

A Brief History of Early Northeast Brainerd

by Ann M. Nelson

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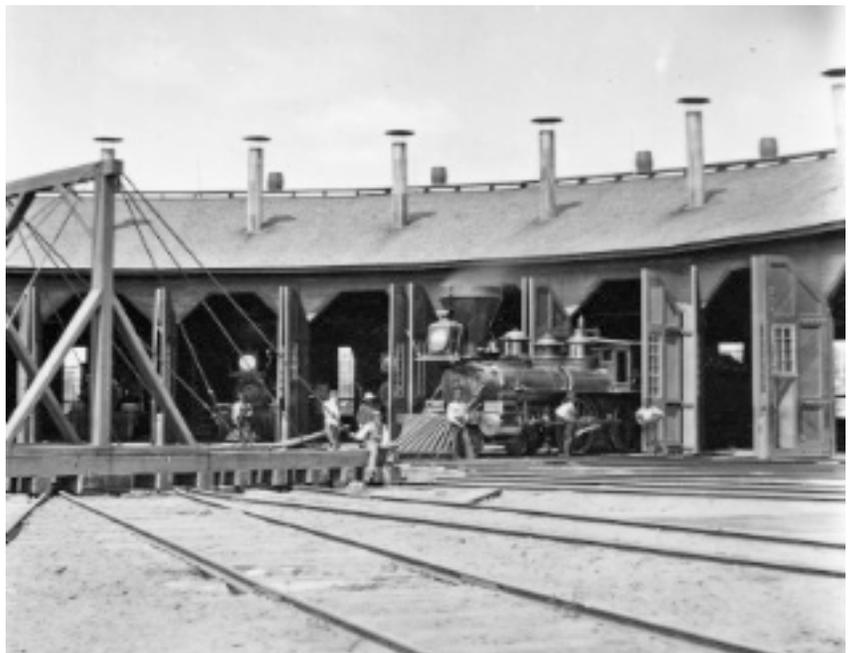
Introduction

For over a century Northeast Brainerd was the industrial center of the city of Brainerd; its industries provided work for thousands of people and drove the prosperity of the city. These industries were the economic engines that kept Brainerd alive, the salaries of their workers fueled the city's business district and increased the fortunes of many of its citizens. The history of Northeast Brainerd could not be told without a description of the Northern Pacific Shops, Schwartz's Brickyard, the Dam, Lumbermen's Hospital, Brainerd & Northern Minnesota Railway Company, Brainerd Lumber Company, Minnesota & International Railway Company, Electric Streetcar Company and the Northwest Paper Company. Prominent, also, is the history of the Ravine Bridge and Fill, Lum Park and Evergreen Cemetery, the resting place of so many Northeast Brainerd pioneers.

Northern Pacific Shops

In August 1870 the Northern Pacific Railroad finally decided where the crossing of the Mississippi River was to be made; that location was at a point about seven miles north of Crow Wing in a space of wilderness populated mostly by Native Americans, jack pine, Norway and white pine. Immediately upon that announcement hundreds of people, mostly white men, descended upon the wilderness and began to build the town which eventually became known as Brainerd. In January of 1871 there were about 1,600 men working on constructing the railroad from the Junction (Carlton) to Brainerd and the tracks were about twenty-eight miles east of the city. On March 6 the Northern Pacific was completed from Carlton to Brainerd; on March 11 a special train carrying the officials of the railroad arrived in the city; by the end of March trains were running into Brainerd on a regular basis and in September the first regular passenger train arrived. In November 1871 the contract for building the first roundhouse in Northeast Brainerd was let to Daniel S. Childs, of Duluth, it was to consist of twelve stalls.

The frame roundhouse was completed in February 1872. At about the same time the plans, specifications and detailed drawings for the machine shops, engine house and other buildings, executed by James H. Place, were revealed; the machine



*NP Roundhouse 1877
Courtesy CWCHS*

shop was to be 65x240 feet; the boiler shop, 60x60 feet; the blacksmith shop, 60x60 feet. By March these buildings were well under construction and discussions were underway regarding the building of forty to sixty residences nearby; when built, these residences would constitute the origins of Northeast Brainerd. On March 16, 1872, Morris C. Russel, editor and publisher of the *Brainerd Tribune* wrote, "An occasional new engine for the Northern Pacific bears down upon us from the east, and comes dancing into Brainerd with all the gaiety of a new and beautiful machine...."



*NP Shop Offices ca. 1875
Courtesy MHS*

At this time the NP had twenty-two engines in operation on the line. In early April over sixty-tons of machinery had arrived and was being placed in the newly erected machine shop, which had been declared the largest and finest west of Albany, New York.

One hundred-eighty men, working ten-hour days, were employed at the machine, car and paint shops of the Northern Pacific as of July 1873 and these shops were the focal point of the hundreds of sightseers who came to Brainerd. On September 18 news reached the city of the collapse of Jay Cooke and Company, financiers of the Northern Pacific Railroad, beginning the Panic of 1873; a few days later two-thirds of the entire shop force were discharged, the Northern Pacific was bankrupt, a receiver was appointed and Brainerd became very quiet.

In June 1877 the NP shops consisted of the roundhouse, machine shop, car and carpenter



*NP Machine Shops 1877
Courtesy CWCHS*

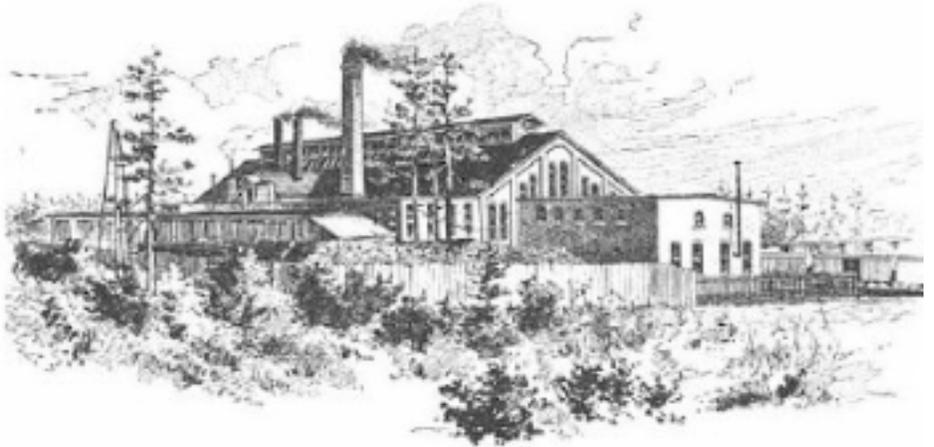
shop, blacksmith shop, paint shop and foundry. One of the pieces of equipment contained in the machine shop was a huge turning lathe able to turn two drive wheels at once. It was reported to be a magnificent piece of machinery and cost some \$5,000; a hydraulic press used to press the wheels on and off the axles, capable of exerting a force of 120 tons, was also part of the machinery located there. A trip-hammer weighing 600 pounds, able to gently bend a piece of tin or smash dies to smithereens was located in the blacksmith shop. The foundry contained molds and castings of everything

needed on the road with the exception of car and engine wheels. In the cleaning room, where the scale was removed from locomotive boilers, the punch and shears were found. Every imaginable article needed to run a railroad was found in the storehouse. In September the *Brainerd Tribune* said, "We should judge the whistle at the shops is run by a rutabaga turnip, from the way it 'bobs' about. Can't the company afford a time piece that will keep good time and be regular in the hours? Very many of our citizens 'go by the whistle,' and almost any of them could guess at the time

better if they tried.”

In May 1881 the plans for enlarging the shops were about complete. They were to be located on land adjoining and south of the existing shops; about thirty-five acres were required for the buildings, tracks, storage, etc. All of the buildings were to be constructed of brick, with substantial granite foundations. The bricks would be supplied by William Schwartz of Northeast Brainerd. By early September the roundhouse 316 feet in diameter and containing, at the center, a wrought-iron turntable fifty-six feet in diameter and forty-four stalls, was nearly complete. As of December the number of men employed in the shops was 503. They were classified as follows: carpenters, 175; blacksmiths, 60; machinists, 92; boilermakers, 27; tinsmiths, 14; molders, 19; roundhouse men, 38; yard laborers, 28; office clerks, etc., 13; painters, 38.

In January 1882 a new foundry for the casting of car wheels, providing employment for forty molders, was prepared for construction. The building, when completed in early spring, was 80x235 feet with brick walls and an iron covered roof. By mid-January 1882 the roundhouse was being roofed by the Detroit Bridge and Iron Works. Preparatory to putting on the roof, an iron truss framework was being placed on the new machine and erecting shops, in which twenty-three locomotives could be repaired or be in the process of construction at one



NP Foundry 1885

time. Near the end of January the iron truss for the roof of the new machine and erecting shops was nearly complete and planks were being laid on it. In mid-February it was announced the work of laying the slate on the roofs of those shops had begun. Tar paper was laid first and the slate was then nailed on--the same as shingles. Small holes were punched through the slate in order for the nails to be driven through. It would take the crew of men a long time to lay the slate because the roof of the 120x244 foot building was the largest in the state. At the end of April the excavation of the grounds for the new boiler, tank and tin shops, 80x224 feet, had begun; they were built directly west of the nearly finished machine and erecting shops. Together, the two buildings were huge; a transfer table, operating on six tracks running the entire length of the buildings, powered by a small stationary engine on one side of the carriage which moved the wheels by cogs, conveyed a locomotive into any part of the two shops. Connected with these two buildings there was an engine and boiler house 40x80 feet within which a granite foundation was laid for carrying the 1,500 horsepower Corliss engine and the four large boilers weighing 22,000 pounds each, which furnished steam for heating the new buildings as well as for running the engine. A smokestack 100 feet high was erected at the side of the building. Beyond and parallel with the engine and boiler house, the boiler, blacksmith and tank repairing shops 80x197 feet were located. North of the boiler shops was the oil house; this was 45x62 feet, two stories high, containing six huge wrought iron oil tanks on each floor. Those on the ground floor had a capacity of 18,000 gallons each, while those on the second held 12,000 gallons each. Immense steam pumps were used to convey the oil from the cars to the various tanks. This brick building was as nearly fire proof as possible. Between the main track and the roundhouse a storehouse and office was built of brick with an iron truss and slate roof; it was one large building 42x282 feet, two stories high. Seventy-five feet of the west end was partitioned off to be used as offices for the superintendent of construction, master mechanic, etc. On the front a clock tower 65 feet high was erected. It was estimated the cost of the new shops, when completed, would be \$450,000 and they would employ from 600 to 800 men. The old shops on the north side of the track were used for car building and car repairs, while the new ones on the

south were for the locomotive works. Tracks in every direction connected all the new buildings with those previously in use. According to the *Minneapolis Tribune* the building of the shops and the roundhouse required thirty-six carloads of slate, six carloads of tarred roofing felt, one carload of glass for skylights and two carloads of galvanized iron.

