in this part of the state. More than 11,000 people are interred there.

Things were definitely picking up, so much so that Wm. A. Ferris, the Brainerd Agent for the United States Express Company, and Geo. W. Holland saw the need, in 1879, for organizing a bank. It occupied a small frame building on the southeast corner of Fifth and Front Streets. It was chartered as the Bank of Brainerd. Ferris was its president and Holland the cashier. Between deposits and checks to be cashed, Holland carried on his private law business and that of County Attorney.

10.

BRAINERD SCHOOLS. We summarize first various fragmentary items about the earliest efforts made to educate children in schools and then relate essential items taken from the minutes of the clerk of the Brainerd School District, thus disclosing what problems the efforts at providing schooling created in the pioneer period of Brainerd.

The first opportunities the youngsters had to get schooling was afforded by private institutions. The first schools were opened in 1872, one by Lyman P. White, who with Bean and Prescott sponsored one with Miss Hall as the teacher, and another one operated by Miss Julia Fitz-

gerald on the west end of Front Street. Enrolled were forty-five boys and girls.

In the same year, Miss Nettie C. Ladd taught in an Episcopal parish school. This school stood on the southwest corner of No. 8th and Ivy Streets, to the rear of the Episcopal Church. Miss Ladd taught there through 1872 and was then succeeded by Miss Agnes A. Gillis, who taught until the regular city schools became fully established. In 1874 the parish school was closed.

Late in 1872 Brainerd was authorized by an Act of the Legislature to form an Independent School District. A city election followed and then, on December 30, 1872, the six elected members met in the office of M. C. Russell, publisher of the *Brainerd Tribune*, presented their credentials and organized the first School Board. These men were M. C. Russell, Chauncey B. Sleeper, E. B. Lynde, Lyman P. White, Leonard B. Perry and Warren H. Leland. They elected Sleeper president, White treasurer, and Perry clerk. Perry was also elected Superintendent of Schools pro tem. It was decided that school be started January 1, 1873, and continue for three months. A resolution was passed stating that because Miss Nettie C. Ladd and Miss Julia Fitzgerald had successfully conducted private schools, they be offered the two public schools and to be paid not to exceed \$55 per month.

The Board met again on January 4 and recorded that both ladies had accepted the offer and would begin the instruction on Monday the 6th; also that the Baptist chapel had been rented for use as a school at \$15 per month. A week later books and supplies were ordered purchased. R. K. Whitely, Rev. Samuel Ingham and George W. Holland were appointed Board of Examiners, whose duties would be to examine applicants for teaching and investigate progress made in teaching.

At a meeting in March it was decided to erect a school building. It was to be twenty-six by forty-four feet with two stories and two stairways. At an election on March 19, 1873, the city voted 214 to 213 against issuing bonds to erect a public school; but by an Act of Legislature soon following, the city was empowered to sell bonds. At a special election on April 8 the vote favored spending \$2,500 to build a school. Upon conferring with President T. H. Canfield, of the Lake Superior and Puget Sound Company, he agreed to set aside six lots on the northeast corner of South 6th and Oak Streets for school purposes. The Board, on April 15, authorized issuing orders bearing 10% interest and cover that cost of the building.

For many years schooling was in three-month periods, each period being prescribed singly as current circumstances permitted. Teachers were engaged by the term and rarely by the year. The books of the clerks leave much to be wished for as an informative record; nevertheless, enough was written to justify concluding that in many respects schooling was handled quite as a thing of strange necessity.

When the Board met again on October 18, 1873, it was after the fall city election. The same members had been elected and they chose the same officers, but added George W. Holland as Superintendent of Schools. Hol-

land served in that capacity until June 7, 1876, when he resigned. That was a long term of service in that decade. C. B. Sleeper served as president of the Board for the first five years; but up to 1880 the members changed often, not because of expiration of their term of one year but resigning because of disagreements or moving from the city.

On November 20, 1873, Miss Nettie C. Ladd was re-engaged for one year and Miss Addie F. Simons replaced Miss Fitzgerald, for whom a Miss O'Rourke had substituted for awhile. Teachers were changed very often.

The year 1874 was a disturbing school year. In January a two-room school was built on the lots on South 6th and Oak and became known as the "Sixth Street" school. It was proposed in the August meeting of the Board that "a male teacher be engaged," he to be also preceptor. The plan contemplated operating three schools for three months. One school was to be on the north side and have one lady teacher and two schools were to be on the south side where this man and one lady assistant were to teach. Miss Ladd refused to take the north side school and some members questioned the need of a school north of the tracks. Miss Ladd quit teaching and Miss Fannie Robinson was engaged to take the primary class in the school north of the track, and G. B. Davis came from St. Cloud to become the principal of the schools and handle the upper grade, at \$75 per month. When the schools were opened that September the north side was without a building and Miss Robinson used the Episcopal Parish School building, which was rented at \$10 per month. Boys were hired at a \$1.00 per week to help teachers in various capacities.

Davis met with favor; but being capable he was worth more than the young city could pay. Competition caused Davis to resign on June 22, 1875, to accept another offer elsewhere. That helped to bring to light the need for voting more money. After much debate the paltry two mills levied up to then was raised to three. The arguments started the smouldering that later broke out into troublous meetings.

Among the teachers employed in 1876 were the Misses Fannie Robinson, Ella Smith, Eva Wilcox and Hannah McNaughton and Mr. George Whyte. Whyte handled an upper class. Miss Wilcox, who came in September, served also as principal. In April of 1877 H. S. Locke replaced Whyte and in October S. A. Farnsworth was engaged as principal, at \$70 per month. Then things began to take a new turn.

Farnsworth stressed the need for more space in the school building. The old one was not even safe and caused much concern among the citizens. In June of 1878 the Board decided on a twenty-six by thirty-six, two-story high, addition on the north side of the Sixth Street school. Designs were submitted; bids were called for; a five-mill levy was ordered in July but in October had to be increased to the legal maximum of eight mills to pay for it, and a social party was ordered for the evening of December 17 in Bly's Hall to raise money to pay for seats and other equipment. Although not so stated in the clerk's minutes, that building became the four-

room "Sixth Street School" by which name some of the residents may still remember it.

The shortage of money was an acute matter at that time; it had prevented building as little as a two-room school north of the tracks. In truth, many people vigorously opposed building and attempted to rent something,—all to no avail. Eventually a two-room school, known as the "Green School," was erected on the northwest corner of North 7th and Grove Streets.

Dillan's history contains mention of a parochial school operated by Sisters of St. Francis between November 25, 1873, and February 27, 1874. It was said to have stood on North 10th and Main Streets. Inquiries at several authentic sources have failed to reveal the slightest evidence in support of the existence of such an institution at any time or place. However, private schools were numerous and continued for many years in the next decade in various parts of the growing city. They were needed to supplement the limited amount of public schools. There is little chance of ever procuring a correct record of such efforts. Disproportion is a fault among recollections of the distant past.

EPILOGUE

With 1879 Brainerd very definitely ended its incubation period of life. That decade of the '70s was a matter of being first. It was a period of trial-and-error, and of learning how. Many things were tried. The people from the east brought refinement and experience, to which was added the zest, the vigor, the drive of the westerner. Due to infancy some mistakes were made. Things were tried fearlessly; courage remained undiminished. Population increased to 1864. (For population statistics see Appendix A.) Insofar as the local record-book of births is authentic, the first child born in Brainerd was a girl. She arrived January 9, 1873. Twenty days later came the first boy. Sixty-three youngsters first saw daylight in 1873. The Panic of '73 seems to have had its effect in this respect, too, because in 1874 the number dwindled to a mere thirty-eight. Up to the end of this decade, the total numbered 288, or 41 as an average for each of the seven years for the new city. The national average is smaller.

As we look around us today, sixty-five to seventy-five years later, we see almost nothing of the material structures of the decade of the '70s. The things which make a town worth living in are not its streets, its buildings, its parks, or even its settings by nature, but the personal associations. The biggest things in life are the inner, not the outer; the intangible, not the material things. It is these latter things that endure. The buildings and the saw mill are gone; but the spiritual value of the churches, the protective service of hose-houses, the educational opportunities of a school system, and the assistance of a library,—these are the things that have endured and are ever increasing in both usefulness and purpose.

BRAINERD GOES INTO BUSINESS

1880 to 1889 inclusive.

1.

For facts applicable to years prior to 1880 it has been necessary to depend on written publications which have many gaps. Sources of information are listed in the final pages of this volume. The author also has a large collection of informative clippings, and special memos he prepared in years past about events of long ago, often based on narrations by men I met forty years ago who were of those earlier years.

One can obtain little information from people still living who were in Brainerd prior to 1882; however, memories dim and the mind often plays wicked tricks. Some people speak mainly from the standpoint of what they had heard their fathers discuss. Many are dependable about just one thing. One need ever differentiate between anecdote and worthwhileness. Collectively, the historian achieves from it a clearer understanding of a span of years. He rather lives the days himself and emerges with a good understanding of the nature and character of these personalities who put their energies into the essential industrial developments. Many of these latter men I knew very well and we negotiated business deals. George W. Holland, for instance, was a fellow alumnus of the University of Wisconsin and one of the first men to come to Brainerd, in 1871; and Charles N. Parker was a fellow townsman of Milwaukee, who called on business errands in 1872.

The '70s were mainly a decade of doing things for the first time and Brainerd appears as a child learning to take its first steps. It is a case of up and down, until the legs grow stronger. In this next decade we see a marked change. Of course, there are still many firsts, but they lose much of their naiveness and exhibit more of maturity. Men were reaching out after big things. We deal more with events that extend over a period of years rather than with momentary occurrences.

Again the Northern Pacific Railroad Company starts the ball rolling. In 1879 its President Billings recognized the coming of a revival in business and began to plan for expanding the railroad facilities and completing the line to the Pacific Coast. This was facilitated because the receivership had ended. In his plan was the enlargement of the repair shops in Brainerd. This work began in June of 1881. The new shops, as they came to be known, were of a size to create a daily payroll employment of 1200 men. They re-

quired two years to build. Meanwhile, on September 15, Henry Villard succeeded Billings as president. Villard came to his position because of clear vision and big plans. By 1882 Brainerd was on its way to a big boom-period. The decade started with a population of 1,864 which went to 7,110 in 1885. It dropped to 5,703 in 1890; it was, nevertheless, a big increase for the decade.

2.

Because of the impetus given Brainerd business enterprises by Villard's aggressiveness, we take time out to record a little about this man.

Henry Hilgard was born in Bavaria. He came to America in 1853, went to Illinois, and took the name Villard. He embarked in journalism, writing first for German-American papers. He reported the Lincoln-Douglas debate of 1858. He was also a Civil War correspondent, and in 1863 he started the first news bureau in Washington, D. C., and syndicated political news. In 1866 he went to Austria again but returned in 1868, bringing increased prestige. In 1873, after the Jay Cooke failure and after the Northern Pacific was thrown into receivership, Villard represented the German bond holders. Because he was a man of great vision and courage, in 1875 he became president of several railway companies in Oregon united under the name Oregon Railway and Navigation Company. Then he attempted to match his powers with Jay Gould, of the Union Pacific. To protect his interests by eliminating certain competition in Oregon, he proposed to the Northern Pacific that it use the south bank of the Columbia River for a new line; but the Northern Pacific insisted on being left free to build any time and on the north bank. To guard against this danger, Villard began a campaign and in New York City persuaded friends to form a pool with which, in December, 1880, he bought enough N. P. stock to provide control of that company.

Buying this control led to many uncommon maneuvers which ended on September 15, 1881, by Billings being voted out of office and Villard being elected president of the Northern Pacific. Soon afterward in 1882, J. P. Morgan and August Belmont, of the House of Morgan, became members of the board of directors. Villard lived out his usefulness, while to this day the railroad continues to be spoken of as a Morgan road.

Villard was a man of enthusiasm and fortitude. He induced many Europeans to buy the railroad company's bonds. Land settlement was his pet. Nothing much had been done about that after Jay Cooke failed. Immigration and colonization became a major department activity because the land grant provided the acreage and selling the lands was part and parcel to building this railroad. On the other hand, these foreign immigrants were not expecting to be placed on Dakota and Montana tree-less, water-less lands. Winds, blizzards, and droughts coming at a time like that, were not conducive to increasing sales, much less to holding immigrants when those hazards came to farm life.

On September 8, 1883, the golden spike was driven at Gold Creek, Mont., tying together the east and the west halves. It had been a hard and costly railroad to build. Villard had over-reached. He lost much of his own fortune and his German, Holland and French friends sought to withdraw their help. He resigned the presidency on January 4, 1884, but remained as a director, and he served as chairman of the Board from October 17, 1889, until the company went into receivership again in 1892.

As a further insight into the man's type, regard may be given to the two years he was president of Edison General Electric Company. Also, he bought the Edison Lamp Company in 1890. He once controlled the "*New York Evening Post*" and "*The Nation*." He had plenty of stuff on the ball,—as baseball players say.

3.

Taking advantage of this approaching prosperity, the elder Edw. White, who in 1870 and 1871 built bridges for the railroad company and also the first homes in Brainerd, formed a partnership with his son Ira U., in September, 1880. It was named White & White. When the father died April 4, 1893, aged eighty-three, Charles and I. U. joined to form White Bros. Hardware Company. The firm dissolved May 1, 1920, after selling their business to Alderman & Maghan Company. I. U. White died June 23, 1929, aged seventy-nine, but Charlie lived to April 6, 1945, aged eighty-five. Three of their sons and a daughter and a brother Henry still live here. Dean White deserted the woodwork of his elders and developed the sheet metal trade, which he attends to daily. Theirs is the only family that has continued to participate in the industrial life of the city through these seventy-five years.

There came now a big influx of people. They came mostly from the states of New York and Maine, and from the provinces of New Brunswick, Quebec and Ontario in Canada. New Englanders and Canadians predominated. A few items of interest may be mentioned that tie in with something more important later.

The records do not disclose that Brainerd had a dentist prior to 1883. We still ask, "Who pulled the teeth?"—other than by using the string-to-doorknob method. Anyway, from New York state came the youthful Henri Ribbel, D. D. S., who seems to have been Brainerd's first dentist. Mrs. Henri Ribbel still resides here; their son George carries on the family tradition and profession. Another early dentist was John L. Frederick, D. D. S. Frederick married the Brainerd girl Kathryn Walker, whose brother Charles later became a manager of the first telephone exchange. Brainerd people must have felt much better when dental service became available.

Another sign of progress is that in 1881 a second newspaper was started. It became the Brainerd *Dispatch*, a weekly publication. We relate next what J. W. Riggs, one of the first owners, stated to us how this enterprise

made its start. The paper was to have been named Brainerd *Observer* because Frank Meyst, of St. Paul, had published an *Observer* in Osakis and was moving that plant to Brainerd in 1881. A. E. Pennell, a partner, came to unpack the equipment. He also sold Meyst's half-interest to A. P. Riggs who immediately gave that ownership to his son, J. W. Riggs, then a printer in Perham. Pennell & Riggs issued their first edition on the morning of December 22, 1881, named The Brainerd *Dispatch*. This shop was in the Sleeper Block. In 1882 C. B. Sleeper sold his *Journal* to H. C. Stivers, and Sleeper then became editor of the *Dispatch*. Riggs promptly sold his interest in the *Dispatch* and joined Stivers. Next, in 1882, came Fred Puhler from Ada, Minn., and took Sleeper's place with Pennell. On June 6, 1883, N. H. Ingersoll and F. W. Wieland, who had been in Brainerd since 1881, acquired complete ownership of the Brainerd *Dispatch*. They sold it in 1931 but it is with those two names that the development of this newspaper has ever been associated.

It was of major consequence to this city that on October 11, 1881, the Bank of Brainerd, then two years old, became the First National Bank of Brainerd. Capital was \$50,000 and most of it was paid. It was a frame building with the old frontier style of square front, standing among jack-pines on the corner of Front and South Fifth Streets. That place is now occupied by Hoenig's Mortuary. It is always an event of importance when a First National Bank arrives; but in this instance it is most important to note the men who organized the bank and pay tribute to their memories.

Wm. A. Ferris, the U. S. Express Agent in Brainerd, was its president and George W. Holland, the lawyer and County Attorney, was its cashier. Ferris died October 28, 1882. Holland remained a director until his death April 29, 1913. The first Board of Directors included Adam Brown, the first railroad engineer to arrive in Brainerd; Lyman P. White, the townsite man; and H. J. Spencer, who succeeded Ferris as president. Spencer married Ferris' daughter; their son William long served as assistant postmaster. William (Bill) Spencer's daughter is the wife of the present County Attorney, A. J. Sullivan. When H. J. Spencer resigned to become Register of Deeds, the cashier Allen F. Ferris, son of William, became president. When Allen died on Sept. 7, 1903, he was succeeded by Geo. D. LaBar, who grew up in the bank since 1883 and later made the bank what it eventually came to be. LaBar died July 18, 1936, after serving thirty-three years as its president.

In 1881 Brainerd still had only one four-room school, situated on Oak and South 6th Streets, and one two-room school on North 7th Street. Then a similar small one was added on Ash Avenue between 3rd and 4th Avenues and a one-room school in West Brainerd. It has been said that in 1881 the total value of all schools in all of Crow Wing County was \$3,055, and it is to be noted that the county was nearly all Brainerd. Well, 'tis often said that from little acorns big oak trees grow. So witness that the total value in 1945 is close to \$2,000,000 for Brainerd alone.

On November 19, by an Act of Legislature the City of Brainerd became re-established. That was a happy day. On the wall of the office of the City Clerk, in the City Hall of today, is the framed document. It is addressed to "To Supervisors of Town of Brainerd; Certificate of Incorporation, to re-establish the City of Brainerd." On the 21st it was signed by Fred von Baumbach, Secretary of State. Once more Brainerd had a city form government.

4.

On January 10, 1882, the city elected its new officials, consisting of B. F. Hartley, mayor, together with Wm. A. Ferris, Adam Brown, A. P. Farrar, Geo. Forsyth, and J. N. Nevers as the six aldermen. Those names appear often in the city's annals. The 16th was the reorganization meeting, when Ferris was chosen president of the Common Council. The first act of the council was to appoint Leon E. Lum City Attorney. His name occurs often in the affairs of this city. He was an able attorney and a big benefactor in a quiet way. He died March 18, 1926.

It must have been a cold winter because in that February the city wells froze. The implications of this are part of the fabric for the next thirty or forty years, and will be found highly fascinating as an industrial enterprise that brought fame to the city.

The years 1882 and 1883 brought to Brainerd many men having special talent for business and persistence for establishing enterprises in spite of the pioneer atmosphere. Before expanding some of the large events, we halt to introduce a few persons of whom we hear again and again in various ways.

C. M. Patek arrived in 1882 and started Patek Furniture Company, the name still is used by his successors. Mrs. Patek was a natural leader in cultural pursuits and for about forty years was very active in literary circles and cultural organizations. The public library and Ladies Musical Club were her principal activities.

Werner Hemstead came in 1882 to serve as assistant chief surgeon in a hospital. He was employed in that capacity from September 24, 1882, to September 30, 1888. He long displayed much activity in Brainerd's political arena. The man who is now the eldest physician and surgeon and recognized as the dean of his profession in Brainerd, J. A. Thabes, Sr., also came in 1882 but as a boy following his papa. And in this group were Wm. S. McClenahan, the young lawyer, who eventually came to be without peer as jurist in the state.

Henry I. Cohen, a brother-in-law of the Pateks, arrived in 1880. With his brother he started a dry goods store, but later he went into the insurance business. Cohen indulged in two main civic activities of the many in which he participated; one is the Public Library and the other the County Historical Society. In 1882 he led in organizing a "Library Associa-

tion." He adopted what Thayer and Gilfillan had begun in June of 1872. However, Cohen started a library in fact when years later he procured permission to use a room in the top story of the old railway depot building. It was a starter. Little is known about its career. It was a voluntary organization and depended on donations of books and services. Twenty years later he became identified again with a permanent public library.

Cornelius (Con) O'Brien, Sr., arrived in 1883 and established a saloon on the corner of Laurel and South 8th Streets. That was going very far to the east in downtown Brainerd. It was questionable, in fact. However, the prophets were wrong. That business became O'Brien Mercantile Company, and that corner is now one of Brainerd's busy spots. His sons, Cornelius, Jr., George, and Ed. Tom, carry on in a wide field of endeavor and maintain it 100% home-owned.

Early Brainerd had a band, organized January 21, 1872. In February of 1882 it became Dresskell's Band organized by Wm. M. Dresskell, a jeweler. It continued for about twenty years under his leadership. Dresskell came from Ohio; he was cornet soloist, and a band leader at the age of seventeen. It was purely for cultural purposes—and fun. He operated also a ten-piece orchestra. They financed themselves, but also played for pay on occasion. The band was C. F. Kindred's hobby. He bought uniforms for them and provided a band stand in Gregory Square. In 1884 the band won first place in a state tournament. The city did not levy for musical entertainment as it does in these present days. After Kindred moved away, in 1889, the council paid \$200 to \$300 per year for a series of open air concerts.

Three structures important to Brainerd's development were started in 1882. One was the wagon bridge that spanned the river on Laurel Street. They built it of wood. It was replaced in 1898 by the present steel structure. No longer was it necessary to cross the river on the slow and uncertain ferry that plowed back and forth at about where the concrete Washington Avenue bridge now stands.

A second one was the W. W. Hartley building erected on the corner of Front and South 6th Streets. It was best known as the Bank Building. The upstairs was designed to serve as a United States Land Office but was never so used; instead the upstairs became the office for J. J. Howe & Company and the downstairs on Front Street became the new home of the First National Bank. The officers of the latter purchased the building in 1916 and remodeled the edifice. B. F. and G. G. Hartley had years before erected the Hartley Block one-half block farther west on Front Street.

On September 24, 1882, the Northern Pacific company established its main or system hospital in Brainerd. It was operated under the name Northern Pacific Beneficial Association. The building was the same wooden structure which up to then had been used as the railroad company's Colonization Headquarters Building, sometimes called Immigration Hall. It stood on the north side of the railroad track at the west end of the railroad bridge. Dr. D. P. Bigger was the first Chief Surgeon, serving up

to September 30, 1888. His principal assistant was the youthful Werner Hemstead, who started at the same time and quit only ten days sooner. This hospital put the stamp of medical accomplishment on this new community and made Brainerd a medical center for a very large area in the state, a reputation which it has faithfully kept unsullied and undiminished these many years. Bigger was succeeded by Walter H. Courtney, who had arrived in 1883 for private practice. He held that position until December 31, 1914, or twenty-six years, when he retired to private life. A. W. Ide, his assistant, succeeded him and served to October 1, 1943. However, on September 21, 1921, the building was razed and the hospital service was established in St. Paul.

Of equal importance to Brainerd in that time was that on July 3, 1882, Crow Wing County issued \$30,000 in 7% bonds to erect a Court House, a home for the Sheriff and a jail. The Court House was erected on the corner of Kingwood and North 4th Streets and the home and jail on Main and North 4th Streets. These buildings occupied an entire half-block owned by the county. They were built of Brainerd-made brick. Today the court house building is an apartment house and the sheriff's house has been replaced by an oil service station.

From J. W. Riggs we learn that in December of 1881 H. C. Stivers and a man named Pierson undertook to start *The Daily News*, in the Hartley Block. After a few issues Stivers purchased Pierson's interest and moved to the Sleeper Block. For awhile no paper was published until J. W. Riggs bought a half-interest and together they published *The Brainerd Daily News*. On May 6, 1882, the council designated it the official paper. Very soon a fire disrupted publication and the council transferred the authority to the evening *Journal*, a semi-weekly published by Stivers alone. In 1882 C. B. Sleeper started the (weekly) *Journal* which in 1882 he sold to H. C. Stivers. Up to this time the weekly *Brainerd Tribune* had been the official paper. Sleeper then became editor of the *Brainerd Dispatch*. Stivers became very active in city and state political affairs. He was a man of much ability.

5.

We come now to a time, but still in 1882, when Brainerd gave much evidence of community consciousness. The matter of public utilities and franchises had to be faced. This phase was opened in Brainerd by one certain individual. It may be of interest to develop first the background.

In the middle of the nineteenth century the United States government subsidized certain desired enterprises by donating title to undeveloped land. To foster advancement in the science of agriculture, it gave land to certain colleges. Likewise, to help pay for building and to aid in the establishment of settlers in their respective territories, land was given to certain western railroads, examples of which are the Northern Pacific, Central (now Union)

Pacific, and Southern Pacific. These are known as land grant railroads. To the Northern Pacific was made available the title to every odd-numbered section of land in a belt twenty miles wide on both sides of its main line.

Many conditions were imposed by the grant. One of them is that title could not be obtained for classified lands containing mineral,—coal and iron being excluded. The idea about allowing coal was that railroads need coal to drive their locomotives. In that regard the framers were right 100%, and soon the Northern Pacific company became the largest producer of coal in the states of Montana and Washington and so continued through all the years. Shortly after 1910 it developed an open-pit mine on a 28-foot bed in eastern Montana which long was the largest open pit coal mine in the world.

The reason for exempting iron ore was that the railroad was deemed to need the ore to make metal (wrought iron in those days) for shaping into rails on which to run the trains. In this regard the framers were 100% in error. It simply does not work that way. For a while, between 1915 and 1929, this company now and then mined iron ore but sold it on the open market. To speak now of making rails from ore requires detailing the entire iron and steel industry of the United States. In a subsequent chapter much will be revealed about the part that iron ore came to play in the affairs of the state and the railroad, and in the history of Brainerd; but let it be noted that in 1882 not a pound of iron ore was being produced in Minnesota nor was its possible existence exciting anyone's interest. Today, no one place in the world produces as much iron ore as does Minnesota; and contributing to that record, is Crow Wing County.

Granting these lands in subsidy obligated Northern Pacific Railroad Company to get them sold and settled. To expedite this it created a Land Department with a Land Agent in charge. To be close to the line and in the field, an office was opened in Brainerd and one in Valley City, North Dakota. The man placed in charge of this activity was Charles F. Kindred. He had come to Brainerd in 1874 and made it his home. Such an agent had to be an observer of opportunities and an appraiser of values, and that he was. Such an agent had to be an optimist, and Kindred was that. He was also energetic, dynamic and inspirational. In 1880 or 1881 Kindred decided to resign and make Brainerd—the city of opportunities—his opportunity.

6.

We have already stated that in 1879 Kindred participated in forming an Evergreen Cemetery Association. He enjoyed great popularity, as is evidenced by the fact that when George Forsyth and Edwin J. Farrar platted the Town of East Brainerd Addition (part of the present Third Ward) on June 28, 1882, they named side streets after themselves and the main business street after Kindred (in the late '20s renamed "A" street).

Possibly the fact that on April 29 the Common Council of 1882 granted a ten-year exclusive charter to Messers. Lyle, Mohler and Carver to establish a telephone exchange (using the "Bell System" so it was said), may have given Kindred a cue.

To understand what followed in the next five or six years, cognizance should be given to this: Kindred instigated, promoted or participated in, building an electric generating plant for street lighting, building a dam for use in hydro-electric generating, building a bridge, building and operating a water supply system, and building and operating a street railway. We know that he popularized having an outing camp or shack on a lake. This list discloses that he was a promoter and preferred public utilities. He had many followers.

Before proceeding with his Brainerd enterprises, we give space to an unimpeachable published record about Kindred because the majority of the people living hereabouts have heard of Charles F. Kindred and may want to know more. Very few still live who knew the man personally and were also of an age, in 1882, to be able to relate from experience that one thing which has perpetuated his name in Minnesota political history. We refer to the Nelson-Kindred campaign, in 1882, for a congressional seat. Years ago this author listened to many an incident related about Kindred. The narrations made Kindred come to appear somewhat heroic and almost fictional. Many who today read this volume will want to know about that campaign.

The penetration of the Northwest, in the '70s, by the Northern Pacific and some predecessor roads of the present Great Northern system provided the pathways for very many homesteaders and colonists. The influx in this northerly part of Minnesota, after the Jay Cooke failure and the Panic of 1873, was so very large that by 1880 the State became entitled to five congressional seats instead of the former three. In the reapportionment the original three became smaller ones in the south, part of them went into the new fourth, and twenty-nine counties north of the Twin Cities and up to the northern border became the new fifth. Crow Wing County was in the latter.

In that brief period before 1880 the immigrants to this State were dominantly Scandinavians. Among the Norwegians was Knute Nelson, a corporal in a Wisconsin unit in the Civil War and afterward a graduate in law. He settled in Alexandria, Douglas County. In time he became a state senator, a congressman, governor of Minnesota, and, until his death, a United States Senator.

At this juncture we lay aside all claim to personal knowledge and call to our aid former thrice governor Theodore Christiansen; that is, we repeat from hereon what he wrote on pages 145 to 152 of Vol. II of his History of Minnesota (1935) about this Kindred-Nelson campaign.

He says "Charles F. Kindred was an adventurer in politics." He relates that Kindred was "... chief clerk of the Northern Pacific land depart-

ment" and "... by deviating somewhat from the line of rectitude, to acquire a fortune of a quarter million dollars or more, with lands and farms to boot" ... "The settlers went to Commissioner Kindred at Brainerd ... he retained and appropriated to his own use \$816 of the \$960 collected and with the remaining \$144 bought stock which he turned over to the company in full payment." (Note: Change in value of the stock was a factor in that deal.) "... Kindred had implicit faith in the power of money. He did not doubt that for \$100,000 of his unearned gain he could obtain a seat in Congress. He proceeded to spend that amount. He established several country newspapers, some in Norwegian. He covered the district with defamatory literature, and hired a small army of personal workers." He goes on to say "Frederic Puhler, editor of a local newspaper (Author: the Brainerd *Dispatch* of 1882), Chairman of the Republican County Committee and the leader of Kindred's forces ..."

On other pages he goes on to say that the first fight started in Ada. Puhler hired all the livery teams to prevent Nelson partisans from canvassing the county, and he instructed the local police to keep the Nelson delegates out of the convention hall. At Fergus Falls, he says, "Kindred liquor was dispensed freely at the leading saloon ..." Kindred held forth in the saloon, and Nelson held outside. Christiansen designated it "... a knock-down and drag-out battle for control." There were fist fights. The "... district became known as the Bloody Fifth."

The Convention was held July 12, 1882, at Detroit, now Detroit Lakes. Christiansen's account runs like this. Kindred got there first and engaged all the hotel space. The Nelson delegates had to pitch a circus tent. Kindred controlled the eastern and northern counties, but for all other counties he managed to set up a duplicate set. When the credential committee met, the first big fight started. The Nelson men were by circumstances of parliamentary manipulations forced to secede and set up their own convention in their tent. The outcome of all this was that Nelson got forty-four delegates and Kindred eighteen, wherefore Nelson was accepted by the State Committee to be the "regular" nominee.

Then came the real battle. Christiansen describes it this way: "The ensuing battle between Nelson and Kindred was one of the most bitter the state has ever witnessed." Kindred accused Nelson of being an "atheist, a claim jumper, and a tool of Minneapolis millers ..." and a man "... who was buying his way to Congress." Chas. A. Gillman, Lieutenant Governor, who led the contest against Kindred, "... countered and exposed Kindred's business and political record."

A sample of a county poll cited by Christiansen is the case of Itasca County which listed 683 for Kindred, 8 for Barnum, and 2 for Nelson. In the District total Nelson won with 16,956 votes against 12,238 for Kindred and 6,248 for Barnum. Barnum was the democratic candidate; it was explained that Kindred had tried to buy him off but did not succeed.

Two quotations as to the result, by separate people, namely, Theodore

Christiansen and Historian Elmer E. Adams, who had reported the campaign, are these (page 152):

"... a good record and sturdy character could compete successfully with \$100,000 in a congressional campaign fund.

"When the contest was over, no issue had been settled except that the people of Minnesota would not knowingly allow anyone to buy his way into the halls of Congress."

A present congressman wrote: "... the Nelson-Kindred fight was the most bitter ever staged in Minnesota. They were still talking about it a quarter of a century later." This author vouches that it was still being discussed a half-century later. But while men die and carry their secrets with them, the printed pages of Theodore Christiansen's history, of Elmer E. Adam's memoirs, and of Martin W. Odland's biography of Knute Nelson will carry forward that lurid and degrading record as long as there are libraries.

7.

BRAINERD WATER & POWER COMPANY. By authorization of the earliest of Common Councils, the city water supply became three small wells conveniently placed within the densely populated part of the city. In February of 1882 the severe freeze rendered the wells useless and thawing had to be resorted to by the Council. That made the situation propitious for issuing a franchise to a private company. It marked the beginning of development of public utilities.

Chas. F. Kindred proceeded to organize Brainerd Water & Power Company, to which the council granted a twenty-five-year franchise on June 24, 1882. N. J. Savier appears as president. Kindred had several enterprises in mind with regard to using the waters of the river and with Brainerd as the pivotal point. He organized several companies for it. In a major respect his plan was to build a dam and generate electricity. This first franchise cited "... to erect poles and wires in the city for the purpose of lighting the city with electricity." One proviso of the franchise was that the utility would be tax exempt for ten years.

On December 11, 1882, he procured another franchise for twenty-five years, for laying water mains. In July, 1884, a franchise was issued for twenty years (to Kindred, Elvidge and Seelye) to install a pole line for electric lighting and to purchase electricity for street lighting in Brainerd; it provided that the city could secure lights from the company, if so desired.

The plan was that another company of his would build a dam and generate electricity at the dam. Kindred had spotted a suitable place in the river valley a short distance above the railroad bridge. He had no difficulty getting the land he wanted on the Brainerd side, but the owners of land on the west side of the river did not fancy Kindred's terms of purchase and thereby

caused delay in building the dam. What seemed for the moment to be but a temporary obstacle led to building a small pump-house on the big river-flat. This house stood on the west side of what would be Seventh Street if extended north to the river; and on the east side he erected a small steam-generator plant.

Kindred sought outside money for his enterprises and in several instances prevailed on the Common Council to aid him. For example, on October 12, 1883, the council passed an ordinance under which the city guaranteed the interest on sixty \$1,000-bonds payable twenty-five years from July, 1883, issued by the Brainerd Water & Power Company.

In 1885 the officers were C. F. Kindred, president, Lyman P. White, vice-president, H. D. Powers, secretary-treasurer, and G. S. Fernald, counsel. In 1886 this company was bonded to a New York firm. Things moved fast toward difficult days for Kindred. In 1889 financially ruined, he left Brainerd. Evidently the Common Council determined it best to act promptly and October 7, 1889, ordered a suit started against the Water Company. The company went into receivership about that time and Ambrose Tighe, counsel for the company, was appointed Receiver. Later he became the owner. Thereupon the name was changed to Minnesota Water Works Company. James M. Elder, an operator of a local Land Office, was made manager in which capacity he served until 1902 when he was succeeded by Judd Wright.

The water service always was poor. The council seemed ever to be wrangling with Tighe about more and better service. Each year the situation was worse. Even rental payments for hydrants were withheld to serve as a threat. In 1894 the council recognized that something should also be done about improving the quality of the water and ordered its Board of Health to make a study of the problem. With each new move, things only grew worse. In 1907 the city condemned the plant, then voted bonds to buy the plant, and then the Minnesota Water Works Company was dissolved.

8.

BRainerd LIGHT & POWER COMPANY. The first franchise issued for a system of electric lighting was dated August 29, 1883. It ran for ten years to a Brainerd Electric Light Company. On June 18, 1885, it was repealed. Then came a series of moves which Charles F. Kindred and associates used to gain a greater objective than at first was apparent. His Brainerd Water & Power Company had obtained a franchise on June 24, 1882; and although first intended to center on electricity, it became a water-supply enterprise. This time the new company, of a similar name, was to be an electric lighting enterprise.

On June 20, 1884, a franchise for twenty years was given to Kindred, Elvidge and Seelye. It provided for both a gas and an electric system of lighting, and included the privilege of renewal or purchase by the city.

The Common Council repealed this on October 4, 1886, but on the 18th ordered Kindred to get busy and have a plant built in one year from October 18, 1886, and operate as per franchise of June 20, 1884.

On October 18, 1886, a notice was served threatening cancellation. On November 22, 1887, that franchise was declared forfeited as to electric lights and appliances only. This left Kindred with a gas franchise. However, on that same date a new franchise was issued for twenty years to provide for lighting the city by electricity. Mayor Charles Douglas opposed this form of franchise on several very good grounds. One reason was that if the city did not renew the franchise after twenty years it would have to purchase the plant. Another reason was that it gave exclusive rights.

To get things straightened, the council passed a resolution on January 17, 1888, to validate the contract and have it run to November 21, 1907. This new contract, however, went into much detail and related how and what to erect and what to pay. It provided for at least fifty arc-light street lamps, some incandescent lamps, and the rates of compensation per lamp by the city. Several other actions were taken to eliminate possible conflicts.

In 1888 aggravation about lights and service was arising all the time between the Common Council and the Brainerd Light & Power Company. July 20 revealed the first expression of a determination to deal drastically. The council ordered the City Attorney to render an opinion on the legality of the company's franchise. That is a common first step to call off all bets. Failing in that, purchase would next be attempted, either by direct sale or upon condemnation.

A suit was contemplated, but in August several aldermen persuaded slower action and advised dealing in a friendly way until such time as a decision could be suitably determined. So, on September 3 the President of the council appointed a committee to ascertain a purchase price. The council and Kindred could not agree on a price to be paid for supplying electricity for street lights in a proposed new franchise. Kindred then advised his attorney to sell the plant. This culminated in passing a long resolution in October. It provided for relinquishment of the franchise and the contract of January 17, 1888, and for conveying all the Light company's rights and privileges and interest under a contract dated March 13, 1888, between Brainerd Light & Power Company and Mississippi Water Power & Boom Company. That contract allowed the use up to 250 horsepower and at a payment of \$6.00 per horsepower per year, payable semi-annually. The city was to assume, and for the sum of \$40,000 agree to pay, the Boom Company's First Mortgage bonds with interest, dated January 1, 1888, applying to the Light company's electric plant. The city was also to assume all the Light company's obligations under the contract between the latter and the Boom company.

By this feature the city was to become, furthermore, the holder of a 20-year lease, dated March 13, 1888, and amended October 16, 1888, of a tract of land 40 by 60 feet and within 60 feet of the canal of the Boom company's

dam to be used by the city as a station for its electric plant. It was stipulated that no rental need be paid and that occupying the land was to be the same as if leased.

This transaction was executed October 16, 1888. But more was yet to be done. The old plant site was to be abandoned and a new building was to be erected on the above named tract a mile or so north, at the east end of the dam. New machinery had to be purchased. The old plant had fallen far short in producing the electricity that had been demanded by the council.

On March 7, 1889, the Common Council passed a resolution that a bill be drafted and sent to the Representative in the State Legislature, to legalize the \$40,000 issue and to authorize issuance of twenty \$1000-bonds, at 6%, dated March 1, 1889, for the purpose of providing the city with a system of electric lights and power necessary for operating the same. The bonds were sold March 11 to S. A. Kean & Company, of Chicago.

On February 18, 1889, Wm. M. Dresskell, a local jeweler and band leader, was engaged as Superintendent of the Electric Light Plant. His salary was fixed at \$1,000 per year. It is a sign of the times when on May 28 the election authorized by the council revealed 926 Yes and 16 No votes that the city sell the plant. On October 3, 1892, a committee undertook to negotiate a sale, but no sale was made. It was never sold, but for the next twenty years operating this plant was the council's major task and the source of many bad headaches.

On February 6, 1892, the first steps were taken to buy for \$2,000 the title to the few acres on which the new power building had been erected, as provided for by the Boom company's contract of October 16, 1888, and acquire the rights to the land affected by flowage.

What follows after the consummation of those several transactions belongs to the history of another decade.

9.

MISSISSIPPI WATER POWER & BOOM COMPANY. This company was formed by Chas. F. Kindred about 1884. In 1886 the officers were C. F. Kindred, president; F. B. Thompson, secretary, John N. Nevers, treasurer; G. S. Fernald, counsel. Its purpose was to build a dam across the Mississippi River. They claimed that available were to be twenty feet of head which were expected to develop 25,000 horsepower and the backbay would provide boomage for 50,000,000 logs. The claim about the horsepower was, we say, grossly in error. All logs destined for Minneapolis would be chuted through the dam, thence handled by the Minneapolis Log & Boom Company, or Mississippi & Rum River Boom Company as it came to be known. Above the dam a little rice bed would become an enlarged bay, of Mississippi River, now named Rice Lake. As a basis for business enterprise Brainerd could become favored as a mill site because it took less time to get logs to Brainerd and Rice Lake than to Minneapolis.

Delay about building was occasioned by inability to come to terms with owners of land on the west bank of the river. The dam site was intended to have been a little north of the present Washington Avenue bridge. Had the dam been built there, much of the present lowland within the city in the Second and Third Wards,—the athletic field at the junior high, for example, would today be sloughs or bays. It would have cost much to acquire these flowage rights. Although the delay was aggravating, it eventually became a benefit to all concerned in ways not expected. The dam was built about a mile to the north in what became known as the Mill District. When completed it was made of wooden piling driven inside a belt 100 feet wide and the spaces between were filled with rock. On top the piles were bolted together with heavy planking like a cover. A sluiceway inserted was 50 feet wide. It is recorded that the material used was 2,500,000 feet of pine, 70,000 feet of oak, 800 tons of iron, and 2,800 cords of stone.

Late in 1886 the aldermen studied a proposal to build a dam and a bridge across the river. They decided \$20,000 would be needed to pay for damages due to flooding land south of the brick yard. An election was ordered for December 23, 1886, to get an expression about bonding the city. The election was not held; instead a bill was to be introduced in the next legislature to get authorization to sell bonds. This seemed to have a favorable aspect to it because the City Attorney had just before been elected to serve in the new legislature and could be helpful.

This proposal stirred up the electorate. The people in the First Ward hoped to swing influence to build a dam at about where the present bridges now are or, as they said, between Maple and Kingwood Streets. The Brainerd Water & Power Company opposed this site, claiming that the ensuing flooding would put its water-plant out of business. It was a good argument for and by Kindred, who had by that time lined up a site farther north for the proposed dam. Kindred was asked what he would accept in behalf of his Water company. The meeting then recommended that a bill be presented (as above stated), provided the Boom company agreed to build a dam at the lower site and the city remove the existing water plant free of charge; also Lyman P. White was prevailed upon to attempt making a reasonable settlement with the land owners on the west side who had been holding up the building of the dam.

The Common Council, in session on January 3, 1887, authorized drawing and introducing a bill which was passed by the legislature on March 2. The amount was fixed at \$25,000. A few days later the Board of County Commissioners informed the council that, on its part, it had also agreed to extend the time of building. When the council met March 21 it was presented with four petitions of 284 signers protesting against building a bridge or any other structure at or near the city or issuing bonds (\$25,000) for any purpose without submitting it to a vote of the people.

At an election on November 21, 1887, the citizens voted in favor of issuing \$25,000 for bonds to build a bridge and approaches. Kindred's

funds had begun to run low. Legally no more money could be obtained by a bond issue for that one objective of his. Some other means had to be found to enable completing this dam. On that same day Kindred addressed the council and revealed facts about the financial condition of the Mississippi Water Power & Boom Company. He emphasized that St. Cloud and Little Falls had aided private companies to build dams to help bring industries to those cities; therefore, he asked Brainerd to issue \$25,000 in bonds as had been validated, by Act of Legislature, and help him in promoting his enterprise.

Then it was revealed by an alderman that the county (which in those years was virtually Brainerd) had a guarantee for completion of the dam without further aid from the city. Nevertheless, the council ordered "To build a bridge and acquire land on which to build approaches, at or near the city . . . \$25,000 . . ." (in \$1,000 6% coupon bonds, each dated October 1, 1887, payable October 1, 1897). The company was obliged to sign a contract with the city, binding it to use \$30,000, as a sort of penalty, to erect and build a bridge. It should be mentioned that Kindred once promised that if Brainerd would vote \$50,000 to help build the dam, he would give security of \$55,000 for its completion at a specified time. The bridge was to be completed on or before March 1, 1888.

There were pros and cons in the council debate. The vote went 3 to 2 in favor; three men to avoid criticism of partisanship or interest in the plan would not vote. The council issued the bonds. It has often been charged that about \$2,500 of the total was spent on building a bridge and the remainder used for the dam.

Building got under way quickly. On March 19, 1888, Mayor Hemstead addressed the council to announce completion of the dam. It was a big day for Brainerd. He expressed great faith in the added facilities for new businesses created by Mississippi Water Power & Boom Company. He recommended that to help get new industries started the council consider abatement of taxes for several years.

One month later, on April 2, the Boom Company gave notice to the city that rentals for power due it had been assigned to Central Trust Company, New York. That was the beginning of the end of another Kindred enterprise.

As soon as November of 1888 the council authorized getting timber to repair the dam. Next it purchased wood to build a railing for the bridge over the dam. That sort of work kept coming up all the time, when in a meeting August 15, 1892, the question was raised in the council meeting as to who really owned the dam, the city or the county. For several years the city continued to repair the dam; but the proceedings of the County Commissioners show that as recent as on April 13, 1912, \$4,797 was appropriated to virtually rebuild the bridge.

Northern Water Power Company became the owner of the dam, and in 1903 this company was purchased by The Northwest Paper Company. The

city's electric light plant at the east end of the dam was destroyed by fire on April 23, 1910. The city on February 3, 1908, wanting to build a new and larger plant and needing a new lease for power rights, asked for 500 horsepower per month. Because The Northwest Paper Company already had plans in design stage for the erection of a large pulp and paper mill, the request was declined except to supply power up to July 1 of that year. As one looks back, that combination of events became truly fortunate for Brainerd because it necessitated adopting a method of dealing with supplying electric energy that yielded big benefits to the city.

10.

BRAINERD STREET RAILWAY COMPANY. Operating a street railway in Brainerd became two distinctly separate episodes. The first one is the Kindred railway and the second one is the Parker railway.

Charles F. Kindred lived on the southeast corner of North Sixth and Kingwood. His home, his office and his large horse-barn stood where the Standard Oil filling station now is. Kindred owned most of the lots in that block and the one west, acquired from Lake Superior & Puget Sound Company, November 21, 1879, and November 6, 1880, respectively. It was to his interest to develop businesses in that vicinity. The street south of Kingwood was then known as Main Street. Unlike the Main Street of Sinclair Lewis' Gopher Prairie, this one seemed not to be acquiring much that was main.

On the corner where Vic's Master Station now stands was the Villard Hotel. It was a stately and massive building. The opposite corner eastward was vacant property. On the south side of Main Street was the railroad right-of-way (where once stood Headquarters Hotel) and on the east side of Sixth Street stood the big N. P. depot building. It looked like a good start for a business center. Also, Kindred was negotiating about building a dam across the river at a place near the present The Northwest Paper Company mill. Most obvious as a business enterprise was the opportunity of providing easy transportation between the depot-hotel corner and the dam, where another industrial center was expected to spring into existence.

On October 20, 1885, the council voted a fifty-year franchise to C. F. Kindred to build and operate a street railway. Building was not finished in 1887, for we read that on September 5 he requested extension of time in which to get his line built. Mayor Douglas opposed this, as he did similar franchises, and would not sign the ordinance; but, as per rule of procedure, the council passed it by a two-thirds vote.

Let us see now what became of this Brainerd Street Railway Company, as Kindred called it. C. F. Kindred was president, C. E. Taylor secretary, and W. J. Bain the third director, all local men. In the middle of this hotel-depot street corner, on Main Street, Kindred put in a turn-table. That

was one "End-of-the-Line." Tracks were laid north one block to where his house stood and then turned eastward on Kingwood. The City's wagon bridge across the ravine was used to get over to Kindred Street, in east Brainerd. In using that bridge he had only to observe that horses walk at not to exceed five miles per hour. On Kindred Street lay also the passing-track for the other car, which made its start on a turn-table in the middle of Ash Avenue and Third Avenue and moved south down Third Avenue. The track was to be extended to the site of the dam, but as built the system was one and one-half miles long and horse was the motive power. The horse barn was on the corner of Ash and Third Avenue.

Things did not break favorably in 1888 for Kindred. Liens were filed against the Railway company and his Brainerd Water & Power Company had become bonded to the limit and in 1888 went into receivership. His Brainerd Light & Power Company was in such bad condition that the city had to protect itself and buy it. His Mississippi Water Power & Boom Company went the way of the hammer, too. To make matters worse, the terminal Villard Hotel had been destroyed by fire about June, 1887.

Before the last page of the 1888 calendar had been turned, Kindred began to pull stakes. He left Brainerd for good in 1889 and went back to his original home-town near Philadelphia. Losing a street railway was a disappointment in the city. At the meeting of April 1, 1889, the aldermen ordered the rails removed for a distance of one block from each end of the ravine bridge; and on July 7, 1890, the street commissioner was instructed to take them up wherever they interfered and store them in the old barn.

In his new place of business Kindred became identified with the management of an eastern railroad, where he emulated his hero, Henry Villard, and played a big part and emerged very wealthy. He returned to Brainerd in 1898, but only briefly and in his business car; according to those who know, he threw a big party for his dearly beloved band boys.

11.

THE VILLARD HOTEL. In several published accounts of Brainerd mention is made of The Villard Hotel. The statements are brief. Pictures of the exterior leave no doubt that the hotel was an imposing structure and a place of splendor. It was three stories high, but the dormers and gables in the roof actually made it a four-story building. Descriptions of the interior indicate that it was spacious and magnificent. The hotel was famous for its appointments.

E. V. Smalley, editor and publisher of *The Northwest*, writing about Brainerd in his June issue of 1885, refers to the Villard Hotel in these words, ". . . the most conspicuous building in Brainerd and handsomest in northern Minnesota." He describes it having seventy-five bedrooms. A 38 by 50-foot dining room had adjoining it sample rooms, a big office, and

parlors which could be opened into a single large room and made ". . . a fine place for large banquets." It was christened Villard in honor of the president of the Northern Pacific railroad, in the days of ". . . Villard's meteoric success." He added that "Witt, Hartley & Company are the proprietors."

Important as this hotel seemed to be, it is strange that no references are included about how it happened to be built or who managed it. It is even vague as to where it was erected and who owned it. One can infer that it existed not before 1882, but had been planned; and it is certain that it was destroyed in 1887, but not as to the day or month. Now people ask: Why so glamorous a hotel in those lumberjack years? Who was splurging? Where did it stand and why was that place selected? What silenced it?

Nobody is here to tell us all this. An examination of property records gives a clue but of biggest help is supplementing them by a knowledge of important contemporary events, and having knowledge about individuals who crossed the stage in that period of this history. We offer a reconstruction of what seem to be the general features about this venture in the hotel business in Brainerd.

Several men played leading roles, but a few contributed to make it a big thing. First we have Charles F. Kindred, who wanted a place of splendor for rendezvous when he was conducting his political campaign in 1882 for a seat in Congress, and probably after elected. He also wanted to build up his side of Brainerd. Villard Hotel was built on the northwest corner of North 6th and Washington, where Vic's Master-Station now stands; Kindred had purchased the entire block in November, 1880, a year before he started his campaign.

In 1872 Warren H. Leland came from Chester County, Maine. At once he erected a hotel on the corner of South 5th and Laurel, which is part of the present Court House grounds. He named it Leland House. It had only eighteen rooms. It became a big center of activity, which necessitated increasing its size in 1879 to sixty rooms. He engaged also in lumbering and dealt in general merchandise. For awhile Leland served as alderman from the First Ward and two terms as County Commissioner. Poor health influenced him to rent his hotel in 1880 to W. W. Hartley, and on May 21, 1881, sold it to Geo. E. Stratton and B. F. Hartley and then on September 30, 1882, Chas. H. Douglas, of Aitkin, purchased it. Early in the '80s came the big boom period of building development in Brainerd and encouraged Leland to go into real estate ventures. Leland was influential and longed for bigger things. Kindred recognized Leland's successful career and enlisted his help.

When Leland came to Brainerd, there came also a group of men named Hartley, the first of whom was W. W. Hartley. They were builders of big structures and promoters of business enterprises and dealt in real estate and related services. One operated a newspaper for awhile. B. F. and G. G. Hartley erected the Hartley Block, which stood where part of the Rans-

ford hotel now is; it long had the Brainerd *Tribune* print shop upstairs. It was the first brick building in Brainerd. W. W. Hartley erected the Bank Block, which in 1881 became the home of the First National bank and the office of J. J. Howe's lumber company; he also served as postmaster from 1879 to 1886. Benjamin F. (Frank) Hartley was mayor in 1882 and 1883. It was he and his brother Guilford G. who became interested in the Villard enterprise.

Thus ambition, local prestige, industrial experiences, and pioneers' courage joined to make Villard Hotel possible. Leland accepted Kindred's hint and on February 10, 1882, negotiated the purchase of six lots from Kindred. His logging acquaintances David Clough and Geo. E. Hayes joined him. Hayes loaned him \$8,000. A loan of \$15,000 was obtained by Leland from Kindred to help build the hotel. It was not a simple transaction; subsequent events bore this out many times in a few years because mortgages, foreclosures, liens, and deeds of several sorts clutter the title records.

On September 16, 1883, Leland transferred an interest in the land and brought Wm. H. Witt into association with him. The hotel was presumably in operation late in 1882 and this transaction is interpreted to indicate that it had gotten into service not later than 1883. On April 5, 1884, a few deals brought in B. F. Hartley, G. G. Hartley and James Dewar as some of the owners. These three with Witt formed a co-partnership named Witt, Hartley & Company which is referred to by Smalley in 1885 as the proprietor of the hotel.

Many liens were filed against this partnership. Of interest may be, for example, that on October 6, 1885, a lien for \$200 for five weeks' wages was filed by a bartender, and he named this firm the owners of the hotel. It would seem that if a bartender could not earn enough in Brainerd of 1885, the northwest could not then have been ready to support so grand a hotel. In other words, the original ideas had failed. Kindred had been defeated in the election. Undoubtedly things were not going well for Leland who with Witt was managing the hostelry, because on April 6, 1887, he and Witt gave Kindred a mortgage deed for the \$15,000 which Kindred had loaned Leland in 1882.

In June, 1887, a fire destroyed the hotel.

The City Directory published by E. F. Barrett in 1888 does not record any of the above named men except James Dewar, W. W. Hartley and Kindred. Dewar was said to have been ruined financially and by 1889 Kindred was no longer in Brainerd. Quickly after the Villard fire in 1887 he wanted a hotel erected on that street intersection. Impatient with the delay about clearing away rubbish, he started excavating a basement on the opposite corner, where Van's Cafe now is. Kindred's other local enterprises had become so involved financially that credit needed for erecting this new hotel was denied him. That stopped his work on the basement and influenced him to move away from Brainerd. Thus ended Villard Hotel and the career of Kindred, in Brainerd.

In 1889 R. R. Wise erected his Arlington Hotel on the corner south of the one on which The Villard had once stood majestically. That started Wise's career as a proprietor of hotels in Brainerd.

12.

BRICK INDUSTRY. Between 1878 and 1890 making brick constituted a major industry in Brainerd. It rose to a high peak in 1882 to 1886 and it reached the closing-out stage by 1890. It may be said to have thrived as a husky business between 1880 and 1888.

Production rested in three plants. Lyman P. White owned and operated a small one south of the east end of the Laurel Street bridge. Another plant, known by various names, like Ebinger and Koop, was on ten acres not far west of the west shore of Rice Lake. Both clays burned reddish. But the story of making brick in Brainerd pertains mainly to the cream-colored brick enterprise conducted by William Schwartz.

Wilhelm Schwartz learned this trade in his native Germany. He and his wife Magdalena arrived in Brainerd about 1875. They started a grocery store on Front Street, at about where the Lake Region bowling alleys now are. His German name was soon changed to William, but his handwriting ever remained Germanic.