The company intended to keep the old shops running as well; the old machine shop was converted into a woodworking department. All of the new machinery was purchased from the J. A.

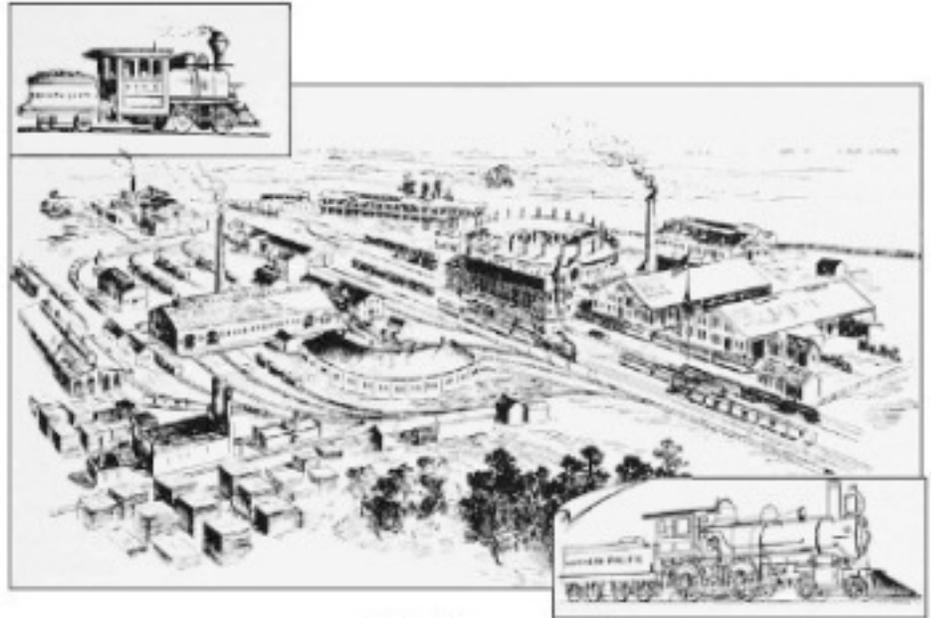
Fay & Company of Cincinnati, Ohio and included a large car sill dresser, which took a piece of timber fourteen by sixteen inches thick dressing the stick on all four sides at once; one patent planing, heading and matching machine, working on all four sides similar to the one last referred to; an automatic gaining machine for cutting and gaining sills, etc.; a large rotary car mortising machine and one vertical mortiser for end work; a large rip saw, a vertical tenoning machine; a large vertical car tenoning machine; a universal woodworking machine; a large re-sawing machine, with a 40-inch blade; one large patent railway cutoff saw and a large

automatic knife grinder. This machinery was the best of its kind and possessed all the latest improvements; an additional force of about 275 men was required to keep it running.

On March 28, 1886 a fire, raging for several hours on the north side of the tracks, burned these frame buildings to the ground: planing mill, machine shop, pattern shop and upholstery shop of the car department as well as the old roundhouse, where the freight work was done. The buildings burned constituted the original plant of the shops built in 1872. The main shops, six buildings built in 1881-82, standing south of the track were not damaged by the fire. The construction of the new shops on the north side of the tracks was to begin on May 1 and be completed in ninety days. The brick used in their construction was brought from Moorhead and were cream colored; Magdalena Schwartz only had a few bricks on hand and it would take something like 900,000 to complete the job. The new building was 65x160 feet, with a wing attached for an engine room and boilers. It was a fireproof building of brick and iron with a slate roof, standing perpendicular to the main track and the storehouse.

In July 1888 the shops employed nearly 800 men who did most of the freight car building and locomotive repairing for the entire Northern Pacific main line and branches east of the Rocky Mountains. The shop buildings consisted of an office and storehouse, 42x282 feet, two stories high; boiler and tin shop 80x224 feet; a machine and erecting shop, 120x244 feet; a boiler annex 40x80 feet, with a 1,500 horsepower Corliss engine; a roundhouse, 316 feet in diameter, with stalls for 44 engines; a blacksmith shop, 80x197 feet; an oil house, 45x62 feet; two iron and coal store houses, one 26x57 feet and the other 26x98 feet; a paint shop, 50x200 feet; a foundry, 80x235 feet; a wood working shop, 65x160 feet, with an annex for axle and car wheel work, 40x65 feet; a freight car repair shop, 80x160 feet and a lumber dry kiln, 40x70 feet. The monthly payroll amounted to about \$80,000.

On January 25, 1891 another fire burned the large wooden structure known as the old paint shop, which for sometime had been used as a car repair shop. This building was nearly the last of the original shops built in 1872. In this shop there were about ninety men at work and every one of them lost their toolkits which were kept in the building when not in use. It may not be generally



NP Shops 1885

known that in many branches of work in the railroad business, at this time, the workmen furnished their own tools and this was one of them. On June 1, 1893 the freight repair shops, a structure 80x160 feet and the last of the old wooden shops was entirely consumed by fire. This shop employed about fifty men and all the tools of the workmen were burned averaging about \$30 a man. The cabinet shop, a building 30x46 feet, and the bolt house, 16x30 feet, were also burned to the ground. The car foreman's office, a building 20x40 feet, burned with the others. By the end of June, the plans and specifications for the new shops to cost \$55,000 had been drawn and forwarded to New York for approval, work would begin on them inside of a month. On July 13 the ground for the mammoth building was staked and measured. The new building was "L" shaped and measured approximately 151x250 feet. In addition, a new power house was to be constructed 47x54 feet. Both buildings were built of brick. On August 3 the contract for the car shops had been let to A. Tollefson; the building was to be ready for occupancy by November 1st.

Early in April 1900 the Northern Pacific installed, in the machine shop, a mammoth new wheel lathe, a magnificent machine costing \$5,000, made in Newark, Ohio, by the Neiles Tool Works. Two other very fine pieces of machinery were received, one was a bar punch and shears for the blacksmith shop costing \$3,200, the other a plate punch and shears for the boiler shop costing \$3,400. These machines were electric, operated by independent motors attached to each machine. By mid-April plans had been drawn and approved for improving and doubling the capacity of the shops. The machine shop was to be increased 150 percent. The new portion would be two stories high and contain fifteen pits. The blacksmith shop was to be increased 90 percent and the boiler shop 100 percent. The old boiler shop, built in 1882, would be used for cab construction and paint shop. A riveting tower for hydraulic riveting was constructed on the east end. The car shops were to be increased about 80 percent. An entirely new building was to be constructed east of the current shop, with a transfer table between. The engine rooms, boiler rooms and all other portions would be enlarged to correspond with the increases made elsewhere. Work was begun on the blacksmith and boiler shops in early September. By the end of October the brick work of the blacksmith shop was complete and ready for the roof. The concrete foundation of the machine shop was complete and the brick work on the new machine shops was very nearly complete; the foundation of the boiler shop was well underway. At the car shops, foundations for the new mill and machine shops were about complete as well as those for the pattern shop and various smaller buildings.



NP Office & Store House 2005

Early in March 1901 the shafting and machinery had been installed in the new blacksmith shop and it was ready for occupancy. The roof of the new machine shop was put on after a delay of several weeks waiting for the structural iron which composed it. The last crew of Butler & Ryan, contractors of St. Paul, left on June 6, 1901. On June 7 a large new traveling electric crane weighing twenty tons, capable of traversing both the old and new shops, was fired up.

In early April 1907 a 165 foot square addition was made to the blacksmith shop; it was built south from the west end of the existing shop. It would, it was said, make it one of the largest, if not the largest blacksmith shop, in the United States.

In April 1910 construction was begun, by W. J. Hoy Construction Company, who held the contract amounting to \$400,000, on a new foundry, power house, a pattern shop, a large pattern store house, an office, lavatory building, coal and coke sheds and other warehouses. The foundry was to be one story high, 80x250 feet; it was to have steel window frames with heavy cement foundations running through the center of the building upon which would be located the columns supporting the roof. The pattern shop was to be four stories, 40x100 feet. The capacity of the foundry, including both iron and brass, was over 640 tons per month. Some of the finer castings, such as engine cylinders, etc., were now cast at this foundry. By the first part of October the pattern shop, coal sheds and the power house were complete with the exception of some minor inside work and men were working on roofing the foundry building.

Promptly at the stroke of 10 a. m., Saturday, July 1, 1922, the shopmen of the Northern Pacific, numbering approximately 1,250 in Brainerd, laid down their tools and went on strike; the strike dragged on until February 5, 1923, having a devastating effect on the city.

Charles Skooglun, St. Paul contractor, received the contract to build a new power house in mid-July 1924. The power house was to be 100x110 feet and cost \$250,000 including equipment; it was to be located near the old scrap dock and would stand between two 200 foot high reinforced concrete smokestacks. The building was to be seventy-two feet high on the north side and forty-five feet high on the south. In addition to the main building there would be a coal hopper, 20x62 feet, with special trackage and equipment for unloading coal in carload lots. The power house was constructed of light colored brick. Some difficulties presented themselves in finding a suitable base upon which to build the foundation, both for the building itself and the smokestacks because a vein of quicksand was found under this site. It was necessary to drive piling through this quicksand, in many places to a depth of forty feet, before solid ground was reached. In addition to furnishing electric power and light to all of the railway properties in the city, this power plant furnished steam heat for the shops. In September a steam whistle was installed in the power plant; this whistle blew at 7 a. m. and 4 p. m. and is currently located at the Crow Wing County Historical Society Museum.



NP Power House 2002

In January 1926, Superintendent J. P. Anderson gave a tour explaining the equipment and workings of the new power house:

Basement

“Coal is brought up the incline by a switch engine and dumped into concrete hoppers of which there are two, with a capacity of 200 tons each. Below the concrete hoppers coal passes to the shifting table which supplies a traveling conveyor that carries coal to the coal crusher. From

the coal crusher, coal drops to the traveling conveyor that takes it to overhead bunkers. It is carried by gravity through swinging spouts to hoppers in front of the boilers and is fed to the Harrington traveling grate stokers. The operator of the coal handling machine is able to start and stop the machinery from three different points by pushing a button. This is a safety precaution and also for ease of handling. The storage capacity of the concrete hoppers and overhead bunkers is about 100 tons.