Life in Brainerd at that time centered on the top of the east bank of the river, between Main and Front Streets. It induced Schwartz to study that bank for exposures. About a mile up stream he saw a bed thirty feet thick of gray clay. A firing test burned it to an attractive cream or buff color, a finely crystalline-like texture and a very tough structure. Sand and soil twenty feet thick covered this bed of clay; but being at the top of the bank, it could be easily scraped off and dumped down the hillside without requiring hauling. For a man of his training, there lay just what the doctor ordered.

Schwartz prospected and experimented. The land he was on was a fractional eighty owned by George W. Holland, who had purchased it in 1874 from the U. S. Government. It is known as Lot 4 of Sec. 18, T. 45 N.-R. 30 W., containing 28.28 acres. Today Mill Street borders it on the east and it is occupied by The Northwest Paper Company. Schwartz purchased it October 1, 1878. He conveyed it to his wife May 18, 1880; that may have been a forerunner of a *causus belli* in his matrimonial relations.

The brick plant Schwartz erected consisted of a rotary paddle mixer, operated by a horse, and three wood-fired kilns with steaming facilities. His business was named BRAINERD STEAM BRICK YARDS. His process made an exceptionally tough and durable brick which quickly became famous. It became known as "*Milwaukee cream brick*," the city famous for such brick. His career became as colorful as his brick. He shipped to Duluth and the Twin Cities and stations between. The business was so big that it warranted the Northern Pacific company building

in May of 1881 a mile and a half long railroad spur, north from its shop yards, to serve this infant-industry brick yard. It was the first spur that it built in this vicinity, and it came eventually to play an important part in many enterprises.

The work necessitated his quitting the grocery business. On October 10, 1881, the purchase of the fractional N½-NW¼ (Lots 1 and 2) in the abutting Section 19 to the south was made, title going direct from Lake Superior & Puget Sound Company to the wife Magdalena. The following August the couple had the southerly portion, south to Ash Avenue ("H" Street), subdivided into lots and on February 23, 1883, it was recorded as Schwartz's Addition to Brainerd. On the unplatted part he built his new home. The addition is now almost fully built up and is an important part of Brainerd. It is bounded on the West by the railroad brickyard spur track west of which is now part of Evergreen Cemetery.

When Henry Villard was elected president of the N. P. Railroad Company in September of 1881, he soon thereafter pressed building the new repair shops previously proposed by President Billings. It was Schwartz's brick that was used for all the buildings. In the peak year Schwartz made 7,500,000 brick. That is enough brick to cover four city lots, or an area 100 feet wide and 150 feet long, to a height of 110 feet. It meant shipping on an average fifty modern box cars per month (probably seventy-five of the kind used in 1884). The White and the Koop-Ebinger yards are each said never to have exceeded 2,000,000 bricks per year. Thus, Brainerd's greatest annual production became 11,000,000 which is enough to veneer 600 to 700 homes. For a city of a few thousand, as Brainerd was in the '80s, that is, indeed, a very big industry. Yet, all is gone.

Among the local buildings of note that were built with Schwartz's steam brick, these may be cited: the Hartley Block, the McFadden-Westphal Bldg., Hartley's or First National Bank Bldg.; the former court house (Newell Apartments), and the sheriff's home and jail (non-existent); the city lock-up (now Meyer Laundry dry-cleaning plant); the N. P. shop buildings; the high school building (destroyed by fire in 1929); all the grade school buildings (replaced in 1936); C. N. Parker's street car power-house (non-existent); Park Opera House; several dozen north side residences erected by C. B. Sleeper, W. D. McKay, and others. Sleeper Opera House was built of White's and Koop's red brick.

On November 20, 1884, a final decree in divorce proceedings was filed. Schwartz was given the custody of an adopted son and the wife got the property. He ceased making brick and in 1887 he abandoned Brainerd. Although others carried on for awhile and a small amount was made now and then in the Ebinger-Koop yard, with his departure making brick in Brainerd declined. By 1890 all such work terminated.

The natural resource—clay—remains, but in no other way since then have these beds of clay played a part in local industries. Some future genius has this resource as his chance for gaining distinction and prove its usefulness to society.

13.

SAW MILLS. Sawing logs and planing the boards started in 1871, became a big industry in the middle '80s, reached its heights in the early '90s, and after four years of the new century it passed out of existence. At this juncture we relate something about the status in the '80s.

In the '70s several small local mills sawed the pine trees that were removed from newly opened streets and alleys of this "City of the Pines." Such mills are common in any borderland city. Our story is to be about a large company that served a wide and remote territory. We mean J. J. Howe & Company, sometimes also spoken of as J. J. Howe Lumber Company.

Jeremiah J. (Jerry) Howe came to live in Brainerd in 1876. His partners were S. W. Farnham and A. B. Barton, of Minneapolis. The company had a chain of wholesale and retail lumber yards in various places in Minnesota and North Dakota. It did its own logging in a big way. Because the Mississippi River was here, Brainerd came to be its manufacturing point. Its office was established on the second floor of the Hartley Bank Block (now the First National Bank Bldg.), occupying the space which the present Brainerd Clinic and Dr. G. H. Ribbel now occupy. During Howe's twenty years of residence in Brainerd he acquired much city property and erected several buildings. He served many years as an alderman, first of the First and then of the Second Ward. He was the familiar "Jerry" Howe, shrewd in business and active in city affairs.

In 1872 Barrows, Prescott & Bassett built a steam-powered sawmill south of the east end of the railroad bridge. They sold it in 1874 to Geo. W. LeDuc who shortly afterward sold it to Eber H. Bly. Bly moved the plant to the vicinity of Boom Lake. In 1876 he sold it to Jones Bros. and in 1878 these conveyed it to J. A. Davis & Company. By this time it had become a plant making 50,000 feet of lumber, 80,000 shingles and 25,000 lath per day and employing 75 men.

The Northern Pacific engineering department records show that on May 17, 1871, a contract was let to Augustus Wilgus and Charley Thayer to build a railroad spur to Boom Lake. That was an exceptionally early date. Boom Lake was a natural place for a mill site, but somebody must have had plans that did not mature until Bly moved his mill there in 1874.

The spur started at South 10th and Front streets and followed the alley between Laurel and Maple to South 5th, thence southwardly down the river bank to the mill site. It became known as the "Mill Spur." Only the short piece to South 6th Street remains today, and it is used mainly for unloading inbound coal, not for hauling outbound wood products as before.

Howe erected a mill on the north end of Boom Lake in 1876 and enlarged it in 1880. In all probability Howe's company acquired the J. A. Davis & Company mill and enlarged it in 1880 to the proportions by which Howe's plant eventually became known. Howe had the river for boomage, which held 250,000,000 pine logs. His plant consisted of two rotary saws,

shingle and lath saws, a shingle mill, a planing mill, and a dry kiln. He had a machine shop, two power engines for his plant, and a small dynamo for generating electricity for lighting the plant.

From a publication which seems to describe with caution for truth about plant capacities and quantities of manufactured products, the following figures are here next compiled for Howe's plant of 1887:

- (a) Manufactured from 15 to 20 million feet of logs annually and shipped on an average of 100 cars of lumber per month (probably 70 or 75 of the size of those in use today).
- (b) A 10-hour capacity to manufacture (given here in present-day size carriers) was 3 cars of finished lumber, 1 car of shingles, and 3 large truck loads of lath.
- (c) Employed up to 225 men, and up to 1893 was the second largest "industry" in Brainerd.

In the matter of size it became supplanted in 1893 when the Brainerd & Northern Minnesota Railway Company built into Brainerd and brought with it the Northern Mill Company, later known as Brainerd Lumber Company.

The Howe company was reputed to own a billion feet of pine stumpage along the river; but be what it may, the end of the enterprise was drawing near. Some significance may be attached to the fact that in 1895 the company advertised horses, harness and logging outfits for sale. In 1896 a fire destroyed the mill. Discontinuance of the enterprise was decided upon promptly by Howe's partners and in June the Railway company started taking up the trackage from the west side of South 6th Street to Boom Lake. That left no doubt about lumber manufacturing being of the going-out order in that part of the city.

As Bonnes & Howe, Jerry continued to cut logs and send them down river to Minneapolis. Howe eventually changed his residence, in 1906 or 1907, establishing his home in Brooten.

In 1887 a White & Davis mill was north of the N. P. main line track on the west side of the river. It had a small boomage in the river. It sawed about a half-car of lumber per day. Lyman P. White had a small mill south of the track on the east side of the river. It sawed about a car a week. He had a small planing mill opposite the present Fire Hall, on South Fifth Street. In 1899 Joel Smith had a mill which operated seasonally and then used sixty to seventy men, but averaged about one car of lumber per day. These three were well-known plants headed by reliable citizens and indicate the scale of these so-called "other" mills when compared to Howe's plant of 5 or 6 modern cars per day and Brainerd Lumber Company plant with its 12 to 15 modern cars per day.

Those were big days in Brainerd. Yes, sad to say, every vestige of these large industrial plants is gone. Even the land of their sites is being used elsewhere and is not recognizable.

14.

We return to the year 1883 and take note of a few things that pertain to only that year. More of the active permanent business type of man arrived. Among them was the youth George D. LaBar. He arrived on January 11. He became the city's all-time best financier, and on the side found time to participate continuously for about thirty-five years in various civic offices that improved the city's industrial and cultural life. Such things increase a man's stature among fellowmen.

During the year the city charter was revised, to catch up with the fast changing conditions and growth. Presumably this was accomplished by acts of legislature. The new charter enabled adding more officials, for the minutes of the council record that on June 16 S. H. Relf was appointed the first City Engineer, and so again we see a first. Con O'Brien formed the O'Brien Mercantile Company to enable supplying dry goods in addition to wet goods with which he had made his start. Those were flourishing times for wet goods. The newspaper of that day published that Brainerd then had fifty-two saloons. This fact is vouched for by many people who remember back that far.

The Common Council had to wrestle with a new franchise problem. On April 21 it passed Ordinance No. 19, which gave a nine-year franchise to the Brainerd Telephone & Telegraph Company, ". . . to operate a system of telephone exchange by the Bell Patent . . .". It included a repeal of all former grants; but there is nothing on record that there were any such grants and what this franchise may have produced is not known. An informant explained that in 1883 the sons of a Dr. Cheney, who had a drug store on the corner where the present exchange now is, conducted a small exchange above the drug store. Cheney soon sold his business and moved away and then a Dr. Paquin attempted to operate the exchange. Evidently that exchange did not prove serviceable and as a business ended soon. It puzzles one why a franchise was given for only nine years, or why anyone would ask for so few.

A matter that in course of time became a fixture as an industry in Brainerd was the purchase on June 6, 1883, of The Brainerd *Dispatch*, by Ingersoll & Wieland, a firm that endured until death intervened for both men long afterward. On that same 6th day of June the Common Council designated the *Daily Dispatch* the official city paper, replacing the semi-weekly *Journal*. The successor, The Brainerd Dispatch Newspaper Printing Company has risen to be an inseparable elemental part of Brainerd.

An event of the greatest significance and importance occurred on September 8. In building the Northern Pacific transcontinental line, construction went westward from Carlton, Minn., and eastward from Tacoma, Wash. Fifty years after the idea was conceived or nineteen years after Congress gave charter rights, the two ends met in August of 1883 at a place in Montana called Gold Creek. On that day in September a highly

decorated train carrying General U. S. Grant and other dignitaries stopped at that place and with appropriate ceremony drove the Golden Spike that symbolized the completion of that hazardous, momentous and ponderous job. To be sure, the people in Brainerd celebrated. John Carlson related that on the 8th Street crossing the people burned a wooden locomotive built for the occasion. What would be the goings-on in those fifty-two saloons on a day like that?

The happiness and joyfulness of that occasion was soon dulled by the announcement that the Railroad company had ordered 500 employees from Brainerd moved to St. Paul. The main car-shop of the group in Brainerd was transferred to the new shops erected at St. Paul, there known as the Como Shops. Taking away all those families was indeed a severe set-back for this young city. Gloom spread over Brainerd for a second time in ten years because of railroad losses.

15.

Came 1884 and with it several very distinguished personages,—men who stamped their strong personalities on the community for many years. We may comment that the New Englanders of the '70s were in the '80s becoming intermixed with an indigenous middle-west stock.

First to be mentioned is Dr. John L. Camp. He was an Illinoisan and a graduate of Cornell University in New York. There he also rowed on the college crew, which attests to his physique and endurance. During 1882 and 1883 he served as physician at the Standing Rock Indian Reservation in North Dakota. It serves a good purpose to mention those qualities because when this eminent professional came to Brainerd, it was the typical country-doctor times.

Camp's first junior partner became J. A. Thabes, Sr., now the dean of the local professionals. Thabes relates that Dr. Rosser, of the '70s decade, of powerful physique, moved around just about as much on foot as he did with horse and buggy. Pursuit of this profession required the use of horse and buggy or sleigh; and time and again in wintry weather this highly educated individual would sling the instrument case over his shoulder and walk to the home in the woods. No wonder the names of these men became household words. Little wonder that on account of the practice of medicine and surgery Brainerd established itself early as a place to visit in case of sickness or injury.

Able professionals like Dr. Courtney and Dr. Camp were not stranded here; these men preferred this exhilarating area as a place of residence. Camp died Nov. 22, 1914, and Courtney on June 23, 1924. Courtney, a graduate of the University of Michigan, surrounded himself with Michigan medical graduates; at all times this group had the skill to perform intricate surgery. The Northern Pacific hospital staff was widely recognized for its proficiency.

A learned man of another sort arrived on May 19, 1884. He came from Wheeling, West Virginia, born there August 23, 1850. In politics he was a staunch Republican if ever there was one. The newspaper business commanded his interest. The country editor was typified by A. J. Halsted, who to everybody was The Colonel. He also carried himself as one befitting that title. He purchased a half-interest in the Brainerd *Tribune*, his associate being A. E. Pennell until about 1899. Halsted was associated with it as editor for about forty years, first as a semi-weekly and since about 1887 as a weekly. His editorials were well written, direct and instructive. He served the city in many leading official positions. When he died January 30, 1929, he had reached the age of 78; and in that period of forty-five years of residence he participated in many functional changes in the civic life of this city.

Although having been identified with the affairs of Brainerd since his arrival in 1872, we continue to mention often the name of C. B. Sleeper. For five years, up to 1878, he was president of the School Board. He was the first city attorney, in 1873. He tried early but failed to be elected mayor. However, in 1884 he managed to complete an initial step in his ambition to rise to high political office. Ever since 1872 Geo. W. Holland had prevented Sleeper from making this professional ascent, but in 1884 he managed to become County Attorney. He served two years, when Holland once again won the coveted position. Apparently it did not hinder Sleeper from progressing, for on March 1, 1887, he was elected mayor and then resigned on the 21st to accept a better post, namely, the District Judgeship, only to be "bumped" again by this same man Holland.

Sleeper platted two additions to the City of Brainerd. The first one came of record on May 5, 1881, and is known as Sleeper's Addition. It is that part which extends east from the railway tracks leading to St. Paul and including 17th St. (then named Kingsley), and lies south of the N. P. shop fence on Laurel to and including Oak St. It is the main part of the present Fourth Ward. In honor of Mayor B. F. Hartley of that year, the present 13th Street bore the name Hartley. The second Addition came of record on December 5, 1882, and is known as Sleeper's Park Addition. It extends from Quince to Willow and between South 7th on the west side and the then-called South Broadway on the east side. It is still mostly deep hollows.

But better known have been his two buildings named Sleeper Block and the Sleeper Opera House. The former is now the Webb Block, on Front Street. The Opera House stood on South 8th St., next to O'Brien Mercantile Co., and was built in 1882. Like so many former notable edifices of history, fire destroyed the Opera House Jan. 2, 1898, and gutted the Sleeper Block in 1907. Sleeper's Opera House was truly a landmark. It not only made possible the presentation of "Uncle Tom's Cabin" and "The Mortgage-Must-Be-Paid" melodramas of that decade, but it was the place

for political rallies and lodge ceremonies for which old Bly Hall was no longer large enough. The town had been growing.

A name often seen in affairs of Brainerd about whom little is related in the annals of the city is Calvin L. Spaulding. He served in various offices, including president of the city council and postmaster, and was accorded the highest respect; but he is mentioned here only to correct statements that have been printed about a service that bore the name Lumbermen's Exchange Bank. Spaulding advertised it that way and he called himself cashier. It was started about June 1884 and ended about December 1890. It was not a chartered bank. It is not of record with the state banking department. Spaulding's business was "real estate, rents collected, taxes paid, titles examined, deeds, mortgages and contracts executed, time checks and county orders bought, agent for insurances and loan and buildings associations,"—which is here copied from his Ad of 1888. In other words, his was a real estate office doing also a loaning business and exchanging lumbermen's (lumber jacks') checks for cash,—discounted to be sure. It was a legitimate business. Many reputable men did that in those days. They even went out and met the fellows in the woods. His office, he said, was in Lumbermen's Exchange Bank. Address given was No. 6 South 6th St.

A window now replaces the entrance and the numbering system has been changed. You cannot find his office that way now. That space is, should anybody be interested in this fact, that part of the First National Bank quarters now used by the bookkeepers. It was in those days a separate, small, real estate office, opening into So. 6th Street just north of the present entrance leading to the upstairs floor. Later it was a jewelry store.

In all gatherings of old-timers one always hears about the many saloons Brainerd had at such and such a time. It must be recognized that the saloon was a complementary function of logging. Quickly, then, the conversation switches to the brewery. What brewery? As near as can be determined, a brewery was started in 1872; but it was about 1880 that Peter Ort built a small brewery on the east shore of Boom Lake, or what would be 4th or 5th Street if extended that far south. Soon, however, it became idle. In 1882 or 1883 George Donant bought and re-opened the plant. Before long, which we believe would be about 1884, Fred Hoffman purchased the plant. It grew to larger proportion as more lumbermen, more loggers, more lumberjacks, and more river drivers came to town to "hoist a few," in the parlance of that day. Ed. Boppel next became a partner. After the institution changed ownership again in 1906, with Boppel and Hemstead as owners, it became Brainerd Brewing Co. Again it grew, having in 1910 a capacity of 10,000 barrels per year. Breweries in this area met their doom when in 1914 enforcement of a 1859 Indian Treaty was invoked. Altho making and selling beer was made legal again, a brewery has never since been operated in Brainerd. That's a lost industry.

16.

One year after the plat for the Original Townsite of Brainerd was filed, West Brainerd Addition was filed (9/14/72) and two months later (11/2/72) First Addition to Brainerd was filed and then no more until July 21, 1880. There are now forty-three plats that comprise Brainerd; but if to be counted are only those which are for areas subdivided in the usual city-lot pattern and on usable ground, then thirty-nine is the number to use. Those first three plats cover 40% of that area.

In 1880 one plat was filed; in 1881 it was five; in 1882 it was eight; in 1883 it was eight; that makes twenty-two Additions but accounts for only 40% of the city lots. So we see that by October 16, 1883, or in thirteen years, 80% of the present Brainerd had been platted. During the next five years seven plats were recorded, accounting for another 12%. Between 1892 and 1898 two more plats came along. That left nine that were platted since 1900, and accounts for the total of forty-three Additions. In those forty-three, parts were subdivided by five other parties, and the County Auditor also subdivided four areas for his convenience. That makes a total of fifty-two plats of record.

The ravine has always been a natural boundary for many things and in many respects. For the moment regard it as the dividing marker for the Second and Third Wards. In 1884 the council established all that part of Brainerd east of the ravine and north of the main line railroad track as the Third Ward, a fact which enabled having six aldermen from the city's three wards.

The population in 1885 was 7,110. That is a gain of 5,230 in five years. Disregarding the unbridled urge by booster organizations to make things seem bigger than they are, we must allow that the Minnesota woods were drawing men for work at logging, and the number that passed through the city in any one season or year, stopping usually to be outfitted and have a final fling, may very well have created the impression that Brainerd had a much larger population. For changes in population recorded by the Census Bureau, the reader is referred to Appendix A. For 1890 the count given is 5,703. When all figures are platted to produce a growth curve, an ordinary normal increase for that decade would alone put the population for 1885 at 4,300. But those were not normal times. It was a boom period. It was a time when the northern part of Minnesota was being prepared for colonization. Homesteaders were flocking to this territory and cut-over lands were being sold at very low prices; city lots were also in demand. It was a big chance for starting real estate and land offices.

17.

Speaking of colonization, we do not mean to convey the impression that there were no Indians here. In fact, the United States Homestead Act was an encouragement to get the white man to settle where the red

man roamed. Conflicts between possessor and dispossessed were a natural consequence. In certain parts along the Northern Pacific line the Indians even tried to stop the Iron Horse, and in other places many troublesome incidents arose.

When the Civil War was ended, Federal troops were put into service in wooden stockade forts erected along nature's routes of travel in the northern states. One such stockade had been built even before that war, in 1848, eighteen miles south of Brainerd and on the west side of the Mississippi River, in Morrison County. It was given the name of Fort Ripley. A Stage was operated from there over the Crow Wing River to west of Gull River Station and thence up to Leech Lake. In 1877 a railroad station opposite thereto on the Northern Pacific's new St. Paul branch line in Crow Wing County was given the name Ft. Ripley, at which place a village developed. The army fort was abandoned in 1876. About forty years later, on land further south of that fort the state established a National Guard training grounds which bears the name Camp Ripley.

This is sufficient to indicate that from the earliest days of Brainerd a military influence evidenced itself. In the '80's and '90's a National Guard company of infantry was very active in Brainerd. Among its captains were men who achieved honor and won respect. We mean W. A. M. Johnstone, first a merchant, then for forty years the Clerk of the District Court; S. R. Adair, first a jeweler, then long the County Treasurer; Wm. Nelson, first serving as Chief of Police, then twelve years as the first Secretary-Manager of the Brainerd Water & Light Board, and then twenty years as owner of a large retail coal yard. (See Appendix "R".)

A half-century or more later Brainerd again entered the National Guard organization. In 1936 a large armory was erected by the State and a tank unit was formed. It became mobilized in 1940 as part of the 194th Tank Battalion and was sent to the Philippines. In April of 1942 the unit surrendered on Bataan. We shall say more about this in another decade. For the moment it helps to disclose features that find their roots in this decade of the '80's.

18.

SCHOOLS. As we enter the year 1885, it is appropriate that a review be made of the experiences in educational opportunities afforded in this pioneer decade of Brainerd. This decade may be regarded the time when Board members had profited from previous managerial experiences and the people from contact with local school problems. The turn-over among the staff was big and only few instructors remained as much as several years. Up to March of 1883 there had been no city-wide elections of Trustees; instead men were chosen from the people attending an annual meeting of the Board in September.

The outstanding feature of the decade became the need for more build-

ings. First came in July 1880 and consisted of rebuilding the upper room of the new wing of the Sixth Street school to be the principal's department and the corresponding room in the old part the intermediate class. The lower room in the new wing was made the grammar department and the other room in the old part became the primary department. That made it a four-room school. There was no other building.

To erect more buildings required bond issues and special legislation. In February of 1881 the board submitted a bill to the state legislature providing for setting off the district by a special charter. The bill was passed immediately and thus was created the Board of Education of Special School District of Brainerd. Bonds could now be voted.

At the annual meeting Sept. 3, 1881, only nineteen voters attended but they were influential in urging immediate remedial action to relieve the crowding. They proposed a two-room school on the North Side and voted the legal limit of 8 mills to pay for it. In May following the Board purchased four lots on the northwest corner of Grove and No. 7th streets and approved a one-story two-room building measuring 24 by 36 feet. The building was to cost \$2450 and be ready by October 1, 1882. Locally it became known as the "Green School."

The superintendent's work was to become scheduled by action taken in February of 1882 when he was ordered to visit each school once a week and report to the Board once a month, being paid per visit. In Appendix P are listed the men who have served since January 1872 as presidents of the Board and as superintendents of the district.

In 1882 enrollment exceeded 400 but average attendance was about 250. A year later, in September, the Sixth Street school registered 250 and the North Side school 90 on opening day, making a total of 340. Immediately steps were taken to add to the Sixth Street school a wing costing \$1100.

On July 3, 1882, citizens had begun to urge erecting a high school. After various investigations a meeting was called February 4, 1884, to enable people to vote on a bond issue of \$40,000, as per General Statutes of 1878, to pay for such a building. The proposal carried by a vote of 106 to 3. The block purchased, costing \$5200, is the one occupied by the present high school. The bid of F. B. King & Company of Minneapolis, of \$27,000, was accepted. Equipment and furniture was in addition. On January 12, 1885, the new building was accepted by the board. The students in the Sixth Street school were then transferred to the high school and on January 24, 1885, the building was ordered locked. While the high school was being erected the board obtained twenty applications for the principalship. On July 18, 1885, it selected J. A. Wilson, of Ohio, a Civil War veteran. Wilson served many years in this capacity and did much toward developing a more complete curriculum, including music, drawing and chemistry.

May of 1885 was another busy month as to buildings. On the 2nd a two-room school was opened in the Third Ward, and the board ordered investigation of a site for a building on the east side of the Fourth Ward,

another in the Fifth Ward, and one in West Brainerd. Nothing came of the first two as to a building, but as to West Brainerd things moved rapidly. In 1885 that part of Brainerd was a busy place but was still in Cass County. Before the Special Brainerd School District was formed in 1881, at which time that part west of the Mississippi River was included in the School District, Cass County had intended to erect a school there. Therefore the board investigated that feature and the court house building in that vicinity, but on August 12, 1885, decided to buy Lots 2 and 3 in Block 42, each costing \$50. It awarded a contract for erecting a one-story building measuring 20 by 34 feet and costing \$800, same to be completed in thirty days. That marked the beginning of the presently known Riverside school.

When the Sixth Street school was ordered closed in January of 1885, immediately a Norwegian church rented one room and C. H. Congdon was allowed the use of another one for his private singing classes. In April negotiations were started with the Order of St. Benedictine Sisters, of St. Cloud, for the use of the other rooms for schol purposes. In September a lease was made for two years, to be extended if the Brainerd district should not require the building.

Five nuns constituted the faculty and conducted an academy, open to all who wanted their instruction in the arts like music and elocution and for which a regular fee was charged. Two of these nuns, far advanced in years, reside now in Duluth.

In November of 1887 Principal Wilson reported to the board that over 700 pupils were enrolled in all the schools and that the high school building was over crowded; therefore, in May of 1888 it was decided to re-open the Sixth Street school for a primary class. A Norwegian "Normanna" society and some religious society were permitted to use one room together, but the nuns' lease was to terminate with the start of the fall term. As a public school it continued in use until 1896, the city having built its four first regular ward-schools in 1894. When so re-opened the teaching staff was headed by Miss Rosalie Fasching, as principal. She is the present Mrs. Dan M. Clark. Other teachers in that school then were Laura Settle and Laura Walker. In other schools were Sue B. Mulrine and Anna Murphy, whose sister, the present Mrs. Emily Linneman, in the next year taught in the two-room school in the Third Ward. Other teachers on that staff in 1887-1888 were Wilson's assistants, first A. M. McKenzie and then A. B. Gould, and the Misses Florence E. Foster, now Mrs. W. A. Fleming, Gertrude Cooley, Laura Hanke, Maggie Sommers, A. Lorraine Yonker, Emma F. Curry, Elvira H. Clark, Clara Porter, Minnie Merritt, Irma Camp, and Mrs. D. Roberts and Mrs. J. H. Davenport. The Misses Vose and Abel taught part-time, and Henry White taught two days as a substitute.

In 1887 the enrollment in the high school was thirty-five. There were two graduates that year, one being Henry White, now a resident on Gull

Lake, a brother of I. U. and C. B. White who arrived in 1870 to build houses for Lyman P. White. Henry's daughter, Lois, is now librarian in Washington High. Mrs. Emily Linneman was a member of the second class (1888) to graduate; her daughter Marian is now a teacher in that school. With regard to this second class, it was as early as November of 1887 that Principal Wilson recommended the purchase of seven diplomas for a class of seven graduates and also prepare plans for commencement exercises. The graduates were to be: Mary Gleason, Amy Lowey, Emily A. Murphy, Genevieve L. Paine, Mary Geneva Welch, Emily Walters and W. A. Steel.

The four brick schools, named Lincoln, Whittier, Lowell and Harrison, were erected in 1894. In 1919 Riverside School in West Brainerd and Garfield School in the mill district were added to the number. In 1930 the old high school was replaced by a new structure valued at near \$600,000. In 1932 \$300,000 was spent on a junior high school, named Franklin. In 1936 the four grade schools erected in 1894 were replaced by ultra modern structures at a cost close to \$900,000. As of 1945 the total valuation for all these buildings is approximately \$1,850,000. It does not include the St. Francis parochial school, which was established in 1908 and now enrolls close to 350 pupils. As of Jan. 1, 1946, the total bonded indebtedness of the entire School District is only \$243,000.

That is a marvelous record from the standpoint of finance, bearing in mind that the first election held for a bond issue, in 1873, was voted down and that for many years much schooling was conducted in private in homes.

19.

Changes in the civil administration began to occur in 1885. After amendments to the Charter had been passed by the legislature, it was published in April to acquaint people with the fact that the city had become divided into five wards. A fourth and a fifth ward had been added. The council also ordered a general election for school board members; this was the first time a city-wide election was held for that body, membership previously having been by election at the annual meeting of the board.

On April 6th the new council also appointed the city's first Board of Health; it consisted of five members, and of that group the three of interest to us today are the doctors Camp, Courtney and Hemstead.

By ordinance passed June 15, the council established the first Municipal Court, thereby relieving the police court and justices of the peace of that function.

Many sidewalks and crossings were ordered laid. It was only a start, but it was a determined move to lift Brainerd out of the sand. To Lyman P. White was given a contract to do such work. It was one of his many side lines.

Many times hereinbefore we have used the term ravine to designate a

large erosion valley or gully which lies between the second and third wards north and the fourth and fifth wards south of the main-line tracks. Even though a creek flowed along the center line, it has never had a name. Nothing could describe it better than that one word,—ravine. It became a delineator and a factor from the very day of platting and continued to play a big part constantly and in many ways throughout Brainerd's history. It gave rise to the term Northeast Brainerd for the third ward, as was the second ward called North Side, even though the former extended much farther north.

One would wonder why the place had not been bridged early. Even in the fall of 1885 no more was done by the council than build—well, what shall we call it; it was made of plank, was 24-feet wide and a mere 18-feet long with a sign board erected saying: "Teams Must Walk." Obviously, the plank lay barely above the water; and to get to it required driving in a circuitous manner down and up the hillsides to make the climb of about fifty feet. Said an old-timer: "Them were the days!"

The council added further significance to its year's work by causing the city to issue its first bonds. Things must have been serious in certain respects in the city's life, if the basis for judging is the purpose of the Act which was none other than voting the sum of \$2,500 to build a jail. L. P. White was ordered in 1874 to build a jail on So. 5th St., opposite the present Bus Depot; it was a small wooden building that cost \$971.60. It went the way of smoke in the big fire of 1886. The land now desired was acquired from the county, as it was part of the Court House half-block. This little brick structure was erected in March of 1886 on Main St., standing east of the sheriff's house and county lock-up. It is still there; only today the street is named Washington Ave. and the building is being used by E. F. Meyer for the dry-cleaning department of his adjoining laundry. Time brings many changes.

In 1885 the Railroad company offered to provide a Y. M. C. A. building. It has been reported to have been offered ". . . to give aid to sons of railway men and not cause them to seek asylum and pastime in saloons." In 1887 the Y. M. C. A., as then operated, consisted of two reading rooms. They were rooms No. 9 and 10, upstairs in W. W. Hartley's Bank Building. The Y. M. C. A. was incorporated Sept. 6, 1888. According to minutes of the Common Council, digging the basement was started that May. It is said that work on the building was still going on in 1889. It was erected exactly where and as one sees it today. Only today it is vacant, and what meets the eye is a structural hazard that once more "causes them (the sons) to seek asylum and pastime in saloons." Human nature does not change.

On April 18, 1885, Charles N. Parker arrived to make Brainerd his permanent home. He had come in 1872 to build the foundry for the Northern Pacific railroad and get the operation started, but in 1885 he and his partner H. A. Topping leased the plant and named it Parker-Topping Foundry Co. It depended essentially on a contract entered into by the

railroad for all its castings. That business grew to employ up to 150 men. In the course of time E. O. Webb and the grandson Clyde E. Parker became part of the organization. In those twenty-six years of permanent residence Parker did tremendous good in developing industrial and business establishments in Brainerd. He thereby built his own monuments, both unwittingly and unobtrusively, and they are of the kind that will endure long. The "Grand Old Man" they called him. That was the affection people had for him. We record this not to eulogize him but to help make it clearer to readers that his business acumen was good and that he was helpful to Brainerd. He was quiet of speech, kindly of manner, and generous in both thought and deed.

20.

PARKS. People began getting park conscious and in 1885 the council was appealed to and asked to do something about it. Very likely 99.9% of the present residents will learn now of things about Brainerd parks that will be new to them, and maybe surprising, too.

The plat of Brainerd which Lake Superior & Puget Sound Co. filed for recording with the Register of Deeds did not show in so many words that GREGORY SQUARE had been dedicated to the use of the public,—like for a park. It was marked "Reserved," but not why. Certain engineer markings shown within that SQUARE left hardly any question with any engineer skilled in making such maps that it was intended to be a park.

Not until the city grew in population and houses became built around the SQUARE did need arise to question this because a dense pine forest of four square blocks, such as this was, needed patrolling, lighting, paths, and maintenance. The question of ownership arose in February of 1885 when the residents requested the council to cut paths through that forest. If the city did not own the Square, it would be for the Lake Superior company to spend money for maintenance. The danger to the local people was that the company might decide to subdivide the Square into city lots, to the detriment of the city. Controversy arose about who controlled the Square; therefore, in May the council went on record to the effect that the city is the owner and could maintain and develop the Square as a Park; and in June it instructed the City Attorney to investigate the title and, if necessary, bring suit to establish the ownership.

Then began a long legal battle. A suit was started in the United States Circuit Court. Things moved along favorably for the city; so, on May 18, 1891, the Company proposed a compromise and offered to deed one-half the Square to the City. Upon advice given the councilmen by City Attorney McClenahan the offer was refused. By his able conduct of the suit he was enabled to report on Jan. 25, 1892, that the Circuit Court had decreed the ownership to rest fully in the name of the city.

It may be presumed that Brainerd property had increased rapidly in

value and would cause that company to want that land for platting another Addition to Brainerd. Picture to yourself what the place would then look like. Even in 1945 such a mercenary view was exhibited by some citizens in proposing that the north half of the park be converted into building lots,—to relieve the demand for building sites. Is it not strange how some people like to crowd in on one another?

The Square thereupon became Gregory Park. That summer (1892) the citizens presented a petition that requested appointment of a Park Commissioner to supervise cleaning and improving the place. They wanted also a bicycle path built around the exterior but inside the fence. Bear in mind that Brainerd top soil is a very loose, fine sand and that a cinder-path had to be constructed. Incidentally, the park must have looked neglected because while the suit was in progress the citizens requested in May of 1887 that a fence be built around the Square, and in September, upon order of the Common Council, White & White actually did build a fence. It was a 2-board fence capped with a flat top-board that enclosed the entire park. It had swing gates at the corners. Long before this and in the exact middle of the Park, C. F. Kindred had a band stand erected for his band boys. The people also asked for a drinking fountain to help make it more pleasant for picnics. Kindred owned the water works at that time. The city repaired that fence and planted trees as late as 1894.

June 2, 1898, will forever be regarded an epochal day. It was a catastrophic day. A cyclonic wind swept through Brainerd. Among its victims of destruction were all but a few of the trees in Gregory Park. That created the new problem of clearing and grubbing. Bids were promptly called for, but the offers submitted were so small that the council decided to do the work with day labor.

The bandstand was re-erected on grounds east of the depot. In July the Common Council, after much pleading by the band boys, put electric lights on the small bandstand. The so-called City Band had previously acquired a lease from N. P. Railway Company for the use of the ground where the stand was. When the Band tried in May 1894 to have the council make repairs and pay toward its maintenance, the aldermen decided they were not allowed to spend money on other people's structures. For this reason on June 18th the band assigned its lease and the ownership of the stand to the city. In March 1899 the council authorized spending \$200 for new plantings in Gregory Park. In Sept. of 1900 it added \$100 for the same purpose. Where once stood majestic pine they planted fragile box elder and ugly poplar, because these are fast-growers.

Beginning with 1898 the written record for the Common Council uses the confusing term City Park. The small park that used to be where the Baehr Building now stands was commonly spoken of as the Depot Park. The city had nothing to do with this park; however, the bandstand once in Gregory Park and then moved to east of the depot building was eventually set up in this Depot Park and was used for summer evening

concerts for the next quarter century. At last, it fell apart. Since then the concerts have been played from Parker's Memorial Stand erected in Gregory Park in 1920.

21.

The years 1886, 1887, 1888 and 1889 are in many respects linked more closely than any previous years because of certain large and significant industrial transactions in which the city participated; but each year was not without its typical routine matters that throw a sidelight on life and living in those days.

By itself it might mean very little when reading the minutes of March 4, 1886, to see that Bluff Ave. was exempted from restrictions governing "fast-driving." Glory Be! What could anybody accomplish in deep sand and only six or seven blocks? But there were many thoroughbreds here and they had to be exercised. On August 6, 1888, the city having purchased stock in Crow Wing County Agricultural Society, formed in 1887, allocated \$200 for the Society's first annual show. It was held where Bane Park now is and horse racing was featured. In 1899 Werner Hemstead was president and J. M. Elder was secretary. Elder originated in Kentucky. M. K. Swartz was another horse fancier. In 1898 Swartz built a driving park at the east end of Oak Street. It had a big Grand Stand and a 1/3-mile cinder track for racing, but it was built on boggy ground and soon wobbled out of existence. By 1906 weeds covered the track and the stand tumbled and covered the weeds. In those racing days the crowds must have been large because the council minutes read that on July 17, 1899, a request was made to widen Oak St. at its east end to facilitate the traffic at the fair.

During 1886 to 1889 the young folks maintained a Toboggan Club. In that decade there were no buildings on the railroad right of way south of the tracks between First and Tenth streets. This club was given permission to use the part between Sixth and Eighth for winter sports. Visualize now no freight depot and no Baehr Building and in their places two wooden-structure toboggan slides. One started on the Sixth Street end and let the toboggan run eastward. The other started on the Eighth Street end and made possible the return trip. Between the two slides was an ice rink. For awhile tobogganing was done on the hill where now the St. Joseph's Hospital is; that required no prepared structure and the ride ended on the west side of the river. Later, say thirty years ago, a similar ride was obtained by going down the river bank on North Seventh Street where Kindred's water-pumping station used to be.

On August 5, 1885, the Common Council ordered a bridge built on So. 7th St. over "Meadow Brook." That is the stream more often called Slaughter House Creek, Betzold's Creek, and Little Buffalo Creek. That is the stream where the Coca Cola bottling plant now stands. On September 28th the council passed a resolution that a bridge be also built from King-

wood to Kindred streets. This was to be a high-line bridge. It was known as The Ravine Bridge, and sometimes The East Brainerd Bridge. Now it is The Fill. It was to be eighteen feet of driveway and six feet more for a walk. A sign was ordered erected on all bridges to read: "\$5 Fine for Driving Faster than a Walk." This was an ordinary wooden bridge, costing only \$2375. On June 8, 1888, His Honor the Mayor appointed a "Custodian of East Brainerd Bridge," who was paid \$15 per month. The horse traffic had created a job opportunity for that fellow.

The councils were in a public utility mood in those days. Already the story about lights, water and street railways have been detailed. On June 20, 1887, the council voted to float \$15,000 in bonds for sewers, same to be east from the river on Laurel to 9th, south on 8th to the high school, and south on 6th to Oak. That became the beginning of Brainerd's sewer system which reached a high point fifty years later when a separate storm sewer and a sewage disposal plant was built.

In 1885 a new railroad, named St. Paul, Minneapolis & Manitoba was being surveyed to have its line go due north from the Twin Cities to Mille Lacs Lake, thence to Brainerd, thence northwest to a point on Northern Pacific's Winnipeg line just south of Crookston. C. F. Kindred was one of its promoters in Brainerd. The survey was made and building was to be started in 1889. It never came.

Oddly, the doctors were ever getting on the Health Board, resigning, then getting on again. Maybe the fact that the Board was ordered on June 8, 1888, to solve the plebian-like and nauseating city dumping problem and acquire a suitable site for a city dump gives a clue for this in-again out-again movement. This certain problem of dump site was not solved until six years later.

It might serve a good purpose to mention that Brainerd has always had a volunteer fire department. It, too, kept the councilmen in hot water, usually because of no water. In 1887 the volunteers numbered 150 and the system consisted of four hose companies and one hook-and-ladder company. Hydrant pressure was relied upon; but, oh, what a terrible time the Common Council had about having reliable hydrants in those years when the Water company was in receivership. Small wonder that Brainerd was all but wiped out by fires.

October 1, 1886, the council ordered the installation of the first electric lights in public buildings and on streets. That seemed to touch off fire-works that crackled for a long time and was full of complications. Experiences in connection therewith have been related on the pages dealing with Kindred's electric light franchise.

In those days the councilmen had many annoying problems: on Sept. 3, 1888, it passed an Ordinance pertaining to issuing a license for operating a Chinese Laundry. It was to cost \$50. Sam Kee used the basement under the First National Bank, since which time it has been a barber shop.

The old wooden car-shops of the N. P. succumbed to fire early in 1886

and were then replaced by a substantial brick structure. This plant was increasing so in size and importance that in 1887 the company created a new officer for the shops and then came the first Shop Superintendent title. For names of men who served in this position, see Appendix K.

In 1888 the N. P. foundry, being as aforesaid leased to Parker-Topping Foundry Company, was supplying castings for the entire system west of Spokane, Wash., and provided a payroll that year amounting to \$60,000. Until about twenty-five years later all N. P. payroll payments were made on orders issued on the First National Bank. To facilitate cashing orders, the bank cashiers pulled a small iron safe on wheels or runners to the shop grounds.

Of very much interest is that on March 8, 1887, by an Act of Legislation a 15th Judicial District was formed. Governor A. R. McGill appointed C. B. Sleeper on March 10th the first Judge. His early ambition to be a mayor having been gratified only a few days before, Sleeper resigned on the 21st and was succeeded by C. H. Douglas who served the remainder of the year. For names of Brainerd men who served the District as judges, see Appendix M.

22.

On February 8, 1888, an attempt was made to create a sixth ward, by carving it out of the Second Ward. This was planned to enable having an equal number of representatives from north and south of the tracks. It would apply to School Board and Common Council. It was proposed by a group of citizens who held a meeting in the court chamber in the court house. The decision to apply to the legislature to amend the law (City Charter) was given much publicity. Obviously, so long as the Common Council was composed of six aldermen from south of the tracks and four from north of the tracks, the above mentioned objective was not very apt to be achieved. The very next day the council met to prepare a resolution and sent it to the local member of the State Legislature to advise the latter that the meeting was not a representative one. The outcome may be seen by the fact that Brainerd still has only five wards. Every attempt that has been made since 1888 to change the ward system, and they have been more than just a few, have been defeated. Sectionalism just naturally arises in every large community, but in Brainerd there has never been any unfairness created by having a preponderance of representation in any one part of the city. The people have learned how to live together.

With regard to this matter of a city charter, the city operated according to state laws enacted from time to time, some of which were enacted to specifically enable Brainerd to do certain things. From this time on, for example, Section 63, Chapter 111, Special Laws of State of Minnesota for the year 1889, became known as the Charter of the City of Brainerd. In the next decade things developed which made this method of operation

become a hindrance, and gave rise to a desire to adopt a Home Rule Charter. But more about that later.

In 1889 E. E. Beard came from a place near South Dakota and started a weekly newspaper which he named *The Brainerd Arena*. It changed ownership several times before it became the property of R. M. Sheets December 9, 1910, and was given the name *Brainerd Journal Press*. The name remains the same but the owners are now Ralph R. Cole and Ralph Lindberg.

On November 1, 1889, Chas. N. Parker organized a state bank bearing the name Northern Pacific Bank of Brainerd, with a capital of \$25,000. Parker was the president, but for him the bank was only a side-line enterprise. For several years John N. Nevers was the cashier. Werner Hemstead, who had on April 1, 1888, started his career as mayor and thereafter served in the State Legislature but served again as mayor from November 4, 1892, to November 1894, later became the active manager of the bank. In 1906 this bank became the Citizens State Bank of Brainerd. Then it was that M. T. Dunn, of LeRoy, Minn., became president and Parker the vice president, and Hemstead stepped out. Its officers have been changed several times since then. It is now the oldest state bank in the county, and with its total resources of \$5,846,362 of Dec. 31, 1945, it is one of the largest in the state.

23.

It is desirable to include at this stage of the decade a few notations about a few men now dead who have been intimately associated with developments in Brainerd.

Our first name is Chauncey B. Sleeper, who died Dec. 30, 1888, then only fifty years old. Sleeper was District Judge at that time. He had been appointed to that office by the Governor of the state and his term was to have ended just one day later. However, his political nemesis Holland had defeated him at the polls in the fall election. Holland took office January 5th and wore the robe of that office continuously for twelve years. In the sixteen years of the short time he spent in Brainerd, Sleeper accomplished much; and now fifty-eight years after his death we still hear his name mentioned and his praises sung as a builder of things which have brought much good to those who have built on the foundations he laid.

In 1882, as if to provide a successor for Holland, came Wm. S. McClenahan, a law graduate from the University of Maryland. He became associated with Holland in the latter's law office. On March 8, 1888, he started his climb on the political ladder by being appointed City Attorney. He won acclaim at once by winning the title suit for the city in the Gregory Square lawsuit. On January 1, 1901, he succeeded to the Judgeship vacated by Holland and served continuously for twenty-nine years.

Another business giant was Ransford Rogers Wise. He originated in

Ohio. He went to North Dakota in 1883 to build and operate a hotel; then in 1889 he moved his hotel,—board for board, to Brainerd. He built hotels in several cities. He became at once Brainerd's premier builder and hotel man. Shrewd, energetic, courageous, very business like, and strongly civic minded, he had a combination that led him into all sorts of enterprises. Nothing was too big for him to tackle if it meant making money work and produce. It was not so much that he had the money but how to use money. With him money was a commodity which must not be lying around collecting dust. He was very liberal in his gifts; so we see him identified in the broad field of civic services as well as in construction investment. In Brainerd the Ransford Hotel bears his name. His buildings are Wise Block, Anna Block (his wife's name), Ohio Block (his home state); Iron Exchange Building with its Brainerd Hotel was from the start partly his and eventually became wholly his, and others too numerous to list. His interest in farming was exhibited in many ways, and none must overlook his large herds of Hereford beef cattle. He was among the first in Brainerd to use the opportunities to enrich himself by believing in the truth and possibilities as to discoveries of iron ore near Brainerd. That is sufficient to give an indication of the bold builder-type R. R. Wise was.

EPILOGUE

The decade of the '80s is now closed. Many of the things mentioned about these ten years may seem disconnected, many mainly of historical sort, and some actually only anecdotal; but they are regarded the individual bricks with which Brainerd's industrial substructure was built. When we review succeeding years, this fact and the importance thereof will reveal itself clearly.

The hinterland was sending logs into Brainerd to be sawed, being merely a milling-in-transit operation because many hundred millions were floated through the city and sent on their way to mills farther south. Merchants thrived on outfitting the woods workers, both when they went into the woods in fall and when they came out again in the spring. They caught them both ways. Everything was going through and away from Brainerd. Nothing was being built where others were denuding. Homesteaders were to settle here.

The Common Council had to establish many agencies that are necessary for a city to function. Some were for industrial purposes and some for social reasons. It had a house to set in order. It had new problems to face all the time.

It was a period of starting public utilities, and do it with little or nothing. It was a period when men had to be courageous, farsighted, and eager to wrestle with nature in the rough. People helped themselves, because outside assistance had not yet arrived.

The developments were with hazard and produced many disappointments. What there was by way of prosperity for the city was offset substantially by the losses occasioned by the Railroad company moving facilities out of Brainerd. One still hears of Brainerd having lost the division headquarters of the railroad when the cut-off (Little Falls to Staples) was completed in 1889, since which time no coast train again passed through Brainerd on a regular schedule. Brainerd was cut off. Times looked gloomy. Brainerd was heading for a change. Would it be down hill?

BRAINERD STRUGGLES

1890 to 1899 inclusive.

1.

For sake of convenience of narrating, this history is presented by decades; but overlap, interlocking and the continuity of business matters allow no abrupt stoppages. The year 1890 is a continuation of 1888 and 1889, and it can be easily detected that the next two decades could be dealt with as a unit. It is only circumstantial that one of these two decades marks the end of one century and the other decade the beginning of another century. In history it is common to use that calendar change as a period of reference.

In 1890 the population was 5703; in 1895 it was 7031; and the decade ends with 7524. The average growth per year from 1870 to 1880 was 93; from 1880 to 1890 it was 384; from 1890 to 1900 it was 182; from 1900 to 1910 it was 100. This illustrates the boom of the '80s and the slump that followed, terminating with 1910.

Brainerd began asserting itself in the State Legislature. Leon E. Lum quit after one term and then Werner Hemstead took a turn at that work, in 1890; and H. C. Stivers, who published the "*Journal*" originated by C. B. Sleeper, resigned as Mayor on May 8, 1890, to take a seat in the same body. During Stivers' term the Common Council ordered (2/16/91) a Bill drawn and submitted which changed the city elections from the first Tuesday in May to the first Tuesday after the first Monday in November and biennially instead of annually; but an election was to be held on the first Tuesday of May 1891, and all officials were to hold office until the second Tuesday in November of 1892.

2.

Trade with the Indians for blueberries, cranberries, rice, and furs was brisk. Brainerd shipped carload upon carload of blueberries every day during the season. Brainerd was famous for blueberries and wild rice. But it was trivial business compared with logging and lumber. Brainerd was advantageously situated on a large river which coursed in a roundabout manner thru a very large part of Minnesota's best pine forests and afforded a perfect opportunity for floating the logs down stream to older mills, especially those at Minneapolis. Furthermore, in the late '70s logging was fast becoming a major industry in the state. Aitkin village was already a

point of entry to the northern woods and was the site of a saw mill. With logs floating past the new town of Brainerd, it was not going to be long before saw mills were to be a very important part in the industrial life of the city.

Kindred had organized Mississippi Water Power & Boom Co. to build a dam to enable generating power. The dam had a sluice-way in it to permit logs to float down river. When the dam was completed, Mayor Hemstead on March 19, 1888, recommended that the council consider the plan of abatement of taxes for a period of years to enable new industries to use the facilities created.

Shortly after, Kindred's company went into receivership. The circumstances about Kindred's affairs were such that somebody else would become owner of that dam. The buyer would acquire possession subject to the contract the city held, permitting it to use the east end of the dam for generating electricity in its power plant. This provided the opportunity for somebody to make use of the west end of the dam. On May 17, 1889, the council passed a resolution favoring the mayor's plan and the proposal to help bring industries to the city.

With such encouraging remarks announced by a mayor and a council, it could be expected that somebody would soon explore the local situation. Still, it was as long afterward as January 21, 1890, when the mayor called the council into special session to discuss an inquiry about this. The meeting ended by the council approving a plan to exempt the plants, the personal property, and the logs of the Weyerhaeuser Company for five years. This could leave no doubt that at some future date this extensive Weyerhaeuser industries would become a large factor in the industrial developments in Brainerd.

Big bodies move slowly. There may have been conferences about which nothing is recorded. The first thing about it of record appears January 25, 1892, in the City Clerk's book that H. J. Spencer (then president of the First National Bank) had been on "a trip east" to speak for the city in regard to a deal "with the Weyerhaeuser syndicate." Nothing is said about where he went or what deal he negotiated. Because of what eventually occurred, it is safe to conclude that the whole completement of future plans was outlined. That major plan consisted of erecting a large saw mill east of the dam; a new railroad was to be organized to terminate near the new mill, entering Brainerd from the north, to supply the mill with logs; a pulp mill would be erected soon at the west end of the dam; and for the consummation of this plan the help of the county would be needed and the help of the citizens as had been proposed in the council meetings. Meanwhile, there was to be silence and patient waiting.

The city had a few loose strings to tighten. Quickly the council met on February 1st and recorded this motion: "The Common Council deems it advisable to grant to any persons establishing factories at the dam such horsepower as may be needed by the factory and not needed by the city

and in its opinion 200 horsepower can be safely granted." This very plainly referred to the output of the city's generating plant. It may be here suggested that this motion may have been intended to indicate the total amount of horsepower the city hoped to assure for itself from this dam under the contract made years before with Kindred.

Another action then taken was to conclude a purchase transaction pending since November 11, 1891, when the owners of the plot of ground on which the generating plant stood offered to accept \$2000 for conveyance by deed. That helped to remove certain complications at that east end of the dam.

What the project was to be and what the assistance was to be, came to light in an election notice issued May 17, 1892. The Weyerhaeuser interests undoubtedly had acquired ownership of the dam from the Receiver. Whether they had any interest in the purpose of the election is not material as to what is next related. The entire enterprise was large and required many separate steps to put the major plan into effect. There is no need to present more than a rounded out story of the entire episode as the available records shape it.

3.

MINNESOTA LOGGING RAILROAD.

BRAINERD & NORTHERN MINNESOTA RY. CO.

MINNESOTA & INTERNATIONAL RY. CO.

GULL RIVER LUMBER CO.

NORTHERN MILL CO.

BRAINERD LUMBER CO.

These six companies interlock, and the story about their experiences, insofar as it pertains to Brainerd, must be related as if it were but a single episode.

Beautiful Gull Lake lay once in a belt of dense growth of Norway and White pine. Its outlet, near the south end of the lake, is named Gull River. At the place where the Brainerd-to-Staples railroad track and the state highway cross this is Gull River station. A half mile south of it is the confluence with Crow Wing River. It is up this water route that the Pillager band of Indians went in the '50s and '60s to St. Colomba Mission on the upper part of the east shore of Gull Lake. It was in the '70s and '80s that the logs of the Gull River Lumber Company, which had erected a very large saw mill on the west side of the stream near the station of that same name, came down that water course.

Gull River, the village, was a most lively place in the '80s. It was a county seat and headquarters for all political activity in this part of the state. Rallies, debates, campaigns, and ordinary fights settled many an

important problem here. Many hundreds of people lived there and woodsmen outfitted there. Today, try to find the place. There is nothing to mark the existence of the town.

The logs for the Gull River company originated on the west side of the lake and largely to the northwest. To get into that territory a narrow gauge logging railroad operated. Other companies also logged there and used the same water course to Minneapolis. They joined in using one logging railroad, called Minnesota Logging Railroad the ownership of which rested in a company named NORTHERN MILLS COMPANY. Its main terminal was in SE-SW of Sec. 17, 135-29, on the northwest shore of Gilpatrick Lake; it went westward ten or twelve miles into the Stony Brook, Home Brook and Mayo Brook areas. Interested parties in that region were the Gull River Lbr. Co. (Pillsbury group) and very likely the Backus-Brooks, the Shevlin, the Scanlon, and the Carpenter companies, and maybe others.

Ray W. Jones, one time Lieutenant Governor of Minnesota, whose brother John lived in Brainerd, owned sawmills in Minneapolis and officered this Gull River Lumber Company. He acquired very much timber stumpage in the Gull Lake, Hubert Lake, and general Brainerd lake region. He knew the day was coming for the fade-away of a place like Gull River village and began making plans in 1888 that were based on using Brainerd as a mill site and a logging railroad terminal, bigger than others had been. The decision was unquestionably influenced by the fact that at that time Kindred was deep in his work of building a dam, as well as by the fact that Kindred had persuaded the Common Council to put \$25,000 into helping him build the dam. Big things were done like that in those days.