Ashes

The ashes drop from the stoker grate into ash hoppers, located in the basement. These hoppers have doors in the bottom which are opened and closed by compressed air and ashes are dropped into cars located below the hoppers. There is a spray of water into the ash hopper which cools the ashes and keeps down dust. There is no handling of coal or ashes by manual labor in the plant. In the second section of the basement is located the water, air and low pressure steam piping. All exhaust and low pressure steam is passed through an oil separator before going out through the steam heating mains. In the third section of the basement under the engine room are located the fire pump, condenser and condenser pumps, gland water tank and stand water pump. There is also in this section a room partitioned off where all high voltage wires leaving the building are placed as are also the controllers for the power generators. All high voltage wiring is located in the plant so that only men who have experience can get at them. From the basement there is a stairway to both boiler and engine rooms. All of the stairways and platforms in the building are Irving subway type which are considered the safest made. Special attention has been given to make everything as safe as possible in the entire plant. Special attention has also been given to the ventilation of the building.

Boiler Room

In the boiler room there are four six hundred horsepower Badenhausen vertical tubular boilers with an overload capacity of fifteen hundred horsepower each. Harrington chain grate stokers are used with both forced and induced draft. The chain grates are operated by small upright engines and the blower fans by steam turbines. The boilers operate on both forced and induced draft. The stoker engines, draft fans and dampers at the stack are handled automatically. As the pressure of the steam increases, the fans slow down and the draft decreases; the the stoker engines slow down and feed less coal and the dampers close. The water is fed to the boilers automatically, keeping a certain level of water in the boilers. If, for any reason, the water gets too high or too low, an alarm whistle blows until the condition is normal again. Water is fed to the boilers by centrifugal pumps running at 360 revolutions per minute. There is also a reciprocating pump that can be used if wanted. The temperature of the feed water is 218 degrees. On the front of the boilers are instruments showing the steam pressure, the boiler horsepower each boiler is developing and draft gauges showing the air pressure that is being used. There are five places under the traveling grates where air pressure can be applied and pressure can be regulated. At the back of the boilers, instruments are located showing the gases escaping to the stack, the temperature of the gases escaping and the pressure of the draft at the damper. This enables the fireman to know just what his boilers are doing in burning the fuel. By opening a valve at the side of a boiler, the soot is blown down from the tubes automatically. Steam leaves the boilers through an automatic valve that, in case of a broken tube in the boiler, closes the valve automatically and prevents steam from other boilers escaping through the break and, in case of a broken steam main in any part of the plant, causing a sudden flow of steam from the boilers, the valves on all the boilers in the operation will close.

Engine Room

There are two air compressors in the engine room, one a 4,000 cubic foot uniflow steam feather valve. This is the largest air compressor in the northwest and there is only one larger in the country. There is another of 600 cubic feet for night loads when the shop is not operating. There are at present two turbine-driven power generators, with the foundation for the third which will be moved from the old power plant. This will give us 1,550 kilowatt capacity. The 750 K. W. unit is a

mixed pressure turbine running condensing. This machine will operate either high or low pressure steam or both. In warm weather when we are not using the steam exhaust from other machines, it will be used to operate this turbine at three pounds pressure and will mean a great saving in fuel.

There is a 15-ton traveling crane in the engine room which is used in making repairs to machinery.

The switchboard for power distribution is of a special design and has several new features. It was designed by Fred Reid, chief electrician of the N. P. Ry. Co., and is considered one of the safest and most complete ever built by the Westinghouse Electric company. It is divided into twelve panels, six for the control of the power generators and exciters and six for the control of the power distribution to various departments of the shops.

Each department is separately metered, so that power consumption can be charged direct."

In early October 1982 all of the buildings built in 1881-82 and the 1924 power house were scheduled for demolition; these were saved: the office and store house, the machine shops, the boiler shops, the blacksmith shop and the power house. They were placed on the National Register of Historic Places on January 3, 1989.

The Schwartz Brickyard

From August 1872 to August 1881 William Schwartz, a German immigrant, operated a grocery and dry goods store in downtown Brainerd, but that was not his claim to fame. Sometime in the fall of 1878 Mr. Schwartz discovered a bed of clay on the east bank of the Mississippi River near where the Northwest Paper Company would build its paper mill in 1915-17. This bed of clay was estimated, at the time, to be thirty-six feet deep. Schwartz immediately tested the clay to see if it would make quality bricks and found it was very satisfactory for that purpose. He purchased eighty acres of land from George Holland for \$250, cleared the ground for a brickyard on an extensive scale and began negotiating for the necessary machinery, including a steam engine, which he planned to have ready for operation in the early spring. By April of 1879 Schwartz had received his machinery, hired men, expected to have a kiln up in about three weeks and was looking forward to having a first-class brick on the market within sixty days. The first load of brick was hauled into Brainerd in June, examined by its citizens and pronounced to be of first-class quality.

In January of 1880 Schwartz was negotiating with the Northern Pacific railroad to build a spur to his brickyard and in February he was on his way to Chicago to purchase new and improved machinery; he expected to make 1,500,000 of the best bricks west of Milwaukee that season. Near the end of February, Markell & Munger, of Duluth, who were building a new elevator in that city, were in town negotiating for the spring delivery of 300,000 bricks. In mid-March plans were being drawn and the location platted for the extension of the Northern Pacific railroad shops in Northeast Brainerd; the company contracted with Schwartz for 1,000,000 bricks for their construction and a year later a track was laid from a point near the shops to Mr. Schwartz's brick yard for the delivery of these bricks. This track was located near where the track currently runs on First Avenue from the Northern Pacific shops to the old paper mill, now the Brainerd Industrial Center. The brickyard was expected to have its first 100,000 bricks of the season ready for market by mid-June. Heavy rains in early June did considerable damage in the vicinity of Brainerd, washing out bridges, flooding farms and inundating Schwartz's brickyard. On July 2 the clay bank at the brickyard fell on Alfred Wester, completely burying him. It took his fellow workers ten minutes to dig him out; he remained unconscious until the next day when he awakened. Suffering from internal injuries, Alfred died on July 9th. By mid-July the brickyard was running full blast, shipping bricks to all parts of the state and Dakota Territory. The editors of the *Brainerd Tribune* visited the brickyard in late July and described what they found: "Here we found several new and extensive buildings, in fact quite a village in itself. Entering the clearing which covers about fifty acres the first building on the right is a fine large two-story residence for the use of the proprietor and his family, which with its white paint and curtained windows bears a picturesque contrast to the forest wilds we are just emerging from and gives the locality a homelike air of neatness quite pleasing and attractive. Opposite, on the left, are the stables and wagon-house and a little farther on an extensive boarding house, lodging rooms, kitchen, bakery, etc., with a capacity to

accommodate some sixty employees. East of these buildings several acres have been graded for the brickyard, in the centre of which is located the engine house covering a forty-horsepower engine, boilers and machinery, and from either end of which runs a shaft with drums, belts and cogs attached, connecting with the clay mills and brick machines of which there are four, two on each shaft, with a capacity of 22,000 daily. From the north side of this engine house leading down the embankment into the clay mine some sixty feet below the level, is a railway track or tramway up which the car loads of raw clay are pulled by the engine, and, connecting with the Mississippi river, some twenty or thirty rods north, is a pipe through which is pumped water to supply the boilers, brick machines, dwelling, stables, boarding house and all the requirements of the grounds. On the south border of the yard are the kiln sheds, a permanent structure, three hundred feet in length



*Schwartz Brickyard ca. Unknown
Courtesy CWCHS*

with a capacity for holding 1,000,000 brick at once. The roof is in sections and set on trucks, enabling its removal from kiln-to-kiln as may be required and everything, buildings, sheds and all, are of a permanent and convenient character, indicating the character of the enterprise and the determination of the proprietor to have everything requisite to facilitate the manufacture of a first-class article of brick at the least possible cost.

Mr. Schwartz has already burned 800,000 brick this season, nearly all of which have been sold or contracted for, 400,000 more are in kiln, ready to burn, and he expects to burn about 800,000 more or 2,000,000 in all for the season of 1880. The bricks manufactured here are of excellent quality, and fully equal to the celebrated Milwaukee brick. They keep their shape perfectly in burning; are hard, and clink together with a clear ringing sound, indicative of excellent quality. In color they are light cream, making a beautiful wall."

On January 25, 1881 William Schwartz closed a contract with the Northern Pacific for 3,000,000 bricks to be used for the extension and completion of the Northeast Brainerd shops. In February the brickyard was burning a large kiln of bricks preparatory for the spring rush, but Schwartz worried that he might not have the 1,500 cords of wood necessary for the summer burning of bricks because of the deep winter snow and the difficulty in getting the wood out of the marshes and swamps in the spring; he was paying a high price, \$1.50 per cord, for chopping wood. On April 25 the railroad began the work on the brickyard spur and it was completed on May 6. On May 16 General Manager George B. Sargent, of the Northern Pacific, signed a contract with William Schwartz for 3,000,000 bricks with which to build the new roundhouse and large machine shops located on the south side of the tracks. By the end of June, Schwartz had eight brick-making machines running twenty-four hours a day, seven days a week. In July Mr. Schwartz informed the *Brainerd Tribune* that he had orders for bricks which he had no hope of ever fulfilling. He could not even meet the local demands let alone such orders as 3,000,000 for St. Paul; 2,600,000 for Minneapolis; 75,000 for Verndale; 200,000 for Fargo; 50,000 for Wadena; 60,000 for Aitkin; 50,000 for Bismarck; 75,000 for Mandan; 50,000 for Aldrich; 50,000 for White Earth; 75,000 for Perham; 500,000 for Duluth; 200,000 for Little Falls; 100,000 for Moorhead and numerous other similar orders.

In February of 1882 Schwartz employed twenty-six first-class brick makers; by March he had 1,600 cords of wood in one pile to be used for summer burning in the brickyard kilns. At the end of October seven car loads of bricks were shipped to Duluth.

In August 1884 Mr. and Mrs. Schwartz reached the conclusion they could no longer live

together, they separated and divided up their considerable property; Mrs. Schwartz retained the brickyard and the Schwartz Addition to Brainerd; Mr. Schwartz got some equally valuable property and half the cash on hand. The *Brainerd Dispatch* wrote, "Madam Rumor sayeth that there is a fair young Adonis mixed up in the business and he it is that has caused all the trouble that has been public talk for some time past, but whether this is true or otherwise, deponent sayeth not." On August 21 Schwartz left Brainerd, with his son, for Hanover, Germany, saying he planned to return in the fall to settle up his business; he returned on March 5, 1885.