The plan evolved some things which had not been anticipated. The first evidence of record is that on May 9, 1892, Articles of Incorporation for a period of 99 years for Brainerd & Northern Minnesota Ry. Co. were filed with the Secretary of State. The incorporators were: Ray W. Jones, James E. Glass, James S. Pillsbury, George A. Pillsbury, Arthur E. Bardwell, William B. Ransom, and James E. Kellogg. The Articles said in part ". . . (its) line shall operate from a point in the City of Brainerd, thence in a northerly course to a point at the north line on the State of Minnesota between Rainy Lake and the Red River of the North." Those were big plans. It establishes that the nearby timber was believed to be soon at an end and that distant areas needed to be reached. It also meant that some day the railway would be a common carrier, evidently wanting passenger and freight business to help pay expenses.

The next evidence is taken from the proceedings book of the County Commissioners of Crow Wing County, and partly from the City Clerk's record of the proceedings of the Common Council, both in May of 1892. The document to be considered here is entitled: "*The Application of the Brainerd & Northern Minnesota Railway Co. to Crow Wing County,*

Minnesota, for aid for the construction of the railroad to be constructed by said Company." It was signed and sealed May 16, 1892, by Ray W. Jones, Second Vice President and General Manager, and attested by J. E. Glass, Secretary, and witnessed by two people. It was filed with the County Auditor on the 17th and its receipt was acknowledged on that day. On that same day the Board of County Commissioners met and by a Resolution then adopted gave the reply. It means that this step had been arranged beforehand to expedite the procedure in getting action on the intended objective.

Briefly, the request for aid first set forth where the B. & N. M. Ry. Co. was to go and what it was to do. It then defined a Southern Division and a Northern Division. The two were to be connected. The Southern Division was to be new track extending from Brainerd (the present Rice Lake) by way of Hubert and Gull Lakes to the SE-SW of Sec. 17, 135-29, Cass County, on the northwest shore of Gilpatrick Lake; it promised to buy all the rights held by the Northern Mills Company in a railroad called the Northern Division which then started at Gilpatrick Lake and ran northwesterly into Sec. 3, 135-31, Cass County, twelve miles away.

For the purpose of aiding this construction, Crow Wing County was asked to issue \$100,000 in 6% negotiable bonds payable in twenty years. In return, B. & N. M. Ry. Co. agreed to have the Southern Division line graded, ironed and ready for the transportation of passengers and freight, by May 1, 1893, and to locate the station and main repair shops on Secs. 17 or 18, 45-30, at or near the City of Brainerd. It further agreed to have the connection made with the Northern Division and to have its tracks widened to uniform, standard, lawful gauge. In addition, it offered to issue \$100,000 of its capital stock to the county. Minnesota Loan & Trust Co. was to act as holder of these securities, and decide when all conditions by both parties had been fulfilled.

The County Commissioners declined the offer but set May 31 as the date for a special election to let people vote on the offer. The Proceedings for August 2, 1892, recorded that not only did the majority of the voters favor the proposal but a majority of all precincts also favored it. The Board therefore authorized issuance of 100 bonds of \$1,000 each dated September 1, 1892, for 25 years, at 6%. The First National Bank of St. Paul was appointed fiscal agent for the county. Apparently acceptance of stock of the Railway company was not made a part of the final transaction. The proceedings make no reference to that item.

The line was constructed out of Brainerd beginning at Rice Lake, then went north to Hubert, west to Gull Lake, over the Narrows, and then south to Gilpatrick Lake. A bridge trestle was put across the Mississippi River at the end of the present Mill St. and a depot was erected near Parker's car barn. Logs intended for the Brainerd mill site were brought over the bridge, and dumped into the back bay named Rice Lake from a spur track along the west shore. The logs intended for Minne-

apolis mills (about 300,000,000 feet annually) were sent over the dam and from that point were left for the Minneapolis and Rum River Boom Co. to handle.

If one were to picture this area as it was before the Brainerd dam had been built, he would see Rice Lake (at Lum Park) as a small rice bed alongside the fast flowing river, with a trickle of a connecting creek. It was an ideal duck-hunting pond. The river was not wide, and that it was shallow is attested by the fact that a mile or less above the creek was the rapids named locally French Rapids. If a dam were put across the river, then a back-bay would develop in this place which would make a lake of considerable size out of the rice bed. That became the present Rice Lake.

The B. & M. N. Ry. Co. line was completed in 1893. Promptly Gull River Lumber Company moved its entire plant from the Gull River site to the Rice Lake site in Brainerd and locally became known as Northern Mills Company. Ray W. Jones was its president. That year was one of the notable depression years in the United States. E. H. Jones, of Brainerd, relates that Ray Jones, burdened with excessive timber stumpage, sought relief by selling some to other lumber companies. After these men joined him in the Brainerd mill operation, the latter became known in 1894 as Brainerd Lumber Company. Among these facilities were the Shevlin, Carpenter, Weyerhaeuser, and Smith groups. It is said that each took a fractional interest to enable their acquiring timber stumpage. Brainerd Lumber Company was incorporated for \$400,000 with its general office in Minneapolis. President was C. F. Welles; Vice President, C. F. Alden; Secretary, E. L. Carpenter; and Treasurer, E. P. Welles.

Geo. H. Cook was made superintendent of the mill. He later brought A. L. (Al) Mattes to Brainerd to be his assistant. This industry was next to N. P. Railway Company in the total of employed people. It employed 400 and 500 men at the mill in the sawing season and in winter months had about 600 men in the woods.

The capacity of the lumber mill was fifty to fifty-five million feet per year, meaning that the average daily out-shipment was twelve to fifteen (modern) box cars of lumber. There were two band saws, one gang saw, and an up-to-the-minute planing mill. The logs hauled in by rail were dumped from a trestle which extended into Rice Lake, which constituted excellent boomage. The lumber was neatly piled over the high flat ground now owned and used by the Crow Wing County Agricultural Society. In 1894 a loading track was laid on Walker Street, going E-W in front of the office building. This is the street which forms the south boundary of the present fair grounds.

Cutting pine logs and transporting them is an amazingly swiftly vanishing business. In only a few years this B. & N. M. railroad had no pine logs to haul from west of Hubert station, and the Gull Lake and Gilpatrick Lake areas became the proverbial plucked geese. That part of the rail-

road was abandoned, and from Hubert the rails were laid northwardly, reaching Walker by 1895 and Bemidji by 1898.

By 1906 the last part of the Brainerd mill had been dismantled and moved away,—parts of it far up into Canada. After only thirteen years from the day of its beginning every vestige of that industry had been obliterated. The vacant office building stood there for awhile as a silent sentinel. A Brainerd chef purchased it in 1908. He moved it intact and set it over the basement excavation on North 6th and Main started in 1888 by C. F. Kindred for his projected second Villard hotel. The building was redressed, but it still retains its general appearance, even though the main floor has been converted into a restaurant and the top floor into living quarters. Today, remodeled in modernistic style, it is known as "Van's Cafe . . . Opposite the Water Tower."

The problem of operating a railroad for commercial purposes differs vastly from operating a railroad hauling only logs. As Brainerd and Northern Minnesota Railway Company got into Bemidji another change in partnership was due. Northern Pacific Railway Company prevailed upon to acquire the several lumber company interests in the B. & N. M. Ry. Co. All but the Backus-Brooks company sold, same having much timber stumpage near the international boundary and did not see any advantage to itself in selling its stock.

Due to this new control of stock a new managerial and operating company was formed named the Minnesota & International Ry. Co. Its Articles of Incorporation were filed July 17, 1900. W. H. Gemmill was designated president and general manager, replacing O. O. Winter of the former company. The Minneapolis office was also discontinued and a new one was established in the Northern Pacific depot building in Brainerd. Running rights were also arranged whereby the "M & I," as it came to be known, discontinued the former B. & N. M. Ry. Co. terminal in the Mill district and ran its trains on the ancient Schwartz brickyard spur to enable its having a downtown terminal at the Northern Pacific city depot.

More adjustment had yet to come. In 1913, the bridge over the river,—having gone beyond the point of safety for railway service, was abandoned. It was presented to the county for highway use. The M. & I. trains were thenceforth routed westwardly out of Brainerd, once again relieving the brickyard spur. With that shift every bit of erstwhile mill district industrial life became a closed book.

The M. & I. eventually reached International Falls. Soon the amount of business grew less and less for the entire line until it became too costly to maintain a separate operating staff. In 1933 that was ended and the Northern Pacific Ry. Co. assumed the operating contract. About 1941 the latter acquired the remaining stock and on November 12, 1942, voluntary proceedings of dissolution for Minnesota & International Railway Company were filed. Today, that stretch of track is only a spur or branch of its Lake Superior Division.

4.

Once again it is necessary to discuss the problem of a street railway. By means of a franchise granted to him on October 20, 1885, C. F. Kindred operated the first line, which was a horse-drawn contrivance about which even memories are almost lacking.

It was pointed out that Kindred quit in disgust and left Brainerd. No sooner was Kindred out of Brainerd than J. N. Nevers, H. J. Spencer, and Hy. Spalding, all three grown up in local business ventures since 1879, prevailed on the council to grant them a twenty-five year franchise from June 21, 1889. At the same time the Ordinance repealed the franchise to Kindred. This new one was described to become a "narrow gauge" railway. These men were not the public utility type. They saw a promotion opportunity, and without cost they could wait for the chance to sell a franchise. On January 5, 1890, they were given to December 31, 1891, to build a line. To help them, Mayor Hagberg ordered the Street Commissioner John Jones to remove the Kindred rails wherever these interfered.

When in 1892 Charles N. Parker learned that Brainerd & Northern Minnesota Ry. Co. had arranged to enter Brainerd and terminate at the east end of the dam, where the Northern Mill Co. was to erect the new mill, he saw a new business opportunity in building a street car line directly through the entire city. So it came to pass that on July 7, 1892, Spencer et al submitted a route to the council, had it approved, and then asked for an extension of time to July 1, 1893, to build. Mayor Hagberg objected, for he regarded this franchise to be a promotion project for special interest. Also he said that he did not want horses or mules, as Kindred had used, but held out for an electric railway and a longer line. Parker, meanwhile, on October 3, 1892, requested the Common Council to investigate what it might do about selling him its power plant. The outcome of all this was that the ordinance was passed over the mayor's veto; Parker was given a 30-year franchise from September 17, 1892; he was to have a line in operation by July 1, 1893; and he was to build his own power plant.

Parker's route for his Brainerd Electric Street Railway Company was this: it would begin at Willow and South Sixth thence north to Front St., turning east at the First National Bank corner and going to Eighth St.; then it would go north to Kingwood and east to the ravine. At the ravine, unlike Kindred, Parker erected a private timber-trestle about 100 feet or so south of the city's wagon bridge. From the Kindred Street end of the bridge the line went to Third Ave., thence north to Ash ("H" Street today), east on Ash to Mill, and north on Mill to virtually its present end. That made four miles of track. There, on the west side of the road, Parker erected a car barn and an electric generating power-house. Brainerd had gone modern. On the east side of Mill St. the huge plant of Brainerd Lumber Company and affiliates became erected, and to the west of Mill St. was

the dam and the city power plant. To the north of the Parker power plant was the depot terminal of the B. & N. M. Ry. Co. That was indeed a most fortuitous combination for providing passenger traffic.

It deserves mention that Gilbert Lake was the favorite picnic place for the citizens of the '90s, and this street car line was a boon for weary picnickers. Rice Lake and Gilbert Lake were very accessible; even as a walk, it was in those days only a jaunt.

In 1895 the street railway was operating along its full length and the lumber mill and the B. & N. M. Ry. Co. buzzed with business, and still things did not seem to click for the street car line. On June 2, 1898, the big windstorm hit Brainerd. It levelled all the trees in Gregory Park and it blew down both bridges over the ravine. The Common Council record suggests that the council hoped Parker would erect a new bridge and build one suitable for both services. Nevertheless, the council immediately began to advertise for plans for both a steel bridge and a wooden bridge. The bids received were surprisingly high. Delays of one kind or another occurred; the November elections came and there was still no bridge. An award had been made for a steel bridge costing \$7,825; then came to light that because of the form of city charter (State Law) that applied to Brainerd, a bidder was unsafe in accepting a contract unless the expenditure had first been authorized or the money first put on the line.

In desperation to re-establish traffic between the two parts of the city, J. M. Elder canvassed enough citizens to procure a subscription of \$4,900 to pay for a wooden bridge. A bridge made of pine was advertised for this time. On December 19, 1899, an award was given to a local contractor for \$3,965. Such a bridge could not with safety support an electric railway. However, Parker did not intend to build a bridge for himself, much less build one for both himself and the city. He said the street car business did not pay. Because Parker saw, as others did not, that the saw mill industry in this north country and in Brainerd, especially in 1898, was drawing near a close, he quit the whole thing. He sold his cars and motors, and all else he abandoned.

And that was the end of the street railway business in Brainerd.

Due to false and intemperate charges published by a losing bidder, building the bridge did not start until February 2, 1899. It was completed May 1. On August 7 the council ordered the sale of Certificates of Indebtedness to pay for the bridge, or rather the repayment of the subscriptions that had been made voluntarily by the citizens.

5.

CONSOLIDATED COMPANY. A few statements should be made about this company, for few people know about it.

This move was an attempt by Charles N. Parker in 1895 to bring all the utilities under one management. It meant Brainerd Water & Power

Company, Brainerd Light & Power Company, Brainerd Electric Street Railway Company and Brainerd Telephone Company.

C. N. Parker, P. A. Gibson, and C. E. Gibson planned to join and form Consolidated Company. They submitted a proposal to the city which was to have been voted on at a special election on December 17, 1895. A franchise had already been issued to Parker for street railway and telephone services. His proposal meant buying the dam, the electric plant, and water plant insofar as these might be available. Improvements at the dam would increase the horsepower created and help bring industries, and he cited Sauk Rapids, Little Falls and Grand Rapids as examples of having so profited. At the same time it was reasoned that it would lessen the cost of power to the city. The city was paying \$1,500 as dam rental plus \$300 per month for interest on electric light bonds. It also had a lawsuit on hand about the dam and power which could thus be terminated advantageously.

The essentials of the proposition were these:

The City Will:

- (1) Convey title to the Lots on which the power plant is situated and give Bill of Sale for all the equipment and personal property.
- (2) Grant a franchise for 21 years, to include gas for light and heating purposes and the right to use electricity for power purposes.
- (3) Install one arc light for at least every 300 people, and add as many incandescent lamps as desired.
- (4) Not oftener than once in 5 years regulate the prices to be charged for electricity and for gas.

Consolidated Company Will:

- (1) Spend at once \$5,000 to \$10,000 to improve the existing electric system.
- (2) Start improving the Brainerd water-power plant, by May 1, 1896.
- (3) Erect at the dam a substantial brick-building power-house for its needs.
- (4) Agree to spend \$10,000 on said dam, making new flumes.
- (5) Issue to the city \$60,000 in Consolidated bonds, \$40,000 of which shall be taken and held by the city as collateral for the purchase price of the plant and \$20,000 to be redeemed in two years from date of issue; also issue a first lien to the city.
- (6) Total bond issue not to exceed \$250,000.

The vote cast at the election was 723 Yes and 143 No; 81.6% favored the sale. Although the electric plant had been a thorn in the side of the aldermen and the water plant or service had no friends whatever, the large vote was like a tribute to C. N. Parker.

Late in 1895 Parker acquired a telephone franchise. He had the street car problem, too. Both meant much construction work and purchase of

equipment, even if they were to provide Brainerd only with adequate electric lighting. His stroke was, indeed, bold. In August of 1896 he asked for more time before being obliged to accept the sales contract. We must assume that he called off the deal because on October 16, 1899, the Common Council ordered a new plant built, new dynamos purchased, and enlargement made of the water-power unit, all at its own expense.

Probably it was all for the best that way.

6.

It is of interest to learn what kind of problems the aldermen had to face in those days in trying to operate an electric generating and light plant. All the things that happened cannot be detailed here. These men demonstrated the futility of having ten aldermen elected for two years and often serving only a year, try to operate public utilities. Some things seem proper but simply are not practicable.

It may serve a good purpose to review a few things about the dam. Kindred formed Mississippi Water Power & Boom Company to build the dam for supplying a power site, and he formed Brainerd Light & Power Company to generate electricity for supplying Brainerd with lights. The two companies entered into a contract whereby the Boom company allowed the Light company to use a certain amount of its horsepower to operate a water wheel and generate its desired requirement of electricity. Brainerd purchased Kindred's Light company and thus acquired the contract pertaining to use of the dam. When the Boom Company went into receivership, it was J. N. Nevers, then Cashier of Northern Pacific Bank and a former associate of Kindred, who was made Receiver. About 1895 he sold the company to outside interests, subject, of course, to the city's contract. There was also the matter of the city having paid for building the bridge over the dam. All these things interlocked and had to be untangled, which was about to get under way now but did not become completed quickly.

As to the light plant, the council held a special meeting on March 7, 1889, and passed a Resolution that the ". . . City issue \$20,000 in bonds for the purpose of providing the city with a system of electric lights and lighting and power necessary for operating the same." These bonds were sold on the 11th to S. A. Kean & Company, Chicago. On May 28 the council canvassed votes taken to ascertain if the citizens favored selling the plant. The vote stood 926 yes and 15 no. But the plant was not sold.

On February 6, 1892, the city acquired title to the few acres on which the plant stood, paying \$2,000 for the land. A year later it made the long needed improvement of installing a new water wheel and it was always doing repair work on its part of the dam and, in fact, on the part owned by the receiver. In 1893 the city adopted an eastern form of Moonlight Schedule plan of street lighting. Even on evenings when the almanac said the moon would shine but was prevented by clouds, the street lights would

not be turned on. Incidentally, this plan of saving electricity continued in use for about thirty years but is now restricted only to certain early morning hours.

An old bugaboo came to life when on October 28, 1896, the council refunded the \$25,000 advanced October 1, 1887, to help Kindred complete his project and they then became known as the Bridge Bonds. The tendency seemed to emphasize the fact that a bridge was built. The bonds were sold to N. W. Harris & Company and were to run from November 1, 1897 to November 1, 1917. An ordinance was passed on November 15, 1897, to validate this.

It has been related that C. N. Parker initiated a move in 1895 which contemplated buying the plant; but after a long period of investigating by Parker, he did not accept the city's offer, and the city kept possession of this bear-by-the-tail. Over and over again there was trouble, trouble about armatures, dynamos, about the dam repairs, about pole lines and lights, and Supt. Dresskell was ever up for criticism by some of the aldermen.

The council was still fussing with the plant in 1899 and on May 1 it also condemned the bridge over the dam and closed it to all traffic. The Bridge Bonds did not need the bridge as security; the whole of Brainerd was the security. The minutes of the Board of County Commissioners on October 14, 1911, show that the State Highway Engineer in that year condemned the bridge again. By an election on March 12, 1912, the Board of Commissioners was authorized to issue \$35,000 in bonds to build a bridge; but instead in April it ordered repairs to the old one at a cost of \$4,797. Evidently the city had relinquished all claims of ownership.

At the end of this decade of the "Gay Nineties," the city still owned and operated the electric plant and was using the dam and the bridge. The rest is a headache that belongs to the next decade.

7.

In the matter of water for the city, it is essential to bear in mind that Kindred's company was in receivership in 1890 and that Ambrose Tighe, a lawyer in St. Paul, was the receiver. James M. Elder, of Brainerd, was serving as the Manager-Superintendent. Tighe became the constant point of attack. Apparently he would do only the very least at any time in answer to the council's request to repair or to extend the system. Meeting after meeting the aldermen discussed the subject and threatened this and that. They even withheld monies due for hydrant rentals, only to weaken and pay after being promised something.

In 1895 the council started another attack and passed an ordinance about the "impure and unwholesome water" Tighe was delivering. Later, the inadequacy of the hydrants and the poor state of repairs impeding the fighting of fires, became an issue. Rental was being charged for hydrants

that Tighe himself could not account for. Things became so bad that on July 1, 1895, the council appointed a special committee to confer with the Brainerd Board of Trade in regard to the water works. It was advised by that Board not to pay hydrant rentals until good water was produced.

At last the time came for renewal of the contract for supplying water. Tighe asked for a renewal on October 1, 1900. Before the request was submitted, a long list of names already had appeared in a petition opposing an extension of the franchise. Extension was refused, but it did not improve service or relations.

8.

TELEPHONE. Among the utilities established for the first time in Brainerd comes also the telephone, and once more Chas. N. Parker initiates the enterprise.

On December 3, 1894, Parker addressed a communication to the council and asked that a franchise be granted him. The letter was referred to a special committee to discuss matters about a local exchange. It reported favorably on March 18, 1895, and on April 2 Ordinance No. 123 was passed granting a franchise for twenty years ". . . to erect . . . a reliable modern system of telephone exchange." All former grants were repealed and the time-limit for construction was fixed as October 1, 1895.

In 1895 the population of Brainerd was 7031 and a telephone was a necessity. Promptly on January 6, 1896, the Western Union Telegraph Company was given the right to put poles on the street to provide telegraphic communication and on June 23, 1898, Northwestern Telephone Exchange Company was given the right to place poles on the streets to enable having long distance telephone service through Parker's exchange.

A telephone directory published in 1896 showed eighty-four subscribers for Parker's Brainerd Telephone Company. We can visualize people standing at the wall, cranking the call box, and shouting to be heard. Parker sold his company to Charles A. Walker, who had been serving him as local manager, when on June 4, 1900, the council by resolution transferred the franchise. In 1906 Walker sold the plant to Northwestern Bell Telephone Company.

A new company got into the picture in Brainerd when, on June 7, 1915, Minnesota Telephone Company was given a twenty-five year franchise to operate telephone lines. In 1916 this was assigned to Minnesota Tri-State Telephone Company. The company's plea in asking for a competing franchise and for recognition was that it would use the dial phone system which would operate automatically and require no operators and cause no waiting. For Brainerd citizens it led to inaugurating the troublesome two-phone system which did nobody good except the company that sold out in 1918 to the Northwestern company.

Using the phrase of the popular presidential aspirant, Al Smith, "Let's

now look at the record." It was supplied by the present manager, Harley Forsyth. In 1896 the service went to eighty-four subscribers. In 1945 the Exchange had 3,185 telephones in Brainerd and on farmer lines which it owns, plus 575 telephones owned co-operatively with farmers. That makes a total of 3,760. In 1935 this company had 295,744 local calls but in 1945 it was 499,100. In the same years the long distance calls were 9,466 and 22,041 respectively. Because of increased tourist and vacation-day business, the long distance work is exceptionally heavy in July and August. This means 521,141 total calls in 1945 and is an increase of seventy per cent in only these last 10 years. It figures to 138.6 calls per month or 4.62 calls per day for each customer. This is regarded an exceptionally high rate. It is indisputable evidence that Brainerd has not only grown but has leaped "far out and high up" as the Norwegian lumberjack used to say. Now the telephone industry gives employment to forty-eight to fifty people regularly and full time.

9.

HOSPITALS. This story does not include the Northern Pacific Beneficial Association hospital. It will be recalled that in the late '80s Courtney, Camp, and Hemstead were members of the Board of Health. Courtney resigned when, in 1888, he became Chief Surgeon of the N.P.B.A.; at the same time Hemstead resigned as Assistant Chief. Then came Camp with his plan, in 1890, to start a hospital of his own.

Camp was a surgeon of exceptional ability, and his cheering bedside personality, an instant cure, reduced the use of medicine. He always had a big practice among the woodsmen. It was a logical move for him to build a Lumbermen's Hospital, as he named it. It was small, containing only fifteen beds. It was built on a site which indicates that facilities favored transportation from the logging areas tributary to Brainerd. Camp chose northeast Brainerd in order to get near the dam where logs had to be sluiced and where Rice Lake served as boomage; furthermore, he picked the corner on First Avenue and Kindred, next to the brickyard spur which could furnish transportation when other methods were not immediately available. This helps to portray the industrial life of those early '90s.

Two years later Camp had discontinued that hospital. The building came to be used long afterward as the East Hotel. The site is now being used by an oil and gasoline auto service station.

Immediately in 1892 another hospital was erected by him on the top of the east bank of the Mississippi River at the west end of Holly St. on land then occupied by the residence of H. J. Hagadorn. It accommodated thirty-five patients. Camp continued to call it Lumbermen's Hospital, but in the minutes of the Common Council for February 20, 1893, it is referred to as Northwestern Hospital. This should not be confused with

a Northwestern Hospital which was organized by Dr. Jos. Nicholson about fifteen years later and was erected on North 8th and Kingwood Streets. By various acquisitions this plot of ground was increased to nine acres, and a platted street (Bluff Ave.) crossing it was vacated. On Sept. 17, 1900, Camp sold the entire enterprise to Benedictine Sisters Hospital Association, and the hospital then became known as St. Joseph's. On Dec. 15, 1902, title was transferred to Benedictine Sisters Benevolent Association. By this Association additions were erected, first one in 1903 and another in 1930. It accommodates about ninety-five beds. It meant an investment of close to \$45,000. That was Camp's contribution to the industrial life of Brainerd. This hospital service has been of incalculable value to the city.

After serving for two years as interne in Camp's hospital, J. A. Thabes, Sr. became associated in 1896 with Camp. Thus, Dr. Thabes has today a record of fifty years of uninterrupted practice in this institution. It is hoped that he may serve in the proposed post-war hospital with its 150 beds. Brainerd's Seventy-Fifth Anniversary is for him a Golden Anniversary of professional services. We are indebted to him for some of the information about this hospital.

10.

Here we say a few things about five men whose activities portray well the business developments of those few years.

When R. R. Wise came to Brainerd in 1889, he brought with him his Arlington Hotel, in pieces, of course, previously used in North Dakota. He re-erected it on the southwest corner of 6th and Main, just a little northwest of the present railway depot. In 1890 he became the president of a small group which leased land west of the Y. M. C. A. building and there erected a brick structure called Park Opera House, at a cost of about \$23,000. The new buildings arising in Brainerd were taking on a more permanent and a less frontier style. Sleeper's opera house succumbed to fire, like most of Brainerd's earlier and larger structures, but Wise's theatre building survives, though it has since been remodeled.

Entering prominently into the city's political life in 1892 was W. A. M. "Billy" Johnstone. Some called him alphabetical Johnstone but to most people he was "Billy." He came to Brainerd in 1881 from Canada. He clerked in mercantile establishments until in 1892 he began his six and a half years of service as deputy clerk. He served until Dec. 31, 1898, at which time he became Clerk of the District Court. He held that post until Jan. 1, 1943, when he retired after fifty years in that one office. He died March 28, 1944. Such men do not hold office because of political sagacity but because of unselfish interest displayed in the lives of peoples and their personal needs. That's what makes cities grow.

George D. LaBar, who arrived in 1883, began his term as City Treasurer

in November, 1892. No doubt it was his affiliation with the First National Bank as cashier that influenced the electors. He served seven years but did not hold this office as long as successors have done, because he aspired to positions which could offer more humanitarian service. He was a member of the school board for twenty years, up to 1929, during most of which time he was the president. He also served eight years as a member of the City Charter Commission (1912 to 1920). He became president of the bank in 1903, and had been forty-eight years in that bank at the time of his demise July 18, 1936. As a banker, he was definitely the strongest financial man ever to have lived in Brainerd, and was ever a sound counsellor. Because of his long interest in youth, his estate established in his memory a Student Loan Fund of \$1,000, to be administered by the Rotary Club, that matched the sum.

LaBar interested himself in many civic undertakings and in structures of permanent values. He participated in Crow Wing County iron ore properties near Brainerd. His fulcrum for business ventures was always this home city of his. His kind of men are few. Brainerd is much the better for his having lived here.

James M. Elder, who came from Owensboro, Ky., in 1881, has been mentioned as the local manager of Minnesota Water Works Company during its receivership and up to 1902. That position was really only an incident in his days. His main job, beginning with about 1885, was serving as Land Agent and a solicitor for Northern Pacific Railroad Company in inducing immigration into this part of Minnesota. From 1898 on, he had a Land Office on the second floor of the First National Bank building, where J. J. Howe & Company once was. He handled farm and railroad lands, and cut-over lands of large companies, having charge of about 200,000 acres. That is almost ten townships. As is usual in such an office, he also handled many lines of insurance.

Elder worked incessantly at bringing in settlers. In this decade many people came to Crow Wing County to take up homesteads, and a big boom in farm lands was under way. He worked hard at improving the agricultural prospects for those who settled here. He had faith in the local natural resources and was long the secretary of the Crow Wing Co. Agricultural Association. He was an admirer of good horses. He developed a large cattle and dairy farm near Brainerd. He also came to be an owner of iron ore lands.

In 1880 W. D. McKay came, a thrifty Scot. He first served as a clerk and later became City Agent for the N. P. Railroad Company. Because of tireless energy and an alert mentality he embarked on his own. He was a builder. He began building homes about 1884, then he erected larger buildings: the Columbia Block in 1893; the Imperial Block in 1904; and in 1910 he participated with Wise, Holland and LaBar in erecting the Iron Exchange building, the construction of which he personally supervised.

You may wonder where the Columbia Block is. Gone, by the fire route,

when it took the neighbors of a quarter-block with it in 1909. It occupied the space where F. W. Woolworth's store stands. What now stands in its place is the huge and imposing yellow-enamel brick Iron Exchange building that supplies store space, office space, lodge rooms, restaurant and a hotel. It is the largest single business structure in the city.

The Imperial Block still stands. It is on So. 7th and Laurel Streets. It had a less destructive fire, in about 1922, that led to a change in ownership. It eventually became one of Con O'Brien's holdings and was re-named Juel Block.

About the late '80s and in the '90s McKay served twelve years as a member of the school board. During this tenure of office in 1894 the Brainerd School District erected the Lincoln, Whittier, Harrison and Lowell grade schools. All were brick buildings. All were built at the same time. It marked a big advance in educational opportunities for the children in Brainerd.

McKay owned many farms and horses, which did not enrich him. However, knowledge of that fact discloses his wide variety of interests as well as a persistence that characterized him always.

In 1905 he assumed the position of Secretary of the Commercial Club to help get new industries to Brainerd; that job lasted only one year. On October 1, 1920, he became Secretary of the Brainerd Water & Light Board. By this time he was settling down; he held that job for twenty-one years, and thus was enabled to participate in the period of biggest development in the public ownership of the city's public utilities. He died on Jan. 10, 1941, aged eighty-seven, with his boots on.

11.

Great joy was expressed when in 1893 the railroad company initiated building wooden box cars at the shops. It was an encouraging sign at a critical moment because in that same year the Northern Pacific Railroad Company met with financial troubles. Due to its own building program the mortgages issued to finance the company attained sizes which made impossible earning enough money to pay the interest costs. As a consequence, foreclosure proceedings begun by the Trustees of three mortgages put the company into receivership. In May of 1896 two Receivers were appointed. A reorganization plan was devised under which the property was sold August 18, 1896, by the Receivers to the newly formed Northern Pacific Railway Company. This made possible in course of time having the latter retire the three defaulted mortgages.

Other transactions occurred that were incidental to this main process. The whole object was to relieve the stringency of the situation about the annual carrying charges and make money available for further development of the railroad system and improving the rolling stock.

The terms of the Land Grant of 1864 were said to exclude all lands east of the Missouri River from the 1893-1896 receivership proceedings.

This meant that the railroad company's affairs in Minnesota were in need of separate proceedings. This became known as the sequestration case. It was concluded by confirmation of a sale made in 1899, all lands involved being deeded on September 20 to Northern Pacific Railway Company.

Prosperity followed, and paying of annual dividends went on without interruption until 1932, but during the '90s it meant that Brainerd had nothing to look forward to from its earlier benefactor and might even lose something. It was like a warning to Brainerd to go along on its own power. A feeling of gloom may have been in evidence. So easily did Brainerd's business barometer ever respond to the fluctuations in the railroad business.

12.

While many of the preceding events of the '90s were evolving, it must not be lost sight of that preparations were in progress to establish the Brainerd & Northern Minnesota Ry. Company. Part of future plans involved building the line northward from Hubert to Walker and Bemidji. This northward trek began in 1894 and reached Walker in 1895. This construction brought O. O. Winter to Brainerd to serve as the manager of this railroad. Being a strong advocate of libraries he soon allied himself with H. I. Cohen who had ever been persistent about getting a library started in Brainerd. It was a personal undertaking. The Common Council took no definite steps to establish a public library. From Winter this private movement got its first boost when he offered to run an excursion trip and take Brainerd people to Walker for a day of picnic and share the passenger receipts with the Library association. A picnic was held, and as a result of the sale of tickets the library emerged with \$500 in its treasury. This struggle to have a public library and maintain it at public expense culminated ten or twelve years later in the next century. We would like to be able to relate more about what a library board may have been in those years, but there is no record of any sort about it. By all the fragmentary signs it was only a group of people who were enthusiastic and persistent.

Another germ of an industry planted by Kindred about 1880 was slowly beginning to sprout. Fishing as a factor in the history of Brainerd began with the arrival of the first train in 1871. To this day Old Man River still sends us the biggest pikes and some muskies, but those old pioneers needed no books to tell them how to catch the big ones. Kindred showed partiality for Sylvan Lake, eight miles west. It was not too far for horse and buggy and was also helped by having the N. P. railroad station Sylvan as a jumping off place. He built a house there and had picnic grounds. He saw lake-living as a chance for a business enterprise. Before Kindred's day, Deerwood with its Serpent Lake and Bay Lake was already a fisherman's and hunter's paradise. When the Brainerd &

Northern Minnesota Ry. Company opened its career as a common carrier, it made North Long Lake, Merrifield, and Lake Hubert north of it the favorite places for summer cabins and fishing. Near Brainerd were also Lake Edward, Pelican, Round and Gull Lakes, all easily accessible by team. When Halsted issued his Supplement to the *Tribune* on June 24, 1899, it contained these words: "Brainerd is rapidly becoming a favorite summer resort." At the thorofare between Round and Gull Lakes was a large Club House built in 1895 by Brainerd people. Not to be overlooked is that in 1885 a line of steamboats was running on the river between Brainerd and Grand Rapids. Things like that look insignificant at the moment, but in the above one sees a harbinger of a new industry.

Here is another thing that could bear watching. Shortly after the Weyerhaeuser Company acquired the ownership of the dam, it began in a small way to use that facility. In 1898-99 it planned a small spruce wood pulp-grinding mill below the west end of the dam and opposite the city's lighting plant. It started to operate in 1903. The M. & I. Railway Company built a spur along the river's west shore which enabled delivering spruce wood by rail direct to the mill. It was a small plant, having a daily capacity of twelve tons of paper pulp per day and employed only a few men. Its presence created hardly a ripple in the industrial life of the city. Little did any person suspect that this could be the start of an experiment which would later create an industrial plant that would greatly alter the appearance of the city on the east side of the dam and also lead to the establishment of a municipal electric power utility of the greatest value to the city.

We wonder what the people of Brainerd might have been thinking when a fire in 1896 destroyed Jerry Howe's mill. Howe's partners opposed rebuilding. The mill had operated since 1876, but those men recognized that the end of sawing lumber in Brainerd was near at hand. That was suggested by an advertisement of that company in a local newspaper in 1895 stating that horses, harness and logging outfits were for sale. The plant was not rebuilt. Soon after the fire the railroad company severed the Boom Lake spur in the middle of So. 6th St. and in 1899 it removed all the track west of that street. It was the end of the third largest employer of labor in Brainerd. Howe and his friend Fred Bonnes continued to deal in timber stumpage, and Howe had much Brainerd real estate to manage. It kept him busy here for about eight years, and then another great industrialist deserted Brainerd.

13.

The Gay Nineties of stage fame are never adequately pictured or caricatured without a dandy sitting atop a high-wheeler bicycle. Brainerd youths may have aspired to own such a vehicle, but it is suspected that its successor, the "Safety" bike, is the only variety of the two-wheelers

ever used here,—probably for no other reason than that the deep sand would make a high-wheeler a suicide accomplice.

Once the \$64-question in Brainerd was: Who owns Gregory Square? It cost the Common Council much more to get that answer, but it came in January 1892 by way of a United States Circuit Court decision which declared Brainerd the owner. Bicycling had by then become a popular pastime, and in 1894 the council was requested to build a cinder path around the outer rim of the forested enclosure inside the fence.

Up to then it was a safe pastime, but by 1898 it was not. The riders had become reckless. The councils of the '90s ordered many sidewalks built,—as they had never before and have never since, and streets were also improved. The riders were, in the vernacular, all over the place. They had formed the Brainerd Cycle Path Association for the promotion of better riding facilities. The license fees collected by the City Clerk were turned over to this Association and used to build paths. They collected \$400 in 1899 and another \$100 later. On August 21, 1899, the council passed Ordinance No. 155 to provide for setting aside six feet along one side of every street and reserved for a bicycle path. It had to be along the outer edge of what today constitutes the boulevard and had to be marked by four-foot posts. No trespass by animals was allowed and heavy penalty was prescribed for putting glass, nails, or thorns on the path. The Association built one path all the way out to the thoroughfare at Gull Lake. During those same years the mayor would appoint a dozen or more of the Association members to serve as Special Police to patrol their own reckless riders. They had a swarm of bicycle riders in those years.

14.

Not quite as funny as reckless riding on a bike was reckless garbage dumping. The council shifted from one leg to another about this subject. People dumped here and people dumped there. They generally dumped as near to the town as possible (or even in the town); maybe the short roads leading away from town were the cause. For instance, in 1892 Mill St. was not yet open; South 6th St. did not go beyond Willow until 1894; in 1893 the council talked about laying out a road to Rice Lake; even in 1899 Oak St. was not open at the east end as it should have been. As far back as June 8, 1888, the council put that vexatious problem up to the Board of Health and told it to find a suitable site for a dump ground,—presumably an officially designated site. Six years it took to finish that assignment; the site selected, on May 1, 1894, was one-half mile west of the river and one-half mile south.

Now the dump ground is one-half mile west and one-half mile north of the river. The problem is still with us, only now for many years the council has been urged to build an incinerator, if for no other healthful reason than to keep rats exterminated. Brainerd still has a dump ground problem.

In 1892 the farmers requested Brainerd to establish a hay-market place. On May 1, 1893, the southwest corner of 5th and Laurel, then vacant property, was set aside. A big fire in 1886 had cleaned out all the buildings, including the popular Commercial Hotel on the corner, the barn next to it on Laurel and the jail next to it on 5th; and south of the jail the Catholic parsonage and the Catholic church, erected fifteen years earlier by the missionary, Father Joseph Francis Buh. This church was a simple wooden structure occupying the lot where later was erected a warehouse which became converted into an automobile shop.

The hay-market became a typical town gathering place and a sort of rural Civic Center. While all evidence of that period is now gone, the persistency with which references to it survive and dominate in reminiscences attests to its importance in early day business transactions.

In 1896 the council members talked about relocating it, but it remained far in the next century until the county acquired all that land and converted it into a lawn for the court house. There is no hay-market now. Automobiles don't eat hay. They have only thirst, thirst for gasoline, which they can get on almost any corner.

It is believed that this corner will gradually develop into a beautiful Civic Center. Already the Armory faces it, the City Hall corners it, and the new modernistic Greyhound Bus Depot on the other corner is an exceptionally fine addition. To think that this block and westward was at one time the district where people of questionable reputation lived!

Talking about hay-market performances reminds one of the early theatres. Presumably plenty of trash was shown before 1882. This date is selected because Col. C. B. Sleeper then finished his Sleeper Opera House, on South 8th St., next to the O'Brien Mercantile Company building. This was for real "meller drammer" and musicals. It was a big, attractive building, but it yielded to fire on Jan. 2, 1898.

On Feb. 6, 1888, C. L. Spaulding, the venerable alderman and postmaster, was granted permission to operate a vaudeville theatre. Where, we do not know. A Variety Theatre (the first one) stood opposite the present fire hall, in the middle '80s; it also burned.

The year 1893 seems to have been a show-house revival year. First, on March 20th, the council granted a permit for a Variety Theatre (the second one); it was erected on the ashes of the Commercial Hotel on the hay-market ground. That is where the prize fights were staged. This theatre succumbed to fire in 1898. On April 17, 1893, W. B. Chambers & Company was granted permission to operate a stock company. On July 3rd the council denied the request for a liquor license in the Olympic Theatre. About this theatre nothing has been ascertained. In fact, there is not a speck of the structures of any of these places to be seen; nor were they to be seen even ten years later.

In 1890 Park Theatre Company erected a brick building which became the present Paramount Theatre. That, however, is a story for a later period.

The decade of the '90s was outstanding in respect to paving streets and laying sidewalks. There was more of it in the following decade, but this gave Brainerd its first chance to rise out of the sand. These several councils did not wait for petitions to come requesting a walk or opposing a walk; they ordered them in and that was that. The regular meetings rarely were held without an order being issued for more walks.

Putting steel rails into the streets for the street cars introduced the need for paving the streets of the business district. Following the practices of those days in all cities, the cedar block laid on two-inch planking was used. Cut granite was ordered for curbing. Before the rails were in place, this was tried on Sixth St. from Front St. to the Boom Lake spur. The latter's rails were removed from 6th St. in 1896 to make room for Parker's tracks. The center five-feet were left for the car company to lay. The work was finished May 1, 1893, before track laying was completed. It must have proved satisfactory because on that same date the council ordered the same pavement for two blocks on Laurel Street from 5th to 7th. Incidentally, this latter move indicates that the Brainerd business section was moving eastward, away from the river, and it also foretold a sprouting rivalry between business on Front St. and on Laurel St. which marked many a maneuver in years following.

Front Street was not favored as much in that year as it had hoped for and instead of cedar block paving, like that used on Laurel Street, it had to content itself with gravel paving which the council ordered for the unpaved parts between 4th and 8th Streets. The thing to observe about this is that the city was finding increased need to bury from sight the light, loose sand that was everywhere present. The city was experiencing more traffic.

On March 2, 1896, a Brainerd Traction, Light & Power Co. was given the franchise for twenty-one years "to furnish illumination, heat and power, and generating, selling, heat and power, by electricity and by gas"; but nothing of consequence came of that. Somebody always seemed to toy with gas; but as Mark Twain said about weather, "Nobody ever did anything about it."

In 1897 the council thought the time had arrived when a better bridge should be built across the Mississippi River. They decided on a steel bridge at high line. Bonds in the amount of \$25,000 were sold. C. B. Rowley was awarded the contract, and he was given a permit to operate a ferry while the wooden bridge was razed. The work was started in 1898. It is the Laurel Street bridge, still in use except that the top decking has been changed several times.

When 1900 arrived, Brainerd had 7504 people. Its average gain per year had been cut in half during that decade.

EPILOGUE

The decade began with a new and a huge industry arriving. The B. & N. M. Ry. Co. was the new one and the Brainerd Lumber Co. was the huge one. Both were based on timber and wood products. A hospital was built to give service to woodsmen. The mercantile business still consisted of retailers engaged in or dependent on outfitting woodsmen. The Indians added to the fame of Brainerd because they brought huge volumes of cranberries, blueberries and rice, which point clearly to the fact that Brainerd was still a cashing-in spot for the native products of the surrounding area but did not supply that area. There were many retail stores but no wholesale or jobbing houses. The Northern Pacific railroad was transporting out trainloads of products for further distribution. Should ever the hinterland become stripped of its crop, it was convincing that Brainerd would have nothing to send forth. Did Brainerd at this time really understand the potentialities of its Hinterland? Did anybody evaluate the significance of the big influx of homesteaders and settlers; or was that regarded only as so many deals in real estate and let come what may?

As has always been true, the cyclone was an ill wind that blows nobody good. It destroyed the bridge and it ended the street car business. The owner of the traction company sensed that the standing timber was approaching denudation. Small saw mills were quitting and the big ones were aware of their own early fate. This man of big mind and big deeds refused to rebuild his destroyed bridge and he did not finish his plan to invest heavily and acquire the group of the city's public utilities and help bring new industries to Brainerd.

What did Brainerd have to offer? It had an abominable water system, which was a hazard and not a benefit. It left the city as if departing by way of fire and smoke. This could be remedied, but it would take perhaps a score of years.

As late as May 1 of the last year of the century the council condemned the bridge over the dam and ordered it closed, not repaired. Thereby getting into Brainerd from the north was stopped, not facilitated.

So this decade of Gay Nineties ended. So this century stopped its career in Brainerd. Brainerd was left confronted with a struggle. How would it meet that test? Could it get over the hurdles that had been set up on its path toward achieving industrial sufficiency, if not supremacy?

REVIVAL AND TRANSITION

1900 to 1909 inclusive.

1.

Brainerd first got its support from the railroad industry. Next in importance was the large timber resource of the region. When the former support lessened in influence and the latter disappeared, Brainerd had to adjust itself to an interest in agriculture.

In Brainerd agriculture came to be supplemented by other industrial enterprises in the first decade of the new century. For half of that decade nobody was aware that this new support even was to come to Brainerd. Let us now watch it come to light and unfold.

2.

In spite of certain serious industrial set-backs, the population increased from 7,524 in 1900 to 8,526 in 1910 or an average increase of 100 people per year. The first new-comer of the century deserving mention was W. H. Gemmell, who arrived on February 1, 1900, to replace O. O. Winter as general Manager of the Brainerd & Northern Minnesota Railway Company. The Northern Pacific Railway Co. had acquired the stock interest of the former participating lumber companies except that of the Backus-Brooks Lumber Co. The office of the Railway company was near the Brainerd Lumber Co. office. This lumber company gave employment to 450 to 500 men, and up to 600 including all men working in the woods, and during the sawing season shipped twelve to fifteen present-size freight cars of cut lumber per day. By way of contrast, the J. J. Howe Lumber Co., about which much has already been said since its arrival in 1876 and which until fire destroyed it had its mill at Boom Lake, employed 150 to 225 men and shipped three to four present-size cars per day on an average. How long would the Brainerd Lumber Co. continue? The capacity of the box car plant of the N. P. Ry. Co. was doubled in 1900 and could in time help relieve the oncoming unemployment.

We have already noted that Dr. J. L. Camp sold his second Lumbermen's Hospital on September 17, 1900, which hinted at a change. As a general hospital it grew larger and larger, and as St. Joseph's Hospital it became more beneficial to the city.

A new development was using cement for making sidewalks. The Common Council appointed a committee to study the advisability of it. With

regard to that the story goes that the railway company was about to put in a new board walk in front of the Y. M. C. A. building. An extra \$120 would pay for a cement walk. Through the efforts of local citizens that amount was raised and donated to the company, and the first cement sidewalk in Brainerd was laid. At the meeting on May 9 in 1902 the council ordered that every sidewalk would have to be made of cement, stone or like material. From then on, that became the rule about walks. In 1946, Brainerd still has about twenty miles of walks to build.

3.

In the next year four more blocks of street in the business district were paved with cut cedar wood blocks; and the first macadam or hard rock-surface paving was ordered for six blocks on 4th Street North. This helped to improve the appearance of the main residence district of the city.

On February 4, 1901, or just about thirty years after birth of the city, free mail delivery was inaugurated. This required erecting street signs and putting numbers on houses for identification. Brainerd was dressing up.

That year the Crow Wing County Fair Association was discontinued; that tended to put an end to horse racing, and Swartz's driving Park quickly deteriorated. Brainerd lost the fair to other villages. Forty years passed before a fair was again instigated in Brainerd.

On January 7, 1901, Wm. S. McClenahan succeeded Geo. W. Holland as Judge of the 15th District. McClenahan died September 10, 1937, at the age of seventy-eight after having served thirteen years and nine months as city attorney and twenty-nine years as District Judge from which post he resigned on January 6, 1930. This was a big loss to Brainerd. He left an enviable record of proficiency as a Judge, substantiated by the fact that seldom in his entire career did the Supreme Court of the State reverse his decisions. (For County Attorneys, see Appendix L; for District Judges, see Appendix M.)

The possibility of Brainerd becoming a jobbing center opened in 1901. Brainerd Wholesale Grocery Co. was organized by three local men. After many successful years it was sold in the late '20s to the chain named Nash-Finch Co. In later years many wholesale houses were established in Brainerd. Central location in the state was a determining factor.

It is indicative of growing needs for better facilities to conduct civil administration that on March 18, 1901, a Bill was introduced into the State Legislature asking for authority to spend \$20,000 to erect a City Hall. The upshot of this was that the Park Opera House Association offered a lease and made available two rooms above the entrance and a small part of the basement. Moving started in November of 1901 was completed in May, 1902. There was no need for hurry at the time. For a long period thereafter, the council and Municipal Court used one room and the City

Clerk the other. The electrical department used the section in the basement; it was not sufficient space but it had to answer.

A building completed early in 1891 on the southeast corner of Fifth and Laurel was named Gardner Block. It was built by James S. Gardner, who was an engineer on the early construction trains entering Brainerd in 1871. He served as mayor in 1884 and 1885, and often served as alderman and county commissioner. He was also a bank director, and he owned and operated a small hotel (Palace) for many years. Gardner Block had store space on the street floor. The second floor was a hall, which was used for dancing and a roller rink. Because of its hall this building was very useful in this entire first decade for public gatherings. Important problems were discussed there. The building was torn down in 1945 and in its place was erected a very modernistic and attractive Greyhound Bus Depot with cafeteria service.

A. J. Halsted was mayor in 1894 and 1895 and again in 1900, '01, '02 and '03. In his lifetime he fostered many innovations in city development. On November 18, 1901, he approved a franchise issued to American Telephone & Telegraph Company. On April 7, 1902, he approved a franchise issued to Mille Lacs Telephone Company for maintaining a telephone which became a rural line connection between the city and the southeastern part of the county. A similar one was issued on October 2, 1906, to H. F. Mann, to operate an exchange; it tied in with the previously named rural service. This was evidence that farming had become established in cut-over areas of the county.

Operating the municipal electric plant had become an unprofitable, as well as troublesome, experience for the city because it was selling electric energy without metering the consumption. To overcome this defect the council, meeting on May 19, 1902, ordered that meters be purchased and that henceforth meters be installed on every service.

The year 1901 marks the beginning of another instrumentality in the civic affairs of Brainerd. On July 28, 1891, Charter No. 197 was issued to the local Machinists Union. It is probably the oldest union in the city. It is referred to merely to indicate that some organized group existed here in 1895 and as a public activity undertook to espouse the use of the Union Label. That was a starter; but by 1901 there were five or six unions and the Minnesota Federation of Labor granted a Charter on February 26, 1901, which created the Trades & Labor Assembly of Brainerd. The Assembly is comprised of delegates from each local union and membership increases accordingly.

In the fall of 1902 an item in the *Brainerd Tribune* said that the Assembly endorsed certain candidates then running for membership on the School Board. That seems to be the start of such kind of participation. In 1904 the Assembly sent a letter to the Common Council requesting that only union labor be employed for city work. That became its second public issue. Those became successive initial steps in a program of greater

participation by labor as a political group in civic affairs. Its effectiveness will reveal itself shortly.

4.

On August 20, 1902, L. P. White, the "Father of Brainerd," died at the age of ninety-two. We wonder what his last thoughts were about the transition that was taking place.

5.

The records about a library in Brainerd are very few. One thing is certain; it was ever entirely a voluntary function and always led by Henry I. Cohen. He continuously saw such a need, never recognized defeat, and was patient with delay. At long last, in June of 1902 to be precise, the Common Council began to consider building and operating a public library. It was a time when Andrew Carnegie, the steel maker, was displaying magnanimity toward small cities in donating libraries. Carnegie's offer made in January to Brainerd was that he would pay \$12,000 toward a building provided the city contribute the site and arrange to raise not less than \$1,200 annually for maintenance.

On September 15, 1902, the council accepted Carnegie's offer and in November the people voted a one-half mill levy for the maintenance of the library. By public subscription \$1,000 was raised and with it a deed was procured, on May 25, 1903, which conveyed the site to the city. A month later the Common Council accepted this deed, and Mayor Halsted thereupon appointed a Library Board consisting of nine members. H. I. Cohen was one of the nine and acted as convenor for a meeting held on July 28 for the purpose of organizing. He was elected president of the new Board. (See Appendix D.)

One of the first things the Board did occurred on August 28, 1903, when it engaged R. D. Church, a Minneapolis architect, to design a building. The building was completed in 1905. When late in the fall of 1908 a new City Charter was adopted and a Library Board prescribed, Mayor Ousdahl, May 4, 1909, appointed six men and three women. Cohen was not one of them, but his sister-in-law Mrs. C. M. Patek, a highly cultured woman and a leader in many literary activities, was one of the three women. She continued as secretary for a long time and performed with the same enthusiasm and diligence that Cohen had always displayed.

6.

In 1902 dismantling the Brainerd Lumber Company mill was in contemplation. This work progressed in 1903. Parts were moved to Canada. All vestige in Brainerd of that once large industry was gone before 1905

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ended. And with that we may say goodbye to all sawmill enterprises in Brainerd. Concern at this time was considerable. A small offset was the fact that a Fred Weyerhaeuser company in 1903 completed a pulp-grinding mill at the west end of the dam; it made twelve tons of pulp per day.

7.

Things of importance not yet mentioned that occurred in 1903 may be summarized as follows. To catch up with the growing needs of the day, the council ordered more sidewalks, more street paving and curbing, and more sewers. In July a general sewer system was adopted to avoid the haphazard way of connecting that had prevailed. The council requested the Minnesota Water Works Company to lay more mains. The mileage of mains at that time was very small. When the company was sold five years later, it was given a valuation on only eleven miles. Except for the first short stretch of ten-inch pipe at the pump house, the remainder was only six- and four-inch pipe, which is why the volume of water was always insufficient at times of fighting fires.

While speaking of fire, in that July a large conflagration swept through the "Old Brainerd" part of the expanded city and removed all the board structures along Laurel and Front Streets westward from Fifth. As has often been said, that seemed to be the best way to have cleared the city of the low moral type of business activity that prevailed in logging days. Anyway, logging days were gone.

On February 2 the musically inclined and talented organized the Brainerd Musical Club. The inspiration was Mrs. C. M. Patek. She served as the first president. The club functioned actively for thirty or more years and then was superseded by the Women's Club, which still performs with vigor and regularity.

The growth of the region is indicated by the fact that on March 24 the Legislature created a second Judgeship for the 15th District. Up to this time the bench had always been occupied by a Brainerd citizen. This time a man from International Falls who had moved to Bemidji was appointed. Not long afterward a third Judgeship was created.

In this year St. Joseph's Hospital was enlarged to provide facilities for more equipment and more patients.

8.

New Year's Day of 1904 was ushered in ablaze. The Headquarters Hotel built early in 1871 by the railroad company had been superseded in 1889 by Wise's Arlington Hotel on almost the same premises. Old timers say that on this first day of January the conflagration produced a glorious spectacle. The fire was said to have been beyond control at any stage of its progress, which fact directs attention to the inadequacy of the volume of water and the pumping service. It should also be emphasized that the

State Board often intervened and disapproved use of this water domestically unless strongly chlorinated. That advice was heeded, and then the water became more objectionable because of its odor.

Immediately Wise erected a new hotel on Front Street and named it Ransford Hotel. That is what one of the two Rs in his customary form of signature stands for. The other stood for Rogers. Few people ever knew it, and usually he was just "R. R." This new hotel is built of red brick. That it is well protected against fire was demonstrated at opening time, in about June, by not being scorched when the adjoining Bly Hall building was destroyed. Thus disappeared the last of material things identified with Eber H. Bly who had first come in 1871. Wise then acquired that site and erected on it the present Wise Block, the upper part of which is now being used for Ransford hotel rooms. It was not many years after that when Wise bought the business buildings to the west of his hotel and converted the upper stories into additional hotel rooms. He was always acquiring more business property, and would build or convert more upstairs parts into apartment accommodations.

Also to be noticed in these acquisitions is the fact that for use as business houses, especially of the general mercantile sort, Front Street westward from Sixth was beginning to lose favor. The rivalry between Laurel and Front Streets increased and Seventh Street was drawing attention away from the other cross streets to the west. Wise took notice of that shift and proceeded to buy business blocks on Seventh Street. That shift in popularity of location tended greatly to change the downtown business pattern of the city. With it came an improvement in the appearance of retail stores, not alone as to fixtures and displays but in the quality and variety of the goods. Sales methods were still of the cracker-barrel sort.

Of importance was that the wooden freight house on the North 8th Street side of the tracks was discontinued and on the opposite side, but facing Front St., a long brick building was opened for use in 1904. The wooden building was razed about four years later.

9.

In those first few years of this decade came a demonstration of a new factor in the future life of the city. Eugene V. Debs, thrice the candidate for president of the United States on the Socialist ticket, won the support of many men working in the railroad shops. It is not that the Socialist party and the labor group were one and the same, but most of what there was in Brainerd by way of adherents to that party came from the shop group. Furthermore, several local craft leaders were somewhat militant and directed their verbal onslaughts at the local businessmen. As a party measure, they espoused the main plank of the Socialist platform of that day which was municipal ownership of public utilities, the view prevailing with them that a businessman always favored private ownership.

As is usually the case, the new spirit frequently popped up vociferously from men who spoke first and thought afterward. When the rampant succeeded to office, the public noticed that their bark had been worse than their bite. It is advisable to explain the encroachment of this new element in the life of the city because it became a propelling force in many ways. It was the local employees of the Northern Pacific shops acting as citizens, and not the company, who were undertaking to lead the city on to greater development. Times were changing; Brainerd was in transition.

10.

We come now to the unraveling of a secret of nature which became the beginning of the most momentous development in industrial life that this city and county ever experienced. In 1904 the City of Brainerd was pretty much the County of Crow Wing. Places of interest by name were Crow Wing and Ft. Ripley, both virtually only station points, six and seventeen miles to the south; Deerwood, a small village, was twenty-three miles to the east. Jenkins, twenty miles to the north, had almost faded out; and Baxter and Gull River had dwindled to sidings six to ten miles west. Named places between all these were railroad sidings, and the other six places named above did not together have more than 1,000 people, compared to Brainerd's 8,526 (1905). Today the county has a population of 32,052 against Brainerd's 12,071, and it has many well-populated villages.

Iron ore did that and more. Its discovery got a poor reception in Brainerd. In August of 1904 Cuyler Adams, of Deerwood, let it become known that a drill of his had struck iron ore under the soil (glacial drift, over 100 feet deep) three to four miles southwest of Deerwood. He and his associates made quick magnetic surveys with a dip needle to detect lines of magnetic attraction which they presumed designated the place to drill for ore. They formed Orelands Mining Company to acquire such lands. Adams conceived this to be the finding of a new district. As a name was needed for it, Adams coined one. Cuyuna became the chosen combination. When in July of 1905 magnetic attraction and then ore was found also four miles north of Deerwood, it became necessary to call the area south of Deerwood (or south of the N. P. Ry. Co. tracks) the South Range and the other the North Range.

The story of discovery, the surveys, the geology, and the many things that go into making the beginning of a mining industry we cannot go into here. Our readers must admit the presence of the new industry. The endeavor will be to relate a few major events of that history having bearing on industrial significance.

This announcement about iron ore received a very cautious reception. There were several reasons: inability to see any kind of iron-bearing rocks outcropping in this part of Minnesota to verify the tales; the understand-

ing of occurrence of ore and development of deposits was linked with technical geology; many Brainerd people had not profited from their ventures in western United States and Canadian gold mines; and Brainerd had had things taken away which the railroad had brought. Brainerd had seen the lumber industry come and then go away, forever; like logging, mining is also an industry that goes. But while it is in the limelight it snares many a neophyte. With that in mind the people decided that they were not going to be drawn in. There was no mistaking that resolve.

This time the people of Brainerd erred.

11.

In 1905 the population was 8,526. It was a gain, but there had been a general exodus of old-timers and the newcomers were not yet permanent but sort of sitting around and looking things over. It was a good time for people to reminisce. There was no building of homes. The lumber company was gone and now the Minneapolis & Rum River Boom Company was taking steps to remove the boom logs and forsake the river. Retailing was in for an overhauling. It was a day for retailers to study the practice of new merchandising. Con O'Brien was mayor in 1904 and 1905. Having benefited from the business of logging days, he prepared for future days by incorporating his firm of O'Brien Mercantile Co. to be ready for whatever new developed.

In that period of rest, slumber, and survey, there came a sensing of possible revival. So, a large group of the business men assembled and on March 14, 1905, incorporated as the Brainerd Commercial Club. It was the successor to the Brainerd Board of Trade, organized in 1882. It was an attempt to get all people in the city to co-operate. The proclaimed object was that old slogan ". . . to bring new industries to Brainerd." They felt the need of providing employment for men displaced when saw mills quit; and now the merchant likewise had to be rescued.

It would seem that this club would be productive because it began with Con O'Brien, the successful merchant and trader, as president and W. D. McKay, an energetic builder, as secretary. Members signed up to the tune of one hundred or more and included men in professions as well as men in business. The facilities were also at hand, what with club quarters established on the floor above the present shop of the *Brainerd Journal Press*. (See Appendix H for club Presidents.)

For awhile meetings were held regularly each month; but after only one year the interest had vanished. A small group remained to function if need be, and it kept on paying the rent to enable having a rendezvous for a game at poker. Here too, a fire ran through the quarters in 1910.

And meanwhile, what about iron ore? Deerwood became known as the place to go to get the information on where iron might be found and what lands ought to be optioned. However, Deerwood was no place to sleep

and eat, not for long. Brainerd was the county seat and that's where records are kept. Besides, the new Ransford Hotel lobby had become the social center of the city and people could meet there and exchange information. Consequently, Brainerd became a mecca for "iron men," and the Ransford Hotel was their hang-out. The Antlers, the Globe, the Earl, all meccas for the last of loggers, were counting their last days. The sparsely attended Commercial Club quarters soon came to serve adequately for a swell game of poker in evening hours for these visitors. It was all part of that initial chapter of the new Brainerd. It provided a place for the leaks and the tips those men had to get somewhere. Misdirection was part of the prospector's business.

On the South Range, eight miles east of Brainerd, ore had been found and late in 1905 a mining company started to sink a shaft. It was never more than a test shaft, but the word "shaft" operated like a hypodermic. The work on that test shaft ended in December of 1905, but that did not signify cessation of prospecting or failure for the new Cuyuna District. It was merely a single episode of many to occur before the first ore was shipped in 1911. In October of 1905 an associate of Adams went ahead on his own for a bit. After finding magnetic attraction on lands a mile or more South of Brainerd, he associated himself with R. R. Wise, Geo. W. Holland and S. F. Alderman. Together they bought the fee title to much land near to but south of Brainerd. That group formed Brainerd Mining Company. As a result, Holland became so very ore conscious that he decided to go alone from then on, and in a few years time became the owner of much valuable ore-bearing property.

It may be added that a few Brainerd people bought stock in Adam's Orelands Mining Company. As things went with that company, Adams soon bought up that stock and left these people with a better appreciation of the importance of iron ore hereabouts.

12.

In 1906 more sidewalks were laid and Kingwood Street got a top-dressing of crushed rock to help hold up an increasing wagon traffic toward the east. The automobile had not yet arrived. One more year and Brainerd boasted three autos.

In this year C. N. Parker's Northern Pacific bank, formed in 1889, became Citizens State Bank of Brainerd, with M. T. Dunn president. With this change Hemstead left the banking field and joined Ed. Boppel to form the Brainerd Brewing Co. Parker proceeded to erect the present Parker Building, on the corner of Seventh and Laurel, to which the Citizens bank moved early in 1909. On the ground floor it occupied specially constructed quarters. The second floor was designed for office space and the third floor for lodge rooms. The building was equipped with the first elevator service in Brainerd, and it was the first elevator taken out, too.

In that year while Howard Elliott was president, the Northern Pacific company built an addition to its machine shop. It was said that the employment would from then on show a total of 1,000 men in the entire plant and 200 more would be employed in the general store department.

On February 11, 1906, a new-comer to this area, but not to the state, was Carl Zapffe. His home was Milwaukee. He was graduated from the College of Engineering, University of Wisconsin, and had specialized in geology and other physical sciences. He specialized in iron and related ores. He had done engineering work the year before in the open pit mines at Hibbing. He came to Brainerd to determine the geology of the Cuyuna District and acquire lands for exploration for two companies, one of which was Northern Pacific Ry. Co. In June of 1908 he began devoting all his time to that company, in the capacity of geologist. In 1922 he became Manager of Iron Ore Properties, in which capacity he still serves, although he participates in all phases of technical problems and research pertaining to mineral industries affecting the entire system. He has the unique record of being the only man living who has been continuously and actively identified with the Cuyuna District since almost the year of its discovery.

Once the Northern Pacific company interested itself in iron ore lands and explorations, it went into it in a big way. For about four years it always led in exploring and acquiring mineral lands on the South Range. It made use of about twenty drills for several years and during all that time the geologist's department made detailed magnetic surveys in all of central Minnesota and even farther to the east, west and north. The company participated in building railroad spurs to new mines and built a modern concrete-steel ore dock in Superior to handle Cuyuna ore. At the present time far more Cuyuna ore is being mined from lands owned by other companies, but when the time arrives that makes active mines of the South Range properties, most of those mines will be on Northern Pacific lands and they will cause Brainerd to hum with activity like never before.

In 1906 making magnetic surveys, acquiring options and leases, and drilling lands began to gain momentum. Farmers who sold their lands did as the lumbermen had done; they picked up and left the county and state "post haste" and were glad to get out. Lands nearer Brainerd were receiving more attention, and four miles south a drill was already operating on the Brainerd Mining Co. lands. Insofar as Brainerd people generally were concerned, this new industry caused hardly any notice. There was an attitude of: "It just can't be so, not here."

On the 11th day of November of 1906 A. J. Halsted again took office as mayor. Immediately he advised and urged: that steps be taken to provide the city with a Home Rule Charter; that during the year it would be necessary to practice the strictest economy; and that a study be made of the city owning a water plant and a City Hall. Those advices pointed

the finger directly at the main sore spots of the city. Halsted resigned on December 17th and R. R. Wise succeeded him as mayor.

13.

It is strange how slow some communities are to react to new forces and elements. In that certain respect 1907 was perhaps the duller of years in the history of Brainerd. There was still a pall hanging over the city, and many people were still living here who had depended on wood and lumber for a livelihood. The council practiced extreme economy and no construction work of any sort was being done. It was also one of the depression years in the nation's history.

In such an atmosphere it was welcome that on June 28 Wm. P. Bartsch, a teacher of music, organized the Brainerd City Band. It met with success; and though the directors have changed often, the band has never failed to perform every year since then in its capacity as a municipal band.

The Sleeper Block on Front Street, near the First National Bank building, got on fire and drove out the Brainerd *Dispatch*. It then established itself on Sixth Street, where it has been ever since. This change of business location effected an improvement for that newspaper, and it became a big benefit for the city industrially; but with it came a warning issued by insurance companies about the very many fires in Brainerd and the excessive losses—and a notice of an increase in rates!

In December of 1907, and again under President Elliott's leadership, the railway company opened for operation a timber preservation plant. It is one of two on the entire system. Since 1930 A. J. Loom has been serving as General Superintendent of the two plants. He has provided the information that as of January 1, 1945, the trackage maintained by the railway company contained 26,648,694 cross-ties and that 99% of them (26,382,194) had been treated with preservative. As the average tie-life is twenty-six years, one million ties must be replaced each year. The Brainerd plant has a capacity to treat 720,000 ties per year, and for that work uses 180,000 gallons of oils. Since the Brainerd plant was started it has treated a little over 17,000,000 ties. In 1945 an addition costing \$100,000 was added to the Brainerd plant. Such has been the growth of that department. Who can say what that foretells about the future industrial life of the city? In 1907 it made only little impress.

14.

A turning point is reached in 1908. Former Mayor Halsted's admonitions as to a Home Rule Charter and a municipally owned water system were being accepted.

A new charter commission, with Edward Crust serving as chairman and with such informed men as Halsted, Hemstead, Cohen, McKay and

Farrar as some of the members, on October 9th submitted its copy of a Home Rule Charter to Mayor Wise. At the November election it was adopted. Thereby the term of office for Mayor was fixed at two years beginning May 1st. The election for mayor that November went to Crust. He served long as foreman of the Northern Pacific blacksmith shop, and like other shopmen served faithfully in many official capacities such as county commissioner, city alderman, mayor, member of the school board and of the charter commission.

The important and significant progressive step about the charter was that it created a Water & Light Board of long tenure to manage and operate the water and light utilities, rather than have aldermen attempt it; it also established a Library Board and a Park Board. The men who subsequently served these three Boards as presidents are shown in Appendix D. Their lengths of service bespeak the success of this method.

The steps taken with reference to the water supply are very interesting. The situation had become so aggravating that when the council, on June 17, 1907, attempted to renew its rental contract with the Minnesota Water Works company, it proposed that an option of purchase be included. It got from that company a contract for six months beginning January 6, 1908; however, in March following, the company submitted to the council an offer to sell and was agreeable to accepting \$159,000,—for "lock, stock and barrel."

That called for assistance. As a first step the council engaged a consulting engineer to supply plans and advice regarding what to do, and at the same time it designated April 28 as the date for a special election for voting on the purchase at \$159,000. Ideas came often, and the election date was changed often. Somehow the price became reduced to \$120,000, and for its approval the election date was fixed for June 23.

The Commercial Club, then under President Wise's guidance, sent a letter to the council and recommended that the city not buy at that price but begin condemnation proceedings and buy at the price fixed by a Commission. The council thereupon rescinded the June election date but named July 14, and engaged a Special Counsel. "Any old port in a storm," says the sailor; and so it seems, too, did citizens vote approval just to get rid of that water aggravation. However, on August 3, the council decided otherwise and instructed the Special Counsel to take steps to get condemnation proceedings started.

When Edward Crust submitted his initial message to the Common Council on November 17, 1908, he indicated his lack of faith in the work done by the city's consulting engineer and urged the council to go ahead and perform according to law, condemn the plant, buy it and establish a municipally operated water plant and put it in condition to give the citizens suitable, adequate, and efficient service. It is needless to detail more than to say that a Commission of three appointed by the District Court arrived at a valuation of \$57,500, which is \$101,500 less than the

price which the water company had first proposed and \$62,500 less than it later had agreed to accept.

This valuation was strongly contested by the owner company. But the system had only eleven miles of small thin-shelled pipe that sprang several leaks every time fire pressure was put on it (and that was often). The pumping operation was done by two small old-fashioned steam pumps. Water was taken raw out of the shallow river. In 1884 a rapid filter tank was installed but it was not a success; and there was not one gallon of reservoir storage. The price paid was too much, if anything, but ended a service which from the beginning seemed to have been built to sell rather than to give service.

The Home Rule Charter adopted became effective on December 3, 1908, and stipulated that the next city election was to come in the following April. The election for mayor went in favor of A. Ousdahl. At his first meeting in May he appointed a new Water & Light Board. To this latter group fell the duty of operating the city's first municipally owned water system.

A third very important item on the ballot that fall was a \$22,000 bond issue to pay for replacing the wooden bridge over the ravine. It was to be a dirt fill. It too, carried. That would end for all time squabbling about how many vehicles could use that crossing at one time. It would also end the argument about how slow the travel must be, and, above all, wind could not destroy it. People remembered the cyclone of June 2, 1898.

August 1, 1908, brought the Security State Bank. It was managed by a new group of men arriving in Brainerd. Later it became known as the Brainerd State Bank. Also new was the formation by stock subscription of the Northwestern Hospital, erected on the corner of Eighth and Kingwood. The building was enlarged August 7, 1920, and again October 15, 1922. The parochial St. Francis school was built in 1908; a business college was started; and the city boasted of having three movie theaters, such as they were—those silent shivery kind that showed everybody to be in a hurry even when sitting.

15.

The significant thing about iron ore in 1908 was that an operating shaft was being sunk four miles north of Deerwood and on November 14 a plat was filed for a new town. The mine was named Kennedy and the village was named Cuyuna. Cuyuna was twenty-five miles northeast of Brainerd. The mine needed rail service, which led, in 1910, to a new railroad—the Minneapolis, St. Paul & Sault Ste. Marie Railroad Company, or Soo Line,—building into the county. That encouraged a group of local men to endeavor to get the Soo Line to extend its branch into Brainerd. It looked promising for about five years. Eventually, having the Soo Line came to be not even a remote possibility.

Those various new physical developments enlivened the Commercial Club, as it would do with Wise at the helm. Something new was clearly in the making in this part of the state. Others outside Crow Wing County saw it coming. To push things along, Northern Minnesota Development Association was formed by a group of live wires from the northern counties to get a bigger representation in the legislature. They wanted aid in improving the agricultural possibilities of this part of the state. This sort of thing was right down Wise's alley; it meant doing big things; and, so, he led what remained of the Brainerd club to participate in and be ready for the economic dividends which would accrue from the expended efforts.

16.

It is not pertinent to a full history of this city to go far into detail about events pertaining to the various developments of the Cuyuna Iron Ore District, but it is essential to mention much about happenings in the first ten years, or up to 1915, because of the profound influence the new mining industry had not only on the county and the state but this city's industrial growth.

The years up to 1915, with emphasis on 1908 to 1912, were ones of intense drilling explorations. Sixty drills would at one time be boring holes into the earth's crust seeking the precise spot of ore occurrence. The drills were in a strip of land one hundred miles long, but most of them were in Crow Wing County. The district boundaries were determined by means of magnetic surveys made at close intervals within a section or a forty of land. They outlined many specific strips within a larger area. The longest strip became known as South Range. It began in the eastern part of Aitkin County, passed through Aitkin village, thence one mile south of Deerwood, then through the southeast portion of Brainerd, thence more to the south and passing through Lennox Siding ten miles south of Brainerd, then crossing the Mississippi River into Morrison County, passing through Randall village and ending a little to the west of it. The strip was narrow at the east end and wide at the west end. Drilling eventually disclosed that the best part—meaning good occurrences of ore deposits—was the portion beginning about four miles south of Brainerd and ending one mile south of Deerwood, all in Crow Wing County.

Four miles northwest of Deerwood was another area, elliptical in shape, ten miles long and six miles wide, named North Range and also wholly in Crow Wing County. After 1920 this portion alone had all the operating mines. It is today what the public thinks is the Cuyuna District; but the large consumers of ore know that in not many years it will be the South Range that will be contributing its substantial quota annually. The Cuyuna District has become the largest developed area

of special manganiferous iron ore of any place in the world. This kind of ore is essential in making in an economical way good quality in pig iron or plain steel. This fact assures having production every year.

When it comes to mineral, people regard it as a vanishing and irreplaceable asset. Having seen the lumber industry come and go in the short space of twenty years, Brainerd people were skeptical about ore they could not see and personally investigate. When they began to see outsiders swarming into the county and new villages growing up where once the forests stood, and a new railroad building sixty-five miles of track to haul the first ore (1911) from the first mine, and strange men in the Ransford lobby bringing new life and money to the city, that was convincing proof that a new era had arrived.

In what is related for many years following 1908, only enough will be inserted to bring out a few high lights about this District which this writer believes will help make clearer the influence that kept bearing down on Brainerd and led to a revival of spirit, a new industrial growth, and a new Brainerd from any and all standpoints.

17.

We desire to describe briefly one more change that had overtaken Brainerd. It was distinctly cultural but is the kind that is part and parcel of the basic structure of the community, however small and however large. We spoke of how shortly after the first passenger train rolled into Brainerd a physician named Samuel W. Thayer, from Vermont, assembled a few people and read the first church service, with Mrs. Lyman P. White leading the singing. We read how by the time a twelfth-month had passed, this new city of a few hundred people had five churches,—Episcopal, Congregational, Methodist, Catholic, and Baptist. True, the first places of worship were not imposing edifices. They may for some have been little more than a room. The author has seen the first church of three of these five rebuilt and knows about the fourth and fifth ones, and can vouch that they indicate great growth and increased benefits. One of these five has twice experienced complete destruction by fire and another of them once, but each has come back bigger and more influential than before. Those are enduring values. Brainerd has from the start been referred to as the City of Pines. Twenty-five years later it became known as the City of Churches. Brainerd now has twenty-three (see Appendix G).

This part of Minnesota like other parts has a large population of Scandinavian extraction; however the first settlers and the men of action who have been named in this historical account came from the New England states and Canada. They were English, Scotch, Irish, Canadians, French: Thayer, Bly, Brown, White, Gardner, Hartley, Spalding, Sherwood, McKay, Douglas, Johnstone, Farrar, Ferris, Spencer, Jones, Early, Holland, LaBar, Turcotte, DeRosier, Wise and many more. At no time

in those early years did the names Larson, Swanson, Olson, Kukko, Mankowski, Bruhn, Imgrund and others like that appear in big numbers. There was a Mahlum, in 1871. The logging industry and farming brought Swedes, Norwegians, Finns, Danes, Polish. Industry brought Germans. The mining industry brought Croations, Slovaks, Serbs and Hungarians to the county. Directories of today have very many Scandinavian and Central European names on their pages, although Brainerd has become identified as having a strong Scandinavian population. Such influxes gave rise to many different cults and resulted in erecting many churches, its twenty-three being equivalent to one church for every 525 people (1940 census).

Therefore, we need allow for different temperaments prevailing in this community as the first decade of the twentieth century closes. It is no longer the pioneer type of people. We deal now with the type that follows the trail blazers and builds on their cleared grounds. Mental reactions are different; responses and movements proceed at a different rate. This striking difference constitutes a potent factor in the life of a community. One can sense it very easily.

18.

Having a Home Rule Charter, the city started out in a new way about doing things. The charter fixed the biennial election for April. The Socialist party candidate A. Ousdahl was elected mayor, replacing Edw. Crust. On May 4, 1909, the members of the three new Boards were appointed and on the 9th they proceeded to function. That election and those appointments have become regarded the beginning of the present city government. Many municipal actions are pegged with reference to the formation of these three boards.

The new Park Board, with S. R. Adair as its first president, promptly applied itself to making Gregory Park an attraction and not just a place for a few cross-corner foot paths. It built a concrete wading basin with a fountain, for several years used as a goldfish pond, and encircled by a vine-covered pergola. Trees were trimmed; cinder paths were built; grass was cut; and slowly a transformation set in.

On November 23, 1909, Leon E. Lum donated to the city a patch of land on the east shore of Rice Lake for use as a park. That became named Lum Park. On June 21, 1926, which was after Lum had died, his brother Clarence, acting as Administrator, donated an additional abutting acreage. This has become a favorite picnic ground, and to some degree has been used ever since then as a municipal bathing beach.

But let's go back a few years and see what the Water & Light Board inherited besides the dilapidated and inadequate water plant. In 1888, the city, acting according to the laws of the state, incorporated the Brainerd Light & Power Company. Then, as of January 1, 1888, it sold

\$40,000 of bonds due January 1, 1908, to pay for the purchase of the troublesome electric generating plant. This was approved by an Act of Legislature dated February 2, 1889. On February 17, 1908, payment of these bonds was voted extended, ending in 1921,—which shows how long some things can be dragged out if provisions of a City Charter do not provide specifically for prompt retirements. The fire which destroyed the lighting plant on April 23, 1910, led the city to try to negotiate a new contract with Northern Water Power Company for the use of more horse-power from its operation of the dam. The original lease the city had acquired from Kindred's company in 1888 provided for 250 horse-power. A request was made for 500 horse-power per month, but the company had once before, in 1908, declined to grant a term longer than to July 1, 1908, because it was contemplating rebuilding the dam and establishing a large paper mill which would need all the available power. The refusal meant that a new source of power would now have to be developed by the city or go without electricity.

We restate that Kindred, or his associates, published in 1886 that by building a dam with a twenty-foot head he would develop 25,000 horse-power, which would enable many industries to establish plants nearby. We wonder if anybody at that time published the error of that calculation or the wildness of that guess. That river flows a known quantity of water per second; even if to have to guess it is not hazardous. A twenty-foot drop or head and a flow of 2,000 second-feet would produce 3,640 horse-power. A flood stage on this river at Brainerd but not too high to interfere seriously with an operation at that dam, would be 6,000 second-feet and produce not to exceed 11,000 horse-power. Kindred built his dam only about sixteen feet high. The Northwest Paper Company rebuilt the dam in 1915-1916 and it has probably twenty feet; but in all likelihood counts on an average of about 3,000 second-feet or 5,460 to 6,000 horse-power. The present mill uses about 5,000. That's a far cry from 25,000 and it explains why the company could not in 1908 and in 1910 allow the city the use of any of the water. It is well that such facts be made known.

In May 1908, the Little Falls Water & Power Company, of Little Falls in Morrison County, thirty miles away, offered to sell Brainerd electricity from its generating plant in that city; but the council passed up that offer and trusted to luck and the dam.

A fire involving a municipal utility is a big calamity. What to do about the disrupted service was an enormous problem. Instantly the reliable Northern Pacific company came to the rescue and agreed to deliver enough current to supply domestic needs until other arrangements could be completed. In the interim Brainerd had to do without street lights. We might even say that possibly fate was intervening to get Brainerd used to dark streets because before another ten years rolled by, the people had to put up several times with that denial,—and not always for this same reason either.

The amounts of electric energy consumed are excellent criteria of growth of industry in a city. The record of annual consumption of kilowatts in Brainerd is shown in Appendix B. About the time of the fire, the consumption may be said to have been 300,000 KWH (or less) per year. That is trivial; but had it not been so small, the generating capacity at the railroad's power house would not have been sufficient in this emergency.

For the moment we shall leave the Water & Light Board wrestling with its dilemma about supplying the city with electricity and in another chapter deal with the solution. We will indicate, however, that Brainerd benefited greatly by that fire.

19.

We may quite properly continue relating happenings applicable to 1909 and tell about more smoke and clean-up work. Columbia Block erected by McKay caught fire early in the year, and before it was stopped, an entire quarter of a city block, except for the Odd Fellows Building, was gutted. In place of those several fire traps arose one huge building constructed of concrete, steel, and enamel brick. It is still the biggest store and office building in the city. The several owners and others joined in a company and again we see Wise, Holland, McKay, LaBar and Farrar taking the leading parts in the reconstruction. These men were among the few in Brainerd in 1909 and 1910 who early became strongly iron ore minded. They readily accepted a proffered suggestion made by this author that this building be named Iron Exchange and thereby help put the stamp of iron conspicuously and indelibly on this city. This is how that structure came to have a name symbolic of the new era of industrial development in this city and county.

A. J. Halsted took on the presidency of the Commercial Club in 1909. With the help of only a few new younger members, this organization began to get in step with the times. Halsted served two years. In Halsted's second year, this author, who was then serving as vice president managed a convention in Brainerd for the Northern Minnesota Development Association. The slogan he devised and used was "All Eyes On Brainerd." That was a sign of the times. The association had its headquarters in Bemidji. Crookston, Brainerd, Walker and Bemidji each at some time had the annual convention, while Duluthians always supplied the motivating element. These conventions were serious affairs, always had large attendance, and proved to be highly beneficial and productive. Although started to procure re-apportionment, which it did accomplish, it soon developed into promoting improvements in agriculture, in obtaining better marketing practices, and better transportation facilities (roads) for the northern part of the state. It shows that an agricultural economy

was replacing the timber or forest. How best to use the peat and marl resources was uppermost. Ditching had done its best, and its worst.

The '70s gave rise to platting the town of Brainerd. As a railway station and siding Deerwood was then named Withington, and being to the east it was necessarily marked on the ground before Brainerd but was not platted until twenty years later. But in November of 1908 a new village named Cuyuna was born and it happened because of the discovery of iron ore; and if of no value otherwise, it gave the start to an epidemic of townsite platting that ran a course of six years (1908-1914). During that time ten new townsites were platted in Crow Wing County. Two more were added in 1917 and 1918. All of them were in the midst of iron mine development. The Village of Cuyuna was the lead-off. Most of them incorporated. Some of the twelve have ceased to function as townsite projects and a few of the incorporated ones shrank substantially after the first flush of success. Six of the twelve are still recognized as incorporated villages. Of those six, Crosby and Ironton together house about 3,500 people. Ironton eventually became the center of the ore-mining activities, but Crosby remains the larger of the two and is also the second largest community in the county. Deerwood got perked up by all this activity and Brainerd forged ahead in a big way.

EPILOGUE

Brainerd experienced a big exodus of people during the decade, but new ones were arriving. The average annual increase for this decade had dropped to 100. The question was whether these few would stay. The city looked quiet and the people looked glum. The lighting plant had burned and the water supply had been proclaimed unfit. Could revival be looked forward to with any ray of hope?

The logging industry had ended. Then came a few years of a growing importance of agriculture. The railroad industry increased its facilities. So sensitive was the community to the prosperity of the railroad that there was ever a quick reaction on the acceleration of business. Next somebody stumbled onto iron ore deposits near Brainerd. It did not seem possible; still, here came the iron ore men,—the miners and makers of steel—and where the logger had logged off the pine trees, ore was to be dug. Could that mean that a transition period was at hand? Was a new light shining on the path of progress?

THE SPIRIT OF NEW ENTERPRISE

1910 to 1919 inclusive.

1.

"You wouldn't know the place" could well have been said of Brainerd at the end of this decade (1919) to some person of the '90s returning for a visit. Not only that, but in the decade of the '10s many of the older settlers were leaving the city, maybe because they felt out of tune with the new, maybe because they wished to live in a warmer climate; too, death was taking its toll. Many traveling men moved away to live in the big cities,—their headquarters, because the new auto made travel more convenient than did train service. It was a decade of exodus. As an offset, many new people came to live here, apply themselves to the new opportunities, and make their stake in new ventures. The balance sheet at the end of the decade showed that the total population had become 9,591, which shows a small average annual gain of 107. However, it is possible that what was lacking in quantity was made up in quality.

From now on, the writer finds himself very close to the scenery and the people that cross the stage. In describing the industrial developments, it becomes difficult to properly appraise one's contemporaries who participated because their records of achievements have never been chronicled in the abstract and in many instances neither has their work been completed.

2.

We shall stop for a few minutes to relate some things that developed about this time in industries of county-wide scope and built up the hinterland that henceforth will ever provide Brainerd with increased opportunities for business. The business is definitely there; otherwise, how could those twelve new villages have come into existence? Here is a bit of history about that enterprise.

After the plat of Cuyuna townsite, near the Kennedy mine, was filed on November 14, 1908, there quickly followed sinking concrete shafts for the Meacham, the Armour No. 1, and the Armour No. 2 mines three to six miles to the southwest. That was the cue for platting the townsite Crosby four miles northwest of Deerwood and near the Meacham mine, filed October 5, 1909. Once that became of public record, platting townsites was like an industry in the county. Adjoining Crosby on the west,

Ironton sprang up on September 6, 1910, near the two Armour mines. Next came Barrows, named after a Brainerd resident, four miles south of Brainerd, filed on April 3, 1911; Manganese, five miles northwest of Ironton, on December 5, 1911; Riverton, twelve miles northeast of Brainerd, on October 1, 1912; Woodrow, eight miles due east of Brainerd, on March 16, 1914; and Iron Mountain, renamed Trommald in 1918 after a Brainerd resident, four miles northeast of Riverton, on June 3, 1913. Of less importance are Orelands on January 20, 1912; Iron Hub on February 2, 1910; Wolford on June 1, 1917; and Pershing on October 5, 1918.

This astounding birth rate was accompanied by a frenzy of lot buying and a big influx of new people. Crosby became a terminal for the Soo Line, and Ironton for the Northern Pacific branch built in 1912 out of Deerwood. In 1929, when the ore traffic on the North Range was pooled by these two carriers, all ore then came to be handled through Deerwood over the Northern Pacific rails, wherefore Ironton became the ore hub-city of the Cuyuna Iron Ore District. Under this impact the Village of Deerwood pepped up and dressed up, as if to hold its own in competition with Crosby and Ironton. Brainerd likewise felt the challenge. Of course, new villages like Crosby and Ironton were dependent on the development and maintenance of the iron mines. With them the need to expand their base to include agriculture and forestry was recognized early, and whatever they did along such lines was also a gain in the supporting base of Brainerd. On the other hand, that spurt and growth based on iron mining made the people of Brainerd iron-mining conscious. When, in 1911, that new building in Brainerd was ready for occupancy and was named Iron Exchange, the name was greeted with approbation.

3.

What about Barrows? Barrows is no more. Here is the story about what happened at Barrows.

W. C. White, of Deerwood, a co-founder with Cuyler Adams of the Cuyuna District, learned of a line of magnetic attraction disclosed by a dip needle survey made between Brainerd and the railway station Crow Wing, six miles south. He prevailed on R. R. Wise, George W. Holland, and S. F. Alderman to join him in acquiring land in that strip and try their luck. They incorporated Brainerd Mining Company in 1905 and then bought twenty-three forty-acre tracts in that magnetic belt.

The new company drilled a few short holes in 1906 on eighty acres in Section 10 and got a slight bit of evidence of ore. Later, others drilled a little more. On March 28, 1911, through the efforts of W. A. Barrows, Jr., who had made Brainerd his part-time residence, a subsidiary of The M. A. Hanna & Company acquired a lease of the entire tract and proceeded to sink a shaft on the portion in Section 10. The mine was named Barrows.

In October of 1913 the first ore was shipped, and in 1914 the ore previously placed in stockpile was shipped to clean the premises prior to surrender of the lease. This total became 56,439 tons.

Thereafter, other companies investigated the property, but nothing was ever done toward developing it. Many years later the Hanna company purchased the fee title of the property. It will be a mine someday. In that respect it is just like several dozen other tracts on the South Range.

When in March of 1911 the above lease was acquired, several men of Brainerd organized Iron Range Townsite Company. Near the mine it platted a townsite, in April, and named it Barrows. Streets were graded and cement sidewalks were laid. It soon had a bank, a newspaper, one saloon, a Town Hall, a boarding house and many residences, and later a consolidated rural school. The railroad company built a side track, erected a railroad station and provided an agent. Looking at the place today one might well remark: "You don't say!" Practically only the school remains. The evidence had vanished by 1920. But while it lasted it certainly made Brainerd seem as if it were expanding at the vest.

4.

Aside from such residents of Brainerd as W. A. Barrows, D. C. Peacock, and the author, with all of whom iron ore and mining was a business, the one inexperienced man who at the time played the game strong was the erst-while lawyer-banker-judge George W. Holland. Once he tasted the thrill of ore discovery by drilling in 1906 at what later became the Barrows mine, he went forth on his own and purchased interests in many parcels, especially near Brainerd. His were known as Holland lands. He was lucky, as future events disclosed.

One such block of lands was in Brainerd. It is crossed by the present Trunk Highway 371 at the south boundary; another was one-half mile to the northeast and bordering on Trunk Highway 18 on the east boundary. These seven or eight forties are inside the city limits. By including the adjoining intervening forties, this made a continuous stretch of two miles of ore-bearing lands. Drilling was started on the tract September 1, 1909. It was carried on intermittently by various companies in many spots. These several ownerships had to be brought together to warrant any company sinking a shaft in preparation for mining. This was accomplished when in July of 1912 the Brainerd-Cuyuna Mining Company was organized. It was officered by Duluth and Brainerd people. Holland's lands were leased to this company, but he was not otherwise a participant.

In August of 1913 a start was made sinking a shaft—on a Holland parcel, too. It was named Brainerd Mine. It required two years to put a shaft down and equip it for mining. It had become much too costly. In November of 1915 all work was stopped. The several leases were kept alive a long time, but the mine equipment was sold. We may say FINIS

to this experience after the shipping of 3,199 tons, left in stockpile, in July 1918. In the early '30s nearly the whole tract was sold to a subsidiary of the United States Steel Corporation, which is holding the deposits as a reserve, for use at a far off time. This ended another episode about mining at Brainerd's door.

5.

Shortly after the Brainerd Mine was started, George W. Holland died April 29, 1913, aged seventy. He had virtually retired from law work in 1902, and from then on in his career he became less colorful and mingled little with society. His business interests then consisted of being a director and sometimes vice president of the First National Bank and attending to his own legal needs in acquiring iron ore lands and leasing them to operators.

We have mentioned Holland's luck. In this history of Brainerd it is our avowed purpose not to give biographical sketches, but in their careers some men performed in such a way that a few things more must be said about them because of their linkage with Brainerd industrial property. When Holland died, his heirs by blood were only a nephew and two nieces. To handle Holland's estate, these three organized The George W. Holland Company. George D. LaBar, then president of the First National Bank, was that nephew. Upon him fell the task, which lasted a long time, of liquidating the Holland company. We want to record only two things about Holland's will. First, to every church and the Salvation Army he willed \$1,000 in cash. There were twenty-two of them at the time of his death. Holland was never a religious man and was not affiliated with any church. Second, to the City of Brainerd he willed eighty acres of unplatted ground within the limits (east side). Here his purpose was to provide the city with a source of revenue from an iron ore deposit—presuming that the land contained ore. It had not then been drilled, nor is it explored now. Rarely has a city owned an iron mine. That gift is Holland's monument, given most unostentatiously.

6.

Another venture similar to the Barrows and Brainerd mines came up for much attention in Brainerd when in October of 1913 the Canadian-Cuyuna Ore Company, Incorporated, organized to develop a mine eight miles east of Brainerd. It became known first as Wilcox Mine and then as Omaha Mine. Nearby, the townsite Woodrow (named after President Woodrow Wilson) was platted in 1914. In December 1919 the mine ceased to exist, after having shipped 279,316 tons; and quickly then, the townsite vanished.

It must not be presumed by a reader that perhaps this Cuyuna District

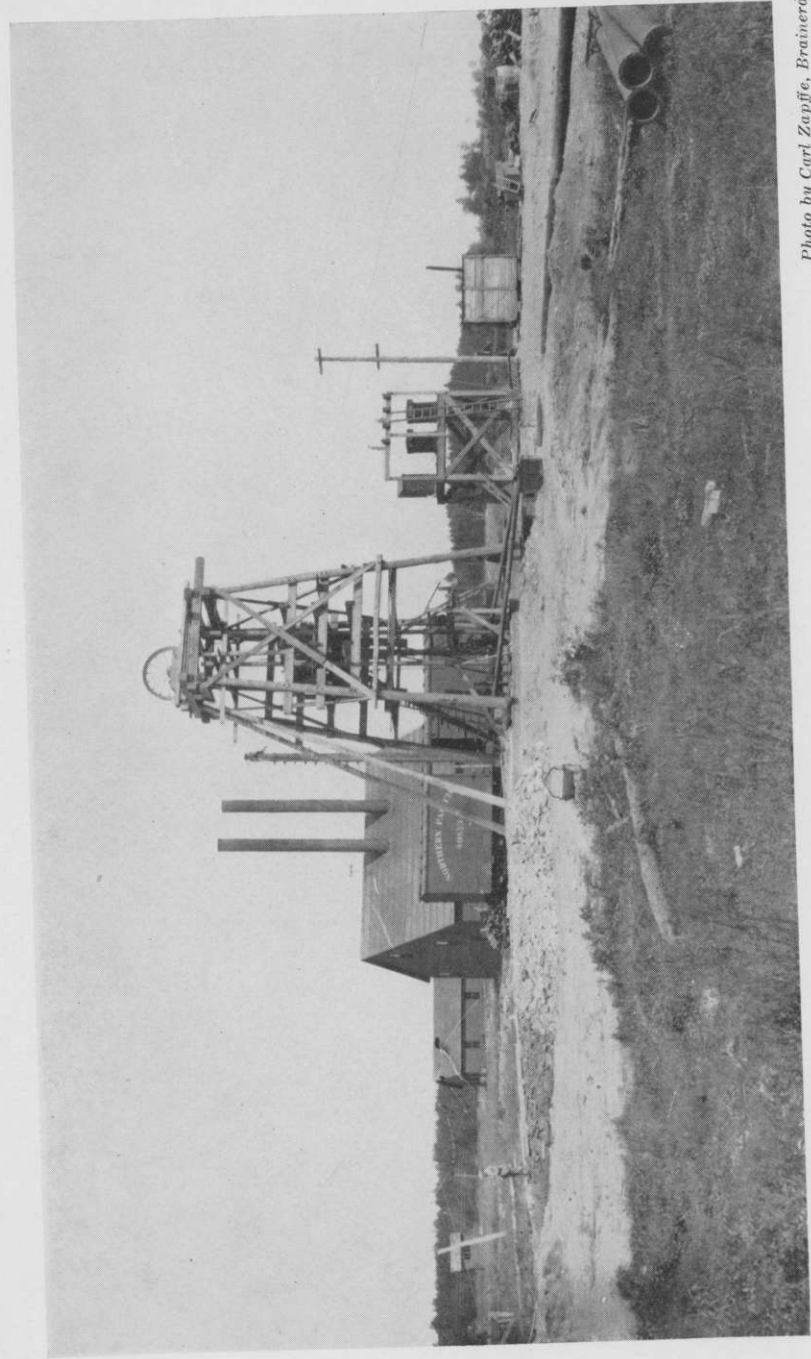


Photo by Carl Zappffe, Brainerd
 Brainerd-Cuyuna Mine. Looking west. Shows temporary headframe over the shaft, also a transformer station and boiler house. Waste rock fills in around the collar of the shaft. A Northern Pacific freight car of coal on the new service track was being unloaded.

is but a flash in the pan and without substance. It is quite the contrary, and for that reason we shall relate some of the substantially significant things about iron ore production.

No nation in the world produces as much iron and steel per annum as does the United States, which generally supplies between 40% and 50% of the total. The tonnage of iron ore required to make it comes so preponderantly from Minnesota that as a producer this state has no rival in the world. It supplies twenty-five percent of the total produced each year in the world. In war-time Minnesota produced sixty to seventy million tons, which came from three counties including Crow Wing.

Generally the term iron ore applies to all ores mined. It so happens that to get the best results in smelting ore to make pig iron, better quality of metal is acquired if a small amount of manganese is put into the ore mixture. It has been found most economical and convenient to do this if the manganese occurs in an iron ore. Consequently, the furnaces using Lake Superior iron ores have developed an economic mixture which is built around those several ideas. Nature has put into the North Range of Crow Wing County many iron ore deposits that have that proper metallurgical and economic relationship insofar as manganese is concerned. It is around that feature that the North Range mines developed; and, since this relationship was lacking in the South Range, its ores could not be marketed at that time.

Of course, in mining manganiferous iron ores, it is inescapable producing straight iron ore at the same time. Consequently, the district ships both kinds, but in all the world there is no comparable mine development of manganiferous iron ores as there is in the Cuyuna District. Although the annual output is not terrific in total, it is a constant production and permanent industry. The closing down of a few mines like the Barrows, Brainerd, and Omaha is inconsequential. The metallurgist must have this kind of ore, and the mines must produce all kinds of ore.

In 1911 one mine shipped. In 1918, twenty-nine shipped. In 1920, twenty-four mines were shipping, while during the past ten years the number has settled down to fifteen or seventeen. The first increase was spurred on by the urgent need for manganiferous ore during World War I, and all sorts of small operators were induced to produce. Today, properties have been combined into a few blocks; large operators have taken over, and production of all grades of ore has become larger than ever before. Where in 1915 ten mines produced 1,128,131 tons, and in 1925 twelve produced 1,514,053 tons, in 1945 we had fifteen mines producing 3,015,854 tons. For more information about ore shipments, the reader is referred to Appendix N.

Although the Cuyuna District was the last of six districts discovered in the Lake Superior Region, it is not the smallest producer; and as it is essential to an entire nation, it has a long lease on life. It is now thirty-five years since the first ore was shipped and during all that time it has

never failed to produce; above all, the curve of production is still pointing upward. No one need fear that Brainerd will suffer from a loss of an ore industry in the county; to the contrary, it is a superior support for Brainerd industry—such as the big logging days of times past could never be.

7.

One evening, about 1914, in a meeting of the Commercial Club, a Brainerd real estate dealer—one of those of the time when they advertised their business as “Cut-over-lands, Farms, Rentals, and Insurance”—rose to speak his complaint. First it should be noted that the iron men had been buying lands at better than farm prices; as these trades were cash deals, the farmers left the county. The mining companies let the buildings remain unoccupied and fall, rot, or be stolen—what mattered that? The interest was now in finding iron ore.

The real estate man's complaint was that when he drove his clients into the country to show them cut-over lands suitable for conversion into a farm, he found himself driving the client past abandoned farms. He thought that something should be done about that because the display of wreckage spoiled his business.

Yes, it did put an end to specializing in selling cut-over lands, the loggers' legacy to Brainerd. Little did that fellow realize that thirty years later his friends, the advocates of agriculture, would be urging zoning and land planning to get more of the jackpine farmers out of their respective townships and into more suitable localities, while their homes were intended to go back to forest as nature seems once before to have intended that land to be.

That shows how times changed land usage and the consequent industrial developments in this area. Some lands are ideal for farming and some for mining; some should be forests and some used for cities and villages. That was the basis of the developments in that decade.

8.

A complementary activity from the platting of townsites arose in the form of a new industry. In the last twenty years it has changed Brainerd in many respects where the iron mining industry may not have affected it. The man responsible for this activity may be regarded as James M. Elder who in 1881, at the age of twenty-one, arrived from Kentucky. When upon receivership proceedings in 1888 Minnesota Water Works Company took over the Kindred water plant, Elder became the local manager. It was a small job which he carried on with his business of selling cut-over lands and his colonizing job for the land department of Northern Pacific Railroad Company. In those years railway lands were sold in large tracts

of thousands of acres to colonizing agencies, as well as in small parcels to settlers. Minnesota Park Region Land Company, of which LaBar was president, acquired much of that acreage and to Elder, the manager and secretary, fell the task of making sales.

In this way Elder came to know the country side with its woods and its lakes; furthermore, he was a natural trader. A few parcels acquired by this Park Region company were later drilled and shown to contain iron ore. The royalties collected when those lands were leased for mining helped to make living easier for him during the dull, gloomy, transition period that came along after the turn of the century when cut-over lands no longer attracted new settlers. Those were the years when the local people found much time to go to some nearby lake and fish, and fish. Brainerd is blessed in having several hundred lakes close by. It used to be half the sport of the day driving three hours on sandy, deeply-rutted roads with a team of horses to get there. Lakes like Sylvan, North Long, Round, Gull, Hubert, Edward, Clark, and Pelican were at such a distance. Besides, they had beautiful shores. Some, like Gull, had once been the loggers' paradise; and between Gull and Round Lakes was the old Leech Lake Indian trail which later became a tote road, and at the thoroughfare was Bishop's way-station for teamsters. All around were Chippewa Indians. Who has not heard of Long Lake and Chief Hole-In-The-Day?

Who has not heard of St. Colomba Mission on the east shore of Gull Lake? There is a beautiful bit of history about that place. It goes something like this. In the late '50s an Episcopal mission was established by Rev. Dr. John Brecht, a graduate of University of Pennsylvania and a Theological Seminary. The mission was on the east shore of Gull Lake, at approximately three-quarters of a mile southwest of the little bridge that today spans the thoroughfare at its Round Lake end. He named it St. Colomba. The mission was to serve some Christian Indians of that area living on the shores of Gull Lake. Next to the church stood the log house used as a home by the clergyman. In 1862 the Sioux Indians were rising against the whites in southern Minnesota. That excitement spread and in brief time stirred the members of the Pillager band of Chippewa Indians to destroy the St. Colomba mission in August of 1862.

There is much of historical interest about St. Colomba, about Chief Hole-In-The-Day, and Long Lake and the loggers on the Gull Lake. The mission was never restored, but on its site certain Brainerd businessmen of the '90s and the following decade would picnic on a Sunday; some stayed to spend a brief vacation period in the simple style of the day. Elder experienced all that. The thrill of it had a commercial tinkle to it. The new Cuyuna townsites platted in 1908 was at quaint Rabbit Lake, and Crosby platted in 1909 was on the shore of beautiful Serpent Lake; why would it not be advantageous to have ground platted in vacation-land style on the Gull Lake shore where historic St. Colomba mission used to be? There was a site backed up by majestic green white-pine and graceful

white birch intermingled with a large variety of hard- and soft-wood trees.

Let it be recorded that Elder conceived it to become a somewhat select place because he contemplated erecting a commodious home for himself, if neighbors could be assured. So, in 1910, he asked Carl Zapffe to apply his mining experience and design a plat for him suitable to the site along three-quarters of mile of lake shore conforming to Elder's wishes about appropriate reservations as to beach and as to ingress. A strip 400 feet deep was staked out into lots in advanced engineering fashion and then brushed out. The plat was laid aside a year, to ripen, because changes might still be wanted. There was then no pattern to follow. It was a new enterprise.

Next came the proposal by Elder made to Zapffe, Barrows, and their mining friend, D. L. Fairchild of Duluth; each was to select a lot and agree to erect a house at once and up to a certain choice standard. The three together chose four adjoining lots and divided them, and in 1912 building was begun. All was now ready; the County Commissioners approved the plat on October 7, and it was filed for record on November 29, 1913. The name chosen for the plat was St. Colombo.

The above may seem to be but a routine and commonplace procedure; however, when people saw what had happened and that it was three iron men who placed confidence in the venture, there developed a rush to buy lake shore acreage and plat it. Out of that simple beginning emerged a new industry. Where years before people had a shack at a body of water often even unidentified by any survey and built mainly to aid in fishing and hunting, people now exhibited a new desire to build homes on platted lots. These were substantial cottages and homes, not shacks or cabins. In 1915 the very long lake shore of Gull Lake, for example, did not have fifty houses, cottages, or shacks on it. Today there are over one thousand fine homes and hotels.

This movement lakeward to vacation-life led to erecting resorts and then hotels. Tourist bureaus sprang up and participated, and then the state lent a hand in one way or another and advertised this playground, as it came to be recognized throughout the nation. In Crow Wing County 90% of the shore owners are now outside people. It is an industry that has in the past twenty years become basic to very many industrial enterprises in Brainerd, which has the envied position expressed by the slogan: "The Gateway To The Lakes." The mighty oak still grows from small acorns. Now it was truly "All Eyes On Brainerd."

9.

Brainerd came to be by the building of the railroad, but the development of iron ore mining at its very doors linked Brainerd inseparably with certain huge industrial plants in other states eastward. These things, in

turn, gave rise to the development of increased application of electric energy. For large generation, Old Man River flowing through Brainerd supplied the necessary requirements for a modest beginning, the plants of which subsequently became an integral part of a very large network of wires strung over the northeastern quadrant of the state linking Brainerd with many prosperous municipalities. Brainerd once again, after twenty-five years, copes with the problems of electricity, dams, and water supply.

The destruction by fire in 1910 of the municipally owned generating plant at the dam necessitated buying a small emergency supply obtained temporarily from the railway company's power plant at the shops. After much pressure to get something done to relieve the company of this additional load on its plant, the Common Council entered into an agreement on November 12, 1910, with Toltz Engineering Company, of St. Paul, for ten years, to provide the city with electric energy. This company then built a gas-producer plant on the corner of Laurel and South 10th Streets. The gas so generated operated an engine which whirled an electric generator. The rhythmic repetitive explosions at the engine exhaust were most annoying, so when the plant was ruined by a fire in 1912 people were happy rather than sad.

Again Brainerd was in darkness, but not for long. Once more the Little Falls Power Company offered to sell Brainerd electricity, at the switchboard in Little Falls. But along came M. D. Stoner, of Blackduck, Minnesota, and T. H. Crosswell, of Spokane, Washington, who with other associates had in the spring of 1911 organized Cuyuna Range Power Company and built a steam plant in Deerwood. They offered to repair that Toltz plant and re-establish service immediately. In the meantime they would finish building a dam near Sylvan on Crow Wing River and then discontinue the gas plant.

The steam plant erected in Deerwood in 1910 was a mite of a plant, able to make only 250 KVA. It was enough to take care of Deerwood, but the idea back of it was to enlarge as needed and cover more territory as mining iron ore developed. In 1910 ore was not yet being shipped, but Cuyuna and Crosby townsites had been platted and Ironton townsite was in the process. Things were moving so very fast that these two men planned in 1911 to expand by building hydro-electric plants.

Recognizing that using the river system for building generating plants would be of inestimable value in creating new industrial plants in Brainerd, the Commercial Club, of which Carl Zapffe was then president, supported by a petition signed by a hundred Brainerd business men, urged the Common Council to accept that proposal rather than tie up with Little Falls. As a result of this presentation a contract was made on May 9, 1913, with the Cuyuna Range Power Company for ten years from November 12, 1912, or twelve from the former Toltz contract date, with a renewal privilege for the city of ten years from date of expiration.

10.

This matter of water power and generating electricity is deserving of a bit more chronicling, because for a small rural inland city Brainerd came to establish a phenomenal record in marketing electricity. Because the city started early in its career to own and operate its own plant, and because its people dominantly believed in municipal ownership of public utilities, the ultimate solution about this political-economic question is of highest interest.

It should be recounted that a company had already built a dam and a generating plant in Little Falls; and the building of a dam in the north-easterly part of Brainerd by C. F. Kindred and others has been described in a preceding chapter. This narrative begins at the time when the city purchased the Minnesota Water Works Company plant in 1909, because that plunge in municipal ownership ended Judd Wright's career as manager for Ambrose Tighe, in which capacity he had served since J. M. Elder resigned from it in 1902. When Wright left to try a new career, he knew that about half way between the dams at Brainerd and Little Falls the river afforded another favorable power site. He called it the Ft. Ripley site. It is below the confluence of Crow Wing River which came into the Mississippi River from the west. He abandoned that site after his surveyor disclosed a better one three miles up the Crow Wing River. He purchased close to forty acres of land on the two sides of the stream. To exploit the project more beneficially, he and his wife and son in 1911 incorporated Brainerd Hydro-Electric Power Company.

Almost immediately, along came the Stoner-Croswell group known as Cuyuna Range Power Company and purchased Wright's company and all its holdings. In January of 1912, Stoner's Dam—as everybody locally called it—was started. The city has a record of having used only 373,340 KWH in 1911, but the requirements for energy in the many newly platted townsites and the rapid increase in ore deposits opened for mining in those first five years necessitated building a second dam. In the spring of 1916 this was started five miles further up stream. It added 1500 KVA to the capacity. For purpose of proper identification this first one became known as the Sylvan Dam and the second one as the Pillager Dam, corresponding to the nearest Northern Pacific station points.

At the townsite of Riverton an open pit named Rowe Mine was started in 1914 to produce straight iron ore, and later another pit, named the Sagamore Mine, developed south of it became the largest producer of manganiferous iron ore in the world. This place is ten miles northeast of Brainerd. In 1916 the power company discontinued its little Deerwood steam plant, and because of better facilities replaced it by one at Riverton. This one was also operated by steam, but even as a reserve unit it was good for generating 1,000 KVA.

This was a very rapid growth of a new enterprise, and because of cross-

connections it linked Brainerd more and more closely industrially with the surrounding territory. The need for ample auxiliary generating units was most evident; and although Brainerd was supplied from the Sylvan dam as soon as that unit was installed, the gas-producer plant was kept intact for immediate use should emergency require it; but it was not operated.