On March 20, 1885, Mrs. Schwartz, proprietress of the brickyard, and her bookkeeper, Adolph Theis, were arrested by the police at an early-morning hour, both charged with "improper relations." In lieu of the charges being dropped, Theis agreed to leave town. By May Magdalena Schwartz had made preparations for a busy season's work. The capacity of the yard was about 4,500,000 bricks during the season and if run at its full capacity would require about 125 men. Already 2,000,000 bricks had been contracted for by Duluth parties and it was expected that there would be other orders for brick, which would increase the number to the full capacity of the works. At the beginning of the season about fifty men would be employed with wages ranging from \$1.40 to \$1.60 per day for laborers. Over the winter Mrs. Schwartz had made quite a number of noticeable improvements at the brickyard, among which was the erection of a \$2,000 brick barn, one of the finest in the area. In June the *Duluth Tribune* noted, "Mrs. Schwartz, proprietress of the celebrated brickyard at Brainerd," had been in the city and closed a contract for supplying bricks for the new Board of Trade and Fergusson buildings. On November 28, 1887 Magdalena Schwartz married Andrew Robinson. In April 1888 Mrs. Robinson leased the brickyard to A. Gordon who expected to employ a large force of men in making nearly 3,000,000 bricks that season. By October 1891 Magdalena Robinson had sold all of her property, including the brickyard, and was moving out west with her husband. She died in Salem, Oregon, February 25, 1896 and was buried in an unmarked grave. The fate of William Schwartz is unknown.

Among the local buildings of note allegedly built with Schwartz's brick were these: the Hartley Block, built 1881, burned 1904; the McFadden-Westfall Block, built 1885, allegedly burned, date unknown; the First National Bank Building Sixth and Front, built 1882; the former courthouse (now an apartment building on the southeast corner of Fourth and Kingwood), built 1882; the Sheriff's residence built in 1882, demolished, 29 April 1936; the old city lock up, built 1886, demolished 1988; the Northern Pacific shop buildings, many demolished 1980's; the old high school building, built 1885, burned in 1928; the Harrison, Whittier, Lowell and Lincoln schools, built 1893, demolished 1939; C. N. Parker's street car power house, built 1893, demolished, date unknown; and several dozen north side residences erected by C. B. Sleeper, W. D. McKay, and others. It was also alleged that the Park Opera House/Paramount Theatre was built of Schwartz brick, however, the *Brainerd Dispatch* of the day said it was built of Duclos brick from Little Falls. Since all but one of the business buildings outlined above have disappeared from Brainerd, it is difficult to ascertain the veracity of the above cited information.

Ravine Bridge and Fill

From its earliest beginnings the inhabitants of Northeast Brainerd had a tough time crossing the ravine separating Northeast from downtown Brainerd. Travelers could cross by using the railroad tracks from the Northern Pacific shops, thereby risking being hit by a train, or by using a plank bridge eighteen feet long and twenty-four feet wide located just barely above the stream at the bottom of the ravine, which required either carefully walking, riding or driving a horse and zigzagging up and down the steep, sandy, fifty-foot banks of the ravine, or by walking or driving a mile or two out of the way and crossing near the cemetery. The citizens of Northeast said they were afraid to cross the ravine after nightfall because there were so many suspicious looking characters lurking there and on the lookout for anything of value.

Finally, on September 21st of 1885, the city council agreed to build a new bridge from Kingwood Street across the ravine to Kindred Street (Washington Street); on September 28th the bids were let and F. A. B. King was the successful bidder at \$2,375. King was to build a high-line bridge twenty-four feet wide, including an eighteen-foot roadway and a six-foot sidewalk. By

October 30th the bridge was completed at a cost of \$2,875 and the city street committee was ordered to put up signs at each end of the bridge to prevent "fast driving" thereon. At the completion of the bridge a large bonfire was built, cannons were fired, a band played and a large crowd gathered to hear Alderman George Forsythe, of Northeast, and others expound upon the value of the bridge to the city of Brainerd. After the speeches the crowd fell in behind the band and marched to the business section of Northeast Brainerd where refreshments awaited, which "the boys seemed to relish fully as well as any part of the programme."

By May 1891 the bridge was in bad shape and the city council decided to re-plank it with three-inch planking at a cost of \$607. In May of 1893 the street committee recommended that the bridge again be repaired since the mud sills and the posts resting on them were rotten; the bridge was repaired. On June 2nd 1898 the same wind storm that flattened the Electric Streetcar Bridge, flattened the Ravine Bridge, too; the people of Northeast were desperate for a new bridge, but that did not happen until enough citizens agreed to contribute \$4,900 out of their own pockets for its construction. In December 1898 C. B. Rowley, of Brainerd, was awarded the contract to build the new bridge at a cost of \$3,965 and in January 1899 Anton Mahlum was awarded the contract for removing the old bridge at a cost of \$26.50. The new bridge was finally completed in May and in August 1899 the city repaid the citizens who made the voluntary contributions to build it. In October of 1908 this bridge, too, was reported to be in dangerous condition and in need of immediate repair; the walk on the bridge was full of holes, the railings on both sides were in bad shape and on the north side at least seventy feet of the lower part of the railing was missing. In early October 1911 the state engineer condemned the bridge and in late October a crew was busily re-planking and repairing it once again. In early July 1913 pedestrians were notified not to congregate on the bridge; the crowding of people on the bridge during baseball games or 4th of July fireworks was forbidden because the bridge would not support the additional weight. In August businessmen and Northeast Brainerd residents were objecting to the delay in repairing the bridge. It was closed to traffic and both wagons and pedestrians had to make a detour of about two miles by way of the cemetery or by Oak Street, passing the shops to reach downtown.

On February 10, 1914, at the same time bidding was opened on \$75,000 worth of bonds to pay for the new city hall and fire hall, bidding was opened

on \$22,000 worth of bonds to pay for the dirt fill to replace what was known as the Ravine Bridge connecting northeast Brainerd with Brainerd proper. \$7,500 worth of these bonds were taken by six local bidders, \$2,000 of which were taken by the Brainerd Eagles Club, the city financing the rest. On March 7 bids for the fill were opened and McCullough & Cheney of Minneapolis were declared the winners. Two days later powder was ordered for blasting the frozen ground in preparation for the city to build the culvert under the fill; City Engineer Peacock was



*Ravine Bridge & Fill 1914
Courtesy CWCHS*

authorized to pay a minimum wage of twenty-five cents an hour for labor in building it. On the same day a steam shovel and two steam-powered dinky engines arrived. W. E. McCullough, member of the firm of McCullough & Cheney, was in the city in late March to look over the ground and examine the work the city was doing putting in the culvert. He said his firm was ready to go on

the fill as soon as the culvert had aged sufficiently to stand its weight. About forty men were employed in the filling operations, including a foreman on the dump, two men for track repairing, four in the pit, three engineers, a crane man, shovel man and night watchman. Over a mile, about 6,300 feet, of narrow gauge tracks were laid in early May for the twenty dump cars hauling gravel to the site. The tracks started at the hill on the Holland land, circumvented the swamp on its north end, extended down Pine Street ('D' Street) to Fifth Avenue, then to Kindred (Washington Street) and on Kindred to the end point on the bridge. A switch was located at Forsythe ('C' Street) and Fifth Avenue; a standpipe was situated at the corner of Farrar ('B' Street) and Fifth, this supplied water for the two locomotives. In order to sustain the weight of the cars being run out on it and dumped the old bridge required reinforcement. A couple of weeks later the huge steam shovel was chewing its way into the Holland hill; the massive jaws of the steam shovel dipper tore away the bank, grabbed a mouthful of soil, rocks and stumps and dropped them into one of a waiting string of dump cars. A second dipper load of dirt filled the car. A signal was given by a man on the bank; the miniature engine answered with a tug and moved the next car in line for its two dipper loads. Two industrious pint-sized dinky locomotives hustled through the streets each pushing ten cars of dirt, dumping them and then scurrying back with the empties for another load. Late in June the fill was completed.

After the construction of the Washington Street Bridge over the Mississippi River, completed in October 1932, Main Street was renamed Washington Street, "A" Street became East Washington Street and Richard Street in west Brainerd became West Washington Street and the fill was widened to become part of Washington Street.

Note: Dinky/dinke engines/locomotives were small steam-powered locomotives primarily used in mining operations.

The Dam

Sometime in early June 1874 Charles F. Kindred arrived in Brainerd as Chief Clerk in the Northern Pacific Land Department. On December 9, 1880 Frederick Billings, President of the Northern Pacific, sent a letter ordering that Kindred be fired for "personal speculation, favoritism and absolute personal dishonesty."

The Mississippi Water Power and Boom Company was created in early 1884 by Charles F. Kindred as part of a scheme to build a dam costing \$50,000, across the Mississippi River at Brainerd. Kindred claimed the dam would produce twenty-feet of head, creating 25,000-horsepower, which was grossly overstated; the back bay would provide boorage for 50,000,000 logs. All logs destined for Minneapolis would be chuted through the dam and above the dam, a lake was to be created as a bay of the river called Rice Lake. The citizens of Crow Wing County voted overwhelmingly to have the county issue \$50,000 in bonds to pay for constructing the dam. Two places were considered as possible sites, one was near the west end of Kingwood Street and the other was in Northeast Brainerd at the Schwartz Brickyard. A great deal of wrangling among the citizens of Brainerd took place as to the dam location; many Brainerd citizens wanted the dam at the Kingwood Street location because they believed it would greatly enhance the value of their property in the city. In any case, a purchase agreement could not be negotiated with landowner, Charles Ahrens, for land on the west side of the river for the Kingwood location. C. J. A. Morris, who built the dam in St. Cloud, early in December of 1886, created the plans and specifications for the new dam; it was he who would be in charge of its construction.