Supplying the many mines which began switching from steam to electric plants, and manifestly the huge demand for electricity to operate mine pumps, necessitated having more generating capacity. It was now a matter of going far afield. An American Power & Light Company, having a subsidiary named Minnesota Power & Light Company in Duluth, had become owner of the Little Falls plant. It built another plant at Blanchard Rapids to the south. It owned a plant at Carlton on the St. Louis River, and others farther northeast. Cuyuna Range Power Company next sold all its holdings to this larger company. The local business office in Ironton was then closed, and the supervising district office of the new management was established in Little Falls. The new management now supplies electric energy for the entire iron mining industry in Minnesota and virtually all the cities in the northeast quadrant of Minnesota.

So it came to pass that Brainerd buys its electricity wholesale delivered at its own switchboard in its own central station, which is at its water pumping station, and owns its own city distribution system and retails the electricity. Consumption due to new industrial enterprises and uses of home appliances has grown beyond belief. A few items pertaining to this are set forth in Appendix B.

11.

What were the individual local happenings between 1910 and 1915? Perhaps it will serve best to review what the destructive forces accomplished, wherefore we begin with making note that in 1910 two old land marks went the way of smoke. These were the Earl Hotel and Antlers Hotel; the Earl stood on South Fifth Street, opposite the present Fire Department Hall; the Antlers stood on Front Street just west of the present Chevrolet garage. The latter was long the site of the Globe Hotel; it had been a favorite gathering place because it had a bowling alley in the basement. That fire removed just about the last of the business landmarks in that part of the Old Brainerd. In 1913 fires consumed a frame building on the southwest corner of Sixth and Laurel; J. M. Hayes owned the building and in its place he erected the Lyceum Theatre. That was an excellent movie theatre. Today the Coast-to-Coast Hardware Company store occupies that part of the Building. The Lyceum deserves mention because it showed a new era in a business enterprise, being a marked advance in the cinema business. It also introduced "canned" music and it indicated the decreasing interest in the "opry" style of play and traveling companies.

Death removed several of Brainerd's builders and doers who have been often mentioned in these pages. Charles N. Parker died on December 20, 1911. In the following year the several members of the Parker family joined in erecting a substantial band-stand in Gregory Park as a memorial. That George W. Holland died on April 29, 1913, has already been stated, and his legacy to all the churches and city itself has been detailed. On November 22, 1914, Dr. James L. Camp, the humanitarian, died; most of his valued books were presented to the public library. James M. Elder died October 24, 1917, while visiting in his home state of Kentucky; he was only 58 years old. The old regime was passing.

12.

Look now at what occurred by way of changes in business establishments. The N. P. Railway Company replaced its old foundry building by a new one of double capacity. The long established Brainerd *Arena* changed ownership and became the Brainerd *Journal Press*, which improved the newspapers of Brainerd. Today, under new management, it has increased its circulation as well as its popularity and standing in the community. In 1911 the Iron Exchange Block, replacing the Columbia Block which fire destroyed in 1909, was ready for occupancy and became the new home of the Commercial Club. In 1913 the Minnesota & International Railway Company discontinued running its trains over the old brickyard spur through northeast Brainerd and took a route westerly out of the city; but the change was of especial value to the city because the company donated to the county the bridge over the Mississippi River, and thereby gave Brainerd people a wagon bridge where one was immeasurably needed to facilitate entrance into the lake country to the northeast.

Most unique in the annals of any city is the incident that arose in 1911. Brainerd was not alone in this instance. It was a feature in the activities of the Prohibitionists throughout the nation. The Federal Department of Indian Service had in its employ a man named "Pussyfoot" Johnson. He came to Minnesota to stop the sale of liquor to Indians and the introduction of liquor into those lands which the federal government had acquired by treaty with Indians. Brainerd was in an area so covered by a treaty made in 1855. The experience need not be related beyond the fact that in 1914 the United States Supreme Court also rendered a decision on the matter, and the prohibition lid was clamped on tight. Saloons were raided. In some cities beer and liquor were dumped into the gutters in the smashing-up campaign which the federal agents had to pursue to enforce the edict.

In Brainerd the court decision closed twenty-six saloons, which was a very heavy loss of revenue for the city, as the license fee was \$750. The money so collected had been put into the general revenue fund prescribed by the charter of 1908. That charter did not prescribe a special fund for

the payment of street lighting, hydrant rental, and use of water in public buildings and parks. Being deprived of license fees, the council began not paying the bills it had contracted to pay the Water & Light Board; whereupon the Board cut out the lights. We say more about that later.

The city got its first cement-paved street in 1911. It consisted of three blocks on North and South 7th Streets. In 1915 it was South 13th Street, once named Hartley Street, that was paved. It might seem cruel to comment that the reason for paving South 13th Street at that time was to help people going that way get out of Brainerd more easily. The old road had become well-nigh impassable.

Coincident with that year and event, a program of home-building got under way especially for larger and nicer homes. Merchants down town were also exhibiting a new interest about sprucing up; so they raised a large fund to pay for erecting five-arm cast-iron posts equipped with large white globes, the customary White Way of that time. On ten blocks in the business district sixty such posts were erected to replace the ancient and centrally suspended incandescent light at the street crossings. Brainerd was going modern.

It may seem strange to people of today to mention that in 1912, for example, the use of the automobile became a more common sight. The owners then put on a better-street campaign. The council (how amusing it is to recall this) on its part attempted to make travel at six miles per hour the speed limit. Remember how horses were obliged to keep to a walk in going over the bridge? Be what it may, the horse-livery business was approaching its last day in Brainerd. The days of romance were about to change, but romance never ceases.

Although at a special election on November 3, 1908, the voters authorized \$22,000 worth of bonds to enable replacing the wooden bridge over the ravine by a substantial structure, such as a dirt fill then envisioned, it was not until March 1, 1914, that such work was attempted. The hill of sand on the land Holland had bequeathed the city as a likely iron mine was used as the source of material. To McCullough & Cheney of Minneapolis was awarded the contract. The dirt was hauled in narrow-gauge cars along Kindred Street and soon the fill was completed. No more do people speak of the East Brainerd Bridge. Now it is The Fill. It is topped with cement roadway and sidewalk and dressed up with iron railing and ornamental lighting; fortunately, it forms the south embankment of a natural amphitheatre for the high school athletic field formerly the slough or ravine.

O'Brien Mercantile Company had been extending its business property holdings westward on Laurel toward 7th Street. On December 1, 1920, it anchored itself firmly when it purchased the Parker Block, then housing the Citizens State Bank; across the corner it had previously, on March 5, 1912, and February 28, 1917, acquired full ownership of McKay's Imperial Block and renamed it Juel Block.

13.

Among the new business enterprises arising during the first five years of this epoch are several noteworthy ones. First in 1911 is a marked and permanent shift of business from Front Street to Seventh Street when at a cost of \$50,000 the Beare (Phillips) Block was erected. Upstairs are apartments. Downstairs is the first arcade-front store, so built to accommodate H. F. Michael Company, a dealer in ladies' clothing and general dry goods. He had come to Brainerd in 1904 and often introduced new merchandising ideas. This arcade was distinctly an innovation in retailing display in Brainerd. The store space is now occupied by an "S. & L." chain store. On April 1 of this same year Brainerd saw the opening of a \$50,000 federal building. It was a post office, giving the city complete postal service of all kinds for a third class office. Later in the year the state created a State Forestry Division, which in 1920 gave recognition to Brainerd's favorable location by erecting a Ranger Station to help it supervise propagation and protection of the forests.

In 1913 the same three men who a year before established building homes on lots in St. Colombo on the Gull Lake shore, namely, W. A. Barrows, D. L. Fairchild, and Carl Zapffe, incorporated the Brainerd Model Laundry Company and instituted the first up-to-date laundry and completely equipped cleaning establishment in Brainerd. The building erected for it is on South 8th Street, now known as Lakeland Building. It was specially erected to accommodate this new and large business. It expanded quickly and brought laundry by rail express to Brainerd from many cities as far north to almost Crookston. This started bringing people to Brainerd to shop. In 1924 E. F. Meyer of St. Cloud purchased the business. In 1936 the business was moved to enlarged quarters on Washington Avenue. Its present name is Meyer Laundry, managed by Lester R. Hage. In summer it operates special wagons to serve the lake resort area for seventy-five miles or more northward. That means serving perhaps 2,000 people in about 150 resorts. The plant employs forty-five people.

The suitability of Brainerd as a distributing center also became recognized at the time by the jobbing business. One good example is Brainerd Fruit Company which later became a branch of Gamble-Robinson & Company, wholesalers of groceries, vegetables, fruits, and tobacco. This establishment has grown to be a large enterprise. In its distribution it now operates five trucks daily and covers part of six counties. Its trucks move in an area about one hundred miles in diameter and in the peak season employs up to twenty-eight people.

In the dairy products line there was already the Brainerd Creamery Company, but on December 22, 1917, the Farmers Co-operative Creamery Association came into existence capitalized for \$10,000. In 1945 the latter had an operating revenue of \$401,154.60. At about the same time W. E. Hayden started an ice cream plant. He sold this in 1925 and it is now

known as Russell's Creamery; it has developed a huge country-side delivery system. Additional increase in the dairy business came not many years later. Where once stood a horse-livery stable is today a creamery, now the Brainerd Dairy Products Company.

14.

The revival in interest in the Commercial Club exhibited in 1910 was continued in 1911. Carl Zapffe became president and served three and one-half years in that capacity. In 1911 the Club managed the annual convention of the Northern Minnesota Development Association, of which R. R. Wise became president; and in the same year urged the council to execute a contract for electricity with Cuyuna Range Power Company in preference to the Little Falls company. In 1912 it took up the cudgel for agriculture and with Dr. J. L. Camp, F. H. Gruenhagen, and Carl Zapffe acting as its committee of three, these men succeeded in prevailing on the Board of County Commissioners to accept a new available federal proposal and adopt a county agricultural agent service. Shortly afterward, A. J. Gaffke started his three-year tenure of office; then for four years the agent was E. A. Colquhoun and since 1920 he has been E. G. Roth. Those are permanent values beyond measure for the agricultural industry and have brought distinction to both city and county.

The success of the Commercial Club drew enough members to its roll (over one hundred) that it was enabled to enter into a contract for leasing club quarters in the new Iron Exchange Building. In fact, while the building was in erection, the quarters were designed as wanted. In 1912 the move was made. In July of 1914 a membership drive was put on to enable bringing a broader representation into deliberations pertaining to civic improvements. The new spirit of civic enterprise was emerging vividly. A full-time secretary-manager was needed. That was a new venture. A go-getter was wanted. To fully accomplish the objective it was deemed desirable to adopt the name Chamber of Commerce, which was everywhere a popular name in that decade. Little was it supposed that certain elements of the city would regard this name to mean trading in wheat and bonds. But they did!

Several hundred members were enlisted. On July 14 new officers and directors were elected and the Reverend G. P. Sheridan became the president. Then came the hunt for a capable full-time secretary.

When in 1912 the Soo Line was extending westward from Crosby to other new mines, and in 1913 to Riverton townsite and the Rowe Mine, a group of men in Brainerd assembled to form a Boosters' Club. Membership was made one dollar to enable many men to join. It was riding on the wave of success the Commercial Club had achieved. The main purpose of the Boosters became evident in a short time because they made many efforts to prevail on the Soo Line to build those additional ten or twelve

miles further west and make Brainerd its terminal. Brainerd was so definitely a Northern Pacific shop town that the large dead-head freight and passenger business was enough to influence the Soo Line not to build beyond Riverton. Later it even abandoned its depots at Riverton, Crosby, and Cuyuna. The Booster Club also quit abruptly. This indicates what not to look for as a business enterprise.

In the Third Ward a group formed Northeast Brainerd Improvement League. It functioned effectively several years in procuring local community improvements. Like most local agencies this one ended soon, but it left a good record of achievement and Brainerd is the better for it.

15.

In another respect the Commercial Club took the lead when in 1912 it urged the appointment of a Charter Commission. Among the men appointed by the District Judge were A. J. Halsted, R. R. Wise, W. Hemstead, H. F. Michael, and Carl Zapffe, to mention only names appearing elsewhere in earlier pages. Appointed to the commission were also two shopmen. The commission elected Halsted its chairman. A special attorney, D. A. Haggard, was engaged. He was not the City Attorney.

In breaking down the personnel, it would divide three ways. There was an older group, consisting of men experienced in the ways of political maneuvering; some people would today call it "Conservatives." There was a younger group, not linked by politics and possessed with the ardor of youth and with sights set forward. They were on very friendly terms with the other men. Perhaps some people would today call them "Middle Roaders." The third group were the two men from the shops; it was a sort of on-again off-again duo who acted more like a liaison committee, but with a final attitude that seemed to be one of negation rather than approval.

A city-manager form of government was designed by the liberal group and a complete charter was written. A vigorous campaign was conducted in its behalf by the "Middle Roaders" mainly. At the special election the vote went against the proponents. In 1915, a second such attempt was made. The former script was used, although modified a little here and there to have it contain some new features. Again the election went against it. So it remained that Brainerd wanted the five-ward alderman-mayor form of government. It is hard to change old habits. No similar attempt has been made since then.

16.

Late in 1913 and early in 1914 a request came before the council for a gas franchise. The Socialist group in the city had elected R. A. Henning, a machinist, as mayor. On February 2, 1914, a thirty-year franchise was



Photo by William F. McCollough, Brainerd
Aerial view looking southwest from over Rice Lake and down Mississippi River. Shows the dam on the site of the original Kindred dam, and the mill of the Northwest Paper Company on east end of dam.

given to Light & Power Co. "to maintain a gas plant." This was an enterprise of A. G. Whitney of St. Cloud. Lengthy argument ensued around the fact that Whitney was an outsider and that gas is a public utility which should not be privately, but municipally owned. Henning gave many reasons why he deemed the contract faulty. In a nutshell, Henning simply did not believe in giving franchises, as against the clearly demonstrated fact that the general public wanted gas. Henning did not sign the contract, but was over-ridden by vote in the council; and leader though he was in politics for his group, he failed to be re-elected in 1915. To add to the defeat, a professional man who was a non-political fellow defeated him.

The plant was built and put into operation in 1915. In 1920 an explosion destroyed it. It lay idle for a while. The owners hoped the city would buy it; but the enthusiasm for municipal ownership previously so ardently espoused by Henning had diminished and hardly a word was heard in favor of the idea.

On August 4, 1924, Northern States Power Company purchased the plant and in October the franchise period was extended to 1949. In November, 1939, the plant was changed from using coal and oil, and in keeping with new practice adopted the propane-butane-air type of gas.

Growth has been splendid, shown by its 1,228 residential meters and about 100 used in industries. Its pipe system adds up to sixteen and one-half miles of main figured as three-inch equivalent, and its capacity to make gas is 660,000 cubic feet per day. The enterprise has been growing rapidly.

17.

In the earlier portion of this decade, industrial Brainerd gained a most valuable increment. It put to rest once and for all whatever anyone might conceive about the Kindred dam. Northern Water Power Company in the Weyerhaeuser group of companies had long before this decade acquired ownership of the dam from the receiver of Kindred's defunct company, thereby assuring that some day the monies spent in 1886 to 1889 for this power development had not been in vain.

Time came when the Weyerhaeuser logging and lumber group of affiliates launched into a broader field of forest products manufacturing. Among the first of such ventures was making wood pulp and print paper. The Northwest Paper Company was formed, with its main plant and office in Cloquet, Minnesota. In 1903 it acquired the Northern Water Power Company which made possible having another plant built in Brainerd. Because of such contemplated plans, it was impossible in 1908 for the city, after its generating plant had succumbed to fires, to obtain renewal of a lease for power rights at that dam. Unlike Kindred's claim that his dam would generate 25,000 horsepower, this dam when rebuilt in 1916 and

increased to a height of twenty feet became good for not more than 7,000 horsepower. One cannot use flood stages as the volume of flow in estimating the effective usage. As a safe working figure, 6,000 is probably better indicative of the possibilities of future expansion of business enterprises at this site.

In 1916 this dam was rebuilt to suit the needs of the new industry. This ended the annoyances caused by the bridge maintenance problems. The little pulp mill erected in 1903 on the west side of the dam was razed in 1914. When in 1913 the Minnesota & International Railway Company quit crossing the river at that place and routed its trains westward out of Brainerd, its bridge was donated to the county which converted it into a wagon bridge still being used as part of State Aid County Highway No. 3. The old railway spur built by the Minnesota & International Railway Company in 1903 to serve that little pulp mill was also removed.

The new paper mill was erected between November of 1915 and April of 1917 at the east end of the dam. It is a huge plant. It gives employment to about 185 people, which makes it rank second to the Northern Pacific Railway Company's plant. It is the largest manufacturer in Minnesota of wall-paper stock. About fifteen per cent of the daily output is kraft converting paper. Its big benefit to this region is the substantial use of jackpine pulpwood. Poplar and spruce pulpwood is also used in quantity. About a six months' supply of wood is stored on the premises. The mill uses 13,000 cords per year. It has one paper machine. The plant has seven water-wheel grinders with an average daily capacity of about sixty-five tons of ground pulp. It makes 19,000 tons of paper per year, which is equivalent to shipping two or three carloads per day. This mill is using close to the rated horsepower capacity of the dam. The building with its equipment and its inventory represents an investment of large size.

In the back-bay above the dam, float the pieces of wood that feed into the conveyor which transfers them to the grinders. Where once were the city's electric generating plant, William Schwartz's brickyard, the B. & N. M. Ry. Co. office, and C. N. Parker's car barn and power house, there, on all that ground and more, stands today The Northwest Paper Company mill and its supply of pulp wood. What was once a brickyard industrial spur and then a lumber track for the B. & N. M. and the M. & I. railways, later used also for passengers, has been since April, 1917, only a papermill spur. The industrial scenery has changed profoundly.

18.

We now write about the important happenings pertaining to the years 1915 to 1919 inclusive.

The spring election in 1915 became a battle directed at Mayor Henning and his political party. A staunch Republican, one without previous political office and of the medical profession, was prevailed to run against

him. Dr. R. A. Beise defeated Henning by a vote of 1,001 to 810. At the same time a wet and dry vote went 809 wet and 986 dry. The proposed city-manager charter was defeated 819 to 579, showing that about 400 men at the polls did not vote on the latter question. During that term (1915 and 1916) for Beise and with R. R. Wise as president of the Chamber of Commerce, for all of Brainerd a business administration was thus as good as guaranteed by these two.

We have told about a telephone franchise given to C. N. Parker in 1895, and its sale to Northwestern Bell Telephone Company in 1906. Not content to let well enough alone, it was on June 7, 1915, that the council gave Minnesota Telephone Company a twenty-five year franchise which meant that there was to be a competing line. It proposed using the Tri State dial system. It was an unsatisfactory venture locally, but Tri State may thereby have improved itself in a state-wide transaction with the Northwestern company when in 1918 the latter took over the local dial system. Now Brainerd has an enviable communications service.

That Brainerd had a start on an industrial growth is proved by the increase in KWH of electricity the city purchased in 1915, being 904,776 or almost three times that of 1911; and by 1920 the consumption had jumped up to 2,106,008—seemingly an impossible increase.

Let us go back to January, 1915, and read an address written by the Reverend G. P. Sheridan, then retiring as president of the Chamber of Commerce. He wrote:

"Conventions are a small part of its missions . . . but the corporate life of a community with its heterogeneity of life, with its different emotions, these must be studied and welded together. . . . This organization must interest itself in the great problems of city life as well as to get new blood here to enthuse; otherwise it falls short of its usefulness."

What follows deals much with that interest in the great problems of city life, and no doubt also accounts for that big increase in KWH. How could such things become separated events? The spiritual and the economic go forward side by side.

19.

Upon assuming office Mayor Beise followed the admonition of the former Commercial Club officials and mayors and advocated that the council take steps to provide a new water supply for Brainerd. To further his program he appointed P. W. Donovan to membership on the Water & Light Board because Donovan had long supervised drilling for iron ore and the opinion was that deep wells would yield the kind of water desired. Anything would be better than the filthy, chlorine-stinking river water being served which, furthermore, seemed to help fires burn rather than extinguish them.

Immediately Cuyuna Range Power Company offered to contribute

electricity to help pump water for a test from some shallow wells on land west of the river and opposite the flat place south of the St. Joseph's Hospital. W. A. Barrows, D. C. Peacock, and Carl Zapffe were requested by the new Board to serve as advisors with regard to quality and quantity and direct the drilling. That place first mentioned was concluded to have many disadvantages, both as to quality of water and economies in operation. The advisors urged that more extensive testing be done elsewhere and far more than had been contemplated.

Drilling was then started on the east side of the river, beginning at Rice Lake and moving southward progressively. On August 29, 1916, Donovan moved from the city and Carl Zapffe was appointed to replace him. At the first meeting of the Board he was elected president, and in that capacity he continued to serve for seventeen consecutive years. Members serving with him were first C. B. Rowley and A. A. Weideman. After two years Rowley was succeeded by R. B. Withington and he by A. A. Arnold. That combination of Zapffe, Weideman, and Arnold continued without change until 1931. It made possible providing Brainerd with the enviable water and light systems of which it may properly boast. Both systems were designed and built to meet instantly all possible future expansions due to increased industrial demands, besides provide adaptation to greater domestic usages in every part of the city. The slogan was: Service to All.

The drilling was pressed vigorously. It ended with drilling many holes where, by a strange fate, the Brainerd brewery had once stood in Boom Lake vicinity. Stranger still, the new sewage disposal plant now stands not far away to the south, but was so approved by the State Board of Health. The well-group and pumping units are situated between these two sites.

In 1915 Brainerd had seventeen miles of mains; in 1944 it had forty-two miles. In 1915 it had 90 hydrants; in 1944 it had 183. In 1915 it did not use water meters, but started to install them in 1920 and the number in service in 1944 became 2,817.

In the matter of consumption Brainerd used less than 500,000 gallons per day in 1915. Now it averages 1,250,000 and often uses over 2,000,000 which per year equals the amount of tons of iron ore shipped from the county in one year. The Northern Pacific facilities use thirty-three per cent of the pumpage. Other commercial users consume thirty per cent. Domestic usage is twenty-seven per cent. For public usage only fifteen per cent is required. Excluding the Northern Pacific shops, the commercial and domestic consumers would divide forty-five and forty per cent respectively. (See Appendix B.)

20.

The first move the Water & Light Board of 1916 made as to the old Kindred plant was to replace the antiquated steam pump and coal-fired boilers with two efficient electric motors and centrifugal pumps. The

Cuyuna Range Power Company contract had provided for a special pumping rate and this was the first time it came to be used. This change saved men's back and health, and it certainly saved money for the city.

Testing the newly explored sources of water for quality and testing drill holes for quantity was done under the Board members' own supervision. It became a personal task and so remained until it became necessary to design building structures and equipment for approval by the State Board of Health. Then a consulting engineer was engaged.

In 1916 at a meeting of the Chamber of Commerce one evening the state insurance commissioner, with many state agents accompanying him, appeared to serve notice that the "pull out" sign had been decided upon. There had been too many fires and every insurance company was in the red as to Brainerd. That was the ultimatum.

For once Brainerd could meet the challenge. First, World War I was already nearly two years old, therefore, to ship Brainerd those two electric motors and pumps which the city had purchased, the manufacturer had to get special permission from the War Department. Second, the city already had a consulting engineer drawing plans and specifications for a new system. The Board addressed the meeting and passed this information to the insurance men's visiting committee, and a request was made to hold off until the city voted on a pending bond issue. Fires had brought Brainerd close to an accounting, but the day was saved.

The story about Brainerd's new water supply is a very fascinating but a long story. Only little can be related in this history. It will be referred to casually from time to time in relation with other problems.

21.

In 1915 the Chamber of Commerce engaged its first secretary. The urge such men have to get out and bring in new industries is irresistible. On the other hand if a city cannot show that it has the requisite store space, shop sites, service tracks, desired kind of water, suitable power rates, a co-operative and friendly attitude toward business men and business property, and if living conditions and city ordinances are not favorable, then no secretary and no high powered real estate salesman or city big-wig can entice an industry to pull stakes and come to Brainerd. For every one such scoop there are always many failures, delusions, and disappointments. As a complementary feature there results a loss of enthusiasm for the association that concentrates on such a program of activity. Brainerd experienced all that; and it resulted in 1922 to changing the name of the Chamber of Commerce to Civic & Commerce Association to help wipe out false ideas and some unpleasant remembrances.

One day a newcomer rapped at the gates. Money was raised locally to subscribe for stock which the fellow needed to establish a sash and door factory. The stock sold rapidly and a large plant was erected. It went the

way of many such institutions and the doors soon had to be closed. Then began the search for somebody to take the plant off the hands of the stockholders. The bitter pill of experience was swallowed. How long will the lesson be heeded?

George H. Kampmann, of Iowa, later acquired this plant. He came as an experienced mill operator and did not ask for subsidies. Under the name of Kampmann & Sons Sash and Door Factory, the plant is operated so that from fifteen to twenty men are given all-year employment. That plant is a very dependable and creditable industry for the city.

22.

The local Northern Minnesota Development Association was about ended when it passed the germ of life to an offspring that became a state-wide institution and a novel form of enterprise, in which Brainerd came to benefit tremendously. Platting townsites in the iron-bearing part of Crow Wing County demonstrated that new people could be brought to the state; and profiting by that undertaking, we see that making available platted lake shores, as Elder had done with St. Colombo, demonstrated that people wanted that sort of place for pastime purpose. Spurred on by such men as Elder, we find R. R. Wise, Patrick McGarry of Walker, and five or six more from this part of the state forming an association in 1917 distinctly suitable for promoting life in this environment. They called it "10,000 Lakes Association." McGarry acted as president for a few years and then Wise filled the post most creditably and loyally for a long time.

This name took like the proverbial house afire. At a later date the association was linked with the state immigration and tourist bureau and was financed through state appropriations. The name became a slogan for the state and is known all over the nation. Businesses have incorporated it in their names. For example, in 1923 Wise erected a brick building where the Globe Hotel once stood, on the corner of South 5th and Front Streets, for garage use which adopted the name "10,000 Lakes Garage."

The land of lakes near Brainerd caused a variant to arise by using a proper noun form, and to popularize it a slight contraction was introduced, and presto, there was Land O'Lakes. This has been adopted as an identifying name for many things. It has become the brand of the nation's top grade of butter. Well may one say: "Brainerd did that."

Our main interest in this is that the tourist business, or better said the business of vacationing, has transformed a quiet hinterland into a bustling place of business of huge proportions. Brainerd is the gateway to a close-by area containing a thousand lakes and for many months each year has by this advertising become the shopping center for many thousands of people. Vacationing is an industry which means business for Brainerd in

the largest kind of a way. Vacationing has transformed Brainerd. It is only a beginning.

23.

That the business life of a community is progressing is evidenced by what the city's civil organizations do to make progress easier. For example, we have pointed out how fifteen years earlier handling the municipal affairs of the city was being done in two rooms and a part of the basement of a theatre building. The council took the bull by the horns in 1914 and on March 2 issued \$75,000 worth of bonds and ordered a commodious City Hall and a Fire Hall built on South 5th and the corner of Laurel.

In 1919 the Board of County Commissioners also toyed with the ball and acquired a block or two of land one block west of the new City Hall and erected a large and commodious Court House and a home for the Sheriff. This did away with the old hay-market corner and started what will some day be a beautiful civic center. The buildings and land are not only paid for, but as of 1946 the county has no debt and boasts of having about one million dollars in war-loan investments and cash. That is an enviable record. It speaks volumes for the solidity of the foundation on which local business rests.

Another far-seeing step was taken by the Common Council. Up to 1918 the street lights had been puny center-suspended incandescent lamps, and on the business streets were those sixty clumsy five-globe white-way cast iron posts. The latter had been poorly installed, were hard to maintain, and were getting so dilapidated that for awhile there were no street lights. The council was prevailed upon to relinquish its supervisory functions to the Water & Light Board, and from then on the city has enjoyed a very modern, economic and most efficient system of street lights. Those troubles were thus ended once and for all. A system was devised that will long handle any increase in load. As essentials of its distribution system, a census in 1938 showed the city to have increased its primary lines to thirty-seven miles, and most of it taken off the street and put into alleys and much of that being buried lead-covered cable. Accommodation is provided by 366 transformers. It has 606 lantern-top posts and 138 incandescent lamps for street lighting. For measuring all consumptions in the city it is using 4,371 meters. That is a phenomenal expansion.

This does not tell the story of the prosperity of the utilities department in subsequent years, nor how much it has accomplished for Brainerd. We need only say that the results came to exceed all expectations and commanded state-wide recognition as the leader in small city municipal operation. While bonds need still be paid up to 1949, every penny needed to retire all water plant bonds and accrued interest is already in the bank. That is an exceptionally good record.

24.

The nation was at war in 1918 and the factories of the nation were operated to make supplies for the army and navy. The financial institutions were enrolled to aid in raising the needed monies to pay for conducting the war. But here was Brainerd, with the sword of Damocles hung over its head by the fire insurance commissioner and having no pipe system or pumpers with which to combat flames. The War Department permitted Allis-Chalmers & Company to send two electric-driven centrifugal pumps to replace worn out steam-driven pumps. The powers-that-be also permitted Brainerd, as the last city in the U. S. A., to sell bonds to enable it to provide a new water system. The newly designed system was estimated to cost \$300,000. After a long series of informative meetings held for the public came a special election, and issuing bonds carried by a very large margin of vote. The bids for constructing the plant were next called for. Due to the war the costs for materials and labor had mounted so rapidly during that period of voting and campaigning and advertising that the total of bids was much above the sum voted. The Water & Light Board recommended that the bids be rejected and that authority be granted it to build the plant as designed and do it on force account. A contract was let, however, for the elevated storage tank and the surface storage reservoir, both to be made of reinforced concrete. All else was done as had been designed by Consulting Engineer L. P. Wolff of St. Paul. Locally, the engineering work was done by City Engineer R. T. Campbell, while the Board handled all the construction work with its own working force headed by its Superintendent of Operations Henry Roberts.

The essentials of the outcome are these. The work was carried out slowly, through about four years, and was paid for with the bond issue and out of earnings of the utilities department. A utility such as this is never finished. It keeps on growing. Therefore, more of a plant was built than had first been designed because far more people than first planned wanted services. Every consumer outlet was fitted with a meter. About twenty-five miles of new main (the largest being twenty-four inch) was laid and none of it smaller than six-inch. Everything of the old plant was scrapped—everything except the bonds—which, to the grief of the city, had not yet been paid and could not be called for payment.

The city supply is now three deep wells taking water from thick beds of gravel. It is neither hard nor soft water, and it is the finest sparkling, the most zest-giving, and the most wholesome drinking water nature has given any city. The water is not doped or doused with any chemical, and never has the State Board of Health found bacterial contamination injurious to body health. Water is something Brainerd should ever boast of because living in Brainerd is favored by this natural resource of exceptional quality. It means that new industries have this as a benefit to offer to their employees when they move to Brainerd for residence.



Photo by Ward Trask, Brainerd
Brainerd's concrete elevated water tank. A distinguishing landmark for many miles around.

On the physical side may be pointed out that the elevated storage tank, 134 feet tall and with a capacity of 300,000 gallons, was the first all-concrete elevated water tank used for a municipal supply ever built in the United States. The Board insisted on having such a structure. The bowl that holds the water was made in a single continuous pouring. The structure has architectural beauty, requires no painting, and costs nothing to maintain.

It was October 1, 1922, when the last of the essential parts of the system was declared completed; and with that, Brainerd was launched into a new epoch of municipally operated utilities.

On June 19, 1917, the American Red Cross Chapter of Crow Wing County was organized in Brainerd. This is not an industry in the gross sense, but in the social sense it is so ennobling and uplifting for a community that to omit recording its introduction in the life of the community would be to seriously underrate its place. Mrs. J. A. Thabes, Sr., has been its president since that date.

In 1917 the United States entered World War I. Money needed to finance the war was raised by selling Liberty Bonds. Each county in the state was assigned a quota for each drive made. There were five of them. A strong sentiment favored the Central Allies and much campaigning had to be done to get people in the mood to buy bonds. The management of the county organization was delegated to Carl Zapffe. For Brainerd only, he designated R. A. Beise. A very detailed system for allocating quotas and for solicitation was devised by Zapffe. The quota assigned to any one unit was always exceeded by the sales made. No effort was made to get idle commercial deposits; and unlike in World War II, all bonds sold were of identical class. In the county \$2,637,950 was raised and in Brainerd \$1,108,450, or 38.6% of the total. For Brainerd it meant \$107.93 as an average per subscriber. To get it required very much work, but there was never any doubt about getting the sums desired. There was much happy rivalry about it among the various units in the county.

EPILOGUE

The decade ends with Brainerd having a population of 9,591, having gained an average of 106 people per year. An old Greek proverb says: "The earthen jar long bears the perfume with which it was impregnated when it was new." The decade just completed seems to have eradicated the perfume which Brainerd had acquired in its early years. This change resulted not from increased population, but from different industries and ways of living. The class of people then coming to Brainerd were interested in developing resources previously left untouched. We notice not a word said about logs and saw mills; but the more permanent things like iron ore mining and developing lake shore properties assume importance. It is

in that respect that influences of profound import were at work during that decade of the '10s.

We see water, light, and power revived as problems; but coming a generation later the approach and solution are very different. The developments are to benefit the masses, not a few individuals.

We see Brainerd becoming aware of a surrounding territory, which it might someday term its trade territory, but it is still feeling out its powers and from afar it is looking over its field. It has felt the touch of others that link it more intimately with the large and stable industries of the nation. It is improving its facilities for accommodating greater business enterprises. It is improving its own locality to provide more pleasant living. It is setting up suitable administration offices for enlarged civic services. People like the place and are building new and better homes. Above all, the city has not run wild about going into debt to meet all the demands of 20th century innovations.

The spirit of new enterprise has become rooted. It is a New Brainerd one sees emerging in this decade.

NEW MERCHANDISING ERA

1920 to 1929 inclusive.

1.

History serves well in planning for the future; so the historian must seek objectivity, must search for detail, and then evaluate his evidence. In so doing, he must be a philosopher in telling the story and it would add immeasurably were he also a poet.

Ours now becomes an objective study. The facts have been listed with as much accuracy as old fragmentary records allow. We now add the facts, and we must give the sum without flinching. Writing as a historian, we tend to provide moral interpretations of the economic, political, social, and spiritual forces that have brought about the bigger events. We shall try to expose also the deeper principles and the great devotions that underlie the facts.

In re-creating the past, we necessarily wrote a synthetic history; but to us the '20s are close in time. Since this was the really active and creative decade in the lives of those past the middle age at the present, we run more to episodic narration than was true in describing the earlier decades. We need now be less precise about dates.

2.

This decade begins with a census showing 9,591 people, 2,047 dwellings, and 2,174 families. It was disappointing that the count had not reached 10,000. Brainerd was not yet fully prepared for fast growth.

Many things related hereinbefore as epochal developments were extended beyond the decade in which the start was made. For example, the new Court House building started in 1919 was completed in 1920; the gas plant started in 1914 actually did not get going right until 1924; making hard-surfaced streets was started in 1917 and went apace through the '20s to 1932.

Mining iron ore was at high pitch except for the depression year 1921. In 1920 the Cuyuna District shipped 2,166,318 tons. Because the cars averaged about forty-five tons each, this means approximately 50,000 carloads. Because ore is shipped only for eight months of a year, this means 200 cars per day and would, furthermore, constitute two to three trains of ore per day from the mines in Iron-ton to the ore docks in Superior, Wisconsin. By the close of 1929 for all its nineteen years the district

had shipped a grand total of 29,797,567 long tons. Of special importance is that nearly every year since World War I, the several hundred thousand tons of ore shipped entirely by rail to Missouri and Illinois were first sent to Brainerd for re-assembling for further routing southward.

The World War I had brought other new, and at the time, unique enterprises. Henry Rosko, the expert mechanic who brought the first automobile to Brainerd in 1906 and opened the first garage in 1908, added to his lists of firsts by bringing a hydroplane in 1920. Inspired by that experience, he and his brother converted 160 acres of that old farm at the south edge of the city into a private airport, the first. It had a one-fourth mile runway North-South and a one-half mile runway East-West. Two small hangars, a store room, and a dwelling for the watchman were built on the premises and then the brothers brought to Brainerd the first airplane. It was a "Waco 10" two-seater, a type small in size and wavering in performance. An old saying is that there must be a first time for everything; and that was it for automobile, hydroplane, airport, and airplane in Brainerd. Rosko later added another first when in 1931 he introduced the use of a steam-operated power shovel for grading and excavating work. In 1933 Rosko gave the city an option to buy the airport. That episode will be described in another part of this history.

On January 15, 1921, a new bank was started bearing the name Commercial State Bank of Brainerd. It did not continue long before being purchased by the Citizens State Bank.

The year 1921 had a value locally which even the economic depression of the nation did not diminish. Looking back over the past twenty-five years, there remains no doubt that forming a Rotary Club on May 9th and a Lions Club on November 19, 1921, made a notable gain for Brainerd. Usually nicknamed service clubs and luncheon clubs, they had value because they brought together men of many business classifications and taught them to practice a high degree of fellowship and friendly cooperation and to participate unselfishly in civic enterprises. It tended to make the members more useful to their community. It was bound to improve moral values in the city. A few members of both clubs have come to hold high office in their national organizations and have procured for Brainerd national recognition not otherwise obtainable. To have served such organizations in high office is indicative of valuable service rendered by the club to its city in the course of many years. Appendix J lists the names of the presidents of these two clubs since their date of organization. It discloses the type of leadership.

The advances made in greater civic spirit and participation by individuals was directly due to activation and motivation arising from introducing such organizations as a Rotary Club and a Lions Club. They vitalized the Civic & Commerce Association. These three came to support Boy Scout and 4-H Clubs to the credit of the city; they introduced beautifying and landscaping homes and parks; they initiated the formation of gar-

den societies; and they fostered planting peonies, dahlias, and gladioli. The decade is unrivalled in these respects. The two service clubs are now twenty-five years old, and ever since their beginning they have met regularly once every week and have inspired many persons with the spirit of service and good fellowship.

The three organizations named have also done much work in developing better rural-urban relations. Farm bureaus have increased in number and in members, which enables wider association between people of different vocations. Together they worked to get a county fair re-established in Brainerd.

3.

The year 1922 will ever be remembered as both a glorious and a disastrous year. Let us consider the good things first, for we see that often good results come from what may seem misfortunes.

To get citizens to realize that acquiring adequate street lighting and providing adequate water service for fighting fires cost the city more than the mere pittance prescribed by the charter, a special election was held to obtain a vote on an amendment to the city charter. This amendment was designed to show that the three mills then being levied to pay into the Water & Light Department fund was only half enough. Those three mills produced about \$8,000. The sum of \$16,000 was wanted. Not to levy that much meant that real estate (some of it vacant and owned by outsiders) was not paying its full share toward services rendered and that a metered consumer (who might be only a renter of an apartment) of water and light was footing the bill. From the collections procured from metered customers by the Water & Light Department would have to be drawn the sums needed to make good the deficit in the accounts of the municipality. The vote was unfavorable. Some other plan would have to be proposed, or the people had spoken that they preferred earnings by utilities be used to help finance the city and thereby enable keeping taxes low. Some people had even envisioned a tax-free Brainerd.

The date of completion of the new water system was October 1, 1922. On the 15th the private Northwestern Hospital was taken over by Northwestern Medical and Surgical Association which added a second addition. In the same month local people formed the Brainerd Building and Loan Association. There was one in the late '80s; it went into receivership in 1897. The Chamber of Commerce, to avoid misunderstandings about its functions, deemed it desirable to change its name to Brainerd Civic and Commerce Association. To be sure about producing the desired purpose and to please certain dissatisfied but active members, it modified parts of its corporate structure. It may have helped for awhile; eventually the name was changed again. It again employed a full-time secretary, but as had turned out once before, it did not help either itself or the city due to the choice the directors had made. That part of its functioning was soon terminated, and a part-time basis for secretary work was adopted.

In July came the grandest celebration of all time. It was for a full week. It was a Home-Coming to celebrate Brainerd's fiftieth anniversary. It was memorialized in excellent manner by a history compiled and published by a local youth, Ingolf Dillan. It consists of serials, is full of narratives, and is profusely illustrated. It will prove of great interest to people who prefer a less objective account about Brainerd and its economic developments.

The thing that marred the year arose because of a strike called by the shopmen of an eastern railroad. The shopmen in Brainerd, due to labor union affiliation, found it necessary to go out on a sympathy strike. It was not long before the evidence of sympathy was replaced by obstreperous behavior and things became rough. It became a predicament for Mayor Frank E. Little, himself a shopman. When the strike was called off on the other lines, the Brainerd men continued to stay out until February 1923. That marked the end, and for some men it marked the end of employment again with any railroad.

Financially this strike was a huge loss in wages for the men and in revenue for the storekeepers. Indebtedness ran high. When the time was at hand for city elections a sympathizer, if not a leader, who in the businessmen's association had paraded long as a businessman's proponent, but could not successfully conceal his deep interest in social uprootings at the expense of businessmen, stepped out of his trade training as a dry-cleaner and became a candidate for mayor.

For helping the men recover their jobs and for restoring the friendliness that marks life in a small community, a small group of business and professional men met to select a leader of mayoralty caliber suited for such a time. Because of his business ability, his sincerity, his wide acquaintance among the men at the shops, his high standing of many years with railroad officials, and his local political experience, former Mayor Con O'Brien (1905 and 1906) was prevailed upon to run. He accepted on condition that he be not forced to serve more than two years and that Carl Zapffe, a local Northern Pacific official, plan and conduct his campaign.

Evidently the people preferred peaceful living and friendliness to more strife and giving aid to an advocate of cancerous philosophies and seekers of personal political ambitions. And so it became Mayor O'Brien, and he did not have to change his business, which was selling groceries, meats, dry goods, and clothing. The defeated opponent left Brainerd to try his social theories in national fields.

While the men were being helped back to jobs, the nation was creeping out of a year of depression that led to a widespread epidemic of farm failures and bankruptcies. In that net was caught the Brainerd State Bank which in April of 1924 ended its career. It had erected a beautiful bank building, opened January 2, 1923, situated on the southwest corner of Laurel and South 7th Streets. It is now occupied by the Citizens State

Bank. Its departure from Brainerd business enterprises left the Ferris-Holland structure (First National Bank) of 1879 and 1881 and the C. N. Parker structure (Citizens State Bank) of 1889 and 1906 the two storm-proof financial institutions in the city. Out of eight banks started since 1879, three have failed, three have become absorbed, and the other two have become the two largest banks in this part of the state. In 1920 the total banking resources in the city were under \$3,000,000; by 1945 they had become \$12,000,000.

4.

The election held after Con O'Brien had completed his term as mayor in 1925 developed into a most unusual experience. Often the story has been told how in 1875 the people elected a mayor who was intemperately "wet." In fact, he was so very damp that attempts were made to oust him from office, only to have it result in 1876 in the city's losing its charter government and revert to the township form without mayor and common council. By contrast, exactly fifty years later the people elected a total abstainer, better expressed as a "dry." This evidenced itself by excessiveness in police duties and led to instituting a recall election. Former Mayor F. E. Little was designated the opposing candidate and won by a vote of 2,118 to 1,276. This time the form of government had not been jeopardized as had happened in 1876 and the vote expressed how the majority of the people (sixty-two percent) preferred to live. The whole episode is presented to indicate that in their social affairs Brainerd people do not approve of excessiveness either wet or dry; it will explain the extent to which the city and county governments go in allowing and supervising the sale and use of alcoholic beverages. It is a legitimate industry. Brainerd is today the jobbing center for many breweries. Little took office on June 22, 1926, and so remained until resigning as of January 1, 1931, to take over the duties of Sheriff of Crow Wing County.

5.

The aftermath of the strike period lasted for several years. There were many wounds to heal. Let us look at some constructive things.

West Brainerd began showing signs of a greater civic consciousness and made moves to build homes and improve appearances, something still much to be wished for today.

During the strike the railway company discontinued the Parker & Topping Foundry Company contract relationship. Brainerd had then no foundry. The strike scattered the employees and the firm ceased to exist; C. N. Parker had been dead several years by this time. In 1924 a few former participants, such as the grandson, C. E. Parker, and Fred

E. Kinsmiller and E. O. Webb, joined their experiences into a partnership. They named it Brainerd Foundry Company and erected a building of their own. With two employees they began work at casting grey iron. In 1925 this new company made its first brass castings and on January 1, 1928, negotiated its first contract with the Northern Pacific Railway Company for brass castings. Things picked up enough to justify incorporation in 1930 by Parker and Kinsmiller. As of 1945 the company employs about thirty men and makes 2,200,000 pounds of brass castings and 400,000 pounds of grey iron castings per year. Much of its work is for Cuyuna iron mines; more goes to the pulp and paper mill at International Falls; and most of it goes to the Northern Pacific Railway Company for use between here and Spokane, Washington. It is another case of mighty oaks growing out of little acorns.

In the medical field we may mention that Dr. W. A. Courtney, the retired Northern Pacific Chief Surgeon who had gained much prominence for Brainerd because of his surgical skill, died on June 23, 1924. In August of 1924 the Northwestern Hospital went into receivership; and like having inadvertently taken too much anesthetic, it never came out of it. The hospital building subsequently was converted into an apartment building named Kingwood Apartments. It would be facetious to say, nevertheless it describes this region, that the healthful climate, the pine-scented atmosphere, the malaria-free woods, and the sparkling and crystal-pure well water had thinned out the list of invalids so much to enable keeping only the one hospital supplied with patients.

In those years the Boy Scouts of America was relatively young, and oh so greatly misunderstood. Boy psychology never changes; but when boys have grown up and have become fathers, why is it they desert their natural inclinations and impose inhibitions upon their offsprings? With the first of their civic objectives from the moment scouting was introduced in the United States in 1908, Rotary Clubs took up fostering its promotion. It became a major activity for Rotary Clubs all through the years. Shortly after the Brainerd Rotary Club was formed in 1921 it acted upon those admonitions from the headquarters office and undertook to get troops started in Brainerd. The club subscribed about \$300 in 1922 and under the guidance of Carl Zapffe aided by establishing a summer camp in 1923 on North Long Lake on a site donated by C. E. Parker, enough people became enlightened about scouting to bring several troops into existence in Brainerd. A council was organized for the county late in 1923 for which Carl Zapffe was selected to serve as president. The strike at the shops did not make this work easier either. The objections to scouting were of two sorts. The laborers denounced the organization because they regarded it as a military organization. They did not want boys wearing uniforms, nor learning how to right-about-face, for example. Other people objected because the troop their certain boy belonged to met for instruction in some church other than his own.

What is the answer? There are today in Brainerd more troops than ever. Brainerd has six Boy Scout Troops and three Cub Dens. It has more boys than ever in scout uniforms, and more institutions than ever are giving boys this opportunity to learn good citizenship, gentlemanly manners, and the spirit of unselfish cooperation. Who can object to such a program? Many men have worked faithfully, but no man in Brainerd has received the national recognition for his work in scouting that Harley Forsyth has. He deserves much credit for a great moral and cultural contribution to Brainerd. Any constructive work in character building ranks with the best in industrial development. Improving the moral fibre of youth is as essential to a community as learning how to make a better casting, or cut a better garment, or smooth a piece of lumber, or build a dam. Let's have more of it.

6.

On November 22, 1925, R. R. Wise died. He performed here for thirty-six years. Men of action always have severe critics. Much of the criticism is based on imaginary grievances. Casting all this aside, Wise may be regarded as a man who built many long-lasting things that create and elevate a city to prominence. At the same time he gave much of his time and money for the benefit of the city and citizens. He benefited the state, not alone his city. His interests were various. Other men have created or erected one thing and made it influential in their day, but in that respect Ransford Rogers Wise excelled them all. He left a large estate which his nephew Ransford Ray Gould manages.

Not long afterward a contemporary of Wise died; he was Andrew J. Halsted, former mayor and long the publisher of the *Brainerd Tribune*. Halsted ended his career on January 30, 1929.

Back in the '80s James Cullen started a small pop factory on 2nd Avenue in northeast Brainerd. He made a few cases a day. Because of Brainerd's miserable water he moved his plant in 1895 to the south end of South 7th Street near what old-timers called Meadow Brook and others nicknamed Slaughter House Creek. Cullen moved there because Adam Brown, one of the first-comers in 1871, owned land that had a flowing spring in the south bank of this creek. Brown sold that water to peddlers who drove tank wagons for delivering drinking water around town. Cullen needed such water for making better pop. As his product improved, his factory grew. He bought lots in 1895 in the low part of the creek valley, erected a plant and sank a well which produced the same kind of water.

On March 1, 1921, Cullen sold his plant to Joseph Cibuzar, and it then became known as Brainerd Carbonated Beverage Company. The new owner added a new line of carbonated products, including Coca Cola, and began a delivery service to resorts at the lakes. On March 1, 1938,

he sold this to T. A. Holmes who renamed it Brainerd Coca Cola Bottling Company as he specialized as an area distributor of this special products for central Minnesota. This business grew by leaps. Now, in 1946, a new plant will be built on Northern Pacific uptown trackage and when fully equipped will represent an investment of \$150,000. And all that evolved out of what was in the late '80s only a backyard soda-water bottling shed.

Back again to 1926, this time to witness the elimination of several old frame shambles on the northeast corner of South 6th and Laurel Streets and the rise of the imposing brick Elks Building with Elks Lodge quarters and hotel accommodations. Cost of the lots, the building, and the furnishings (exclusive of the store spaces) amounted to \$175,000. It was a year of bigger and more substantial buildings and of bigger industries.

Even Lum Park increased in size, but that was by addition of a tract of land donated on June 21, 1926, by the brother of Leon E. Lum who had died March 18th. An artistic stone gateway was erected in his memory.

The urge to save old records grew to the point when late in December of 1927 a group of people headed by the civic-minded Sam. R. Adair organized the Crow Wing County Historical Society. As an encouragement to do so was a bequest of \$500 in the testament of Leon E. Lum, who, having retired from the practice of law, had long indulged in historical research reading. In 1928 the youthful association played host to the State Historical Society convention. The Society now boasts of a large exhibit displayed in the court house basement. The Society is constantly increasing its records and exhibits. Its presidents are shown in Appendix F.

On June 13, 14, and 15 of 1928 the Common Council was host to the 15th Annual Convention of the League of Minnesota Municipalities. The League was becoming increasingly more effective in guidance of municipal officers, and Brainerd profited by this membership.

7.

We have already indicated how the Park Opera House, as a road-show house, began to be encroached upon by the cinema. Clyde E. Parker eventually acquired ownership and operated that place as the Paramount Movie Theatre. When sold to Finkelstein & Reuben in 1928, its interior was redesigned into an attractive Spanish outdoor setting. It was also a beginning of Brainerd theatres affiliating with a chain. Berger Amusement Company succeeded that ownership, and then came Baehr Theatres which put Brainerd in a chain of ten theatres in this northern part of the state. It included the New Brainerd Theatre

erected by the Baehr company in 1938 on the old Depot Park site. As of January 1, 1946, the Home Theatres Company acquired both theatres, and these two are now part of a northwest circuit of sixty-five theatres.

That has been the ultimate in a constant improvement in entertainment. It has had a very important part in the matter of facilities offered by Brainerd to the increasing number of summer vacationists in this area. There is no comparable entertainment within one hundred miles.

In 1928 the Civic and Commerce Association committee on new industries went to Grantsburg, Wisconsin, to confer with S. R. Hickerson who operated a small garment factory. He was prevailed upon to move to Brainerd and try his luck with the superior opportunities this committee had revealed. He came in February and with a son started Hickerson Garment Factory. He had a few machines, used a few people, and worked in small quarters in the Iron Exchange Block. Local people subscribed to stock to help them operate. We jump now to the end of 1945. It is Hickerson & Company, or Dad and his four sons, specializing in outdoor sport garments, snow suits, mackinaws, and with the total number of pieces made per year approaching 175,000. The firm now owns all the stock, a large building on Laurel and South 10th Streets (once the Toltz gas-producer plant), and gives steady employment to eighty people,—and up to one-hundred at times. Customers are few, but are such who take a complete line and an entire output. There is more than just chance and luck in this. The location of Brainerd is a dominant factor. In the space of seventeen years this industry has become the top of home-owned manufacturing companies of Brainerd, both in the matter of employment and gross value of product.

The year 1928 was an active one for the Water & Light Board which revamped the electric distribution system to be able to take care of the rapidly increasing demand for electricity. In 1925 the requirement was 2.15 million KWH. In 1930 it jumped up to 3.01 million. It was an astonishing increase in so few years and was convincing evidence that Brainerd was rapidly growing industrially. None of this energy was being taken by the Northern Pacific railway or the Northwest Paper companies, both of which make their own electricity. The Board put in heavier primary lines, voltage regulators to improve the uniformity of pressure, moved pole lines off the streets, and often used lead-covered underground cable. The city was being prepared for more industries and residential usage.

During this decade fires were very few, but February of 1929 brought one more large fire when the high school building became a complete loss. Building a new one was soon underway. A very large and modernly equipped structure arose in 1930. Yes, large; but soon not large enough so quickly did the enrollment increase. The addition of newer vocational

departments established in keeping with modern changes in high-school education brought more students from the rural areas. Rural area enrollment has been on the increase ever since.

8.

In this decade, as well as a little prior to 1920, could be seen a lake-life development that was reacting on Brainerd in a new way and in profound manner. Briefly it is this. We will cite three distinctive and at the same time typical cases. First, at the north end of the main part of Gull Lake, M. V. Baker of Minneapolis erected about 1918 a small hotel with several cottages, collectively known as Grand View Lodge. He had acquired much land in years when erecting hotel-like buildings at a lake was still like a Jules Verne dream story. Here people hardly understood what hotel living in the woods was like. His looked like wild speculation. It is now owned by F. B. Cote and is operated as an auxiliary to a boys' and girls' camp on nearby Lake Hubert. Furthermore, Grand View Lodge has become a proverbial playground for multitudes who come by outboard motor-driven boat or who drive there by auto for a day's outing.

Late in the decade a group of Brainerd people encouraged by Kansas City real-estate promoters contributed cash to a company which erected a large city-like hotel at the south end of Gull Lake. We refer to Pine Beach Hotel. It is now owned and operated by the Arthur Roberts hotel chain. Roberts has here a typical hotel, but it is operated only in the tourist season and caters to summer vacationists who want fishing, swimming, boating, and golf, and desire to live in some-what stylish manner. There is now in that immediate vicinity a density of summer resorts and cottages which accommodate vacationists who come from afar and stay a month or more.

The third case, one that can be described only as supremely unusual, got started in 1921-1922 as a rich man's hobby. It was developed on the west shore of big Pelican Lake by Captain W. H. Fawcett, an Olympic Games gun champion. He named it Breezy Point. Fawcett is now dead. The place was kept closed during the recent war. It is that kind of place; it needed a wealthy clientele, full patronage, and about 125 people to operate it in all its departments. It is huge; it is unique; and it is almost fantastic in its developments. It may not have been a money-maker in Fawcett's days; but his reputation as a big game hunter, a champion marksman, a big-time magazine publisher—especially with the Hollywood motif—brought a class of people to this county which brought renown to Brainerd. People went to Breezy Point just to see it and pass judgment on this million-dollar investment. Captain Billy was a most genial and kindly host, a wonderful benefactor to the people of this vicinity as to employment, and to Brainerd his enterprise was a lucrative source of revenue. The property was acquired in 1945 by a

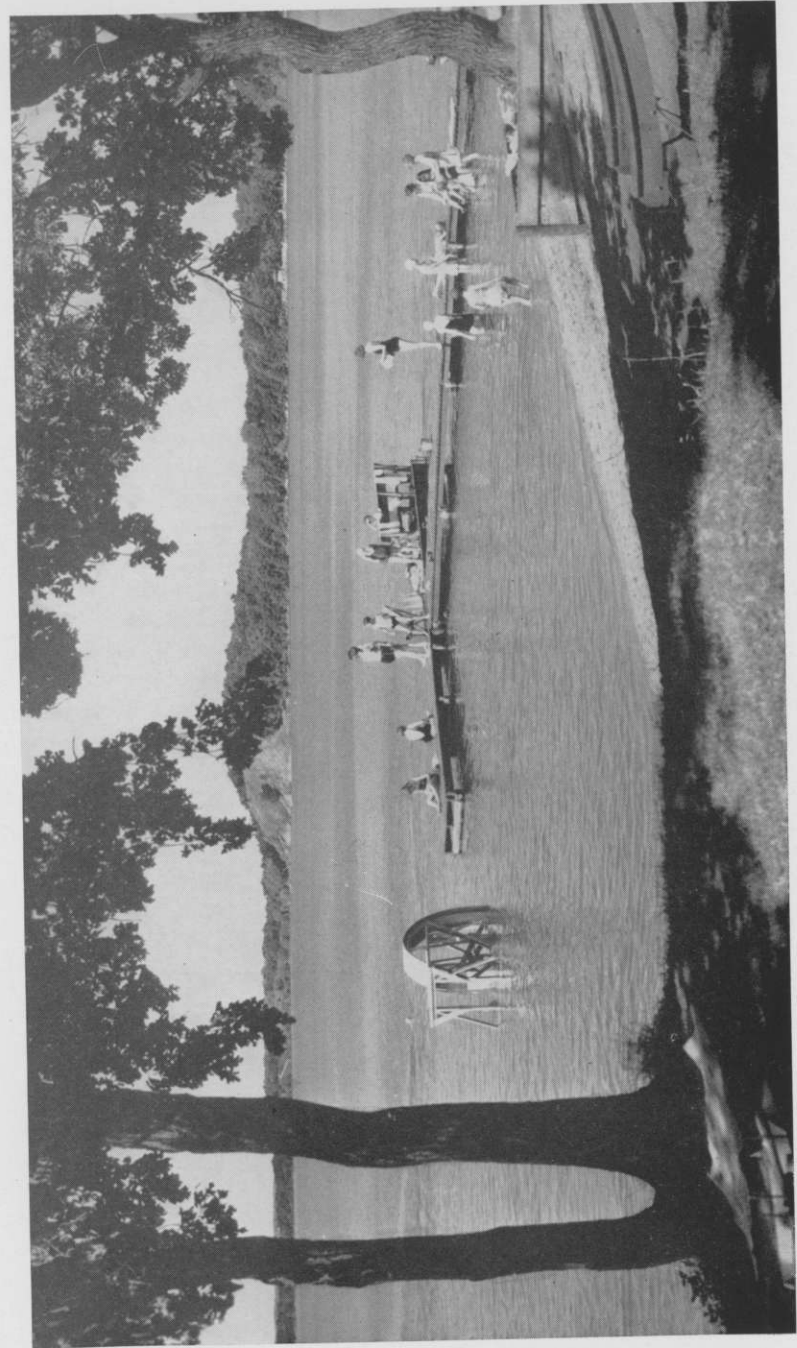


Photo by Lakeland Color Press, Brainerd
North shore on Gull Lake, at Grand View Lodge. The familiar Dutchman's Bluff is in the background.

Brainerd man and will be re-opened in 1946. It will ever remain "Breezy Point" even were another name given to it.

That illustrates the wide scope and variety of lake entertainment this vicinity contributes, and the kind that local business people have learned to accommodate. It likewise indicates the type of new problems that have arisen in the daily all-year life in Brainerd itself and its effect on the permanent resident. The pioneer railroad builder, the logger, the farmer, the miner, each in turn has done something different for Brainerd. Even Hollywood had dipped in for awhile. But in the main, emphasis now comes from the dairyman, the food producer, the food distributor, and the vacationist.

9.

The decade marked the increased development of the cash-and-carry type of retail store with many new ones arriving. Woolworth's "Dime" store had taken the lead. Then followed cooperatives and chain-stores, thereby providing Brainerd with wider and closer connections with other cities and states. Many new people came with them. Montgomery-Ward & Company operates in a huge building erected especially for it by Con O'Brien on the corner of 8th and Laurel Streets. It caused the center of retail business in Brainerd to move again eastward. There came also the nationally known groceries, Atlantic & Pacific, Red Owl, National Tea, and the Fidelity stores; for notions there were Woolworth's and Scott's; in clothing, J. C. Penney and "S & L"; Gambles and the Coast-to-Coast has hardware; and Sears, Roebuck & Company, an order placement office.

Most important about the above group was that they filled many stores that had had mostly temporary tenants. These new permanent tenants wanted clean and well-lighted shops; fixtures were designed for excellent display; the places then looked attractive and the clerks became better sales people. New methods, new ideas—it was a new era in merchandizing which motivated improvements in locally owned stores.

An excellent illustration of how Brainerd constantly favored expansion in jobbing enterprises is exemplified by the growth of a business which was begun as a small auto agency twenty-five years ago on January 1, 1921, by Stewart C. Mills. By successful management in this decade of new opportunities he is now the president of three companies which are complementary to each other, but are expansions of the first one. These three are Lively Auto Company, Incorporated; Mills Motors, Incorporated; and Crow Wing Oil Company. Associated in the enterprise is a brother Henry C. Mills.

The first-named company is agent for the Oldsmobile and Studebaker cars, but deals in parts and accessories for all makes. The second one deals exclusively in Ford cars and parts, as a successor company to Woodhead Motor Company started in 1916. Both have wrecking service

and do general garage repair work. The Lively company also does auto-body work and has large storage facilities for cars and small trucks. Two delivery trucks operate constantly each week delivering auto supplies and parts in the circular trade area of 100 to 150 miles in diameter and intercepting six counties. The oil company, which is a distributing agency for bulk Quaker brand motor oil, ships that commodity by freight into five counties. This expansion has become a locally owned business of large size, as is attested by its employment roll of as many as thirty-five people for the three divisions. It is cited because it gives Brainerd much importance as an auto servicing center in the central part of the state.

It is important to add that the increasing ownership of autos aided tremendously in creating employment opportunities. It developed a demand for paved roads, created many shops for body repairs, outfitting, accessory shops, tire repair, and wrecking service. This applies to both private passenger auto and working truck. Here as elsewhere, the haulage by both led to a decline in passenger rail service, which was a serious blow to the people who looked to this mode of travel as a factor in the growing tourist and vacation business of the region.

When one begins to enumerate such things he detects that he is talking about an era of new appliances that were becoming household necessities. Advances in the physical sciences had made them commonplace. New stores opened in Brainerd that either had departments to promote their sale or else specialized only in those articles and their servicing. These articles were oil burners, electric stoves, electric refrigerators, electric ironers and washers, toasters, mixers, and radios, all of which led to special service and repair shops never had here before.

Into this pattern fit the increased developments in operating creameries and dairy product plants; introducing modern refrigeration plants in the meat markets; setting up bulk-oil companies' agencies and distributors; together requiring a heavy-load electric municipal distribution system and a superior water supply system. With the latter came a complementary function in the nature of modern and effective fire fighting apparatus.

And here comes the surprise. Henry Rosko, who has already been mentioned as having brought the first automobile to Brainerd and also having become the first chauffeur, garage man, service man, wrecker, and all that sort of thing rolled into one, twenty years later, in 1926, converted part of the father's farm into an air field. It was small but it commanded attention. He did no flying himself, but the mechanics of an airplane appealed to him, and besides, here was something new. It bears remembering when the next decade makes its turn. Once wheels begin to turn, many things are set in motion.

Brainerd was determined to bury its sand under a heavy cover. In no other period of ten years has so much been accomplished in the city by way of cement pavement of streets. At the same time the city benefited from similar work done by the state in building arterial highways. Brainerd

has the enviable position of being at the main East-West and North-South cross roads. The state cemented the highway south to St. Paul and northward it put tarvia (black top) on the Gull Lake road.

There was much home building; it extended into West Brainerd which led to much street improvement, better lighting, and city water for house and street use. A loss for West Brainerd, as well as all Brainerd, was the discontinuance of the Northern Pacific hospital which was torn down in September of 1921 and its staff and equipment sent to St. Paul.

The Washington High School was destroyed by fire in February of 1929, but a new and larger one was in service in 1930. At the same time Brainerd adopted a junior high school and arranged for early construction of a new building for that purpose. That became the Franklin Junior High School erected at the west end of The Fill, for which a block of city lots was condemned and thereby another group of old frame houses made way for a new era.

The Common Council and the Civic and Commerce Association working together displayed increasing participation in the 10,000 Lakes Association. And why not, in view of what such places as Grand View, Breezy Point, and Pine Beach were doing for Brainerd.

The population in 1930 was 10,221, a gain of only 630 in ten years, or 63 per year. This seemed very small. The auto had taken many people away to live in the big cities. Taking off passenger trains, induced many to move. It was especially noticeable in the matter of families of salesmen. Ten years later we see such employees ordered back by their firms; and others learned to want to live here because, after all, the location is central and living conditions are delightful.

EPILOGUE

Many things that occurred in this decade, though not previously mentioned, are outgrowths of some thing that had had a start in prior years but in the '20s seemed to get recognition as if suddenly created. Not only that, but the stories about them are best told if presented as groups, quite as if each group were a single thing. It means that interlocking and correlating is transpiring to an increasing degree; and, perhaps, a blossom is unfolding in sunlight, but is not yet fully open for complete examination.

We see also that a hinterland is growing. In spots it has achieved near-maturity. Brainerd, being the more advanced part of that territory, is reaching out toward it to help it along and to take it into its fold. Not only is it beginning to supply it and feed it, but at home it even improves its entertainment attractions to please its visitors. An increasing spirit of friendliness and more effective cooperation is exhibiting itself between urban and rural areas. Brainerd is dressing up to receive its guests. Brainerd has goods to sell. At last Brainerd is sending its stuffs and goods into a territory of its own; not, as before, is it stripping the area to ship these products for others far away to market.

RENASCENCE:
THE OLD ORDER CHANGES

1930 to 1939 inclusive.

1.

The total of the activities in the '70s when Brainerd saw the light of day enabled the expansion of the '80s to proceed rapidly. Likewise, the total of the activities in the '20s when Brainerd was arising after a long rest enabled a big expansion in the '30s. It may seem odd to many people that the worst depression decade the nation has ever seen should have left a record of big progress in Brainerd. It was truly an awakening. It was the decade that marked the passing of the last of the city's big industrialists of the former epoch and at the same time saw the emergence of new business talent. The experience was identical in both the material and the cultural things. It was akin to a metamorphosis one sees in the animal and mineral kingdoms, era after era. We aim now to disclose that aspect and emphasize the essentials that determine it.

2.

In 1930 Cornelius O'Brien, Sr. presented the Brainerd Park Board with the sum of money needed to erect a cut-stone gateway to Gregory Park as designed by a landscape architect. The gateway was built at the Sixth Street entrance on the south side of the park. It carries a bronze plaque which now serves to memorialize the donor. Two years later in March, O'Brien died.

When "Con" O'Brien died much passed out of the business life of Brainerd. He came humble and poor from Berlin, Wisconsin, in 1883; upon his death in 1932 he left a business empire, the management of which requires the full time of his several sons. He made his beginning operating a small saloon on the corner of Laurel and South 8th Streets. He was in the woods of Brainerd in that year, and it looked risky, but he saw it rise in the light and become a valuable business site. He added a line of groceries, which attracted the rural class. He added dry goods and eventually gave up the wet goods. He took a fling at dealing in saw-log timber, poles, posts and ties, seeds and grains; and thereby became the owner of much land. He indulged in farm loans. Came the iron industry, and he purchased mineral-bearing lands; this was never a whopper of a



Photo by Ward Trask, Brainerd
South Sixth Street, looking north from corner of Sixth and Laurel.



Photo by Ward Trask, Brainerd
Laurel Street, looking east from corner of South Sixth and Laurel.

venture, but invariably had an additive result. He bought business property near his corner store, like the Imperial Block which he renamed Juel and the first Citizens State Bank building which he identified as the Parker Block. These two stand across from each other at the intersection of South Seventh and Laurel Streets. On Eighth and Laurel he built a large building for use by Montgomery Ward & Company. Across the street on South Eighth he acquired the Mahlum Block and next door started a wholesale grocery business named O'Brien and Sons, thereby adding wholesale to retail enterprises.

He always added to what he had, and he kept it. He saw things through. He built to make things better and more serviceable. In local real estate, he stayed in his part of Brainerd. He had good business acumen and he was quick at making decisions. In business he may have started in double harness sometime, but soon went it alone; and in business he was independence personified. He never craved for political office, but he liked politics. Nobody excelled him in loyalty to a friend. He was "Con" to everybody. His advice was valuable. Subtract now his foibles and you still have Brainerd's most successful merchant.

3.

In 1930 the new Washington High School, replacing the burned structure, was ready for occupancy. When this same site was selected, it was not accomplished without much controversy preceding the decision. The main argument was that the site was not near enough to the center of high school population and had no outdoor grounds and facilities for play or festivities. The opposition site was a block on North Tenth and Kingwood and the entire abutting ravine north of the Fill. This block was the physical center or the walking-distance center as gauged by the pupils attending. The need for additional school and playground facilities was incontrovertible, which led to rebuilding the Washington (Senior) High School in the same place as before and agreeing on erecting a junior high school on the newly proposed site. In 1933 the latter was ready for occupancy. The ravine grounds were made into a stadium-like athletic field for all schools and other outdoor events. It was a big gain and improvement in the education system of Brainerd.

In 1936 came the most comprehensive improvement of all because under the government PWA contractual arrangements, designed to relieve the unemployment of those years, the city acquired four beautiful and most commodious ward grade-schools. They replaced the Lincoln, Whittier, Lowell, and Harrison Schools that had been erected in 1894; they had given almost a half-century of service and were outmoded beyond all standards. These four new buildings represent a total investment close to \$900,000.

In 1938 the system of schools in Brainerd advanced another step, one

long wished for; namely, instituting a junior college. This meant providing two years beyond the senior high school. While this did not involve erecting another building, nevertheless, that should be an immediate addition. Even without a building, the fact that Brainerd can offer some college courses is enough to set Brainerd on a much higher level intellectually than in any earlier period. The ultimate benefits are yet to be experienced.

4.

We turn back the hands of the clock to get at the beginning of the next episode of great significance to Brainerd. As far back as 1925 it was noted that in the new pipes and service lines of the water system a dark-brown mud-like deposit was accumulating. It did not require much acumen to recognize this as a mixture of the oxides of iron and manganese, but it was a puzzle why this deposition should happen. Inquiry made of consulting engineers led only to a shaking of heads in the "I-know-nothing" manner. Not alone that, but all shied from being helpful even though a fee could have been earned. The word manganese caused everyone to shun the task.

The Water & Light Board regarded it essential that to keep down the cost of maintenance the problem of removing this sediment had to be conquered. Vigorous flushing once a month was a big help but not a cure. Its offers to pay for studies having been rejected, it decided to undertake its own studies. Nobody had a cure for it. Other researchers and experimenters had published results and theories and concluded that manganese cannot be removed entirely, and that its presence also prevents complete removal of iron.

It seemed obvious that if without disturbance or special help nature could knock manganese out of watery solution in the short distance of one-half mile of cast iron main after leaving the well-pumps, what should prevent reproduction of that phenomenon above ground, and there under visual control knock the stuff out in some sort of filter plant; but, mind you, without dousing the water with any chemical substance. The nostalgic pungent chlorine of yesteryears ever hovers mentally about Brainerd when purification of water supply is mentioned.

On that premise, Carl Zapffe, President of the Board, undertook a series of experiments of his own in 1929 on a large scale at the pump station. Following his own ideas and plans for two summer seasons that research work resulted in inventing a simple process that quickly removed with a certainty every trace of manganese and iron at virtually no cost. In 1931 without any plant to use as a pattern, he outlined a design for a consultant construction engineer to use, and then the Water & Light Board started its own workers erecting a demanganization plant. It handles 1,750,000 gallons of water a day. It cost \$65,000. It has operated every

day since 1931 without requiring anything by way of replenishment of material or remodeling of apparatus and never once has it failed to remove every tiny portion of manganese and iron.

It was long the only plant of its kind in the world. A copy of it is now operating in Mankato. Descriptions of it have been sent to various foreign countries. It is particularly fascinating because of the function played by certain non-toxic bacteria in giving the cue how to do the job. It is unique in that no chemicals are used, and the sparkling water that comes from the wells still has zest when it emerges at the faucets miles away.

If the Brainerd of today wants to point to any one useful and distinctive thing that it can call its own and boast about, this is it.

5.

No sooner was the demanganization plant put into operation than Brainerd got another lift. In the spring of 1931 the State Highway Department began to build a large and beautiful concrete bridge over the Mississippi River. It is a new crossing at almost the same place where C. B. White crossed on a ferry in 1870, and others did likewise for many years afterward. Not only that, but it changed the former quiet other-side-of-the-tracks Main Street into a concrete paved Washington Avenue which is now becoming an active business street as Trunk Highway 210 between Duluth and Fargo. This puts Brainerd in a more strategic position than before. The bridge was opened to traffic in 1932. It would make C. F. Kindred cheer with joy if he could see that which he had endeavored to accomplish for his corner of Sixth and Main Street in 1885 to 1888 had fifty years later come to pass in even greater measure. This corner is now the junction of the East-West and North-South trunk highways. It is the busiest traffic corner of the city.

Another gift to the city came on March 11, 1932, when E. C. Bane and his wife, M. L. Bane, donated a small tract of land bordering on the north side of the Brainerd Mine tract at the south limits of the city. The Common Council, naming it Bane Park, delegated management to the Park Board. The Board improved it, but up to now it has not become a popular park. Future years may have a new and better usage for it. It usually works like that.

On September 10, 1932, William S. McClenahan died. He had served thirteen years and nine months as City Attorney and twenty-nine years as District Judge. It is in the latter office that he brought much distinction to his city because of his unparalleled record as an official in administering justice. Seldom in all his long years was a decision of his reversed by the Supreme Court.

In 1932, to be prepared for the indicated increased domestic demand,

the Water & Light Board reconstructed more of its heaviest primary circuit leading from the switch board to the business district. It increased the main transformer capacity at the central station and put into the circuit several new large devices to enable better regulation of line voltage and thereby lessen the wide fluctuations in the more distant parts of the city.

In the spring, or May 1 of 1933, the term of Carl Zapffe, as a member of the Water & Light Board, expired; and not wishing to serve longer, he retired from public office after having put in seventeen years as president. During that time the entire light and water systems had been rebuilt and brought in line with modern requirements, and they had been extended to give service to every person within the city limits desiring water or electricity. He has continued to be identified with the department in a consulting capacity, which actually means now thirty years of civic service.

Before retiring from office, two things of importance were participated in which came up for a vote at that spring election. They illustrate well what a net result of adequate planning and good service had come to be in the public utilities department.

The first pertains to adopting a combination electric power and central heating plant. The contract with Minnesota Power & Light Company was about to expire. To satisfy the many citizens who did not approve of such a contractual relationship and those others who long had wanted a municipal heating plant to serve the business district, the board was authorized by the council to engage a consulting engineer to draw plans and estimate a cost. This became a matter of voting bonds. An election was held, and the majority of votes cast opposed such an undertaking.

In 1938 a vote was again taken, but this time the heating plant was omitted. That did not help. The project lost. It made convincing that buying electric energy wholesale at its switchboard and then retailing it over its own lines is, in Brainerd, the best method to pursue. And so it has remained. The business relationship with the power company has ever been most pleasant. It cannot be excelled in reliability, and it has been a most profitable arrangement for the city. That is the sort of thing which brings new industries to Brainerd.

The second item was a factor in the above-mentioned original objective. The improvements made all along the line during the many years in which the city delivered electricity since purchasing from this power company had resulted in big profits. These had enabled building much of the water plant and improving the electric system without resorting to a bond issue. In 1932 a Charter Commission convened to consider primarily offering an amendment which would enable the council to obtain some of those earnings of the Board and thereby not resort to as much taxing of real estate and personal property for the sum needed to operate the city. A tax-free city would be Utopia, of course; but it sounded fascinating enough

to have adherents. The Charter Commission developed the plan which would give the council control over fixing wages for labor, the rates for electricity and water, and the expenditures for construction work. In that way the board was deprived of authority in running its department, except as it may be delegated from time to time by the council. The people voted favorably. The result of that shift has been that the board presents the council with many thousand dollars every year, lately averaging about \$25,000 per year. To keep up with this, the board has not been enabled to reduce rates. It is a case of either paying by meter rates or by taxation. It depends on what you get used to.

6.

On March 9, 1933, the St. Francis Catholic Church was totally destroyed by a fire. This institution had been beset by this demon in 1886. The Congregational Church was once a victim in 1881.

The Catholic parish had been established in 1871 by the Reverend Francis Joseph Buh. He was physically a powerful individual and died in Duluth in 1920 at an advanced age. Born in Austria he came to the United States in 1864 upon the request of Father Pierz, then located at old Crow Wing. He was first a missionary priest. Father Pierz erected his first church in old Crow Wing in 1856, but in 1871 Father Buh erected his first church in Brainerd. It was situated on South Fifth Street at the west end of Maple. It was a very simple board structure. The disastrous fire of 1886, that destroyed all the buildings on the corner of Laurel Street, likewise swept away this church. There were then about 200 Catholic families in Brainerd. Up to 1880 Father Buh served the local parish only occasionally. A new Catholic church was started in 1890; it was constructed of brick and was erected on the present site on North Ninth and Juniper Streets. It was completed in 1898 and served until this fire of 1933 mowed it down. This was a loss of \$50,000.

To aid the parishioners until a new church could be erected, the city made available the auditorium of the new Franklin Junior High School. On July 1, 1933, the present church of cream-colored cut stone and Romanesque style was started. It represented an investment of \$75,000. The first Mass was celebrated on Sunday, February 11, 1934. In 1945 it was estimated that Brainerd has approximately 550 Catholic families, and that the church has 2,100 members from this city only. The St. Francis Parochial School nearby has a few over 300 children of grade school age enrolled.

Every institution of long standing has its popular leader. People still talk about the highly regarded Father D. W. Lynch, who served continuously from 1892 to 1906. He had attended the University of Wisconsin, but got his theological training in St. John's College in the State of Minnesota; he was ordained in 1887.

7.

Another factor that arose in 1933 marked a mile-stone of no small size. On September 1 the Minnesota & International Railway Company management offices were discontinued. Its business had both changed and decreased so very much that the Northern Pacific Railway Company took over the operation and management of the property and absorbed it in its existing structure. The office was vacated and the staff had to seek employment elsewhere. W. H. Gemmill, its president and manager, was retired. Being a member of the Minnesota Bar, during World War II he substituted for awhile as municipal judge. Shortly afterward he was elected to that office, which he fills at the present time. In 1940 the Northern Pacific company acquired the last of the outstanding stock of the former company and on November 12, 1942, it dissolved the Minnesota & International Railway Company. That discontinuance eliminated the last remaining bit of the enterprise that started in 1892 as the Brainerd & Northern Minnesota Railway Company.

8.

It should not be construed that during the years since Brainerd Lumber Company pulled out of Brainerd that the city did not have lumber dealers. The Brainerd Lumber Company (Northern Mills Company) sawed logs, planed the boards, made shingles and lath, and sent its products away in carload lots. The other lumber dealers were retailers. True, some like Mahlum Lumber Company operated also a planer, but in the main these companies dealt in building materials and supplies, including cement, paints and special hardware. They were first locally-owned, but the present ones are chain-owned; namely, Standard Lumber Company, Hayes-Lucas Lumber Company, and Lampert Lumber Company.

Tying in with the older type although originating in this decade is Sabin Lumber Company. Once a small saw mill on a farm in the county, it became a city institution. Large second-growth timber is hauled to Brainerd on trucks, and at its sawing plant which stands next to the former Tourist Park and the Northern States Power Company's gas plant, south of the east end of the Laurel Street bridge, the timber is cut and planed. It does the same work as of yore, but in a very much less spectacular manner.

A far better illustration of what the forest products industries are like in these years is exemplified by Park Region Timber Company. This company started at Park Rapids in 1919. It moved to Brainerd in 1933. Today, managed by E. B. Sullivan, it employs about seventy to eighty men cutting and hauling stumpage near Brainerd, Motley, Staples, Park Rapids, and nearby places wherever the trees are large enough for use as logs and poles and especially trees which can be used for pulpwood. It is an elliptical area that extends about 100 miles to the northwest.

In 1945 this timber company shipped 1,500 carloads of pulpwood, whereas all other producers together shipped 2,000 from this area. Most of this pulpwood is jackpine, not spruce as used to be. Some of the pulpwood was stored in Brainerd for The Northwest Paper Company's mill; some was shipped to the Minnesota & Ontario Paper Company's mill at International Falls; but most of it was shipped to The Northwest Paper Company's mill at Cloquet. At the same time it purchases rough sawed lumber made by the small interior portable mills and ships it to St. Paul for further finishing. It is a big industry, and, as cutting is now operated under special supervision, the company can continue for many years with Brainerd as its headquarters.

C. Homer Whiting, Area Supervisor, Division of Forestry for Minnesota, with offices in Brainerd, provides the information that due to the war the total cut in 1945 in this local Area 4 amounted to 14,000,000 feet of lumber; 53,000 cords of pulpwood; 8,100 pieces of mining timber; and 77,000 posts. Close to 700 men were employed. In years when there is no war demand, the cut will be limited to about 2,500,000 feet a year, or about 100 car loads, at which rate the natural replacement is sufficient to enable continuing this industry indefinitely. That will give employment to between 300 and 400 men. The most striking thing about the 1945 harvest is in the matter of values. As brought to the mill, the above harvest has a value of \$1,403,531; but upon being processed for further sale in the markets this total jumped to \$4,537,280. The pulpwood was then three and one-half times more valuable than the lumber and included much wood which never could be used for conversion to lumber. Poplar already comprises about ten percent of the cords ground to paper pulp in the Brainerd paper mill. Where formerly jackpine was used to yield a few lath, it is today the biggest portion of the mix used in Brainerd to make paper pulp.

9.

Air transportation was making itself felt. Mention has been made that Henry Rosko started an airport in 1920 at the southeast limits of the city. When this began showing possibilities of growing into a large enterprise and management and upkeep developing into a municipal matter, in 1933 Rosko offered the city an option of purchase for five years, the city meanwhile to pay the taxes on the 160 acres. The price was set at \$15,000 cash. The city accepted, and upon expiration of the option the term was extended twice for five years each time. Much work was done by the city to improve the grounds; for example, a 60 by 60-foot hangar was erected although Rosko had previously erected two small ones. A Brainerd Flying Club was formed and used the port for awhile. An airport soon developed into a matter of needing far more acreage than Rosko's tract. To meet that need the Common Council contemplated going into a construction program of large scope and making it a joint enterprise

with the county. This would make city and county part of a statewide network of airports. Therefore, the option to purchase was dropped early in 1945.

Rosko immediately sold the land and port in 1945 to Garrett Flying Service. This was a private school for teaching flying and many had taken lessons. The field was greatly improved and more facilities have been added, but B. R. Garrett recently discontinued his school and leased the plant to other parties for five years for passenger service. Meanwhile he will operate an airplane repair shop at that site, thus marking the beginning of another new industry.

10.

Previously a summary was offered to show how the small local Brainerd Fruit Company started in 1913 became one of 182 units of the Pacific Gamble-Robinson & Company, claimed to be the largest chain of food distributors in the United States. It operates five trucks to serve an area 100 miles in diameter.

Mention was also made of how in 1924 Meyer Laundry expanded the start made by Brainerd Model Laundry Company in 1913. Where the latter could serve only points along the railroad by express, Meyer however, now has two trucks in service which in vacation season do nothing else except serve about 150 resorts in the nearby playground area with its several thousand patrons.

Mention was also made of Lively Auto Company and Mills Motor, Incorporated, having developed an auto accessories distribution system reaching far into this same area. John Konshak's Chevrolet garage, once the 10,000 Lakes Garage, now does the same. Brainerd Electric Garage supplies by a regular truck-service delivery system the electrical attachments needed by the people in this hinterland.

Russell's Creamery, the successor of Hayden's ice cream plant, the Brainerd Dairy Products Company and North American Creameries, Incorporated, deliver ice cream, milk, cream, and butter into this same territory every day of the year. Farmers' Cooperative Creamery Association, organized December 22, 1917, had \$97,929.09 as total assets on December 31, 1945, with an operating revenue of \$401,154.60 for that one year. It is an exceptional expansion.

A greatly expanded service came to be that of Park Region Bakery, Incorporated. Its Creamy Krust Bread is well known in the north central area of the state. It is mainly a wholesale bakery and is virtually the only one in this part of the state. It operates seven trucks to serve an area 100 miles in diameter, and it claims that its baking facilities are adequate to provide all the required bread that every spot in the area would need if such a demand were to arise suddenly.

These few instances alone disclose how intimately these outside localities

have been linked with Brainerd in the matter of daily necessities of life, both as to supplies and service. Many more instances could be cited. The objective is to indicate the nature, not the extent, of the change in the industrial foundation of Brainerd. These things are permanent, and they are sound.

11.

The story so far given of those first five years of this decade tells about significant innovations that crept into the industrial life. The Common Council had its routine functions to pursue until plagued by the problems of the depression years. The part-time employed people as well as the unemployed then arose to expound their philosophies. In the main, these philosophies summed up the one thing, namely, that the world owes them something—a living or what have you.

The federal government set up two agencies to provide means of employment. These became known as PWA and WPA. The first one became the famous "leaf-raking" program, which was virtually a subsidy to the individual. Self-respect caused this to be supplanted by the second, which was to provide part of the cost of building public works and serve as an instigator for governmental units to undertake building projects. Thereby opportunities of employment would be created, and anybody who did not want to work could not be subsidized as before.

Under the WPA set-up Brainerd not only benefited itself by having four fine grade schools erected, but in 1936 a complete storm sewer system was built to remedy the perennial flooding of downtown store basements. As a complementary function, the Common Council ordered enough bonds issued to pay also for a sewage disposal plant. The storm sewers discharge direct into the Mississippi River at several places, but the sanitary sewers lead to the treatment plant. This plant is situated one-quarter mile south of the water works central station and is within a few feet of the river which receives the clarified effluent. This entire installation represents an investment of \$190,000. Brainerd thereby did its part to maintain a prescribed standard of cleanliness in the Mississippi River.

12.

In its earliest years Brainerd citizens already had a company of infantry as a unit of the Minnesota National Guard. We do not know what of that kind was in existence in the early '80s, but a company was formed in 1887 and continued until about 1902 or 1903. For an account of the military organizations the reader is referred to Appendix R. We need say here only that the strong tendency toward military defense led to a persistent desire to be awarded an armory building. In 1936 this finally came to fruition. The site provided by the city is on Laurel Street opposite

the court house. It faces the old hay-market site, quite like many years before did the once notorious No. 1 Saloon. It is a large structure. It adds greatly to what future years will develop as a beautiful civic center. As of December 31, 1945, the Minnesota State Armory Building Commission gives this structure a valuation of little less than \$125,000.

Then was organized a new unit named 34th Tank Company, 34th Division, M. N. G., said to be one of two tank units in the entire national guard. Field training was given in the newly developed Camp Ripley established a few miles south of the old military fort which had been closed in 1876. When we hear next of this unit, it will be in World War II and as Company A, 194th Tank Battalion, and in Bataan. That is a name which will never die.

13.

Once again death stalks and on July 18, 1936, it took George D. LaBar. With his departure went the last of the industrial giants who had started their careers before the twentieth century was ushered in. He served diligently and unostentatiously. He was never enmeshed by local controversial issues, although he was ever exposed to them in his terms of service as city treasurer and as a treasurer of many organizations; several times as a member of a charter commission; and twenty years as a member of the school board and for most of that time its president.

He was a strictly financial-industry man, and his reputation for ability reached into all parts of the state. His worth in his community lay in the soundness of his judgment and his able guidance through periods of stress. We aim here to speak only of his value to local industry and community development. His service from 1883 to 1936 (fifty-three years) in the First National Bank, thirty-three years its president, is a record that is seldom attained anywhere. Let us take a glimpse at that bank to learn more about George LaBar.

In its sixty-five years of existence (1881 to 1946) never once did this bank have to: (1) reorganize, consolidate, or merge; (2) borrow money to help it get out of difficulties; (3) ask stockholders to take a cut or convert their stock; (4) or pass dividends. It weathered the national panics of 1893, 1907, 1921, and the depression period of the entire '30s, as well as local periods of inactivity and shocking events. Very few banks, indeed, in the entire United States have not at some time in a long career been obliged to resort to one or more of those four forms of assistance to help pull through.

From the little total of resources of less than \$100,000 in the middle '80s this institution has now over \$6,000,000 and is one of the thirty-three out of 185 national banks in the state that has that much or more. This is a factor in the industrial fabric of Brainerd that deserves a very high place among the highest of valuable business enterprises.

After LaBar's death the widow most fittingly placed \$1,000 into a Student Loan Fund as a memorial, same to be matched by a similar amount and administered by the Rotary Club of Brainerd. Both the usage of the money and the entrusted method for administration disclose a further facet in his career.

14.

In all historical treatises a space is reached when the author feels a need of filling it with a list of those who he thinks were the most illustrious men apropos of the subject at hand. With the demise of LaBar, this seems to be the place for it. We are conscious of criticism that may be offered, but that will not alter the decision.

Our selection is based on two essentials; one of them is the total of contributions made in the form of industrial development of an extended value and of big import; the second is strong leadership, foresight, and public civic service. Theirs are names which will linger. Each man played an essential part. Each was an industrialist in his business performance, but cooperative in other ways.

Only eight names are selected. To name more would open too wide a field. The first five are associated with the first-half period, and the last three fit in with part of the last-half period of this history. The order given for them is that of their date of arrival in Brainerd: Lyman P. White, George W. Holland, Chauncy B. Sleeper, Charles F. Kindred, and Charles N. Parker; then, George D. LaBar, Cornelius O'Brien, Sr., and Ransford R. Wise. Who of these eight take a higher or lesser rating is for each reader to decide for himself.

15.

NEWSPAPERS. People are interested in newspapers, which prompted making a survey of this industry to see how much dependence might be placed on certain early records pertaining to Brainerd. The available facts about how the several papers got started and why some failed are few, obscured by the many changes that occurred within about five years regarding owners and editors. In our midst are still Joseph W. Riggs and Frank G. Hall, both printers, who are able to recall some events that occurred prior to 1885 and which printed pages do not reveal or confuse. Theirs and the other available information enable piecing together the stories next to be told about the *Tribune*, the *Dispatch*, the *Journal*, the *Daily News*, the *Arena* (now *Journal Press*), and the *Review*, given here in the order of their births.

The Brainerd *Tribune*. This, the first newspaper in Brainerd, was started February 10, 1872, by M. C. Russell. On May 28, 1875, Russell resigned as mayor, because of moving elsewhere, and sold the business to Wilder

W. Hartley. Russell's plant was once destroyed by fire, but was promptly reestablished. Hartley set up his plant in the Hartley Block, the first brick building in Brainerd. In its entire career to date it has appeared as a weekly, a morning daily, a semi-weekly, and then again as a weekly. Hartley made it a semi-weekly. He may have published this paper for five or six years when he sold it to Canfield, who in 1881 attempted to make it a daily but soon returned to the semi-weekly basis.

A. E. Pennell, a job printer who had been a co-owner since 1881 in several local papers, seems to have been instrumental in getting an option of purchase from Canfield, or Hartley possibly, and on May 19, 1884, entered into a partnership with the newly arrived A. J. Halsted. Halsted came from Wheeling, West Virginia. He was a staunch Republican and the ablest of editors to have lived in Brainerd. That partnership continued until about 1898 at which time Pennell left Brainerd. Since 1887 only a weekly edition has been published. In the early '90s the shop was moved to the Walverman Block, where it still is.

Halsted remained sole publisher and editor until 1924 when Richard S. Wilcox purchased the plant and Halsted retired. Wilcox soon sold to George and Lily Ericson, who on August 1, 1945, conveyed title to C. E. DeRosier, the present owner. Here is an uninterrupted record of publication for seventy-four years.

The Brainerd *Dispatch*. This paper had its origin in 1881. Had the initial plan been fulfilled, the name would have been Brainerd *Observer*. Frank Meyst had been publishing the Osakis *Observer* and decided to move his plant to Brainerd. One of the two owners was A. E. Pennell, who, while erecting the plant in the Sleeper Block, sold Meyst's interest to A. P. Riggs. Riggs was a real estate dealer and acquired the half-interest for his son Joe, a printer in Perham, who was to come to Brainerd and as a partner of Pennell publish the Brainerd *Dispatch*. The first issue was a weekly and appeared December 22, 1881.

With two job printers publishing a newspaper, the enterprise did not flourish. The second story of the Sleeper Block came to be like a nerve center in the newspaper and printing business. Also, C. B. Sleeper had his law office there; furthermore, he craved to be an editor and early in 1882 wrote editorials for the new paper. Young Riggs did not like that and in June sold his interest to Sleeper and went across the hall and formed a partnership with H. C. Stivers who was trying to start a *Daily News* and a weekly *Journal*. However, from Ada, Minnesota, came Fred Puhler in 1882 and purchased Sleeper's interest in the *Dispatch*. Puhler was a newspaper man. He was managing the campaign for C. F. Kindred then running against Knute Nelson for congressman. During that campaign Puhler established many newspapers in this congressional district.

When that campaign ended, Puhler's interest was for sale. On June 6, 1883, N. H. Ingersoll and F. W. Wieland purchased the entire ownership. They made it the Brainerd *Daily Dispatch*, but continued with a

weekly edition. Because it was a daily, the Common Council voted on the 16th that it be the official newspaper, replacing the semi-weekly *Journal of Stivers*.

In 1907 a fire gutted the Sleeper Block. Ingersoll and Wieland then bought a building on South Sixth Street and with such increased floor space the firm was enabled to expand in the printing business. Ingersoll was postmaster in 1900 and for twelve years thereafter the newspaper was staunchly Republican. Both men are now dead, but in 1931, which was before Wieland died, he sold the business to the present owners. They came from Spencer, Iowa. They at once discontinued the weekly edition. Theirs is now the only daily paper published in Brainerd. The owners are the W. D. Junkin and H. F. McCollough families and W. J. McGiffin Newspaper Company which creates an alliance with the McGiffin group of papers, but known locally as the Brainerd Dispatch Newspaper Printing Company.

The Evening *Journal*. The origin of this paper is uncertain. Sleeper was a lawyer, but had a yen for conducting a newspaper. Various things support the view that C. B. Sleeper may have started this weekly paper, with its shop in his Sleeper Block. This may be presumed to have happened in 1881 or earlier. When H. C. Stiver's *News* folded early in 1882, and he moved into the Sleeper Block to publish the Brainerd *Journal*, he evidently took over Sleeper's paper, whereupon Sleeper promptly became the editor of the newly formed Brainerd *Dispatch*.

Stivers' Brainerd *Journal* was a semi-weekly in June 1882, and still was that in June 1883. Riggs thinks that at this later date Stivers reopened a shop on Laurel Street and started a bi-weekly *Journal*; but because it was unsuccessful, he returned to the Sleeper Block and then began to publish the weekly Brainerd *Journal*. One writer described it as a laboring man's paper. On June 16, 1883, it forfeited its title as the official paper of the city to the Brainerd *Daily Dispatch*.

In many places of record these names are used interchangeably, we conclude; accuracy seems not to have been then a need. We are sure, however, that as the weekly Brainerd *Journal*, H. C. Stivers published a good paper until he discontinued it about 1899 to take on the editorship of a paper in Superior, Wisconsin. We may observe that Russell and Hartley and Halsted of the *Tribune*, Sleeper of the *Dispatch*, and Stivers of the *Journal*, each served as mayor, and Stivers served a term as a member of the state legislature.

The *Daily News*. Under this name we need review two separate experiences. The first one was by H. C. Stivers and the other by Alvah Dewey.

At the same time in December of 1881 when Pennell and Riggs were endeavoring to get the Brainerd *Dispatch* established, H. C. Stivers and a man from Little Falls named Pierson attempted to issue an evening daily paper. They erected a plant in the Hartley Block, where the

Tribune was, and called their paper *The Daily News*. It did not prove acceptable and after only a few numbers had been circulated Pierson sold his interest to Stivers. Because published daily, the council on May 6, 1882, voted *The Daily News* the official city paper. Two weeks later fire destroyed the plant and at its June meeting the council transferred that title to the semi-weekly evening *Journal*. Stivers moved to the Sleeper Block. Then it was that Joseph W. Riggs left Pennell of the *Brainerd Dispatch* and joined Stivers to help him publish *The Daily News*. This flopped early in 1883 and once more Stivers went back to Laurel Street to start a *Journal*.

After four years passed another paper appeared bearing the name *The Daily News*. On June 6, 1887, the elderly Alvah Dewey opened a print shop on the corner of Fourth and Front Streets, where the Brainerd Hide and Fur Company now is. Dewey made it both a daily and a weekly paper and engaged in job printing. A. M. McKenzie, assistant principal of the high school faculty, was the editor and James M. Elder was listed as the solicitor, being the same as circulation and advertising managers of today's papers. Some have expressed the opinion that Charles F. Kindred helped finance this paper.

The paper was said to have been independent politically, but in regard to tariff it had Republican leanings. It was described as a flourishing paper, but after one year a fire took charge and destroyed everything. It was not re-established, and of the staff only Elder remained to seek a livelihood in Brainerd.

Brainerd Arena. It was started in June of 1899 by E. E. Beard, who came here from a Minnesota town near the South Dakota line. Beard was independent politically, but more Democratic than Republican. Shortly afterward he sold the plant. It changed ownership many times. Of special interest is that when Wm. C. Cox, a popular man about town, was editor in 1904 he created a furore when editorially offensive to a certain social group which resulted in his being virtually led from the city in 1904. The plant was first in the basement where the Land O'Lakes Cafe now is but was moved into the Bane Block on So. 7th Street when Aitkin men owned it. Bert Moore edited the paper a few years and on December 9, 1910, sold it to R. M. Sheets. Sheets moved it first to 5th and Laurel, renamed it *Brainerd Journal Press*, and then to Front Street. He enlarged the paper by getting local financial support. He died suddenly, wherefore on January 1, 1937, the ownership passed to the present owners, Ralph R. Cole and Ralph Lindberg. It has always been a weekly and it is still Republican in political respects.

Crow Wing County Review. This is the baby of the family of newspapers. Its office is in the Walverman Block on Front Street. Much of the edition is printed in Walker, by Northern Minnesota Publishing Company of which C. A. Plattner is owner. It was developed by consolidating sev-

eral weekly papers published in small nearby villages, those in Crow Wing County thus forming *Crow Wing County Review*. The Brainerd office was established May 22, 1931, and printing was started October 2. Since 1939 Laurel B. Sand has served as its editor. It is a weekly paper and is independent politically.

An exceptional record of constancy and reliability of service has been established by those papers now in existence, none of them having missed an issue. These are the *Tribune* with its seventy-four years, the *Dispatch* with its sixty-five years, the *Journal Press* with its forty-seven years, and the *Review* with its fifteen years. Publishing of this sort deserves being classed as one of Brainerd's major industries, even though the total employment is not big numerically.

The oldest active member in point of service in the printing business is Frank G. Hall. He had learned his trade before coming to Brainerd. He has served as foreman of the job printing department of the *Dispatch* and the *Tribune* and has assisted Stivers now and then in the *Journal* shop. Since 1922 he has been operating a print shop for himself. Hall was the first president of the local Typographical Union, chartered as Number 593 in 1903. Joseph W. Riggs still resides here; he is retired, having served his last fifty years as a typesetter on the *Minneapolis Journal*.

16.

RURAL ELECTRIFICATION. In 1935 the Rural Electrification Administration made possible organizing the Crow Wing County Cooperative Power & Light Company. The purpose was to bring electric power to the farm. The company started to function in 1937. It purchases electric power from Brainerd at wholesale and then retails it over its own lines to the farmers in the area which it proposes to serve.

It now has built a total of 720 miles of power lines and much more is contemplated for immediate erection. It serves 1,900 farms or members and has 1,500 applicants waiting. When all lines are built, it expects to have between 6,000 and 7,000 customers. In 1940 it required only 644,100 KWH to serve its clientele. In 1945 it required 1,920,660 KWH. The average consumption per customer (or farm) in 1939 was forty-five KWH; in 1945 it was ninety-five KWH even though due to war conditions no household appliances had yet been installed.

The area reached by the present lines extends twenty miles south, twenty-five miles east and southeasterly, thirty-five miles northwesterly and fifty miles northward. These lines are ever reaching out farther, and like tentacles serve to clutch this trade area and draw it closer to Brainerd. That is something well-worth considering when wondering why Brainerd is growing.

17.

In civic organizational affairs, mention need be made that a Junior Chamber of Commerce was organized in 1937 to enable the younger businessmen to get together in cooperative movements. It is not that the older organization draws any distinction based on age, but in all likelihood the ardor of youth coupled with less of broad business experience makes for a faster working medium in things of less appeal to older men. Tempo and more tempo is the demand of this age.

As an activity of great civic importance this Junior Chamber took on the work of operating an office of information to direct and route tourists according to available accommodations and suitability of pleasures desired. This has grown to be a regular summertime function and is an integral part of the recreation and resort business of the lakes.

On December 9, 1939, the then senior organization known as Brainerd Civic and Commerce Association ceased and was replaced by the incorporated Brainerd Civic Association. New by-laws were adopted December 11 and Walter F. Wieland was chosen as its first president. (See Appendix H.) Since that date this organization has become an exceedingly active institution. It has aided tremendously in improving rural-urban relations, and it has not hesitated to crack that hard shell of aloofness, indifference, and suspicion that encrusts the retail merchants as a class apart from operators of other industrial enterprises. For one year, since January of 1945, the association has maintained an efficient manager-secretary system of doing business. That has enabled getting more prompt action on very many projects that go right to the root of business enterprise. Somebody is always right on the job. That is a most creditable sign, attesting to the business perspicacity of the people of the community. It enjoys a very large membership and has a fairly large working budget for routine affairs and maintaining solvency.

18.

In 1936 Baehr Theatres Company came from Bemidji and undertook to erect a business block where the Depot Park had long been, on South 6th and Front Streets. Erecting this building eliminated for all time all the physical reminders of Dresskell's and Bartsch's old time band concerts. In its place is now the attractive and commodious Brainerd Theatre. It became one of a chain of ten. The Baehr Building provides apartments and office space. The structure means an investment on the order of \$150,000. The theatre started to operate in 1938. As of January 1, 1946, by sale this theatre became a link in the chain of sixty-five owned by Home Theatres Company.

It was on March 1, 1938, that T. A. Holmes came from Tifton, Georgia, and acquired Brainerd Carbonated Beverage Company and developed it

into a large distribution agency for Coca Cola, renaming it Brainerd Coca Cola Bottling Company. This was once Cullen's small pop factory, but the plans for 1946 are to erect a large regional distributing plant costing \$150,000 when fully equipped.

To handle the rapidly expanding resort business in laundry and dry cleaning, a new building with increased capacity was erected in 1938 by E. F. Meyer of St. Cloud. This building is on Washington Avenue, and the former city jail of the '80s standing alongside is now a part of the dry cleaning plant. There are now, however, three other dry cleaning plants in the city. Before 1913, when the Brainerd Model Laundry Company made the start, there were none.

Several tire recap shops, auto-body repair shops, and accessory supply houses are new business enterprises that were started in this depression decade.

A freezing and locker business, Brainerd Locker Company, made itself an essential in frozen-food preservation. The main innovation in the food industry came in the field of food distribution via the restaurant route. Several attractive places were established in Brainerd. Due to the large rural road construction to lake places, a mushroom growth of diners and hot dog eating places occurred in and out of the city; but to their credit, they have been so conducted that they have endured and have made for themselves a permanent place in Brainerd business circles. These befit today's business life of Brainerd and surrounding territory. They may be contrasted with free lunch counters and the five-cent beer with one raw egg of the saloon days prior to 1900.

Paralleling the foods distribution is the large increase and modernizing of the three local bakeries. One has expanded into a wholesale plant which gives delivery service daily to hundreds of stores and lake resorts. The other two make more of fancy goods desired for home consumption. They have gone a long, long way from the little shops of thirty-five years ago that made not much more than bread, doughnuts, and rolls and depended on the Saturday shopper to come and get his week's supply.

19.

A most profound record was established in the consumption of electric energy. The percentage of increase experienced from year to year surprises everybody. When a consumption of 3,011,621 KWH in 1930 rises to 6,977,865 in 1940, it means that many new power-using devices have been introduced and that the city has a distribution system than can carry the load. Most pronounced was the introduction of home appliances using electricity as the motive power. Oil burners replaced coal for winter heating. Electrically operated stokers were introduced to make it more convenient for those who wanted to continue using coal. Washing machines, ironers, toasters, refrigerators, kitchen stoves, ventilators and hu-

midifiers, not to forget the prettier lighting, created a huge demand for electricity.

While this increased usage meant much net profit to the city and aided the Common Council in keeping the tax levy low, it meant much more of profit to the city because it inaugurated many new businesses that are required to supply these contrivances and to service them. Indeed, the demand for the articles extended into the rural and vacation-land areas and caused the local R. E. A. to build into that territory and all around outside of Brainerd. Brainerd sells this required energy at near cost to R. E. A., which has its office in Brainerd. An idea of growth in consumption in its first five years of operation can be seen in the tabulation in Appendix B.

20.

The city made an athletic field out of what was once a tamarack studded slough, locally called The Ravine. The creek that once coursed through it goes underground via a concrete pipe. For the winter sport, the city made here a large skating rink, supervised and equipped with a warming house, and it featured hockey games. But as a whole, the people have not capitalized their bountiful snow and ice for sports. In summer the Civic and Commerce Association put on large Paul Bunyan celebrations to bring people into Brainerd and help revive that mythical character and narrow the gap between city and vacation land. Paul Bunyan has become a symbol in many Brainerd celebrations.

County roads were greatly improved to help make Brainerd the hub of a new network of lines of travel and help bring the people of the resort area to Brainerd to buy their supplies and outfit their summer residences. As where Brainerd was once the outfitting center for the hardy men who went forth to cut down the forest, so it has become the outfitting center for men, women, and children who have come since then to populate those same places. Instead of cutting the trees, they plant and preserve them to provide attractive scenery for the traveler who races along the concrete and tarvia highways which once were tote roads.

Twelve miles north of Brainerd on Trunk Highway 371 a creek runs from Round Lake into Gull Lake. Locally it is referred to as the thoroughfare, but old-timers called it Bishop's Creek. In the '80s and '90s a man named Bishop lived in a log house on the north bank. Because this highway was then a tote road for loggers known as the Leech Lake Indian Trail, Bishop's place became a handy overnight stopping place for teamsters. A half-mile nearer Brainerd, where now is the Cinosam Store, was an Indian trading post and burial ground. A residence has been on Bishop's site for about twenty-five years and all the old evidences of the hotel are gone. Along all the present highways such land marks have been replaced if not by residence, then by a tavern with its juke box or slot machine, and

its conspicuous street sign announcing chicken dinners. The less presumptuous confine their culinary offerings to hot dogs or barbecued ribs, which serve for a nibble because the wayfarer is in a hurry and must speed on to the next stop. How times have changed in so brief a period of years.

These things have led to new Booster Associations. This time it is not to bring a new railroad into Brainerd, as was attempted in 1911 to 1915, nor to bring homesteaders, but to bring more people to the resorts. It is now Tourist Booster Association, a well-organized and ably-managed association, one that engages in national advertising and sees to it that the visitor receives all that is claimed for this vacation land.

EPILOGUE

The decade began with Brainerd's having a population of 10,221 and ended with 12,071. It was a decade of nation-wide depression; nevertheless, Brainerd gained 185 people each year as an average, when for a quarter century the gain had stood at about 100 per year. That new increase, which is almost doubling the older one, is manifestly indicative of a recognized confidence in the soundness of industry, without which characteristic all the natural advantages and resources would be for naught.

It has become increasingly more difficult to draw sharp distinctions between industries because this rural business has caused Brainerd to become something greater than a new town springing up in the pines. The pioneer days are past; and instead of Brainerd's fighting the outside environment and building itself on its platted streets and alleys, profiting by rough-and-ready methods, it is now engaged in bringing comforts and pleasures to other towns and residents in that outside territory of 80,000 to 100,000 souls. The old order changeth. It is a rebirth. The things people now need in the pursuance of their daily affairs were not even in the list of speculation fifty years ago. Supplying wants has brought new ways of living and new methods for making a living.

It matters not now who came first or what political office a man filled, but what of permanent value to the city did he create from those gifts of nature, and what did he pass on by his works to those who came afterward. Obviously those who come afterward do not like to be obliged to get along with what is left; and they do not want their contribution to society and posterity to be one of solely rectifying what was destroyed through deforestation or other thoughtless procedures. On such things do appraisals rest. One cannot change the record of men or events. It is in these things that the record of the '30s stands in striking contrast with all decades that have gone before.

TODAY

1940 to 1945 inclusive.

1.

Five years remain of our period of seventy-five. In matters geneologic, thirty-three years is a generation. We have now gone beyond two generations. In our midst is still one who was born in Brainerd in the '70s; we refer to Ernest Henry Jones, born on October 1, 1873; only forty-one babies were born in Brainerd before his arrival. There are no persons here who were engaged in business in that decade. Even those still alive who might claim having had a store or a shop of their own in the '80s, are living elsewhere. The oldest living mayor is Werner Hemstead; he arrived in 1882 and was mayor in 1888, 1889, 1893, and 1894. Now he lives in Fergus Falls. During these last five years several of the active and prominent men of the late '80s such as W. A. M. Johnstone, F. A. Farrar, and W. D. McKay died at advanced ages.

It becomes evident that the start has been made for a new history based on new businesses and conducted by a wholly new group of people. These last five years cannot be presented in historical manner nor can the events be listed in chronological order because we are too close to all of it. We are it. From here on the recital becomes one of various situations and happenings. It creates a picture of contrasts so strongly different in its aspects as regards the old that one may well say in full surprise: "Who would believe it?" Or, as is commonly heard: "You just won't recognize the place."

Progress is steady, and it is suitable to the entire population. People even seem not to want to change mayors every year or two as was true of all the earlier years. (See Appendix C.) F. B. Johnson has been filling the post since May 1, 1939; he has handled the job constructively and may be contemplated as only having started his period of service in that office which was preceded by ten years as alderman, six of them as president of the Common Council.

2.

The decade begins with a census population figure of 12,071. What will it be in 1950? We have tried plating the census figures of former years to determine the rate of increase by five- and ten-year period stages. The curve changes when the new basis for business enterprises makes its ap-

pearance, and governed by that change the future population is suggested. If Brainerd could finish the depression decade of the '30s with an average increase of 185 per year, it is not too much to expect an increase of 200 or more for the prosperous '40s. The number we take out of the magic hat is a trifle over 14,000 for the year 1950. Brainerd is so definitely advancing that ten years later in 1960 the population would seem to be about 17,000—and that is not an explosion of optimism.

An exact count of dwellings or families is not available. A canvass made by newspaper publishers and agencies that endeavor to keep posted on such items leads to offering here for 1945 about 3,000 or more dwellings, or 3,200 families, as the likely measure for this city.