In late January 1887 Kindred had a bill introduced into the Minnesota house and senate for a change in the location of the dam. It was rushed through both branches with lightning speed on the same day it was introduced. That evening Kindred got the speaker and clerk of the senate to prepare the bill for the governor's signature and he personally aroused the latter from his bed to sign it. A delegation came from Brainerd to oppose the bill, but found it had already been made a law. After months of sniping it was finally decided to build the dam at its present location. Near the end of January 1887 someone sent Kindred an anonymous letter threatening to put a bullet through him if he built the dam at the brickyard but it did not stop the pile driver for a moment and

the work continued. At the end of January 1887 the steam pile driver was at work on the east side of the river, and the horses worked on the west side. The piles were all of sufficient size to insure a

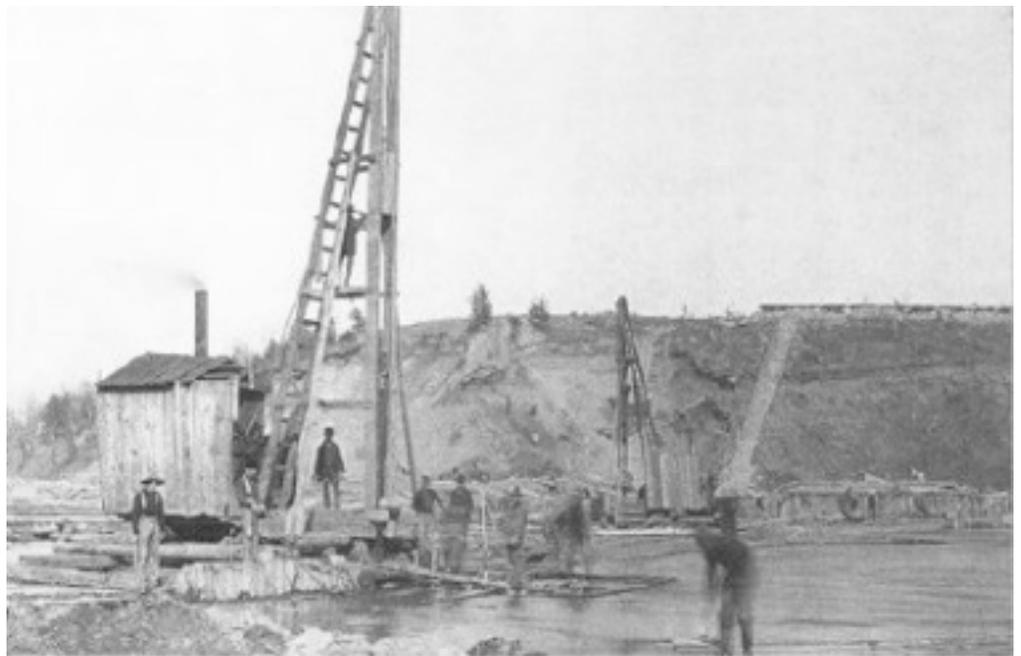
good solid structure, and were driven about eighteen feet into the ground, the water was three and a half feet deep at that point. There were some twenty teams engaged in hauling rock and timber to the site of construction and about thirty men were engaged in driving and getting the piles in shape. A small sawmill was erected nearby with a capacity of 75,000 feet daily; it was to be used to saw the timber for the dam, after which it would be converted into a sawmill for general use. By the end of March the railroad had extended the brick yard track, completed in May 1881, to the dam. By the end of September eighty men, constantly employed, were as busy as



*Dam Construction ca. 1887
Courtesy CWCHS*

bees. The work had progressed to such a degree that it was not difficult to detect the day-to-day progress. Just above the dam a track was laid out over the water and a dump-cart continually piled sand from the hill into the river, although not actually necessary, this was to be followed up

across the river and when completed would take the greater part of the strain off the dam proper. A large force of men were at work loading flat boats with stone and floating them down to the works where they were used as fill; still another crew was at work rolling cord after cord of stone down the bank which was conveyed by a pushcart to its destination. Men were at work placing the timbers that formed the apron and also laying the floor of the flume, which was corked with oakum. The west abutment or crib rose some thirty-five feet above the water and the hill behind it was graded down

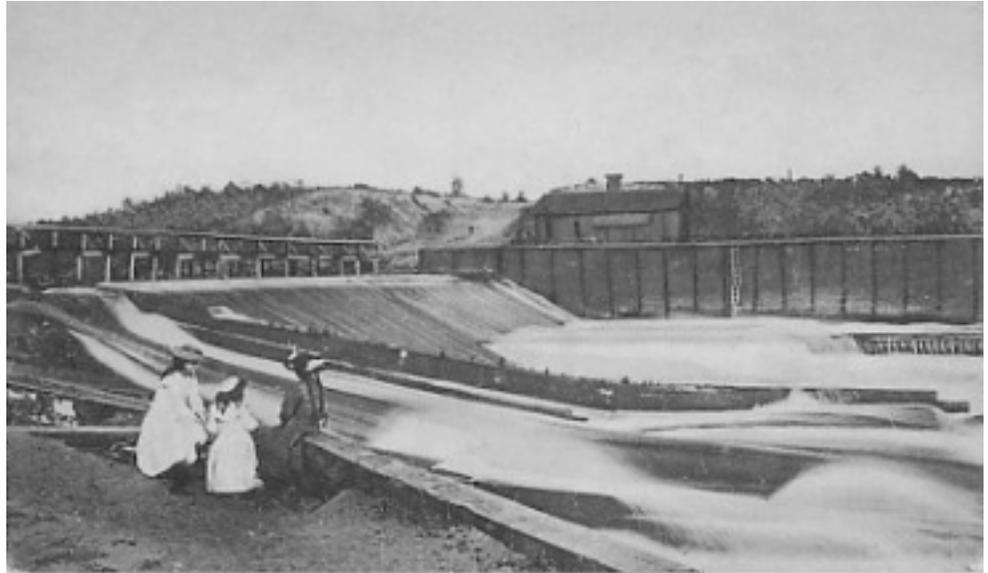


*Dam Construction ca. 1887
Courtesy CWCHS*

by a large force of shovelers to use as fill. When completed the dam was to be as solid as a wall of rock; it was claimed there would be power enough to drive the wheels of all the factories that could locate in the vicinity. In October the city council issued \$25,000 in bonds to acquire land on which

to build the approaches to the bridge located on top of the dam. Near the end of November, Kindred appeared before the city council, and, after explaining that the dam company had expended the \$50,000 of county money besides \$40,000 raised in other ways, and the work was still unfinished, asked the council to issue bonds in the sum of \$25,000 in order that the work might proceed. There was only one way out, for the city to come forward and by funding these bonds secure the completion of the work which would otherwise have been stopped.

At the end of February 1888 over one hundred men were at work on the dam and it was expected it would be completed in early March. The *Brainerd Dispatch* wrote, "Parties who have not paid much attention to the matter



*Dam 1895
Postcard*

can hardly appreciate the gigantic enterprise, but to a comprehensive mind the building of this dam is one of the grandest accomplishments that could have been devised for Brainerd's future welfare." When completed, the dam was made of wooden piling driven inside a belt one hundred feet wide and the spaces between were filled with rock. On top, the piles were bolted together with heavy planking like a cover. The sluiceway was fifty feet wide. 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. The water at the dam began running over the structure for the first time on April 17. Above the dam the water had reached the depth of about twenty-five feet while below there was hardly enough to float a log. The marshes and boom reservoirs had all been filled and were ready to hold every log that came down the river if necessary. In October of 1888 Charles F. Kindred abruptly announced he was leaving Brainerd and moving permanently to Philadelphia. The *Brainerd Dispatch*, via the *Lumberman*, carried this note, "With the irony of fate, Mr. Kindred is about to remove from Brainerd, and will shake the dust of the 'City of the Pines' from his feet, disgusted with the treatment he has received by the citizens of that place who have not approved altogether his various schemes for municipal improvements through the medium of corporations organized in the interests of Mr. Kindred." He died in Philadelphia on October 26, 1918. As early as November of 1888 the city council authorized buying timber to repair the dam and by April of 1889 \$5,000 worth of repairs had been made. Sometime in March or April of 1889 the Mississippi Water Power and Boom Company was declared bankrupt and fell into receivership. On April 29 its property, including the dam, was sold at a sheriff's sale in order to satisfy a judgment of \$17,657.37.

Lumbermen's Hospital

In 1890 Dr. James L. Camp bought William S. Brockway's East Hotel and converted it into the Lumbermen's Hospital, containing fifteen beds. This hospital was located on the northeast corner of what are now First Avenue Northeast and Washington Streets. Its principal advantage was that it stood alongside the spur built from Northern Pacific Railroad shops to the mill at the dam which had been constructed in May of 1881. Once Brockway's hotel had been converted to the hospital, the shop employees, who had lodged there, began lobbying for the return of their boarding house. In November 1892 Camp leased the First Avenue Hotel a half-block north, still on the line, and moved his hospital there, it opened on December 31, 1892. Several of the largest logging firms

in the northern part of the state contracted with him for the care of men who were injured while on the job. Dr. Camp purchased a tract of land, in July 1893, at the west end of Holly Street near the Mississippi River and in September of 1893 the Lumbermen's Hospital, having a capacity of thirty-five beds, was moved there. On August 9, 1900, Camp sold his nine acres at the west end of Holly Street, along with the Lumbermen's Hospital, to the Benedictine Sisters, of Duluth, for \$9,000 and they took possession on September 15th. Thus began St. Joseph's Hospital.

**Brainerd & Northern Minnesota Railway Company
Brainerd Lumber Company
Minnesota & International Railway Company**

On August 22, 1879 the Chase, Pillsbury & Company, also known as the Gull River Lumber Company, built a sawmill near Gull River and in 1889 this company built a narrow-gauge unincorporated railway, which became known as the Gull Lake & Northern Railway. In February 1892 the Northern Mill Company purchased the sawmill and all of its real estate. On May 14, 1892 a mass meeting of the citizens of Crow Wing County was held to consider the offer of the Brainerd & Northern Minnesota Railway Company to build a standard-gauge logging railroad from Brainerd north to Gilpatrick Lake (Lake Margaret) at a cost of \$100,000; the railroad was asking Crow Wing County to issue bonds in that amount to finance the building of the road, which would be known as the southern division. It was further proposed, by the B & NM, to acquire all rights

held in the Gull Lake & Northern Railway operated by the Northern Mill Company, beginning at Gilpatrick Lake (Gilpatrick Station) and continuing to Spider Lake; this was to be known as the northern division. The B & NM further agreed to locate the station and the main repair shops at or near Northeast Brainerd. They also agreed to locate, in Northeast Brainerd, a permanent steam sawmill with a capacity of at least 175,000 feet of lumber per day; in order to comply with this requirement, the B & NM



*B & NM Engine No. 1
Courtesy NMRHA*

agreed to move the Northern Mill Company's sawmill from Gull River to Northeast Brainerd; this mill was to employ about 300 men. On May 31, 1892 an election was held to determine if the citizens of Crow Wing County would agree to the issuance of the \$100,000 in bonds. Every precinct in Crow Wing County voted in favor except Deerwood. The B & NM said that, before July 1st, they would have the mill machinery at the Northeast location near where Rice Lake flowed into the Mississippi River; construction would be completed in ninety days and they would begin constructing an iron railroad bridge across the Mississippi as soon as possible. By the first of August the Gull River mill had been moved to Northeast, the construction of the railroad bridge for the logging road had begun and a large portion of the new road had been graded and was ready for the tracks to be laid. On September 18 the first of the B & NM's new locomotives arrived and was sent to the Northern Pacific shops to be put into running order. By the first week of October the buildings at the new mill had been completed and the machinery was being placed in position, the new brick roundhouse was nearing completion, the new bridge was nearly completed and five miles of track had been laid. Forty miles of track had been laid by the end of November.