The best means of gauging progress is noting the consumption of electric energy. (See Appendix B.) From 3,011,621 KWH used in 1930 this city has increased its consumption to 6,977,865 in 1940 and 9,391,360 in 1945. This does not include the KWH required by the Northern Pacific Railway Company and The Northwest Paper Company. Every utilities engineer has wondered in amazement at the high annual increase Brainerd has experienced. Instead of a normal of six per cent, the increase has been as much as twelve and fifteen per cent per year. Increasing the twenty-two miles of primary lines in 1915 to 46.85 miles in 1944 within the identical city limits is itself strong proof.

In addition to the above consumption is the 644,100 KWH purchased in 1940 and 1,920,660 in 1945 by the Rural Electrification Administration (REA), known here by the name Crow Wing Cooperative Power & Light Company. This consumption is destined to increase quickly because the primary lines are being extended every year, and the secondary lines are being erected along the more thinly populated miles.

The present bottle-neck about growths in Brainerd is the lack of housing. Brainerd sent about 1,400 men into the armed services during World War II and most of them are returning. Most of these are now married and want their own homes. Brainerd did not lose in population during the war period. Adding to the housing stringency is the fact district managers and traveling salesmen more and more are making Brainerd their headquarters. It is a centrally-placed city in a trade area extending nearly a 100 miles in all directions, enabling making a round trip each day. More students are coming here to attend high school and junior college. The year 1946 is upon us and it is almost impossible to find rooming quarters for the increased teaching staff.

3.

A tendency to talk about a change in civic spirit is dominant. There was probably always much civic spirit. It was probably as much as the moment permitted. Right now it seems that never was there as much being done by a civic group as today. Upon close scrutiny we see that the

methods used in working in the field of civic enterprise and the significance of the things at issue have not been the same. It is certain that the spirit and the high enthusiasm for Brainerd has increased, not lessened.

Speaking about methods, it is of interest to review that in 1882 the Brainerd Board of Trade was formed with H. J. Spencer and Lyman P. White as president and vice-president. Beginning with 1887 and continuing for twenty-five years or more, A. L. Hoffman was the Secretary-Treasurer. In 1905 (see Appendix H) it was succeeded by a Commercial Club, in 1914 by a Chamber of Commerce, in 1922 by a Civic and Commerce Association and in 1939 by a Civic Association. That is a total of sixty-four years. Things have been going forward in admirable manner, so much so that as of January 1, 1945, a full-time secretary-manager office with clerk had to be established to carry on the work. The times have given us many new situations and new problems. The countryside has developed into a densely populated tributary trade area of almost fixed areal limits and a population of about 100,000 people. If Brainerd hopes to maintain the leadership in services to be rendered to the people within that area, it must play the host constantly, and it must supply an individual to perform as host. Men can shout themselves hoarse about bringing new industries to town—they did it even in the '80s—but unless a personal host is always present and another body in the form of a live, voluntary, organized civic group is at hand to support him, no worthwhile new contributor to civic prosperity can be influenced to join the community.

A big boost in civic friendliness and a decrease in selfish promotion came into the forefront when in 1921 a Rotary Club and then a Lions Club (See Appendix J) were formed. Originally sneered at and derided by community leaders of that time, each has grown to about sixty members apiece. Over 200 men have because of membership been exposed to their teachings. They are the sparkplugs in a civic association. A person who is not community-service minded is a misfit as a member. Each club meets once a week, without fail. While Brainerd is celebrating its seventy-fifth anniversary, these two clubs celebrate their twenty-fifth anniversary. Every year at every meeting these clubs play host to fellow Rotarians and fellow Lions who are in the city. The summer affords more opportunities for extending hospitality, for it is then that the summer vacationists come to Brainerd to associate with fellow club members on the day of meeting.

Community spirit is not confined to grown-ups. For almost twenty-five years Boy Scouts, and now also Cubs, practice community service. Also participating of late years are Girl Scouts and Campfire Girls. What such early starts in developing good citizenship in the youths of the city may mean eventually, is not hard to evaluate today.

A large and active Women's Club and a privately conducted Giesler School of Music contribute to the cultural development. Further aesthetic development is the work by the Park Board in landscaping and beautifying Lum and Gregory Parks with flower beds and trimmed shrubbery.

And to think that Gregory Park was once a dense growth of trees surrounded by a wooden fence! Things like this mean little each by themselves, but they must constitute the harmonious accompaniment for those who ever dwell on "getting new industries."

4.

In 1936 an Armory was built in Brainerd and the 34th Tank Unit, Minnesota National Guard, was formed. In charge was Captain E. B. Miller with E. L. Burke and J. S. Muir as lieutenants; today these three are colonel and majors respectively. In 1940 President Roosevelt mobilized the entire National Guard for one full year of wartime training. In September of 1941, this company having been made Co. A of the U. S. 194th Tank Battalion, unattached, was sent to Fort Stottsenburg on Luzon Island, Philippines.

Immediately after Pearl Harbor and the attack on the Philippines, Brainerd participated actively in the worst that ever befell U. S. armed forces. On April 9, 1942, the 194th Battalion was included in the Bataan surrender. Then came the four-day March-of-Death to Camp O'Donnell; the death of some in that camp; the death of others in prison-ship bombings en route to Japan proper; for some the prison life of three and one-half years in Japan; and release only when V-J Day arrived. From October to December, 1945, the last of the survivors returned to the United States mainland. During the prison-ship bombing period, Sgt. James McComas was blown far enough out of his confined space to escape the subsequent slaughtering in the ocean attempted by the Japs aboard the life boats. His emaciated body floated to an island. He was rescued by natives, was sent to Australia, and in 1944 he returned to Brainerd.

Miller, Burke, and Muir are back now and are regaining their health. McComas is at the University taking a course available to him under the G. I. Bill of Rights. Many other Brainerd boys distinguished themselves in the Far East and in the African and European areas. We aim here to indicate no more than that Brainerd, a small, rural, inland town of the Middle West was one of the very few cities that had men in the thickest of the fray right from the very first day, that within four months' time one out of every 139 of the population of Brainerd was a prisoner of Japan. Brainerd families came soon to know what war meant. They did not require ringing bells or tooting horns to inform them what was going on.

5.

Not long after Company A, United States 194th Tank Battalion, was mobilized for war service in World War II and sent to the Philippines, a group of men who had seen overseas service in World War I stepped into

the breach and in October of 1940 organized a unit for the interim period for home service. It was officially mustered into service in April of 1941 as Brainerd Headquarters Company of the First Service Regiment of the Minnesota State Guard. The regiment was to meet exigencies arising in central Minnesota. The Brainerd Armory is its drill grounds. In the field training, all the usual bivouac and combat duties have been attempted.

These are the Brainerd men who became the leaders in this activity. Henry C. Mills, a former captain, was made colonel of the regiment. John Sundberg, a former sergeant-major, became a major and regimental adjutant assigned to S-1 (personnel). Brainerd's mayor, Frank B. Johnson, a former sergeant of infantry, became major assigned to S-3 (plans and training). Axel Anderson, a former corporal, became a captain assigned to S-4 (regimental supply officer). For the captaincy of the local headquarters company, several of the above-mentioned men held the office before advancement to their present higher rank. The Reverend Edward G. Barrow, with rank of captain, is regimental chaplain. Brainerd may be proud of this further contribution to the war effort.

6.

In the World War II drives made for war loans, called United States bond sales, ten investment opportunities were offered in each of the eight campaigns to enable drawing forth available cash. Rates of interest and periods of redemption varied to suit different types of purchasers. Temporarily idle public monies were also given special attractive baits; consequently, the totals of subscribed funds ran very high. For example, the War Finance Committee of Minnesota credits Crow Wing County with a total purchase of \$10,180,367, but the popular "E" Bond sold only to \$4,989,896. The corresponding figures for Brainerd are \$3,744,945 and \$1,539,841, being respectively 36.9% and 30.9% of the grand total for the county. Per Capita "E" sales became on an average \$127.57. For Brainerd the sale of "E" bonds plus other special short-term investment certificates raised the total to \$2,190,541. In these years the per capita averages would be higher than the \$107.93 subscribed for World War I, at which time there was no choice about bonds and less money was available for investment.

7.

We come now to a different phase of World War II activity whereby Brainerd gained national recognition by outside agencies. It is another case of a small town makes good. In fact, this small town set the examples, and for many others it established the pace for certain wartime functions. The one pertained to industry; the other pertained to human beings. Both involved men, but in the latter case it was the "G. I." himself.

First came post-war planning. In January of 1943, President L. R. Hage of the Civic Association established a new committee for post-war planning. He appointed Carl Zapffe as chairman. After making various changes in the personnel, this committee of fourteen people met regularly once a week for thirteen weeks and in forum fashion discussed a multitude of subjects arising because of the war. The problems, peculiar and essential to Brainerd, related to providing employment when men and materials once again were available.

The price of membership on that committee was regular, faithful attendance. Much research study was put into that work. It was a new undertaking. Because industry analysis had a distinctly local aspect, outside help could not be utilized with any apparent advantage. There was a bit of assistance in the guidance because for over a year the chairman had been serving as one of twelve members comprising Rotary International's committee on post-war world problems and had studied affairs pertaining to war, such as the causes of war, its political implications, and economic and social maladjustments. At the international convention in St. Louis in May of 1943 he spoke on the subject of how a small town goes about the handling of post-war studies and then also instructed new incoming club officials. Post-war studies became an essential part of the future program of Rotary. It was developed into the form of a proclamation issued by the incoming president and was printed in both English and Spanish and sent to over 5,000 Rotary Clubs in all parts of the world.

Following this, the Brainerd committee developed a plan of community job survey and enlisted over 300 men to participate in about thirty-five separate discussion groups to ascertain the jobs to be done and the contemplated employment to be afforded. By April 1, 1944, this part of the investigation was completed. It was published serially in reduced form in the local newspaper, and in a more compact form it appeared as a booklet. About 1,000 copies were mailed to citizens, and about 400 were mailed to people in various cities in the United States. For many cities it became the pattern of similar work. Many wanted to learn how Brainerd had done its post-war survey job.

In September of 1942 Paul G. Hoffman, of West Bend, Indiana, Chairman of the Board of the Studebaker Corporation, prevailed on large industries to contribute to a fund to pay for the services of business research workers, guided by a group of trustees, to study post-war employment. The name selected for the group was Committee for Economic Development (C. E. D.). When in 1943 the time came for Rotary International to develop the plenary session programs for the week of the St. Louis Convention, this author proposed that Hoffman be invited to be a principal speaker and present an address.

The Committee for Economic Development was expanded to operate on a regional basis. Each federal reserve district was made a separate working area. The management of the Ninth District was assigned to

Harry Zinsmaster, the Master Bread baker of Duluth. Carl Zapffe was designated chairman for a local C. E. D. in Brainerd. Having in Brainerd a Post-War Planning Committee for the Civic Association and having completed much work, this group saw no need for others operating in a similar capacity. Consequently, the post-war committee assumed the functions of a C. E. D. By this affiliation the excellent research studies of the national workers were made available to the local committeemen. Brainerd did not adopt the pattern of making the business survey as suggested because it was not regarded suitable locally; and, furthermore, it would become unnecessarily costly. Developments about it, as seen today, lead to but one conclusion: and that is that in Brainerd everything was accomplished that could be practical, simple, adaptable, and economical.

The very favorable and early publicity achieved for Brainerd throughout the land by this study and survey can never be appraised. The value lay in the high regard outsiders held for the civic enterprise displayed by a big bulk of Brainerd citizens. That is the kind of thing that attracts new industries and new citizens to Brainerd.

8.

The war was moving along and soldiers were being sent home for discharge. The need for providing them with employment had become urgent. Most of these early returnees were medical dischargees and needed special attention. On June 22, 1944, Congress passed Public Law 346 nicknamed the G. I. Bill of Rights. The law delegated certain tasks to the United States Employment Service (U. S. E. S.); but as usual with such cases they must follow the letter of the law and do no more. Meanwhile, in confusion, the veterans chased from pillar to post, which does not help a distracted veteran nor society. But law is cold, inflexible. Some G. I.'s called the bill propaganda.

The War Department requested the Veterans Administration to ask the state governors to form a volunteer corps to fill that gap between cold law and warm hearts. Governor Edward Thye assembled a large group of civic workers to recommend something. They evolved a plan of forming a Veterans Advisory Committee (V. A. C.), which was to consist of volunteers who would give their time in counseling veterans about their rights, privileges, benefits, future employment and occupation. In September of 1944 the Governor of Minnesota appealed to all mayors to read the report of his committee and endeavor to form a local Veterans Advisory Committee. Mayor F. B. Johnson promptly requested the Brainerd C. E. D. to study the proposed plan and the laws enacted pertaining to veterans and advise him how to proceed with formation plans. After several weekly meetings of C. E. D. a plan suitable to Brainerd was achieved, and a recommendation was made about how to organize. In October the

mayor requested twenty-two different organizations to send two delegates apiece to a meeting to hear the report and to discuss the proposed plan and agree to help.

All this and what followed that meeting was published in detail in the local newspaper and was given wide circulation. It caused outsiders to come to Brainerd to learn more about it. After several more meetings in November, a V. A. C. executive committee of twelve people was formed with Mayor Johnson as Honorary Chairman. About 200 people because of their special talents were selected to fill suited posts on six sub-committees designed for advisory work with veterans. No local society was allowed to assert itself in a leading post. All was levelled off. Of course, that volunteer position any worker held was never to be enlarged by him into a superior post; and above all, no veteran had this volunteer assistance imposed upon him. It was his for the asking. Basic to all was that in his functioning the volunteer had to be personal, helpful, sympathetic, but not effusive. Men returning were to be given personal help, not merely a brass-band salute.

The publications about this V. A. C. received nation-wide circulation, first in December of 1944 and more in 1945. National societies began writing for information. Brainerd, they learned, had evolved an excellent plan; it had a costless system and a warm one. They wondered how a small town could accomplish such results. They had heard first of its fame as a post-war planner, and they reasoned that Brainerd had now developed another prize-winner. Well, here is what happened.

Throughout the land the Bill of Rights was not clicking, and in existing legally-created organizations the veterans were not being accorded the help they wanted and needed. In seeking remedies, the Brainerd situation was one of several that came to the attention of the War Department, the American Legion National Headquarters, and other such groups. An investigator was sent to Brainerd in July of 1945. At the same time the Crowell-Colliers Publishing Company, having through correspondence early in the year investigated the Brainerd set-up, ordered a feature writer to build a story around it. The company also sent a photographer. In its issue of December 1, 1945, *Collier's Weekly* contained the article entitled "Small Town Does Big Job." That was Brainerd.

In Brainerd alone the sale of that issue of *Collier's* ran to 500 copies. All over the United States people read, and then wrote letters about it. Outside newspapers wrote editorials about it. A few weeks later the Minneapolis Sunday *Tribune* sent a photographer to get a series of photographs and used two pages of its photograph section to show Brainerd's V. A. C. in action. It became the greatest piece of advertising Brainerd had ever received. It put emphasis on the business and professional men who delved into post-war business planning for jobs and trade; and it emphasized the man and woman who exhibit friendliness, helpfulness, warm-heartedness, and spiritual and humanistic service to one's fellowman. Brainerd people had measured up to those standards.

That is why Brainerd grows. Outsiders have been shown how Brainerd people work together in genuine accord for the common good. Brainerd has won the applause of the nation because of the heroic acts of its men at Bataan. Brainerd people have won recognition for their easy, pleasure-loving way of living, in the place which some people from afar are wont to call the sticks. Nevertheless, they do come here even if but to vacation and recuperate.

And so V. A. C. came to occupy much of the time and attention of Brainerd people in 1944 and 1945. It aided in developing employment opportunities and in advising men about jobs and school-work and farming. For V. A. C. the work previously done by the local C. E. D. is comparable to plowing the land before seeding.

9.

The local C. E. D. was next given a specific place in the V. A. C. program and plan. The idea was to propose plans for opportunities for work creating employment. After fourteen weekly noon sessions it concluded its investigation by enumerating suggestions. The report to V. A. C. was then transmitted in its entirety to the Civic Association for taking action. The report related what Brainerd needs to improve to gird itself for the economic growth that confronts it. It is a matter of city planning, especially in the way of zoning and building ordinances. These would take into account improving the fronts of city blocks, developing the parks and recreational facilities, paving streets and building sidewalks, evolving an exclusive residential district as well as a business district. Thus all changes would be arranged in accordance with future development based on the natural advantages offered by the terrain.

This met with general acceptance and enthusiasm. The Civic Association instructed its manager to invite a prominent and experienced planning engineer to visit Brainerd and review those possibilities. S. R. DeBoer, City Planner and Landscape Architect, Consultant on the State Planning Board for Utah, Wyoming, and New Mexico, for the U. S. Department of Agriculture, and the designer for Colorado cities was selected. After a three-day visit early in 1945 for viewing the factors that govern the local situation, he reported his views verbally at a special dinner meeting. His subsequent written proposal was discussed separately with many local organizations and after they had given their approval of the idea, the Common Council authorized the Water & Light Board to engage DeBoer at the cost of \$6,800. Again the utilities department came to the aid of the people and enabled Brainerd's getting this expert assistance.

That work was to begin soon after January 1, 1946, and the report is expected to be submitted before the year ends. Maps and sketches and typed forms will be included as exhibits. Mr. DeBoer commented most favorably on the results obtained previously by the Civic Association's

Post-War Planning Committee. Once again Brainerd was complimented, this time by a man with a national reputation in engineering and architectural designing.

In attaining the final action, the Trades & Labor Assembly, various Parent-Teacher Associations, the Park Board, the Water & Light Board, and the Common Council jointly worked out the steps thus illustrating the unity of action achieved in these later years of Brainerd's community history. Such invisible and intangible qualities are the things that make the Brainerd of today grow fast. It is difficult for many people to grasp what it is that makes a town grow. They see only gross material things like the silver dollar in hand or the concrete of the road.

People may point with great joy to that day in January of 1943 when President Hage appointed a Post-War Planning Committee. In three years that step enabled the citizens to accomplish so very much for Brainerd.

10.

The events of the five years about which we are writing are influenced by the war period and especially by social adjustments and welfare work. More need be said about that.

Following World War I two organizations came into existence; namely, American Legion and Veterans of Foreign Wars. In Brainerd a post was formed for each one. In course of time each post named one of its membership to serve as its Service Officer. He was to serve voluntarily in helping any veteran prepare applications for benefits, such as compensations, relief, welfare, and hospitalization, and file them with the Veterans Administration for execution. With World War II in full swing, these volunteer Service Officers became exceptionally busy, but kept on faithfully with their tasks. The local chapter of the American Red Cross assisted with a similar volunteer worker, Louis Hohman, during World War II and is continuing this service. Shortly after the G. I. Bill of Rights was enacted, the local V. A. C. was formed to provide those three officers with whatever assistance they might request.

However, the increase in numbers of returning service men prompted the state units of the American Legion and the Veterans of Foreign Wars to urge the legislature to enact a law in April, 1945, which authorized the Board of County Commissioners to employ a County Service Officer, pay him a salary, and provide office space and assistance. In July of 1945 the officer was hired and started to work in a place provided in the court house. He now fulfills that part of the work which has been falling so heavily on volunteers. This additional service is a big gain for the entire vicinity.

About one hundred years ago originated the idea of a United States Employment Service as a government function in a federal department. We will speak here, not of its many vicissitudes, or of the amendments and the executive orders pertaining to it, but rather of its relationship with

the Wagner-Peyser Act, the way in which it is best known. Its basic purpose was to create a nation-wide system of public employment offices which would provide men with jobs; it would not create jobs.

In combination with state affiliation of supplementary employment services a United States Employment Service office was opened in Brainerd in November of 1933. It also housed the Minnesota Division of Unemployment and Compensation. That was a depression period. The agency was to serve both Crow Wing and Aitkin Counties. Its present offices are in the Lakeland Building on South Eighth Street which was originally erected in 1912-13 for Brainerd Model Laundry Company. It did yeoman's service, enlisting and providing laborers and artisans for the many defense plants erected during World War II by the federal government. Crow Wing and Aitkin Counties became a highly prized labor market, and Brainerd alone supplied a goodly number.

In 1937 the state handled the task alone, but on January 1, 1941, the federal government took over the office and same has been known since then as United States Employment Service. In the first instance employment requirements were fulfilled for the Civil Works Administration (CWA). The Works Progress Administration (WPA) was a relief program paid for entirely by the federal government. The Public Works Administration (WPA) was a building program in which the federal government supplied forty-five percent of the cost and the local group, whether city, county, or state, supplied fifty-five percent of the cost. It was under this latter plan that Brainerd built its four grade schools, the armory, the interceptor sewer, and the sewage disposal plant, the storm sewers, many miles of sanitary sewer, street curbing, and several other things. This alone is evidence of the large expansion that occurred in municipal facilities during the past ten years.

Came the G. I. Bill of Rights, June 22, 1944, which led to creating a Veterans Placement Service Board. It outlines what the Veterans employment service of U.S.E.S. must do. These policies are carried out by a new official known as Veterans Employment Representative (V.E.R.) who is a member of the U.S.E.S. staff. Immediately one was appointed to the Brainerd office. His main duty is to get veterans placed in jobs, but he performs as a Service Officer. Brainerd thereupon became much more important as a veterans' service station.

A Farm Security Administration district agency for Crow Wing and Aitkin Counties was established in Brainerd in July of 1941 with offices in the Northern Pacific Depot building. The agent counsels men who want to go into farming and desire federal loans under the Jones-Bankhead Act. He necessarily functions also as to veterans desiring aid and counsel about farming as an industry, and those who under the G. I. Bill of Rights desire or qualify for farm loans.

In December of 1945 the federal Veterans Administration put a Field Representative in the Brainerd office of U.S.E.S. to assist in giving service

to veterans, and primarily to help reduce time between filing applications and receiving approval. Brainerd was selected as one of few cities in the state for such an excellent volunteer service for veterans. Thus, it would prove a testing place for ascertaining what else could be done to expedite all services and to enable giving veterans still greater satisfaction. The volunteer service was gradually and quickly becoming a less busy agency because paid workers were taking over, quite as it should be.

Let it be here recorded that Brainerd volunteers always responded promptly and cheerfully did their part. Brainerd people fulfilled all requirements in the sale of bonds, the collection of scrap paper, scrap tin, and used clothing, and in making surgical dressings. There was no failure in any branch of civilian effort requested. No undue or prolonged prodding had to be used. The idea of volunteer service and cooperative effort was so deeply ingrained in the people that there was no need for applying hypodermics to bring about action when action was wanted.

It was such works that took up most of the time in the period of 1940 to 1946.

11.

In 1934 the federal Collector of Internal Revenue for Minnesota established several minor zones in the state to aid people in learning more about the various revenue acts, which were becoming more complicated and requiring closer supervision over prospective payers. Brainerd was designated as an office point for Crow Wing, Aitkin, and Cass Counties, and the Common Council cooperated by making available an office in the City Hall. The federal collector revised his plan and on January 1, 1943, established a major zone for the Brainerd office alone, now serving nine counties and staffed with a major zone deputy collector and four office assistants.

Another federal department was established in Brainerd in September, 1943, which is in a sense unique and one of which very few people are aware. It is an outlier or field division office of the United States Department of Commerce, Bureau of Census. This office, with quarters in the Northern Pacific Depot building, is linked with the regional office in Kansas City, Missouri. Its work consists of taking sample counts, for instance, like that of peoples' employment, needs and productions, as a part of a nation's continuous effort at the collection of federal data. It is the only office of this kind in the state. Crow Wing County was selected because its labor statistics afford typical average results for sixty-three similar counties in the United States. These labor surveys are made monthly. Occasionally certain surveys are made in other parts of the state by this office. The counts so taken become a factor of an areal appraisal or compilation. It means for our purpose that there is in and around Brainerd a certain natural, fixed, human resource that is funda-

mental and of value in big equations. One good bit of evidence as to the substantial character of the foundation of industrial development is the growth made in the decade of worst national depression, and then again even more noticeable in World War II, at the conclusion of which there were no apparent losses in local industry.

12.

In the conduct and operation of its municipally-owned public utilities, Brainerd has long held a very high place among cities of its class in this state. A few statistics about its investment are here mentioned. They are sufficient to indicate what an important place these utilities have in the industrial life of the city. The figures are taken from the Secretary's report of December 31, 1945, and represent values after depreciation is deducted each month.

<i>Units</i>	<i>Valuation</i>
Water System	\$ 606,121.25
Electric Distribution System	331,663.31
Sewage Disposal Plant	454,877.11
Real Estate	51,784.18
TOTAL	\$1,444,445.85
Total Capital Assets	\$1,816,878.32
Total Surplus	\$1,534,599.29
Surplus Per Capita	\$ 127.03
Outstanding Bonds:	
Water System	\$ 135,000.00
Sewage Plant	127,500.00
TOTAL	\$ 262,500.00

Money is already laid aside to pay in 1949 all outstanding water bonds plus accrued interest. The only other outstanding bonds the city has are \$20,000 general obligation bonds to the state, \$20,000 storm-sewer bonds, and \$253,000 (on January 1, 1946) of school district bonds. This is an exceptionally healthy financial record for a city. The county we have said hereinbefore has no bonded indebtedness.

13.

Brainerd is deserving of a very high rating in the matter of its banking institutions. The United States Treasury Department, Comptroller of Currency Department, supplied the information that near the close of 1945 there were 185 national banks in the state, and that thirty-three

have resources of over \$6,000,000. It is to be noted that one of these is The First National Bank of Brainerd, with \$6,120,739.72 as of December 31, 1945.

A similar comparison is possible from information supplied by the Commissioner of Banks, Department of Commerce, State of Minnesota. As of September 29, 1945, the state has 439 state banks, savings banks, and trust companies. Of that total only eight had resources of \$6,000,000 or more. Here it is to be noted that The Citizens State Bank of Brainerd has total resources of \$5,846,362.88 as of December 31, 1945, which almost puts it into the charmed circle.

14.

Before proceeding to a review of the private construction work in this half-decade, we shall speak briefly about what the Common Council may have been doing. It must not be overlooked that during nearly all of these years the war caused men and material to be off the market, and the admonition to individuals ever was not to spend money. Consequently, in each of 1942 and 1943, for instance, the total of building permits issued by the city engineer totalled only \$30,000 whereas in 1945 it jumped to \$300,000.

When PWA quit in 1942, the city had in 1940 and 1941 already completed its sewage disposal plant, storm sewer, about ten miles of new sanitary sewers, and about fifty blocks of tarvia street pavement. Since then the council's work has been only routine, such as acting on bills, pay-rolls, licenses, permits, and departmental reports.

The council has shown increasing interest in the Minnesota League of Municipalities and has been sending employees and officials to district meetings and its instructional courses at the University Continuation Center in Minneapolis. Arrangements are in progress to have the annual convention of the League in Brainerd this summer (1946). The League was here last on June 13, 14, and 15, 1928.

A very important contract that the council concluded was the one negotiated and recommended by the Water & Light Board for electric energy purchasable during the next ten years from October 1, 1945, from Minnesota Power & Light Company. The average cost to the city is now 1.05 cents per kilowatt at the switchboard and may become less during the year as load factors improve. This enables serving industrial plants at a favorable rate at point of consumption.

The Park Board, aided by the council in the form of special allowances, which were made possible by using the earnings from utilities, dressed up Gregory and Lum Parks. It has been making them increasingly pretty and at the same time of greater utilitarian value. It has also provided a municipal skating rink each winter in the ravine area.

The Water and Light Board has held back all its extension work and

may soon launch a large building program of expansion. In these war years it has never relaxed on keeping the well supply at a high point, and it actually built and equipped one new well to replace an old one, thereby increasing its reserve of water supply at the source.

The once important, and possibly notable, Minnesota & International Railway Company was voluntarily dissolved November 12, 1942, and thus what was once a bustling activity became but history. All had gone into possession of the Northern Pacific Railway Company.

15.

An activity pertinent to World War II and Brainerd especially is the Bataan Memorial Association. The relatives of the men who helped defend Bataan united for providing relief to their heroic men then prisoners of war and undertook to sound out sentiment about a suitable memorial. The more articulate of the group expressed themselves in favor of a recreation building. At this writing nothing much has been accomplished, the project being exceptionally large and requiring the participation of all segments of society. In Brainerd as a whole much has been said about needing a recreation building. It will be costly to build and to maintain, but can be made partly self-supporting.

For a less venturesome activity the city acting as a whole could well afford to establish a new public library as a memorial. A library has the advantage that it is already provided for by charter and taxation. One need only expand on this. The present library has now 17,000 volumes, which is a credit to Brainerd, but is too large a stock of books for so small a building. The ever increasing demand for superior books is so high, particularly during the vacation season when summer visitors abound, that a larger and more commodious building should be provided. It is bound to come some day; but it would be a marvelous memorial of high intellectual value.

Time and again the now abandoned Y. M. C. A. building has been doomed to be closed. In this period it was finally closed. The management remained intact and in January of 1946 decided to attempt by a community solicitation to effect a restoration of some sort of recreational facilities in conformance with that special organization's requirement. One may marvel at the courage and determination of these men in a time when all the local difficulties seem numerous. But courage to fight the odds has always been the characteristic of Brainerd people.

POST-WAR PLANNING AND CONSTRUCTION

1940 to 1945 Inclusive

1.

Part IX deals with business enterprise that developed almost entirely in the six years described in PART VIII. Because they reflect so noticeably the change from the past and because they foreshadow so uniquely the pattern of the future, they are given a separate place in this volume. They are really the climax of this history.

The material here presented is a highly condensed review of articles that the post-war committee prepared for several publications. The first of these entitled "Brainerd Post-War Employment Survey" appeared serially early in 1944 in *The Brainerd Daily Dispatch*. A booklet entitled "Brainerd, Minnesota, Workpile and Post-War Planning Survey" was issued by the Civic Association in April of 1944. An article entitled "C.E.D. Committee Reports on Employment Opportunities" appeared in *The Brainerd Journal Press*, June 1, 1945. Last, a booklet entitled "Brainerd, Minnesota, Post-War Planning and Construction" was published by the Civic Association November 2, 1945. All were written by this author. Excepting for the first two, they are not repetitious. The Post-War Planning Committee from the start detected a most profound change occurring in Brainerd and in those publications it disclosed the new industrial developments that would arise and the stability of local conditions that would encourage new business ventures.

The suggestions contained in those publications and the receptions given them have created many demands for new facilities in Brainerd and have also caused some business men to drastically alter their establishments. Never in the history of Brainerd has that thread-bare slogan of "More New Industries" and the thousands of dollars Brainerd people have thrown in the pool for its promotion brought to this city the volume of new business enterprises that those post-war studies and those little pamphlets have accomplished. Those publications have brought a challenge to Brainerd, and to meet it the Civic Association has gathered new strength to meet the test. Thus far it has done well. All people of Brainerd should support this agency and help it carry on to enable the decade of the '40s to reap the fine harvest this newly sown land is producing.

2.

We have read much about forest, timber, lumber, railroads, mineral, farming, recreation, and distribution; but nothing has been said about furs and pelts, either trapped animals or farm-raised fur-bearers. Not until the post-war survey got under way had anyone undertaken to determine what furs had to offer by way of employment, or what the size of this industry signified.

Crow Wing County is a fur-producing area of tremendous value. The climate, the sandy soil, and the waters are most favorable, and the supply of natural food is plentiful. The variety of wild fur-bearing animals is exceptional. There are weasel, muskrat, skunk, racoon, mink, wild fox, and wolf. Wolf and wild fox bring large bounties in addition to the unit market price of a pelt. Most pelts are sold to Brainerd buyers, but a few are sent direct to Seattle, Denver, Duluth, and New York, the big fur centers.

In this county are fifteen ranches raising fox and mink. The fur trader depends more and more on farms to supply the desired varieties. Local fur dealers do a large business; for example, in 1943 they handled about \$330,000 of wild furs to which may be added about \$250,000 of ranch furs sold direct to produce a total of \$580,000 as a gross business in this one area. Under present prices and the increased demand for silver fox and mink garments, this total may now be near \$750,000 gross! That is indicative of the future growth if this industry were developed intensively. Ours is a producing county.

These facts show that the fur business has become of such proportion that in order to feed ranch animals more slaughter-house and cold-storage facilities are now needed. Obviously, it broadens the field of business opportunities.

3.

The war brought to Brainerd in 1942 one defense plant which will undoubtedly remain a live industry once the government relinquishes its claim. It is Land O'Lakes Dairy Company's milk dehydrating plant. This company collects skimmed milk and converts the liquid to a dry solid. It uses nine milk-tank trucks that collect this raw product daily from the countryside creameries. One truck carries 1675 gallons. Every other day one load of buttermilk is gathered. The plant has a capacity of 300,000 lbs. of wet milk per day of twenty-four hours, and it works seven days a week. That capacity results in 24,000 lbs. of dry milk which in turn makes twelve tons of dehydrated milk ever day, or 43,800 barrels per year. To do this work requires not less than thirty-two men and in peak periods up to forty-five.

An interesting sidelight about the field of operations is that the country-

side is seeing more small creameries erected; this means that more skimmed milk becomes available, and the area of collection may profitably decrease. The company collects from Friedheim, Milaca, Rice, Aitkin, Pequot, Pine River, and Brainerd and then interchanges with dehydrating plants in Sebeka, Perham, Mora, Sandstone, and Alexandria depending entirely on the need at any certain time. It shows how this one industry helps to enlarge Brainerd's trade territory.

As with every war plant, this one, too, has raised many a query as to what will happen after the war. The intention of the Land O'Lakes Dairy Company in regard to this plant was clearly stated when built. The war is over, but this is still a war plant; nevertheless, the plant capacity is even now being increased to expand the business immediately when the government withdraws. Many products besides milk will then be dehydrated.

Another uncommon industry that started in 1945 is an optical lense grinding establishment. It is in the old Sleeper Block on Front Street. It is one of fourteen establishments owned by N. P. Benson Optical Company of Minneapolis. The latter and one in Duluth are the only ones in the state north of Minneapolis and are its nearest plants. The one in Brainerd will grind lenses for oculists and optometrists in this part of the state. When fully equipped it will employ thirty people. There are six practitioners in Brainerd who fit glasses. The long established record of Brainerd being a select medical center is asserting itself.

Several statements have occurred about the significance to Brainerd of the vacation industry. It has caused a change in living at the lake and has modernized the homes. It emphasizes the sport of fishing. For the big fish that get away it has required the replacement of a large amount of tackle and has necessarily increased the number of cushions that are needed to sit on while the big fellow makes up his mind whose hook he likes best. To meet all such needs a large sports shop was opened by D. R. Madison in 1945; at the same time it made tenantable a store building erected in 1887 which had seen better days.

The constant repetition in the post-war survey publications about the very positive need in Brainerd for poultry feed lines, hatcheries, and dressing stations and for increased egg, poultry and seed marketing facilities have brought a response. Several units were started in 1944, and The Brainerd Hatchery in 1945, and others have been enlarged. Preparations are in process for a very large expansion of the plant of General Mills, Inc., supposed to be a building about 125 x 180 feet scheduled for erection on the old freight depot grounds east of the water tower. A person can safely approximate an investment for this of about \$150,000.

Brainerd has become a center for wholesale distribution of petroleum products, beers and bottled gaseous fuel. Virtually every well-known producer of these products has an agency here.

Many small tire recapping plants experienced so big an increase in business that the owners had to build large shops. They get much of their busi-

ness from the heavy truck haulage of iron ore in the Cuyuna Iron Ore District. All the pit mines are now operated with trucks. During the war years this district shipped over 3,000,000 tons annually and required trucks rolling all the time. Iron mining is as firmly established an industry at Brainerd's door as anything can be.

The unoccupied northerly part of the Northern Pacific right of way east of the Washington Avenue Bridge and between First and Fourth Streets will in 1946 become fully occupied with new industrial plants. Among the occupants are the following: The Texaco Company and the Tee-Pee Oil Company (Shell Brand) will erect stations suited to their respective products. The bonded warehouse which the post-war survey urged be built will be met by the local firm of Fitzsimmons & Sons.

Plans have been made by the Brainerd company for erecting a new Coca Cola bottling plant and warehouse equipped with the latest machinery costing \$150,000. This will be a distributing plant for a very large area in central Minnesota reaching far beyond what is commonly regarded the Brainerd trade area. On property west of the Washington Avenue Bridge, Park Region Bakery, Inc., is arranging for the erection of a large structure having the latest baking equipment. Thus, both thirst and hunger will be better appeased with Brainerd products.

In the retail line, O'Brien Mercantile Company, Inc., and its affiliates, which is a 100% home-owned institution originated in the '80s, is making preparations for improved as well as increased services. Some of its firm members have procured a federal license to establish a radio broadcasting station in Brainerd tentatively named KLIZ, meaning "K" plus "Elizabeth" to commemorate a wife's name.

4.

Among the urgent needs indicated by the survey was a home for the indigent. It was emphasized that we require a modern institution, and it was hoped that the county would embark on this social service in a large way. The several small homes in the city used thus as a private enterprise were declared a hazard. The suggestion was effective to the extent that in 1945 a small attractive, privately-operated home was erected on South 8th Street especially designed for such occupancies.

Another suggestion made by the committee was that steps be taken by the city to procure larger and more modern hospital facilities. This resulted in combined action by the Trades & Labor Assembly, the Common Council, the Civic Association, and the Board of County Commissioners. Through their delegates the principal officials of the St. Joseph's Hospital were informed of the desire, which was the erection of a new building. It was admitted that the war would prevent this for the present, but the request was acceded to and building plans were made and have since been approved by the above-named committeemen. It is now part of the post-

war building plan in Brainerd. It will add a new hospital and involve an expenditure of about \$600,000. That will be a long, long stride from Dr. Camp's original Lumbermen's Hospital of the early '90s on that same site.

The post-war committee foresaw early in 1943 a coming problem of helping returned soldiers. The exact steps were not clear. Not even a national G. I. Bill of Rights was then in incubation. Nevertheless, it was proposed that the local post of the American Legion consider establishing a hall in a readily accessible place and giving the boys a temporary lounging facility. It was not long afterward when the post purchased an abandoned movie theatre on Front Street near South 8th and rebuilt it into a very commodious Legion Hall. Shortly afterward the Veterans of Foreign Wars did a somewhat similar thing with a building a few doors east. It may be said that at one stroke and in a few months of 1944 activity was restored to a half-block which had long been unattractive. It was an adventure both in responsibility and in finance which the new Brainerd encouraged.

5.

Once more occurs the airport subject. The modest beginning by Henry Rosko in 1920 led to the Common Council's expanding the accommodations on that field in the '30s, but it could not expand the size to meet the rapidly growing demands the aviation industry was causing municipalities to consider. This led to leaving the Rosko field at the end of 1944 and undertaking development of a new acreage two miles east of the city. As it was a large area outside the city, the assistance of the Board of County Commissioners was solicited as a joint enterprise. In 1945 the city acquired title to about 900 acres on Trunk Highway Number 210 and contributed to the cost of the topographic survey made by consulting engineers for the State Civil Aeronautics Administration. A large field was mapped, and sketches were made for any one of Class 1, 2, 3, or 4 ports.

This was a big project. Brainerd and Crow Wing County were to be made points on a nation-wide secondary system of air lines. Such a connection with the outside world would bring countless benefits to the county because of the availability of this facility to all private owners of planes who desired to come to this part of the state to vacation. It would be advisable if the County Commissioners would reflect on what their predecessors ventured to do fifty-four years ago when they bonded the county for \$100,000 to help bring new rail transportation into Brainerd. The people of the county voted overwhelmingly for it. They recognized that this would lead to a rail connection with Canada. Today the board could effect a connection for Crow Wing County with all of Canada and all of the United States if it would join Brainerd in this airport enterprise. This neglect by that board prevents the county from participating, and the airport is today like an abandoned undertaking.

6.

The earliest pages of this volume may indicate that there was little else about Brainerd except the building of a railroad through the pines that bordered Old Man River. The successive removals of the main office, the original car shops, the divisional operating point, then the discontinuance first of the Brainerd & Northern Minnesota Railway Company and finally its successor, Minnesota & International Railway Company, may now appear as if the railroad industry had abandoned its child.

The net result of all that transpired is, on the contrary, on the gain and profit side of the ledger of the transportation industry. Take note that in 1907, under the presidency of Howard Elliott, the Northern Pacific Railway Company erected at the west side of Brainerd the larger of its two timber preserving plants. In 1944-45, under the presidency of Charles E. Denney, it increased these facilities by adding a tie-handling unit costing \$100,000. At the same time, at the company's power plant in the shop grounds on the east side of Brainerd, additions in equipment were being added costing \$150,000. The greatest of all, and what probably cannot be matched by any other city of equal size in the nation, is the addition to the shops started in 1944 of a separate building designed of steel and brick for making steel freight cars. It is 916 feet long, one of the biggest of its kind in the United States and is still only an addition to existing facilities. It will give employment to 500 people, and it entails the stupendous investment-cost of \$1,500,000. It is the greatest boost the company has given Brainerd since the shops were built in 1881-1883. Nevertheless, some people ask, "Is Brainerd really growing?"

Bus transportation grew up like a Topsy. The Greyhound Interstate Bus Company had been using a small local cafe for its depot. Brainerd, at the geographical center of the state, was at the East-West and North-South trunk-line crossroads, which made it a transfer point of note. It was at the gateway to the Paul Bunyan vacationland and the "10,000 Lakes" resort area. When the war caused increase and congestion of bus travel, the cafe-bus depot became inadequate.

The situation righted itself in 1945. In September of that year the Greyhound Company opened a new and exclusive depot. It is a very pretty building, modernistic in design, and can load and unload under cover. It is commodious and is equipped with its own cafeteria service. For grounds and building only, it represents a total investment of over \$45,000. Not of the least value about it to Brainerd is the fact that this building replaces the old fire-trap Gardner Block erected in 1891. It adds attraction to the self-developing Civic Center in that part of Brainerd where once was the first Catholic Church, the City Jail, the famous Leland House, the Commercial Hotel, the Douglas House, the Variety Theatre, the Number 1 Saloon, the hay market with its horse trough, city well and flimsy hand pump.

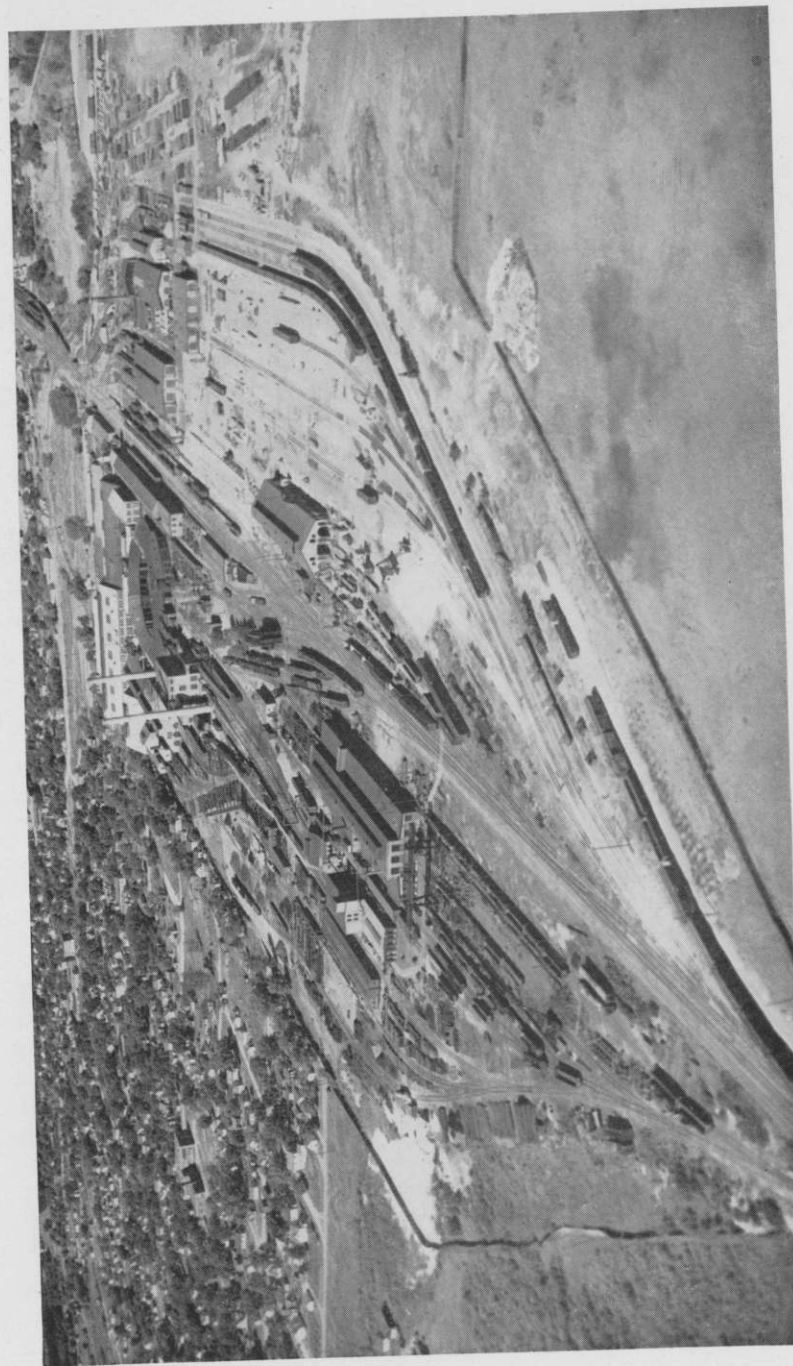


Photo by William F. McCollough, Brainerd
Aerial view, looking westward and down upon the Northern Pacific Railway Company locomotive and car shops. Cleared space to right of center is the site of the new \$1,500,000 car shop.

7.

The previous subject of transportation invites comments appropos to improvements in highways. What is about to be related must be confined, on account of the war, to the blueprint stage. Everything has been designed, specified, and estimated, awaiting only the word "GO!" Nobody knows when that order will be issued. At one time all was set to get under way. The starting of World War II stopped all of it.

A notable case is that of State Trunk Highway No. 371, better known as the Gull Lake Road. It passes through Brainerd's very best lake area and travel on it is extremely heavy. It was planned to make this a four-lane cement highway and take out the many sharp curves that remained of the former Leech Lake Trail of the St. Colomba Mission and Chief Hole-in-the-Day times. All was surveyed and right-of-way was purchased for the first twenty miles out of Brainerd when Pearl Harbor came upon us.

State Aid Highway Number 3 goes north and eastward from Brainerd into the wilder Cross Lake and Emily region. At the edge of Brainerd it crosses the Mississippi River on a long wooden bridge, formerly used by the Brainerd and Northern Minnesota Railway line to feed the Brainerd Lumber Company in the '90s. Since 1942 city, county, state, and federal governments have been cooperating to get a substantial steel-concrete bridge built to replace this wooden wagon bridge. It is a very urgent need. Federal legislation was enacted authorizing the erection of the bridge, and the state has made all the necessary plans to do the work. The cost will be about \$250,000. The city has decided as its part to improve Mill Avenue and build one mile to connect with the Duluth-Fargo Highway Number 210. These blueprints are almost dropping out of the pigeon hole. Evidence is at hand that the Board of County Commissioners is not facilitating this improvement.

8.

More by way of planned building is indicated in the purchase by The Northwestern Bell Telephone Company of a quarter-block, the southwest corner at South 7th and Maple Streets, on which will be erected one of three planned major toll stations in Minnesota. It was to cost \$350,000, have all the latest type of mechanical telephone devices, and serve this northwest area. It is a greatly needed extension for the company and erection was to be expedited. Then the war came. So did the army. It took all the available telephone equipment for its use. Now, because of the development of many new devices for war purposes, this building program has been advanced three to five years, and the prints go back into the pigeon hole. It remains a sure thing, and the postponement may be an advantage from the standpoint of employment.

To attest to the growing appreciation by state-wide leaders of the in-

dustrial advantages and opportunities Brainerd and its surrounding area afford, we point to the fact that the state decided in 1944 to establish here a Veterans Medical Bureau. Its quarters are to accommodate thirty full-time employees, mostly professional, who will attend to medical services to be given to veterans in this part of the state. The building quarters selected will be reconstructed to provide the accommodations.

As the Brainerd of the '70s and the '80s was closely related to railroad-ing, so the Brainerd of the '30s and '40s is connected with vacationing. To mention Brainerd in the '30s, called to mind Breezy Point. This resort on Pelican Lake, twenty miles north of Brainerd, was built by the colorful Captain W. H. "Billy" Fawcett. The lodge and the grounds have been variously estimated to have required an expenditure of over one million dollars. To operate fully requires between 100 and 125 people, a number that conveys a good idea about the size of that resort. For size and facilities, there is nothing like it in the state. It was a rendezvous for celebrities in the film industry. First the death of Fawcett and then the coming of the war closed the place and it was stripped of much of its glamour.

Brainerd without Breezy Point is not the same. Late in 1945 T. A. Holmes, of Brainerd, the distributor of Coca Cola, purchased the place and will have it ready for use and occupancy in 1946. Once more Brainerd takes its place as the capital of one of the nation's fine playground areas. Where once it was the timber that brought wealth to Brainerd, it is now the water that does it. Are there still people in Brainerd who measure progress of a city by the number of logs that are cut annually?

9.

It would be a serious error were one to neglect commenting about that complementary activity without which vacationing at the "10,000 Lakes" in Minnesota would end rapidly. Everybody wants to catch fish. Big fish eat the little fish. Big fish can be hoped for only if there are enough little fish. Many little fish cannot survive if there are too many predatory fish of the kind people do not relish as food. The preservation of fish and the propagation of fish-life go hand in hand with the sport of fishing. Unless these several things are carried on simultaneously, this sportsman's paradise around Brainerd would soon be like the denuded forest land.

Now there is an effort to create a land-use policy, and though it would dispossess certain farmers, it operates primarily as forest improvement. In this county agriculture, forestry, recreation, fish, and game are closely allied and interdependent even though each of these has its special independent problems. The protection of second growth timber is essential because it adds to scenic beauty, maintains water levels, and provides wild-life habitats, in addition to constituting a wood resource for industrial purposes.

The local sportsman groups, sometimes led by the Civic Association or

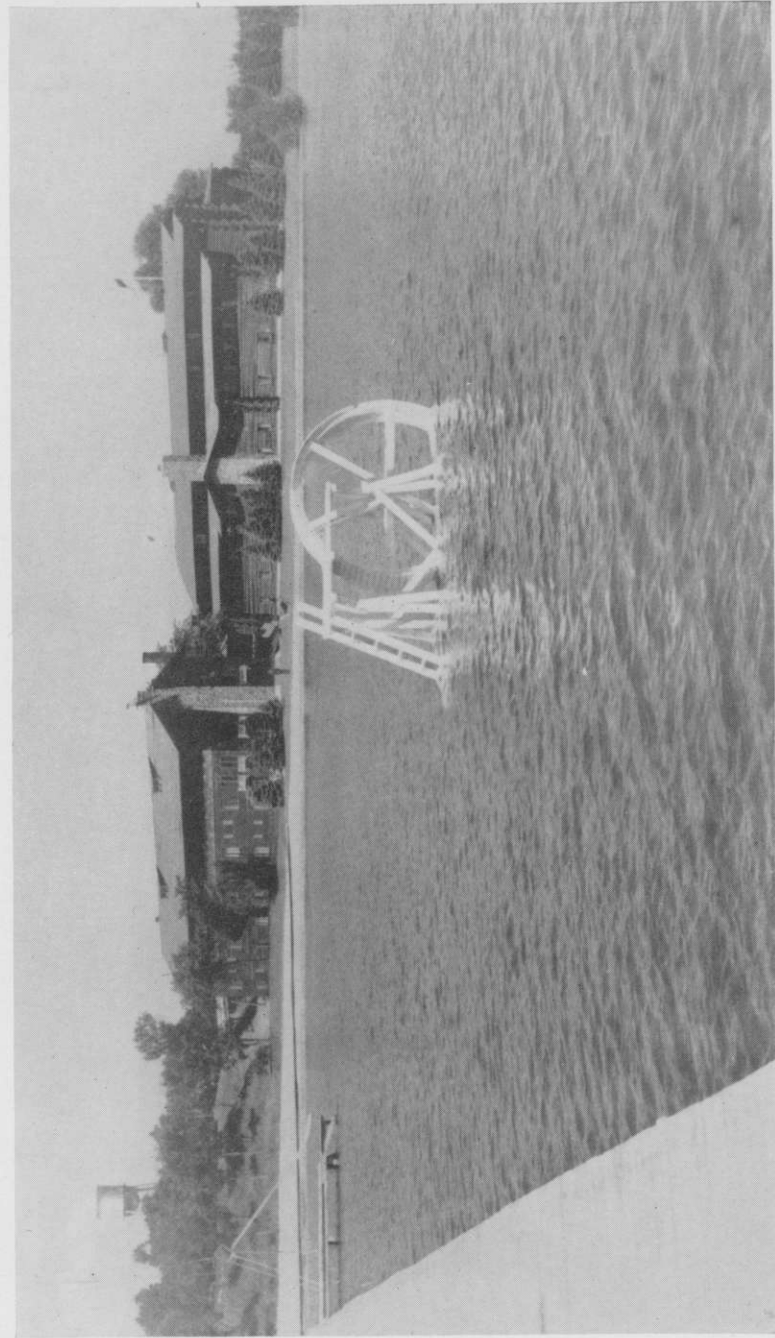


Photo by T. A. Holmes, Brainerd
Looking northwest toward Breezy Point Lodge, on the west shore of Pelican Lake, Crow Wing County.

Tourist Boosters Association, work diligently with state bureaus and departments to accomplish desired better results. Every now and then it becomes necessary to make a fight for the maintenance of lake levels at the proper elevation required for fish life. At another time it is a fight to help remove certain locally undesirable fish, like bullheads, carp, dogfish, eel-pout. Again, it is to help restock lakes best suited for fish-life, some for pike, some for bass, some for crappies.

Rearing ponds have become an essential part of the fish propagation business. Crow Wing County has had only one such pond owned by the state. It is at Garrison, near Mille Lacs Lake. In December of 1945, the supervisor of fish propagation informed Brainerd resort owners that his division is proposing to establish two more state-owned and operated wall-eyed pike rearing ponds in the county. Private rearing ponds can be established, but to do so will require the approval of the State Conservation Department.

Of greatest interest is the fact that the department has decided that as quickly as a suitable site can be found it will construct a fish and game propagation survey and supervision station in Brainerd. It will cost about \$20,000 and will be staffed by about eight men supervised by a biologist. That indicates that effective work can be expected and that greater refinements are being introduced which will perpetuate the inevitable stories about "the-big-one-that-got-away."

After all, fish attract vacationists to Brainerd's recreation land. And that is also part of Brainerd's post-war construction program, helping to enlarge and improve this certain business enterprise. It links city and countryside. This region is a grand place in which to live.

EPILOGUE

The characteristics which make a town worth living in are not its streets, its parks, its buildings, its shops, and its settings by nature, but the friendships and personal associations. Most important in life are the inner and the intangible, not the outer and the material things. To the reader it may seem that the few pages comprising Part IX emphasize only material things. In a measure that is correct. Part IX was intended to review some of the aspects of the major construction work started since 1940, which emphasizes the confidence that people of business place in the desirability of Brainerd as a commercial site.

We have now recorded all the main facts. We have presented them as authentic records disclose them, not as somebody might have wished them to be. What happens from now on depends on what kind of people the Brainerd of today will attract.

DIGEST AND RECAPITULATION

1.

The natural resources that predetermine the career of a community divide first into two groups, those above ground or on surface and those below the ground or sub-surface.