On January 12, 1893, W. W. Rich, a civil engineer reporting to the bondholders, made an inspection of the road to see if it was in compliance with the requirements of the agreement of May

1892 with Crow Wing County. He reported that he had found: "A large and convenient warehouse and depot building constructed of wood, 35x90 feet; a five stall brick engine house with iron covering; a brick oil house in process of construction; a brick pumping house; a steel turntable on masonry with brick pit wall; a wooden machine shop and blacksmith shop about 20x72 feet with boiler and engine, and several large shop tools, forge, etc., in actual use. These terminal facilities are better than are usually provided for new and short lines of railway and far better than I expected to find. The rolling stock, consists of two new Mogul engines built by the Baldwin Locomotive Works... Three secondhand Forney engines... One combination passenger, baggage and freight car, having seats for 28 passengers. Besides these there are a large number of logging cars." He also stated the tracks were in good order and would allow for the safe operation of locomotives at fifteen to twenty-five miles an hour. By mid-January the B & NM was running two logging trains a day each way, bringing about 200,000 feet of logs into Northeast Brainerd and were planning to add two more trains and possibly four night trains in the future, which would bring their hauling capacity to about 800,000 feet daily. In February they ordered one hundred fifty lumber and ten logging cars from the Duluth Manufacturing Company to be delivered immediately. During the summer the B & NM was also hauling passengers interested in hunting and fishing. In June the Northern Mill Company began the construction of a large planing mill to be used in connection with its sawmill in Northeast Brainerd; it would have a capacity of sawing 200,000 feet of lumber in ten hours, enabling the filling of orders for finished lumber from its Brainerd mills.



*Brainerd Lumber Company Sawmill 1900
Courtesy CWCHS*

By February 1894 the Northern Mill Company was bankrupt. In about April it was sold to the Welles Brothers of Clinton, Iowa. Near the first of May 1894 the B & NM was sold to a lumbermen's syndicate, of Minneapolis, who planned to extend the road about forty-two miles to Leech Lake, possession to be taken August 1st. Meanwhile, a contract was signed and construction begun on the extension in mid-June; the announcement brought thousands of men to Brainerd looking for work. The railroad expected to hire about a thousand men but there were more than twice that number in the city looking for work. It was expected the extension would be completed by the time the ground froze. On November 1st the Northern Mill Company became the Brainerd Lumber Company.

In January 1895 the B & NM was running four or five trains a day and dumping logs into the Mississippi at the rate of 600,000 feet every twenty-four hours. By the end of June the Brainerd Lumber Company, second in size only to the Northern Pacific in employment, had enlarged and improved the mills and yards. The lumber company operated two band saws and a fifty-two-inch gang saw besides the other necessary machinery, such as trimmers, two edgers, two shingle mills, lath mills, etc. Power was furnished by seven boilers and two Buckeye engines, one 800-horsepower and the other 200-horsepower. Logs were hauled by the B & NM to a trestle built about twelve to fifteen hundred feet out into Rice Lake on which were run the cars bringing the logs up to where they were converted into lumber in the mill; the lumber was then passed to the 326

foot long sorting shed where it was moved out on overhead conveyors; there were several drops for the various lengths, each falling to its own platform where it was graded and loaded on three

hundred lumber trucks to be transferred to different parts of the yard. Ten miles of tracks, covering all parts of the yard, ran from both sides of the sorting shed. A four-room Sturtevant dry kiln, 75x85 feet was used to dry the lumber; the refuse from the mill, such as slabs, edgings and sawdust, were burned in an immense burner one hundred feet high and thirty feet in diameter. The planing mill was powered by boilers and a 200-horsepower



*Brainerd Lumber Company 1900
Courtesy CWCHS*

Buckeye engine. From the planing mill along one side of the yard to the Northern Pacific spur track, the lumber company had 1,000 feet of standard-gauge track over which was switched the cars to be loaded for shipment.

The company had its own water and light plant. Since the mill was run both night and day it was necessary to have electric lights; the light plant housed two dynamos each capable of running five hundred lights. In the yard and mills there were about five hundred incandescent lights and fifteen arc lights. At night the yard and mills were as light as day and the plant attracted hundreds of night visitors who thought the lights were very pretty. Across the river at the landing of the B & NM railroad there were lights for use when that company ran night logging trains from the woods. The company erected a large boarding house for the employees who did not live in Brainerd. About four or five hundred were employed when the mill was running at its full capacity. Throughout the mills and yard there was a complete system of fire protection, pipes ran from the water plant to all parts of the yard and hydrants were placed at intervals so that the entire yard could be reached by hose. Throughout the sawmill and the planing mill a sprinkler system was installed and no lumber was allowed to be piled within two hundred feet of either. A new office building was constructed at the northeast corner of Mill



*Brainerd Lumber Company Office Building ca. 1895
Courtesy CWCHS*

Throughout the sawmill and the planing mill a sprinkler system was installed and no lumber was allowed to be piled within two hundred feet of either. A new office building was constructed at the northeast corner of Mill

Avenue and 'Q' Street; after the Brainerd Lumber Company closed in 1905, this building was brought to the corner of Sixth and Washington in 1906 and became Van's Cafe (now the Sawmill Inn). The combined payrolls for the B & NM and the Brainerd Lumber Company were about \$40,000 in June. On August 6th the businessmen of the city sponsored an excursion to Leech Lake in which 372 people including the city band participated at a cost of \$1.25 per adult and \$.75 for children. The B & NM provided seven coaches plus baggage cars to carry the provisions and boats brought by the picnickers. Arriving at the lake, they found two steamboats which conveyed them to the Leech Lake reservation to watch canoe races, dances and a baseball game. Because of the abundant game along its route, the road also continued to be popular with hunters and fisherman. During the summer the line was hauling about 225 carloads of logs a day to the Rice Lake landing. About twenty-five miles of spurs had been laid along the main line and the loggers expected to cut about 120,000,000 feet of logs during the winter.

Working on logging trains was dangerous business and many men were maimed or killed in the course of their work. The death of Morris Livernois, of Manchester, New Hampshire, age 30, is an example. Morris was a trainman working for the B & NM at Leech Lake and was instantly killed on January 14, 1896, while riding on the end of a log car. In rounding a curve a few car lengths from the main line, the train collided with a number of logging cars that had been left on the branch. Moses had a sack over his head and shoulders and was kneeling on a package of Bibles with his hands clasped as if in prayer; the Bibles were being carried to lumber camps for distribution; although warned by fellow trainmen, Morris made no move to save himself and was thrown under the wheels and his head crushed.



Minnesota & International Wreck 1908
Courtesy CWCHS

During the night of January 8, 1897 the B & NM passenger and freight depot, with all its contents, was burned to the ground; the loss was estimated at between three and four thousand dollars; a temporary depot was erected to handle traffic. In May the line comprised sixty miles and during the fishing season did a large and increasing tourist business. Because the Electric Streetcar Line was discontinued in August, the B & NM made arrangements with the Northern Pacific to handle freight and passengers using their depot in downtown Brainerd. On December 19th the B & NM was providing service as far north as Bemidji.

By April 1899 the passenger and freight business had increased to such an extent that it was necessary to buy new equipment which included two new locomotives, a new passenger coach and one hundred thirty-five new flat cars. Rather than running mixed logging and passenger trains, the road now planned to run a train exclusively for passengers. On August 27th the B & NM hauled a trainload of six hundred people in ten cars on an excursion to Bemidji; the cost of the roundtrip fare was \$1.00. For the fiscal year ending June 30th, the gross earnings of the road were \$220,296.22, operating expenses were \$130,406.62, leaving a net income of \$89,896.

In January of 1900 E. A. Merrill purchased the B & NM from its stockholders who were mostly lumbermen. Merrill was then elected president of the B & NM and appointed Assistant Secretary Wm. H. Gemmell of the Northern Pacific as General Manager, effectively giving the Northern Pacific control of the B & NM. From that day on Gemmell remained in charge of the B & NM and continued in that capacity on the M & I. On February 14, 1900 the B & NM posted a bulletin notifying trainmen of the following increase in their wages: engineers from 27 1/2 to 30 cents an hour, firemen from 18 to 20 cents, conductors from 25 to 27 cents and brakemen from 17 to 19 cents, the increase to take effect March 1st. On May 7th the station at Hackensack was

opened. In mid-July the Northern Pacific filed articles of incorporation for a new railroad called the Minnesota & International which was created to construct a new line from Bemidji to Rainy Lake; this was to be a continuation of the B & NM line. Early in August the B & NM officers were moved into the NP Depot.

On January 1, 1901 the employees of the B & NM became members of the NP Beneficial Association and began to receive medical treatment at the NP hospital rather than at St. Joseph's Hospital; the cost was fifty cents a month, the same amount paid by NP employees. By the end of April the Northern Pacific had absorbed the B & NM and on July 1st the B & NM became the Minnesota & International. In August it was estimated that in a twelve-mile strip along the first fifty miles of the M & I north of Bemidji there were one billion feet of pine waiting to be hauled out by rail; hundreds of settlers were moving into Bemidji and the surrounding territory. At the end of September the contractors building the road north of Bemidji were paying \$2.25 a day, considered very good wages for laborers but couldn't get enough men.

The road was opened for traffic to Littlefork in August 1907 and regular passenger service to International Falls was inaugurated on December 3rd. In 1913 the M & I began running its trains into Brainerd from the west via the Leak's cutoff, a siding named for old-time M & I engineer John Leak, located just northwest of the current-day intersection of the Wise Road and County Highway Three, rather than crossing the river in Northeast Brainerd. On August 15, 1985, the last run on the old M & I road between Brainerd and International Falls was made by the Burlington Northern.

Electric Streetcar Line

The city of Brainerd gave Charles N. Parker a franchise on September 17, 1892 to build an electric streetcar line in the city. The line was to be in operation by July 1, 1893 and its route was to begin at Willow and South Sixth, traveling north on Sixth to Front Street, turning east at the corner and going to South Eighth Street, then to Kingwood and east to the ravine. At the ravine, a wooden trestle bridge was to be erected about one-hundred feet south of the city's wagon bridge. From the Kindred Street (Washington Street) end of the bridge the line went to Third Avenue, then north to 'H' Street, east on 'H' to Mill and north on Mill virtually to its present end. That made three and a half miles of track. The entire cost of the system was to be about \$50,000.



*Electric Streetcar Power House ca. 1893
Courtesy CWCHS*

In September Parker called for proposals for the delivery of 350 cedar or tamarack poles twenty-five to thirty feet long, seven to eight inches around, peeled and smoothed and 8,500 sawed pine ties 6x8 inches thick and seven feet long. At about the same time he let the contract for the boiler and engines which would furnish the power. The boiler, engines, rails, poles and ties were to be delivered by October 15. At the end of September Parker purchased, from the city, about an acre of land near what became the Northwest Paper Company mill, upon which the power house and car barn would be located. Work on the railway began during the first week of October. On October 13th bids were opened and the contract for constructing the brick, 40x40 foot, power

house was awarded to C. Rasmussen in the amount of \$1,200. The bridge contract was let to P. G. Fogelstrom & John Falconer, of Brainerd, for \$2,349. By October 21st the boiler had arrived and the electric poles were being positioned. At about the same time men were laying the track from Willow Street north on Sixth and the graders had reached the ravine on November 2. In early December the cross wires for the electric line were placed in position and the bridge was completed and accepted. The bridge was said to be one of the best of its kind in the state. The new cars arrived early in January 1893 and were said to be exquisitely finished and equal in every respect to any car on the Twin Cities line. The new generator had been placed in position and was waiting for the trolley wire to be strung. At the end of March the framework for the wire across the bridge was being placed and the wire strung.



*Electric Streetcar ca. 1893
Courtesy CWCHS*

On May 4, 1893, the first electric streetcar ever run in the city of Brainerd was in operation. The first trip was completed in sixteen minutes. The streets were filled with people waiting for a look at the first car. May 12th was the opening day and nearly everyone who could came out to see the cars. At 4 o'clock the four cars started from the power house and ran to the corner of Front and Sixth Streets where they were met by the Third Regiment Band and hundreds of people who had gathered in honor of the occasion. When the line was opened for public use, it was operated with three cars running fifteen minutes apart, the first trip was made at 5:45 a. m., and the last one at 10 p. m. At the end of May tickets were offered for sale allowing workmen to ride to and from work. The tickets were good between the hours of 6 and 7 in the morning and 6 and 7 in the evening; they sold for fifty cents and one dollar, the former being good for fifteen rides and the latter for thirty rides.

The track was constructed by John Jackson, of Duluth. The boilers and engine were made by A. L. Ide & Company, of Springfield, Illinois, and were put into position by L. A. Chase, of Minneapolis. The generator and car motors were manufactured by the Westinghouse

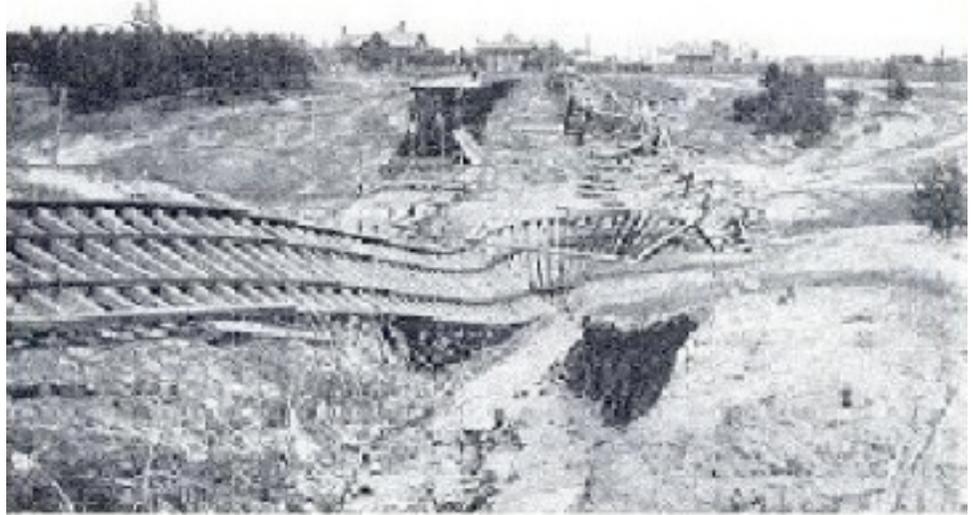


*Electric Streetcar Bridge ca. 1893
Courtesy Frank Butts Collection*

Electric Manufacturing Co., of Pittsburgh, Pa., and were adjusted and started by J. F. Boustead, of Minneapolis. The overhead structure was furnished by the Northwestern General Electric Company, of St. Paul, and was erected by Orin French and D. B. Clark, of Brainerd. The cars themselves were sixteen feet long and were built by the Lamokin Car Works, of Chester, Pa. The

power house and car house were steam heated. The original employees were Fred S. Parker, superintendent; D. B. Clark, electrician; Orin French, first engineer; C. Gauvin, second engineer; W. Isackson, fireman; J. Neburg, track foreman; F. A. Bradbury, G. H. Ohstead, A. O. Narrow and W. Wells, motoneers; G. W. Grewcox, C. J. Mitchell, B. H. Smith and W. A. Durgan, conductors.

Unfortunately, the enterprise proved unprofitable from the beginning and its future prospects were less than flattering. On July 30 1897 the street car company announced its intention to close the business not later than August 10th. A group of businessmen tried to make some arrangements with Charles Parker in order to keep the line operating, but an agreement could not be



*Electric Streetcar Bridge 1898
Courtesy CWCHS*

reached and on Sunday evening, August 15 the electric streetcar company came to its end.

On June 2, 1898 a wind storm, some thought was a tornado, picked up the electric streetcar bridge and slammed it into the ravine totally destroying it and costing Parker \$2,800. In July men were working to remove the rails, ties, poles and wires. The dynamos, engine and boilers contained in the power house were to remain intact until they could be disposed of. In mid-May 1899 the Inter-State Traction Company, of Duluth, purchased the equipment for use on Minnesota Point. Sometime in September of 1934 the city council began considering the demolition of the landmark streetcar barn near Mill Avenue.

The Northwest Paper Company

On September 19, 1902 it was announced that the Northwest Paper Company had been negotiating for a tract of land on the west side of the Mississippi River upon which to build a gigantic pulp and paper mill. As part of what appeared to be a very murky deal, the businessmen of Brainerd, at the request of Allen F. Ferris, president of the First National Bank, agreed to purchase the Northern Water Power Company site consisting of about fifteen acres including the transfer of the Brainerd dam. It was known that the pulp mill was to be completed first and would consist of three grinders producing about twelve tons of pulp per day.



*Dam & Northern Water Power Company 1903
Postcard*

Early in June 1903 the Northwest Paper Company and

the Minnesota & International Railway asked the Crow Wing County Commissioners to grant the right-of-way for an extension of the spur abutting the west end of the wagon bridge, leading directly to the pulp mill, for the loading and shipping of pulp; the request was granted and the M & I extended the spur in mid-July. By the end of September the pulp mill had, in order to connect with this track on the hill, built a high tower and covered bridge from the tower to the hill; sheets of pulp were then taken from the rollers to the elevator, hoisted to the top of the tower, trucked to the cars and loaded for shipment. On the afternoon of October 11, 1903 one of the flumes at the mill washed out causing water to pour into the basement under the mill and for a time it was thought the entire building would be washed away. A crew of some seventy-five men were put to work and were eventually able to stem the flow of the water and repair the walls so the mill could be reopened.

By early January 1904 the mill was running night and day seven days a week producing thousands of tons of pulp to be shipped primarily to Cloquet. Because of torrential rains in late June 1905 six feet of water again inundated its basement and the mill was shut down; should the mill be washed away, the dam would go with it and many parts of Brainerd would be flooded, fortunately neither event occurred. In late October 1905 rumors were afloat that the Northwest Paper Company was about to double the size of the pulp mill and begin to manufacture paper. In July of 1906 it was announced that the paper company would definitely build a new mill in Northeast Brainerd.

In mid-January 1908 the pulp mill was producing about twenty-five tons of pulp per day, which was shipped to various points in Minnesota and Wisconsin. There were about thirty-five men employed during the summer, divided into two shifts; the plant ran day and night. During the winter months a crew of from fifty to sixty men was employed and the payroll amounted to about \$1,500 per month.



*Pulp Mill 1908
Postcard*

On April 23, 1910 the city electric light plant at the dam burned to the ground.

The fire started at the north end of the building near the roof at about nine o'clock in the evening and burned to the south end. The building rested on a stone and cement foundation on the east side of the dam near two large wooden piers. The fire quickly ate its way through the light frame building of the power house and leaped to the piers, which soon became a blazing mass of flames; for a time it looked as though the fire would spread to the Northwest Paper Company's pulp mill. The two main piers on the east side of the dam were burned to the water's edge, however; the pier foundations appeared to be sound. Three gates were burned on the outside of the flume; the wheel pit of the dam was safe but the cogs were burned out. Because the water level had fallen rapidly, Thomas G. Johnson, superintendent of the Northwest Paper Company pulp mill, and a crew of men erected a wing dam from the east shore of the river to the burned piers in order to sheer the water to the west bank and keep the pulp mill operating. The Northern Pacific Railroad agreed to supply the power necessary to light the city until arrangements could be made to reestablish city power.

By January 1911 the Northwest Paper Company had purchased forty acres of land on the east side of the river and plans were underway for the building of one of the largest new pulp and paper mills in the country, employing one hundred-fifty men and receiving its electricity from the

dam. The original plans called for the raising of the dam four to six feet to increase its horsepower but the company was unable to obtain additional flowage rights; consequently, the dam was not raised. The pulp mill was closed sometime in 1911 and dismantled sometime in 1914.