In the case of Brainerd the first group or "on surface" includes the forest, the bodies of water, and life that is indigenous to both forest and water. The second group or "below surface" includes the softer upper part and the harder lower part.

The main derivatives from the forest are trees used for making lumber and paper pulp. Among the living things of importance are the fur-bearing animals, the land game, and the water fowl for meat. The bodies of water afford modes of transportation; they are the hunting grounds for fishermen and the paradise for vacationists; they provide sites for development of power, especially the conversion to electric energy.

As to the sub-surface group, the sand and gravel are the essentials for making concrete pavements, buildings, and a multitude of structural devices. Good gravel beds at the proper elevation also comprise excellent reservoirs of clean underground water supplies. Clay beds are the thing from which bricks are made. Marl is a soil conditioner for the farmer. At greater depth and in the hard crust of the earth is iron ore and the manganiferous variety of iron ore.

Looking at these attributes from the standpoint of industries, we have—using the broader and more inclusive terms—logging, mining, farming, manufacturing, transportation, and vacationing. There are the rural and the urban fields of activities. Major industries are also the public utilities, the various industrial plants of larger size, and the areal distribution businesses; certain outstanding professional groups are distinctive; and back of all of them is the social environment and civic spirit. These may next be reviewed in detail.

2.

LOGGING. Logging gave the city its abundant life up to the turn of the century. All that is gone. The river is no longer used for floating logs; the booms are out, and the rebuilt dams do not contain sluice-ways for logs. The old type of sawmill is gone. The mills now are but a part of a faint shadow of those other days. Some second-growth saw-logs are hauled by truck and sawed into lumber. Occasionally a cut yields mining timber

for the Cuyuna mines. Trees of smaller size are cut for use as pulpwood, and still smaller spruce trees are each fall shipped by the hundreds of thousands to serve as Christmas trees. Never again will the logging and lumber industries be large scale supporting industries.

MINING. When logging went out, mining iron ore came in, although there is no genetic relation whatever in this sequence of events. Logging was good for thirty years at the outside. Iron ore has been shipped now for each of thirty-five years and has become bigger successively by decades. The county still has an estimated unmined reserve good for as many more years, and the total life will undoubtedly be extended. The district is distinctive because it has the largest reserve of explored manganiferous ore in the United States. The iron ore south and east of Brainerd and that within the city has not yet been mined. That will be something for the young generation to enjoy.

It seems almost needless to say anything about sand and gravel. Of course, in some parts of the state both are lacking, but here both are abundant and have commercial value. Sand is vary abundant and makes cheap earth fill material. Gravel is abundant, too; pits are even now being worked within the city. The county is noted for its large deposits. Marl can be found in very extensive beds a few miles northeast of Brainerd, but up to now it has not been used much as a soil conditioner.

In the east bank of the Mississippi River beds of gray clay are exposed to view. For about ten or fifteen years many excellent cream building bricks were made in Brainerd, and many brick structures were erected. The industry died. It could easily be restored if modern practices were introduced and if a local demand for brick were constant. Clay is abundant.

FARMING. This has found its grooves. There are now about 2,000 owners and renters of farms in Crow Wing County. The area east and south of Brainerd is the best farming land of the county. Brainerd is the natural marketing point, but it should have much more development in the kind of marketing facilities that farmers require. Dairying is by far the natural and the main business. Of the 23,000 head of cattle in the county in 1945, 14,000 are milch cows. Raising vegetables and clover seed are good enterprises. For quality turkey meat and chicken eggs, this place has the reputation of being the equal of any in the nation. In 1945 the county had 95,000 turkeys and 150,000 chickens. In all these, this area is still only making a start.

TRANSPORTATION. The cutting of a railroad line through the pines and crossing the Mississippi River gave Brainerd its birth. It became at once a railroad town, and it has remained dependent on the success of the Northern Pacific Railway as one of the nation's Class A systems of railway transportation. Automobile, truck, and bus have cut into that form of transportation, but they have effected an industrial development for Brainerd which the railroad could not have done as well. Each has its own field of service, even though there is overlapping. The

railroad brought to Brainerd a huge timber preservation industry; it is for company use only, but it makes the whole of the railroad benefits to Brainerd that much greater. The bus and truck companies have done nothing comparable.

River transportation used in the first twenty years or so has vanished. It could and should be made a pleasure enterprise for summer visitors, but as a transporter of commodities it has finished playing a part.

VACATIONING. With about 800 to 1,000 lakes in Crow Wing County and most of them within twenty-five or thirty miles of Brainerd, the tourist business which began to develop here from nothing about 1915 is now an industry of huge proportions and is still in its early growth. For Minnesota it now ranks next to farming and iron ore mining in dollar volume. Its benefits for Brainerd are incalculable. There are the residences, some palatial and fully modern; the cabin camps and resorts; the hotels and play grounds. Paved roads lead to every spot. There are Tourist Associations, Tourist Booster Clubs, Tourist Information Bureaus, and other cooperative methods and mediums which provide all possible forms of assistance. People live differently here because opportunities for play are many and near at hand, and there is much time for reflection which the hustle and bustle of the city disturbs.

3.

The preceding section dealt with the natural resources and advantages that characterize the hinterland of Brainerd. This section will summarize the things that pertain primarily to the nucleus of that hinterland realm; namely, Brainerd.

PUBLIC UTILITIES. The essential thing is the municipally-owned utilities. Brainerd started in the '80s on a care-free career of issuing franchises, only to find that it had let itself in for inadequate service and much disappointment. It promptly got itself out of the electric light tie-up in 1889 and established a generating plant. It was not a success. It was also plagued by numerous sad experiences. In 1910 it adopted the plan of buying energy wholesale and retailing it over its own distribution lines. This method proved so superior that attempts made by some citizens twenty years later to resume generating failed. In the state Brainerd came to be looked upon as a model in marketing electric energy. It has grown from nothing to an exemplary system, not alone highly remunerative, but an aid in performing many other services for the benefit of the city.

The franchise became void when by condemnation the city acquired the water plant in 1908. A new system was built to replace it; everything about the old one was abandoned and scrapped. Again it established a state-wide reputation for its superior quality of water, its demanganization

and iron removal plant, and its system of distribution. For wholesomeness, Brainerd's water cannot be excelled.

Although Brainerd long appeared to be working its way to modernization through burning undesirable buildings, and at times even portions of the city, the new utility plants became so efficient that fires became less numerous. Only planned wrecking and razing could be contemplated when changes were to occur.

The building of the sewage disposal plant may have been considered a health measure by outside authorities; but to the citizens of the city, that plant was only incidental to a new plan long wanted to remedy the inadequacy of the pipe system in the downtown section. A defect was noticeable after every downfall of rain. Correcting it led to separating sanitary sewage and storm floods so that only the sanitary sewage had to pass through the disposal plant. So, the city became modern on that score and now complies with the state laws about not contaminating the river water.

LARGE INDUSTRIAL PLANTS. With the arrival of the railroad in 1871 came colonization and homesteading, all of which ended about forty years ago. The enlarged railroad shops and the wood preservation plants still giving employment to about 1,200 people have been mentioned. In place of large logging camps and huge lumber mills with their 1,000 to 1,500 employees, there is today little else other than several small yards serving as dealers of builders materials.

The early Brainerd did not have a paper mill. That came into existence thirty years ago. It is one of the big mills in the state. It employs 180 people. The power it uses is generated by means of the dam which caused so much controversy in the late '80s. That is the only use made of that dam today. The company purchases all the pulp wood that can be shipped into Brainerd from this northern area. It is a permanent industry.

It need only be said that for a town the size of Brainerd it is astounding how many small industries employ twenty-five or more people. A garment factory has in eighteen years grown from two or three people to over 100. A foundry has in twenty-five years grown from three people to about twenty-five as a regular staff. The automobile has caused probably half-a-hundred new business establishments and has given employment to many times more than that number.

The fur garment business must not be omitted, for it has grown to huge proportions. Everybody knows that prior to the birth of Brainerd, the white man who came to this region had virtually only one purpose and that was to trap furs and to trade with Indians for them. Somehow that always seemed to have a sort of illegitimacy about it; and, in addition, seldom was anything fashioned for wear on the spot. There was no furrier in Brainerd thirty-five years ago. Pelts were purchased from occasional trappers and shipped east, just as is done now. About twenty-five years

ago there started a fad of having fur farms stocked with silver fox. It became a stock-selling scheme. It skinned people as well as fox. It ran its course, after which all settled eventually into completely legitimate and well-organized business. Brainerd now has two manufacturers and three or four other stores that deal in fur garments. In addition, Brainerd has become a fur-trade center of no small size.

With all these, Brainerd can hardly be called a manufacturing community. It perhaps is not even destined to be a manufacturing community of note. The Post-War Planning Committee survey disclosed that in 1944 Brainerd had 401 places called offices, stores, shops, and the like. They gave employment to 2,622 men and 905 women, a total of 3,527. Of the 401 places, 155 (38.7%) are retailers; another 157 (39.1%) were classed as services, seventy-four of which are trades, forty-three are businesses, and forty are professions; these two accounted for 312 or 77.8% of all places, but together employed only 26.7% of the total employment roll.

On that same schedule the utilities numbered twelve (3%) and gave employment to 43.1%; the Northern Pacific shops caused this large percentage. Manufacturers numbered twenty-two (5.5%) and gave employment to 17.4%, which is the second largest group. Of these twenty-two, nine employed less than five people. The retailers, although being 155 (38.7%) in number, gave employment to only 14.1%.

WHOLESALE AND JOBBERS. Brainerd has a unique pattern of its own as to future growth. In that pattern the jobber has come to play a big part. This is determined by volume of gross business rather than by number of establishments. In 1944 the survey revealed twenty-two establishments out of the total of 401 using 7.3% of the total people employed. What this history reveals very clearly is that after the business of outfitting lumber camps ceased, which was semi-wholesale in kind, and the lumber mills moved away, Brainerd had no outside trade territory. A wholesale grocery house was started in 1901 as a prelude to invading outside territory. Today an area of a very definite size in central Minnesota, one that measures 100 to 125 miles in diameter, only slightly ovoid and broadest toward the northeast with a trade population of up to 100,000 people, is traversed every week by a cavalcade of Brainerd delivery trucks serving and supplying a large variety of shops and stores.

This type of business is increasing very rapidly. It is especially a busy feature of business life during the four summer months when the lake-vacation industry is at its peak. In 1915, or even 1920 for example, one could not get delivery of anything at his lake home, nor could he find a vegetable peddler or a dairyman from a nearby farm; the time has come when several boys arriving on bicycles vie with each other as to who makes the sale of a Sunday newspaper at the back door of the cottage. It is, therefore, easy to understand that each one of the multitude of growing stores on all the roads needs the Coca Cola, the ice cream, the bread, the grocery, and the meat trucks several times a week, and it seems that

the inland auto repair shops and gasoline stations are ever out of something and are waiting for a momentary delivery. This accounts for the heavy traffic of the delivery trucks encountered on the highway.

4.

Brainerd people of the '70s were hardy. Very little has been recorded about the medical profession. A string and a swinging door pulled the aching tooth; or else a clove, some pepper, or a "slug of fire-water" eased the pain. In 1883 Henry Ribbel, D.D.S., arrived and introduced the art of dentistry.

Samuel W. Thayer, M. D., a Vermonter, was induced by President J. Gregory Smith to come to the new city in 1870 and provide medical services that the railroad workers out here in the wilds needed. A picturesque, Adonis-like, hardy Dr. John C. Rosser came in 1871 and long played an important part. In 1882 the Northern Pacific Railroad Company started a Beneficial Association and made a hospital out of its Immigration Hall situated at the west end of the railroad bridge. Dr. D. P. Bigger was made Chief Surgeon and Werner Hemstead his assistant. In 1888 W. A. Courtney succeeded Bigger. In 1884 came J. L. Camp followed by A. F. Groves in 1885 and later by L. M. Roberts. Camp started the Lumbermen's Hospital in 1890 and another in 1892 which in 1900 became the present St. Joseph's Hospital. In 1896 J. A. Thabes became associated with Camp.

All that is fifty to seventy-five years ago. It is sufficient to indicate why Brainerd from its early years became a recognized medical center. Those few men named became highly regarded in their profession and most of them because of their superior skill in surgery.

Removal of the Northern Pacific Beneficial Association Hospital to St. Paul in September of 1921 did not impair the medical reputation of the city, but to the contrary it seems that from then on more services actually became instituted. Nearly every line of applied medicine, surgery, and physical therapy is now represented: physician, surgeon, eye-ear-nose-throat, optometrist, oculist, lens grinder, dentist, osteopath, chiropractor, chiropodist, and a Finnish steam bath. The present hospital facility is generally recognized as inadequate. It has been suggested that it be replaced by a building with equipment worthy of the talent of the men who comprise the medical profession of Brainerd.

Brainerd has always prided itself on these skills and services. Its medical men have ranked high in state medical councils. As a class of professionals, they necessarily make Brainerd a better place in which to live.

5.

CIVIC SPIRIT. The concluding item is to give recognition and pay tribute to a few things without which all the foregoing increased growths and developments would be impossible. It may be offered as a challenge.

The need of fraternal spirit was injected into the blood stream of the new city in its first twelve-month period, when Charles P. Thayer procured a charter for a lodge. Now nearly every lodge organization is represented in Brainerd.

His brother, Samuel W. Thayer, initiated the first church service. In another year's time Brainerd had five churches, some having started through personal aid of President J. Gregory Smith. Now Brainerd has twenty-three churches, several faiths being duplicated because of nationalities. (See Appendix Q).

Next in age came the Board of Trade in 1882 succeeded by the Commercial Club of 1905. The name of the latter was changed several times until since 1939 it has operated under the name Civic Association. Often maligned as selfish, it is unquestionably the best working group for the benefit of all Brainerd in its community activities. Were it not so, it could never have survived sixty-three years and could not be functioning better in 1940-1945 than in any previous period.

Next in order of birth is the Trades & Labor Assembly which began in 1901, though segments of it were organized long before that year. This group once operated primarily as a labor unit on labor problems and tended to promote its ideas by advocating voting for specific candidates for public office. It probably will always do this, but in Brainerd this organization cooperates with other groups by guiding the approaches to problems affecting civic affairs. It is the thing that makes community effort in Brainerd click once a movement is set going.

In the Parent-Teachers Associations Brainerd has another effective means of procuring cooperative effort. They enable having forum discussions with small groups on civic and social problems thus bringing about a better understanding of needs and desires.

In agricultural matters the Civic Association, the Common Council, and the Board of County Commissioners make possible having the biggest and most instructive County Fair in this vicinity.

Finally, since 1921 Brainerd has had a Rotary and a Lions Club. These two operate for the accomplishment of the same ideals. They meet without fail. Their general program contains a division named Community Service. The men usually work as individuals rather than corporately as a club. In the main, they purpose to spark the operation in other organizations and help them succeed. Their members generate enthusiasm, and often they pull the load. Without any doubt, Brainerd has profited greatly since these two service clubs have come into existence. Much that has been accomplished in Brainerd can be traced back to the inspiration some man acquired through his membership. There is no conflicting activities between the two clubs. Two are needed to accommodate all types of men who qualify for membership in such organizations.

6.

In bringing this historical presentation to its close, a concise recapitulation of the eight decades of industrial Brainerd follows.

Railroading started Brainerd and will ever be a large part of it. That form of transportation has given it a solid background for all forms of community enterprises. It has demonstrated that Northern Pacific Railway Company will never fail Brainerd. All other businesses begun in that first decade are no more. The enduring values provided by the pioneers were two. First, a lodge, formed in 1872, stood for the promulgation and promotion of the spirit of helpfulness and fraternalism—the mechanism used for the attainment of some joint object. Second, the five churches erected in 1872 preached the spirit of faith; faith as an instinctive confidence about the future as influenced by one's surrounding. Both agencies were multiplied many times and in the past quarter-century have caused confidence and optimism.

The '80s and '90s brought the logging industry. It flourished two decades and then passed out of existence leaving vacated land. Brick making flourished, but disappeared. Brewing made its start, but met a miserable fate. Street railways were attempted twice, but lost out. Developing public utilities was well intended, but led only to unfortunate experiences.

Truly the first thirty years had little of permanent material value to pass on to the next generation. Except for the railroad, the first generation of years was almost wholly a period of Brainerd living unto itself, letting things be brought to it rather than going forth to bring them back to its own environment. The hinterland was first forest and then, no forest.

The beginning of the century turned up the soil and exposed previously unknown mineral wealth. Mining iron ore was to be a new industrial enterprise. Quickly it brought several thousand new people into the county and caused the adoption of new ideas about living and business services. The new needs created more cities where shortly before dense forests had stood. Railroads and highways had to be extended. The treeless tracts became places of business and afforded better intercommunication with other parts of the nation. Brainerd people then began to go forth and deliver goods as well as to await new community values brought to them.

This revival caused farming to take on life. The erstwhile homesteader and settler either got out or he learned how to serve society usefully by becoming a reliable producer. Dairying especially found its high place, and the area close to Brainerd has become since then one of the best parts of the state for that industry.

Having developed the soil and the brush lands and having opened up the mineral resources during those first twenty years of the new century, the people next started to establish community life on the waters of the county. Many hundreds of lakes meant thousands of newcomers. Recrea-

tion, touring, fishing, and vacationing became at once a new-found industry. It gave tremendous impetus to food production and led to enlarged activity in food distribution.

The development of both its domestic water supply and the electric distribution utilities to substantial size and reliable status,—the one exhilarating like the philosopher's elixir of life, and the other energizing the life-juices of industry, have made Brainerd an enviable place to be, both for living and for giving life to industries. Very many small industries have gained their start during the last twenty years of the seventy-five that Brainerd has experienced.

Mining iron ore interlocks with the nation's mightiest industry, the steel industry, situated mostly in distant states. Recreation and touring brings people here from nearly every state of the Union. The local distribution industries provide the wants of both the local people and the visitors. Brainerd controls the trade territory it serves just as the nucleus controls the atom. If the nucleus is intact, it means that the atom remains intact. If the nucleus can add to its weight, it means that it will increase the size of the atom. And that is exactly how Brainerd stands in the Middle-west.

Brainerd has opened its gates. The rail and highway traffic lines are the routes along which people travel to reach this empire, but Brainerd has only just begun to reach forth to enter her own empire. Her war efforts and records have placed her squarely before the eyes of other industrial empires. Eyes are now turned "toward" Brainerd. In 1910 the slogan used was "All Eyes On Brainerd." The test to be met is to offer the quality of goods and give the type of service which new industries and new people believe are to be obtained here.

The material is here. The industrial foundation is now broad and secure. Large growth is in progress. Even in these recent war years Brainerd has grown in size and in security as never before.

Twenty-five years hence Brainerd may celebrate its first Centennial. Only few of the men leading large industry today will be here to join the celebrating throng, but from what has been said about the past twenty-five years, they may already visualize that larger Brainerd of the future.

ACKNOWLEDGEMENT

This volume ends February 15, 1946, exactly seventy-six years after the first pick perforated the frost-hardened ground at Carlton, Minnesota. That pick marked the place and the time for the beginning of the first northerly transcontinental railroad, known at that time as Northern Pacific Railroad Company. A year later, in 1871, that work led to creating the community which is the subject of this history—BRAINERD. February 11 of this year of 1946 marks the fortieth anniversary of my arrival in Brainerd, coming here to participate for the company in industrial develop-

ment based on the mining of the iron ore in central Minnesota. That leaves thirty-five years through which I had to project my mind's eye for historical events. But being a graduate geologist experienced in that profession whose members with little concern look back a billion years in search of facts about early history, I could be expected to say that seeing mentally these missing thirty-five years seems to be mere trivia.

As a geologist I must allow that neither rocks nor fossils talk back about misinterpretations, nor do they cause anxious moments. As a historian, I do have anxious moments because I need reckon with the family album and relatives. Occasionally somebody trots out an old newspaper and shows something "in black-on-white." Most terrifying is the fixity of memory with some people; it is disconcerting to find it necessary to spoil their firm beliefs with an incontrovertible fact.

In presenting this history I have endeavored to let the facts tell the story. For many of the facts here given I have drawn on records of my own compiled from time to time these forty years. I have, furthermore, my varied participation in civic and industrial enterprises common to a growing city to provide information. Nevertheless, gaps had to be filled; and in so doing I went to the available original sources. I avoided published material that lacked evidence of genuineness and especially if it appeared bombastic. Here next below I list the publications that were drawn on for authentic information:

BRAINERD CITY DIRECTORY, 1888.
E. F. Barrett.

BRAINERD'S HALF-CENTURY.
Ingolf Dillan. 1923.

BOOK OF CITY ORDINANCES.
City of Brainerd. 1871 to date.

HISTORY OF NORTHERN PACIFIC RAILROAD.
E. V. Smalley. 1883.

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Theodore Christiansen, Vol. II, 1935.

HISTORY OF THE UPPER MISSISSIPPI VALLEY.
Minnesota Historical Co., Minneapolis. 1881.

ILLUSTRATED SUPPLEMENT, Brainerd *Tribune*.
A. J. Halsted, June 24, 1899.

MINUTE BOOKS, COMMON COUNCIL.
City of Brainerd, City Hall.

MINUTE BOOKS, BOARD OF COUNTY COMMISSIONERS.
Crow Wing County, Court House.

MINUTE BOOK, LIBRARY BOARD.
Brainerd Public Library.

MINUTE BOOKS, BOARD OF EDUCATION.
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Washington High School.

OPPORTUNITIES AND PROSPERITY SUPPLEMENT, *Brainerd Tribune*.
A. J. Halsted, September 2, 1910.

POST-WAR PLANNING COMMITTEE REPORTS.
Brainerd Civic Association. 1943, 1944, 1945.

PLATS OF SURVEYED ADDITIONS TO BRAINERD.
Register of Deeds Office, Court House.

THE NORTHWEST

A monthly journal published by E. V. Smalley.
Vol. I., No. 1 (Jan.) & No. 3 (Mar.), 1883.
Vol. III, No. 6 (June), 1885.

Additional sources of important information were the following:

Northern Pacific Railway Company, St. Paul, Minnesota.
John M. Hughes, Land Commissioner
L. L. Schwarm, Land Attorney
J. E. Thames, Industrial Agent
Dr. B. I. Derauf, Chief Surgeon, Northern Pacific Beneficial
Association
Evergreen Cemetery Association, Brainerd,
Christian Bruhn, Past President and Secretary.
Federal Examiner of National Banks, Minneapolis.
Minnesota State Armory Commission, Minneapolis.
Secretary of State of Minnesota, St. Paul.
State of Minnesota Banking Department, St. Paul.
U. S. Assistant Postmaster-General, Washington, D. C.
U. S. Treasury Department, War Finance Committee,
Minneapolis.

Local officials of the city and county who assisted in providing essential data and to whom acknowledgement is here given are these:

Campbell, R. T., City Engineer.
Fall, Walter, City Clerk.
Fullerton, D. H., Judge of 15th Judicial District.
Hohman, Louis, Secretary, Board of Education.
Jenkins, Earl W., Register of Deeds.
Nyquist, Miss Nellie, Clerk of District Court.
Rice, Charles, Clerk, Engineer's Office.

Roth, E. G., Agricultural Agent.
Thon, Arthur E., Secretary, Water & Light Board.
Whiting, C. Homer, Forest Area Supervisor, State of Minnesota.

My special thanks to Earl W. Jenkins, R. T. Campbell, Walter Fall, and Christian Bruhn whose assistance and contributions have made this publication more nearly complete and far more accurate.

For information about existing specific industries in Brainerd, I interviewed the principal executive and always received a quick and cheerful response. Those interviewed constitute a list too long to record here, but to all those men I here publicly pay the acknowledgement justly due them. They made this work a real pleasure.

For trustworthy information arising from actual participation in the earlier days I am indebted to Frank G. Hall and Ernest H. Jones. I select the latter for special tribute. Not only has he the distinction of being the only man now living here who was born in Brainerd seventy-three years ago, but his clear and acute memory about people, dates, and events is in itself a distinction. He has made possible writing about earliest years in a more realistic fashion, and, above all, with much less fear of contradiction. The value of his help should be recognized by all who read.

A debt of gratitude goes to my wife, Ethel Moberg Zapffe, a member of a family that arrived in Brainerd in 1895 and engaged in the mercantile business, who patiently tolerated this additional work in the evenings of three months while I compiled these pages. My gratitude also goes to Miss Zilpha Colee of the Brainerd Junior College faculty who read the manuscript.

CARL ZAPFFE.

Brainerd, Minnesota
February 16, 1946.

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APPENDIX A

POPULATION OF BRAINERD
(By United States Census Bureau)

	Total	Increase Per Year 10-Year Average
1870	0	
1875	931	
1880	1,864	186
1885	7,150	
1890	5,703	384
1895	7,031	
1900	7,524	182
1905	7,916	
1910	8,526	100
1915		
1920	9,591	106
1925		
1930	10,221	63
1935		
1940	12,071	185
Average Yearly Increase is 172.		

APPENDIX B

ELECTRICITY AND WATER CONSUMPTION

May, 1944 to May, 1945

(a) CONSUMPTION OF ELECTRICITY

	City	Rural*	Total
1915	904,776		
1920	2,106,008		
1925	2,153,233		
1930	3,011,621		
1935	3,840,760		
1940	6,977,865	644,100	7,621,965
1945	9,391,360	1,920,660	11,312,020

(*)—Rural Electrification Administration (R.E.A.)

(b) CONSUMPTION OF WATER

Northern Pacific Railway Co.	33% of total
Commercial	30% of total
Domestic	30% of total
Public	7% of total
Total	100% or 1,500,000 to 1,750,000 gallons per day.

APPENDIX C

MAYORS OF BRAINERD

Spring Elections, Annually

Jan. 1, 1873 to May, 1874	Eber H. Bly
May, 1874 to May, 1875	Lyman P. White, Sr.
May, 1875 to May 28, 1875	M. C. Russell (resigned)
May 28, 1875 to Mar. 14, 1876	Thos. Lanihan (elected)
Township Government to April 1, 1882.	
Apr. 1, 1882 to Apr. 1, 1884	B. F. Hartley
Apr. 1, 1884 to Apr. 1, 1886	J. S. Gardner
Apr. 1, 1886 to Mar. 1, 1887	H. J. Small
Mar. 1, 1887 to Mar. 21, 1887	C. B. Sleeper (resigned)
Mar. 21, 1887 to Apr. 1, 1888	C. H. Douglas (by Council)
Apr. 1, 1888 to Apr. 1, 1890	W. Hemstead
Apr. 1, 1890 to Dec. 1, 1890	H. C. Stivers (resigned)
Dec. 1, 1890 to May 1, 1891	N. W. Wheatley (by Council)
May 1, 1891 to Nov. 10, 1892	M. Hagberg

November Elections, Biennially

Nov., 1892 to Nov., 1894	W. Hemstead
Nov., 1894 to Nov., 1896	A. J. Halsted
Nov., 1896 to Nov., 1898	J. N. Nevers
Nov., 1898 to Nov., 1900	J. H. Koop
Nov., 1900 to Nov., 1904	A. J. Halsted
Nov., 1904 to Nov., 1906	Con. O'Brien
Nov. 6, 1906 to Dec. 17, 1906	A. J. Halsted (resigned)
Jan. 7, 1907 to Nov. 3, 1908	R. R. Wise (by Council)
Nov. 3, 1908 to May 4, 1909	Edw. Crust

April Elections, Biennially

May, 1909 to May, 1911	A. Ousdahl
May, 1911 to May, 1913	H. P. Dunn
May, 1913 to May, 1915	R. A. Henning
May, 1915 to May, 1919	R. A. Beise
May, 1919 to May, 1923	F. E. Little
May, 1923 to May, 1925	Con. O'Brien
May, 1925 to June 21, 1926	Geo. A. Cain (recalled)
June 21, 1926 to Jan. 1, 1931	F. E. Little (resigned)
Jan. 1, 1931 to May, 1939	H. W. Creger (by Council, then elected)
May, 1939 to date	F. B. Johnson

APPENDIX D

BOARD PRESIDENTS

(a) WATER & LIGHT BOARD

May 5, 1909 to May 1, 1915	M. T. Dunn
May 1, 1915 to August 29, 1916	P. W. Donovan (resigned)
August 29, 1916 to May 1, 1933	Carl Zapffe
May 1, 1933 to May 1, 1935	A. A. Arnold
May 1, 1935 to January 1, 1937	V. F. Anderson (resigned)
January 1, 1937 to May 1, 1937	M. O. Bredenberg
May 1, 1937 to May 1, 1943	Wm. Webking
May 1, 1943 to date	A. O. Tumms

(b) PARK BOARD

May 4, 1909 to May 7, 1923	S. R. Adair
May 8, 1923 to May 7, 1935	Carl J. Wright
May 7, 1935 to date	A. R. Falconer

(c) LIBRARY BOARD

Prior to May 11, 1909	H. I. Cohen
May 11, 1909	H. F. Michael (resigned)
June 17, 1909 to May 26, 1924	J. A. Wilson (resigned)
May 26, 1924 to December 28, 1936	Mrs. Wm. C. Rasch (resigned)
December 28, 1936 to January 1, 1940	Mrs. R. H. Paine
January 1, 1940 to date	Wm. Demmers

APPENDIX E

PRESIDENTS EVERGREEN CEMETERY ASSOCIATION

(Chartered May 16, 1879)

	Period of Service	Years of Service
Lyman P. White	1879-1902	23
Henry W. Spalding	1902-1908	6
J. F. Sanborn	1908-1921	13
E. P. Slipp	1921-1928	7
G. F. Mitchell	1928-1930	2
G. N. Grant	1930-1935	5
Christian Bruhn	1935-1939	4
B. L. Lagerquist	1939-1943	4
William Graham	1943 to date	

☆ ☆

APPENDIX F

PRESIDENTS CROW WING COUNTY HISTORICAL SOCIETY

(Chartered December, 1927)

	Years Served
S. R. Adair	1927, 1928, 1929
H. I. Cohen	1930, 1931, 1932, 1933
W. H. Gemmell	1934, 1935
A. K. Cohen	1936, 1937
Carl J. Wright	1938, 1939, 1940
Hilding Swanson	1941, 1942, 1943, 1944
E. G. Roth	1945, 1946

APPENDIX D

BOARD PRESIDENTS

(a) WATER & LIGHT BOARD

May 5, 1909 to May 1, 1915	M. T. Dunn
May 1, 1915 to August 29, 1916	P. W. Donovan (resigned)
August 29, 1916 to May 1, 1933	Carl Zapffe
May 1, 1933 to May 1, 1935	A. A. Arnold
May 1, 1935 to January 1, 1937	V. F. Anderson (resigned)
January 1, 1937 to May 1, 1937	M. O. Bredenberg
May 1, 1937 to May 1, 1943	Wm. Webking
May 1, 1943 to date	A. O. Tumms

(b) PARK BOARD

May 4, 1909 to May 7, 1923	S. R. Adair
May 8, 1923 to May 7, 1935	Carl J. Wright
May 7, 1935 to date	A. R. Falconer

(c) LIBRARY BOARD

Prior to May 11, 1909	H. I. Cohen
May 11, 1909	H. F. Michael (resigned)
June 17, 1909 to May 26, 1924	J. A. Wilson (resigned)
May 26, 1924 to December 28, 1936	Mrs. Wm. C. Rasch (resigned)
December 28, 1936 to January 1, 1940	Mrs. R. H. Paine
January 1, 1940 to date	Wm. Demmers

APPENDIX E

PRESIDENTS EVERGREEN CEMETERY ASSOCIATION

(Chartered May 16, 1879)

	Period of Service	Years of Service
Lyman P. White	1879-1902	23
Henry W. Spalding	1902-1908	6
J. F. Sanborn	1908-1921	13
E. P. Slipp	1921-1928	7
G. F. Mitchell	1928-1930	2
G. N. Grant	1930-1935	5
Christian Bruhn	1935-1939	4
B. L. Lagerquist	1939-1943	4
William Graham	1943 to date	

☆ ☆

APPENDIX F

PRESIDENTS CROW WING COUNTY HISTORICAL SOCIETY

(Chartered December, 1927)

	Years Served
S. R. Adair	1927, 1928, 1929
H. I. Cohen	1930, 1931, 1932, 1933
W. H. Gemmell	1934, 1935
A. K. Cohen	1936, 1937
Carl J. Wright	1938, 1939, 1940
Hilding Swanson	1941, 1942, 1943, 1944
E. G. Roth	1945, 1946

APPENDIX G

POSTMASTERS OF BRAINERD

(Post Office Established December 27, 1870)

December 27, 1870 to June 24, 1873	Samuel W. Thayer
June 24, 1873 to August 2, 1879	Sylvester V. R. Sherwood
August 2, 1879 to March 1, 1886	Wilder W. Hartley
March 1, 1886 to August 2, 1889	John H. Koop
August 2, 1889 to April 2, 1891	Calvin L. Spaulding
April 2, 1891 to January 7, 1896	William Durham
January 7, 1896 to January 4, 1900	Charles D. Johnson
January 4, 1900 to July 27, 1914	Newton H. Ingersoll
July 27, 1914 to August 1, 1923	Henry P. Dunn
August 1, 1923 to December 19, 1923	Carl Adams (Acting)
December 19, 1923 to August 9, 1933	Carl Adams
August 9, 1933 to May 12, 1934	Henry P. Dunn (Acting)
May 12, 1934 to August 16, 1940	Henry P. Dunn
August 16, 1940 to June 27, 1941	Earl J. O'Brien (Acting)
June 27, 1941 to January 29, 1942	Earl J. O'Brien
January 29, 1942 to June 8, 1943	Edward W. Imgrund (Acting)
June 8, 1943 to date	Joseph R. Dunn

APPENDIX H

PRESIDENTS OF CIVIC ASSOCIATION

(and predecessor organizations)

(a) BOARD OF TRADE

1882	H. J. Spencer, President
(Board continued to about 1905; succeeding presidents unknown)	

(b) COMMERCIAL CLUB

1905 and 1906	Con. O'Brien
1907 and 1908	R. R. Wise
1909 and 1910	A. J. Halsted
1911 to July 15, 1914	Carl Zapffe

(c) CHAMBER OF COMMERCE

July 15, 1914 to January 1, 1915	G. P. Sheridan
1915 and 1916	R. R. Wise
1917 and 1918	H. I. Cohen
1919 and 1920	J. A. Thabes, Sr.
Part of 1921	F. H. Simpson
Part of 1921	D. D. Schrader

(d) CIVIC AND COMMERCE ASSOCIATION

1922	W. E. Haydon
1923	H. P. Dunn
1924 and 1925	F. H. Gruenhagen
1926 and 1927	R. R. Gould
1928	R. E. Wyett
1929 and 1930	C. A. Ryan
1931	W. P. Tyrholm
1932 to May 16, 1933	F. N. Russell
May 16, 1933 to October 1, 1934	D. C. Gray
October 1, 1934 to part of 1936	R. L. Geist
Part of 1936	E. C. Herzog
1936 and 1937	V. C. Escher
1938 to November 1, 1939	J. F. Cibuzar

(e) BRAINERD CIVIC ASSOCIATION
(Incorporated December 9, 1939)

December 9, 1939 to November 1, 1940	W. F. Wieland
November 1, 1940 to November 1, 1941	V. F. Anderson
November 1, 1941 to November 1, 1942	E. T. Sletten
November 1, 1942 to November 1, 1943	L. R. Hage
November 1, 1943 to November 1, 1944	D. R. Madison
November 1, 1944 to November 1, 1945	F. J. Osborne
November 1, 1945 to date	C. R. Gorham

APPENDIX J

PRESIDENTS OF ROTARY CLUB AND LIONS CLUB

ROTARY CLUB

Chartered May 1, 1921

Term of office May 1 to May 1

1921 to 1922	H. F. Michael
1922 to 1923	W. F. Wieland
1923 to 1924	R. A. Beise
1924 to 1925	W. H. Gemmell
1925 to March 23, 1926	J. F. Woodhead
March 23, 1926 to May 1, 1926	W. E. Haydon
1926 to 1927	W. V. Turcotte
1927 to 1928	W. A. Spencer
1928 to July 1, 1929	G. H. Ribbel

Term of office July 1 to July 1

1929 to 1930	S. R. Adair
1930 to 1931	H. R. Day
1931 to 1932	Carl Zapffe
1932 to 1933	D. E. Whitney
1933 to 1934	H. D. Hoffman
1934 to 1935	R. R. Gould
1935 to 1936	N. P. Olmsted
1936 to 1937	F. B. Johnson
1937 to 1938	O. W. Spencer
1938 to 1939	Al. Bang
1939 to 1940	E. T. O'Brien
1940 to 1941	J. P. Anderson
1941 to 1942	H. W. Lee
1942 to 1943	H. C. Mills
1943 to 1944	V. E. Quanstrom
1944 to January 9, 1945	E. T. Sletten
January 9, 1945 to date	R. R. Cole

LIONS CLUB

Chartered November 1, 1921

Term of office Sept. 1 to Sept. 1

November 1, 1921 to September 1, 1922	J. H. Alderman
1922 to 1923	W. A. Erickson
1923 to 1924	W. M. Murphy
1924 to 1925	R. D. Stitzel
1925 to 1926	R. L. Geist
1926 to July 1, 1927	B. S. Armstrong

Term of office July 1 to July 1

1927 to 1928	I. C. Strout
1928 to 1929	Nes. Nelson
1929 to 1930	G. I. Badeaux
1930 to 1931	R. E. Wyett
1931 to 1932	D. H. Fullerton
1932 to 1933	E. G. Roth
1933 to 1934	C. E. Anderson
1934 to 1935	F. E. Kinsmiller
1935 to 1936	G. W. Sweet
1936 to 1937	W. P. Tyrholm
1937 to 1938	B. E. Norquist
1938 to 1939	A. J. Loom
1939 to 1940	B. L. Lagerquist
1940 to 1941	C. E. Parker
1941 to 1942	J. L. Konshak
1942 to 1943	V. L. Hitch
1943 to 1944	C. H. Berge
1944 to 1945	C. D. Burton
1945 to date	E. V. Peterson

APPENDIX K

SUPERINTENDENTS OF NORTHERN PACIFIC RAILWAY
CO. LOCOMOTIVE AND CAR SHOPS IN BRAINERD

NOTE: From the start, in 1871, George W. Cushing was Superintendent of Machinery for the company and lived in Brainerd, but on March 1, 1873, he moved to St. Paul. During that period C. D. Whiley had the title Assistant to Superintendent of Machinery, and was in direct charge of the shops in Brainerd. Local workers spoke of him as Master Mechanic; however, this was not used as an official title until June 15, 1887. It was not until about 1898 that it was superseded by the title Shop Superintendent.

1871 to March 3, 1873	George W. Cushing, Supt. of Machinery
1871 to March 1, 1873	C. D. Whiley, Assist. to the Supt. of Machinery
March 1, 1874 to December 4, 1877	Wm. H. Lewis, Assist. Supt. of Mach.
December 4, 1877 to June 17, 1882	A. P. Farrar, Assist. Supt. of Mach.
June 19, 1882 to June 5, 1887	H. J. Small, Assist. Supt. of Mach.
June 15, 1887 to August 31, 1893	Adam Bardsley, Master Mechanic
August 31, 1893 to June 10, 1903	S. L. Bean, Master Mech. and Shop Supt.
June 11, 1903 to February 1, 1904	A. W. Wheatley, Shop Supt.
February 1, 1904 to October 13, 1930	J. P. Anderson, Shop Supt.
November 1, 1930 to October 31, 1939	H. E. Bergstrom, Shop Supt.
November 1, 1939 to November 30, 1941	M. H. Nelson, Shop Supt.
December 1, 1941 to date	John E. Vanni, Shop Supt.

APPENDIX L

COUNTY ATTORNEYS OF CROW WING COUNTY

(Citizens of Brainerd)

1872 to 1884	G. W. Holland
1884 to 1886	C. B. Sleeper
1886 to 1888	G. W. Holland
1888 to 1890	L. E. Lum
1890 to 1892	W. A. Fleming
1892 to 1895	L. E. Lum
1895 to 1896	C. E. Chipperfield
1896 to 1899	W. A. Fleming
1899 to 1902	S. F. Alderman
1902 to 1903	W. A. Fleming
1903 to 1904	E. W. Crane
1904 to 1905	W. H. Crowell
1905 to 1907	A. D. Polk
1907 to 1909	J. H. Warner
1909 to 1913	W. A. Fleming
1913 to 1915	G. S. Swanson
1915 to 1923	S. F. Alderman
1923 to 1928	W. F. Wieland
1928 to 1935	A. J. Sullivan
1935 to 1943	F. E. Ebner
1943 to date	A. J. Sullivan

APPENDIX M

BRAINERD JUDGES OF 15TH JUDICIAL DISTRICT

(This District was created by Act of Legislature March 8, 1887)

March 10, 1887 to January 5, 1889	Chauncy B. Sleeper (Appointed by Gov. A. R. McGill)
January 5, 1889 to January 7, 1901	George W. Holland (elected)
January 7, 1901 to January 6, 1930	Wm. S. McClenahan (elected)
NOTE: On March 24, 1903, the Legislature created a second judgeship. On February 10, 1909, the Legislature created a third judgeship.	
January 25, 1930 to January 6, 1931	M. E. Ryan (Appointed by Gov. Theo. Christiansen, vice W. S. McClenahan, resigned)
November 6, 1936 to date	D. H. Fullerton (Appointed by Gov. H. A. Peterson to succeed B. F. Wright, deceased; but elected to office in 1938)

APPENDIX N

SHIPMENTS FROM THE CUYUNA IRON ORE DISTRICT

Year	Number of Mines Shipping	Total Tonnage Iron Ore	Manganiferous Ore Only Tons Shipped	Percent of All Ores
1910	0	000	000	0.0%
1911	1	147,649	000	0.0%
1912	4	305,135	000	0.0%
1913	8	732,781	24,434	3.3%
1914	7	867,728	51,292	5.9%
1915	10	1,128,131	45,046	4.0%
1916	19	1,716,229	388,041	22.6%
1917	22	2,422,477	689,981	28.5%
1918	29	2,478,923	975,095	39.3%
1919	28	1,859,200	308,354	16.4%
1920	24	2,191,528	624,852	28.5%
(*)				
1925	12	1,514,053	940,605	62.1%
1926	15	2,082,689	1,127,212	53.9%
(*)				
1930	19	1,929,189	931,804	48.9%
(*)				
1935	12	741,139	708,782	88.7%
(*)				
1940	15	1,734,176	1,385,714	83.0%
1941	16	2,441,042	1,781,071	72.9%
1942	17	3,035,532	1,753,037	57.8%
1943	17	3,065,555	1,838,231	60.0%
1944	18	2,538,492	1,909,979	72.5%
1945	15	3,015,854	1,642,845	54.5%
Total to 1946		55,579,805	28,107,307	50.3%

Estimated Reserve as of January 1, 1946, is 58,744,221 tons.

(*) Years omitted for convenience of tabulating.

APPENDIX O

TITLE HISTORY OF CROW WING COUNTY

That which is now Crow Wing County was formed by uniting two separate portions having different ownership records. The original dividing line was the Mississippi River. Next below is given a brief abstract in parallel columns for the present county. To the left, is for the part west of the river; to the right, is for the part east of the river. The data is taken from an extensive study made by Leon E. Lum and put into a manuscript dated June 1, 1925, a copy of which was presented to the author of this book.

WEST OF RIVER	EAST OF RIVER
Prior to 1671. American Indians were the owners.	Prior to 1671. American Indians were the owners.
1671 France claimed by proclamation of discovery.	1671 France claimed by proclamation of discovery.
1763 Spain acquired by France ceding it.	1763 England acquired by defeating the French at Montreal.
	1783 United States acquired by England ceding it.
	1784 United States acquired by State of Virginia ceding it. Virginia claimed it since 1609.
	1787 Was made part of Unorganized Northwest Territory.
	1800 Became part of Territory of Indiana.
1800 France acquired by Spain ceding it.	
1803 United States purchased it from France.	
1804 Became part of District of Louisiana.	
1805 Became part of Territory of Louisiana.	
	1809 Became part of Territory of Illinois.
1812 Became part of Territory of Missouri.	1818 Became part of Territory of Michigan, in County of Crawford.
1821 Part of Unorganized Territory.	
1834 Became part of Territory of Michigan, in County of Crawford.	
1836 Became part of Territory of Wisconsin, in County of St. Croix.	1836 Became part of Territory of Wisconsin, in County of St. Croix.
1838 Became part of Territory of Iowa.	
1846 Part of Unorganized Territory.	
1849 Became part of Territory of Minnesota, in Mahkato County (March 3).	1849 Became part of Territory of Minnesota, in Benton County (March 3).
1851 Became part of Cass County.	
	1856 Became part of Morrison County.
	1857 Became Crow Wing County. Crow Wing became the county seat.
1858 State of Minnesota admitted to the Union (May 11).	1858 State of Minnesota admitted to the Union (May 11).
1871 Cass County became organized and a Court House was erected in the West Brainerd Addition to the Town of Brainerd.	1871 Brainerd became the county seat of Crow Wing County.
1892 Was added to Crow Wing County.	

APPENDIX P

PRESIDENTS, BOARD OF EDUCATION

December 30, 1872 to October 21, 1876	C. B. Sleeper
October 21, 1876 to May 7, 1877	D. O. Preston
May 7, 1877 to September 20, 1884	W. W. Hartley
September 20, 1884 to April 21, 1885	R. H. Paine
April 21, 1885 to May 13, 1891	John Willis
May 13, 1891 to May 5, 1892	O. P. Erickson
May 5, 1892 to November 17, 1892	James Towers
November 17, 1892 to May 15, 1893	J. C. Congdon
May 15, 1893 to November 14, 1894	George H. Davis
February 4, 1895 to November 10, 1896	Michael Hagberg
November 10, 1896 to March 7, 1898	J. R. Britton
March 7, 1898 to November 14, 1902	Charles Hagberg
November 14, 1902 to November 19, 1903	J. C. Congdon
November 19, 1903 to November 22, 1904	L. P. Johnson
November 22, 1904 to November 18, 1907	Mons Mahlum
November 18, 1907 to May 6, 1913	W. E. Erickson
May 6, 1913 to May 3, 1921	R. R. Wise
May 3, 1921 to May 8, 1929	Geo. D. LaBar
May 8, 1929 to May 3, 1937	Robert Crust
May 3, 1937 to December 12, 1938	Ed Wang
February 6, 1939 to May 8, 1940	Mrs. J. A. Thabes, Sr.
May 8, 1940 to May 1, 1944	E. T. O'Brien
May 1, 1944 to date	C. R. Fredstrom

SUPERINTENDENTS, SCHOOL DISTRICT

December 30, 1872 to October 18, 1873	L. B. Perry
October 18, 1873 to June 7, 1876	Geo. W. Holland
June 7, 1876 to August 25, 1879	H. D. Follett
September 15, 1879 to February 27, 1882	C. B. Sleeper
February 27, 1882 to June 14, 1883	Rev. R. A. Beard
June 14, 1883 to (a)	G. S. Fernald
(a) to July 3, 1890	A. J. Wilson
July 3, 1890 to May 15, 1893	E. K. Cheadle
May 15, 1893 to August 29, 1896	B. F. Hathaway
August 29, 1896 to November 1, 1896	A. J. Wilson (acting supt.)
November 1, 1896 to June 20, 1898	M. H. Carleton (acting supt.)
June 20, 1898 to August 11, 1900	T. B. Hartley
August 11, 1900 to March 13, 1902	J. L. Torrens
March 13, 1902 to August 18, 1909	T. B. Hartley
August 28, 1909 to August 16, 1938	W. C. Cobb
August 16, 1938 to date	G. B. Ferrell

(a) Prior to July 18, 1885, the men elected to serve as superintendent were not trained teachers. On that date J. A. Wilson was engaged to be principal of the high school. Being the first one and the ranking educator in the city, he was looked upon as if acting in a supervisory capacity and was commonly spoken of as Professor Wilson and on occasion as superintendent. The men prior to his engagement were local business men and were designated Superintendent by the Board of Education but their function was solely one of visitation. G. S. Fernald, the last of that group, was a lawyer. Apparently he did not serve but his office was not declared vacant by the board.

APPENDIX Q

CHURCHES OF BRAINERD

December 31, 1945

Baptist Chapel	Rev. Harry W. Abrahamson
Bethany Covenant Church	Rev. J. Edward Peterson
Bethlehem English Lutheran Church	Rev. J. R. Michaelson
Brainerd Gospel Tabernacle	Rev. David Hastie
Church of the Nazarene	Rev. S. A. Nyhus
Finnish Apostolic Lutheran Church	Rev. Emil Kulla
Finnish Messiah Evangelical Lutheran Church	Rev. Ralph Jalkanen
Finnish National Lutheran Church	Rev. E. V. Niemi
First Baptist Church	Rev. Harry W. Abrahamson
First Church of Christ Scientist	
First Congregational Church	Dr. Howard Vernon
First Evangelical Lutheran Church	Rev. Emil L. Swanson
First Methodist Church	Rev. Lee A. Workman
Presbyterian Church	Rev. R. Richard Searle
Riverside Gospel Mission	Mr. Richard Beals
St. Francis Catholic Church	Rev. Thos. F. Scott
St. Paul's Episcopal Church	Rev. Edward G. Barrow
Salvation Army	Adjutant James Elcombe
Seven Day Adventist Church	Rev. Robert E. Fuller
Temple Baptist Church	Rev. Vincent Tellgren
Trinity Lutheran Church	Rev. O. L. Bolstad
Zion Evangelical Church	Rev. E. J. Utzinger
Zion Evangelical Lutheran Missouri Synod Church	Rev. P. J. Affeldt

APPENDIX R

MINNESOTA NATIONAL GUARD IN BRAINERD

In earlier years such guard organizations elected their commissioned officers each year and though conducted for purpose of military training the main social activities of the city were associated with the military balls. Information in local records is fragmentary. Colonel Henry C. Mills has attempted to supplement it by an examination of records in the Department of Military and Naval Affairs of the State of Minnesota but those records are incomplete.

The first Common Council to meet in Brainerd began its session on January 11, 1873, and continued for four days. On the second day a serious, riotous disturbance occurred in the new city. It was quelled by the "Brainerd Eagles," which the city clerk's minutes disclose to be Co. "E," Third Regiment, M.N.G. On the next day, the 13th, the council voted that the company be awarded \$100 to help pay for an armory.

No record occurs again until we read of Co. "K," Third Regiment, M.N.G., which was mustered in on June 25, 1887. The captain was Andrew E. Veon, and W. J. Davenport was First Lieutenant. There was no Second Lieutenant. The Company had four sergeants, four corporals, one musician, thirty-two privates, or forty-three in total. In this group was Private Mayor Werner Hemstead. Wm. Dresskell led the regimental band and James Dewar was the Drum Major. Every first and third Tuesday was drill night and on the second and fourth Thursdays the "non-coms" met for instruction. The Armory, as they called it, was the hall upstairs in the L. J. Cale building, then numbered 4 and 6 West Front St. In those days Seventh St. was the dividing line between east and west and numbers indicated the existing buildings, not the lots. For a long while a large building on the southwest corner of Kingwood and No. 6th streets was operated as a roller rink. There also the guard drilled. On other occasions it drilled in Gardner Hall, erected in 1891.

In the years after Veon's captaincy W. A. M. Johnstone rose to the captaincy. In July of 1898 he called the company to assemble in Gardner's Hall and prepare to proceed to Camp Ramsey. This was manifestly to prepare for participation in the Spanish-American War. That was ended in August and this company could not see service. That seems also to have terminated Johnstone's participation in the National Guard.

The Adjutant General's office provided information that as of October 31, 1898, a new company designated Co. "L," Fourth Infantry, was mustered into service. It replaced Co. "K." On June 11, 1900, this Co. "L" was redesignated Co. "F" of the Third Infantry. Its officers were Samuel R. Adair, Captain; Christian S. Reimstad and William Nelson, First Lieutenants; and Chas. A. Wilkins, Second Lieutenant (he was a corporal in

1887). There were six sergeants, six corporals, two musicians and thirty-nine privates. In September of 1889 this company attended the World's Exposition in Buffalo, N. Y.

It seems that all military units were discontinued about 1902. Nothing military was indulged in for twenty-five years when, in 1936, under the PWA program of construction a large brick Armory was erected between Third and Fourth streets, on Laurel St., facing the court house lawn. It cost \$125,000. For public gatherings it has a seating capacity of 2,000 or more. Thereupon the 34th Tank Company, 34th Division, Minnesota National Guard, was organized. It was mustered in June 10, 1936, with Ernest B. Miller its Captain, Sigurd Flaata and John S. Muir, First Lieutenants, and Clinton D. Quinlen, Second Lieutenant. It was equipped with two tanks. On September 1, 1940, it was redesignated "Company 'A,' 194th Tank Battalion." On February 10, 1941, it was mobilized for one year of training and was sent to Fort Lewis, Washington. At that time the officers were Captain E. B. Miller, First Lieutenants John S. Muir and Clinton D. Quinlen, and Second Lieutenant Edward L. Burke, and it had a strength of eighty-two enlisted men. In September it was sent to Fort Stottsenburg on Luzon, Philippine Islands. On April 9, 1942, it surrendered on Bataan. During its absence from Brainerd a Minnesota State Guard service unit, known as Co. "A," First Regiment, has been maintaining the defense organization.

APPENDIX S

BRAINERD SEVENTY-FIFTH ANNIVERSARY COMMITTEE

EXECUTIVE COMMITTEE

E. Tom O'Brien	Chairman
Lester R. Hage	Co-Chairman
D. Ray Madison	Co-Chairman
Everet J. Cripe	Henry C. Mills
D. H. Fullerton	Carl Zapffe
Elmer V. Peterson, Director Representative	
Norris Ryder, Secretary, ex officio	

ADVISORY MEMBERS

O. L. Bolstad	Mrs. Louis O. Johnson
Wm. Demmers	Mrs. Alfred C. Mraz
C. R. Fredstrom	Mrs. Sidney R. Parker
Clyde R. Gorham	Mrs. Arthur J. Sullivan
Miss Mary Tornstrom	
John E. Vanni	

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The Seventy-Fifth Anniversary

By **CARL ZAPFFE**

This is a history of a city on the upper part of the great Mississippi River. Brainerd came into existence when the first northern transcontinental railroad was built to connect the head of the Great Lakes and the Pacific Ocean. Building that railroad was started in 1870 and where it crossed this river in 1871 arose the city of Brainerd.

Brainerd became at once the headquarters of the Northern Pacific Railroad Co. and the gateway to the huge pineries in central Minnesota. The railroad went westward to the coast and moved its headquarters southward to St. Paul, and the loggers went northward by water routes and oxen. As woodlands were cleared and travel by roads increased, colonization came. These settlers developed industries based on the soils. To replace the vanishing logging industry there came the vacation and mining industries. Nature endowed these lands with beautiful lakes and with deposits of iron ore. The city had come to a turn in the road.

The author, Carl Zapffe, came to Brainerd at that time and has lived there since then. Writing an authoritative history was further made possible by his having been Geologist and later Manager, Iron Ore Properties, of the Northern Pacific Railway Co. and by his knowing personally most of the people who were active in the birth of industrial development in Brainerd. For many of the historical items the author provides stories which are enlightening and which indicate careful research. The book is encyclopedic and is authentic as to dates. It constitutes a reliable reference book for one's library.

Objectively, the book is intended to give accounts of the development of industries that characterize Brainerd; to disclose the reasons for its exceptional growth in recent years; and to indicate the soundness of the economic foundation on which this growth and future enterprises may be based.

**CLYDE R. GORHAM, President
Brainerd Civic Association.**

*Jacket design by Page Davis Dryburgh, Brainerd.

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