Finally, after years of rumors, on November 4, 1915 it was officially announced that the Northwest Paper Company would build a paper and pulp mill of 70-tons capacity costing \$300,000 to \$400,000 at their site near the dam on the east side of the Mississippi River in Northeast Brainerd. The plans were drawn by T. T. Whittier, engineer of the George F. Hardy Company of New York; Harry Bennett, of the George F Hardy Company, was to be the resident engineer and Thomas G. Johnson, of Cloquet, was to be the local representative of the Northwest Paper Company. The pulp mill of

35-tons capacity was to be located at the base of the east bank and the paper mill of 35-tons or more capacity to be situated on the bank above it. The paper mill was to be the first convertible paper mill in the country, which meant it could be converted, at any time, from a print paper mill to a book paper mill. The paper mill, operated by electricity, was to be a brick, steel and concrete building measuring about 410 feet long and some 80 feet in width. Plans provided for trackage, warehouses, etc. all laid out with a view to possible future expansion. At the base of the east bank of the



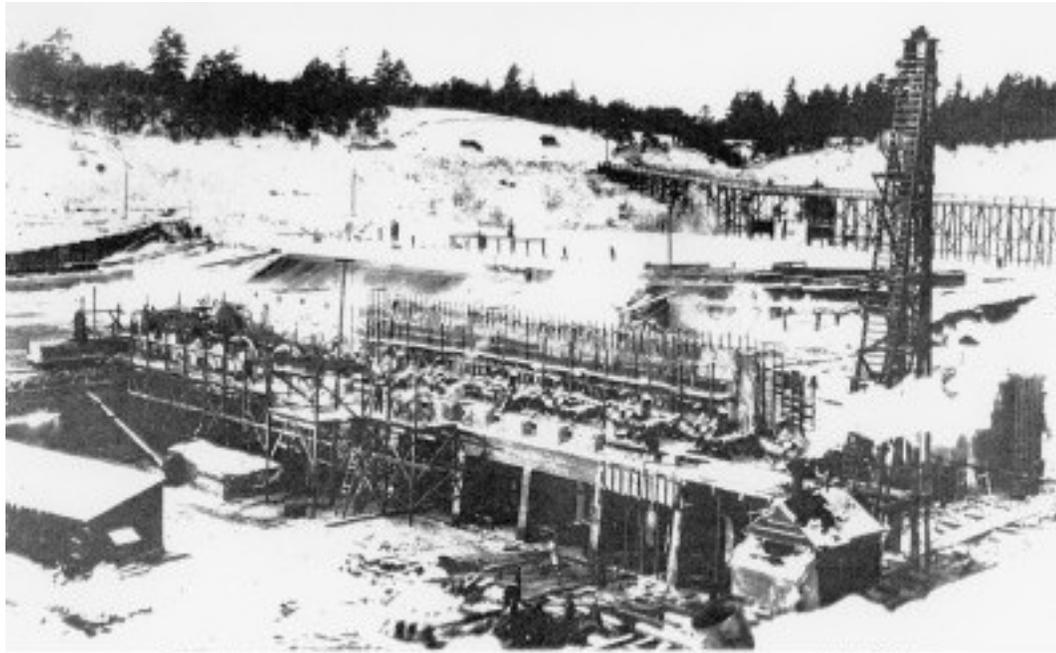
*Pulp Mill & Dam 1911
Postcard*

river near the dam 30,000 yards of ground extending fifteen feet under the water level of the river were to be excavated and a large concrete retaining wall was to be built. Alterations at the dam, all hydraulic work including the installation of ten pairs of water wheels and two electric units, was to be done under the supervision of E. P. Callahan, an expert dam contractor, of Eau Claire, Wisconsin, who built the Little Falls dam. Eight grinders were to be installed in the new pulp mill. The mill was to be operated day and night, summer and winter and would be second only in importance to the Northern Pacific railroad shops in the city. Two to three hundred men were expected to be employed during the estimated year-long construction.

By the first of December one hundred seven men were employed and working on the power plant, pulp and paper mills. Two switch tracks had been laid by the Northern Pacific, one led to the mill site and one to the edge of the river bank for unloading equipment. A narrow gauge railroad track was laid near the water's edge and to the flats beyond; numerous buildings had been laid out on the site, a tool house, warehouse, cook house, bunk house, etc. The first meal was served to fifty men at the site on December 2.

At 3 o'clock on the morning of February 12, 1917 the flume near the site of the old pulp mill on the west side of the dam was washed away, taking with it a seventy-five foot high eight hundred foot long section of the bank and releasing a head of water sixteen feet high. Water rose to within an inch of the fire boxes at the city water pumping station, which provided water for the city and the Northern Pacific Railroad; ice below the dam at the Northern Pacific bridge was dynamited to prevent a gorge from forming. Water reached the grinding room of the new pulp mill on the east side of the river. A considerable amount of construction equipment including pile drivers and engines was underwater at the new plant. Rice Lake dropped five feet, only the tree tops were

visible on the island directly below the dam; at Boom Lake water forced the ice up five feet or more and the flats below the lake rapidly filled. By 11 a. m. the water had fallen ten inches and the



*Dam Construction ca. 1917
Courtesy Potlatch*

danger to the city water pumping house had subsided. By February 19th the Northwest Paper Company had a new crew of one hundred men at the paper mill repairing the breach at the flume. The company built new bunk houses to house the men working on the repair of the dam. Despite the break, construction continued at the new paper mill. Representatives of George F. Hardy, consulting engineer, of New York, the C. L. Pillsbury Company, of Minneapolis and N. F. Helmers of the

contracting firm of Siems, Helmers and Schaffner, of St. Paul, immediately drew the plans for a structure to replace the break. Before construction on the dam was begun, it was necessary to rebuild one hundred feet of the sixty-foot high trestle bridge which had given way and to reinforce more than three hundred feet of it. In addition, two cableways were placed, two pile drivers were erected and a mile of track was laid. The reconstruction of the dam was pushed day and night using arc lights for illumination. A temporary barrier dam was built out one hundred ten feet from the shore into the river to slow the current; at the same time, tons of rock were hauled across the bridge and deposited in the washout. After cutting through the ice, six cribs were built, filled with rock and slid into position; the two key cribs, filled with rock, which closed the dam, were positioned on April 4. Working under the most severe winter conditions, with railroads blocked by snowstorms and a shortage of rail cars, 8,000 yards of rock and more than 500,000 feet of timber, 10,000 feet of piling and 12,000 yards of earthwork were placed in position and a full head of sixteen feet of water was developed by April 12.

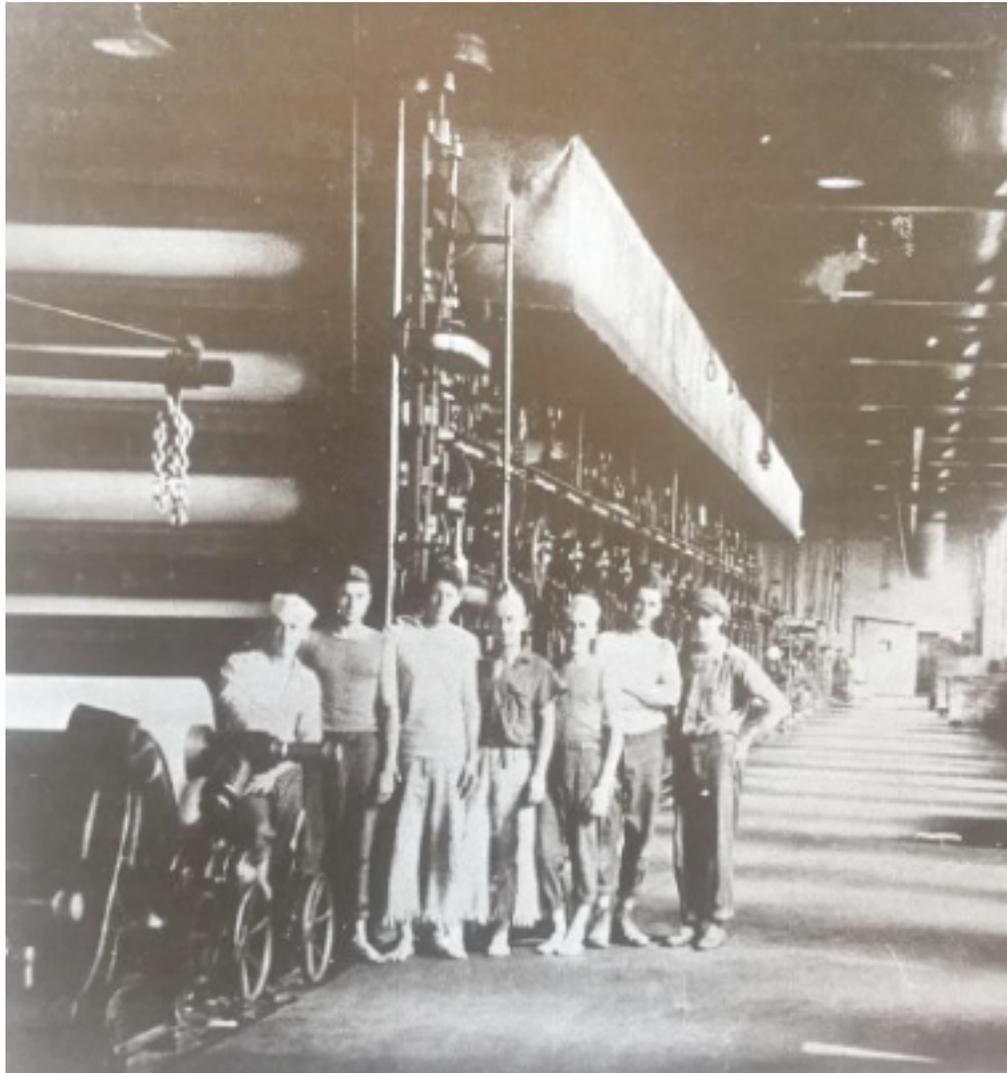


*Northwest Paper Company Mill 1917
Postcard*

On April 16, 1917 the newly built Northwest Paper Company mill made its first run of

paper; the cost of the mill was estimated at anywhere from \$300,000 to half-a-million dollars and employed one hundred-fifty men; finally, the water power at the dam, which had been wasted for nearly thirty years, was being used to its full extent. On April 18th, at 10:15 in the morning, Mrs. C. I. McNair, wife of the general manager of the Northwest Paper Company, opened the valve allowing the flow of paper stock into the forty-ton paper machine; the No. 5, high speed and of the latest design, was installed by the Beloit, Wisconsin Iron Works and their representative, George A. Macklen, was on hand to observe the machine go through its paces. This machine was known as a 124-inch Fourdrinier paper machine and required from 300 to 400 horsepower to run it at full speed. Eight grinders with a capacity of six tons every twenty-four hours handled the pulp; two hydroelectric units of 500 horsepower each drove the engines of the mill. The paper machine was the only equipment operated by a steam engine and the exhausted steam was used for drying

paper. The papermaking process was described by C. I. McNair, Jr.: "The pulp wood is received in eight foot sticks. These are cut into two foot lengths in the wood room. They are put into the barking drum, a cylinder 10 feet in diameter and 30 feet long. The wood tumbles around and quickly has all the bark knocked off. The barked wood then goes to the grinder room on a conveyor. It is put into four pocket grinders, and the wood is ground by forcing it with hydraulic pressure against the face of a revolving grindstone, producing ground wood pulp. It is then pumped to the ground wood wet room. All is screened by centrifugal screens. Part of the stock is run through deckers of 25 tons capacity for the beaters. The balance of the pulp is run over on wet machines and made into laps for storage. At times of low water the laps are brought back into the mill and shredded up and used as stock for the



*No. 5 Paper Machine ca. 1920's
Courtesy Potlatch*

beaters. The beaters are large mixing vats in which ground wood is mixed with sulfide fiber which is shipped in from the sulfide mill at Cloquet. This furnishes the long fiber and strength to the sheet. After the stock has been thoroughly mixed in the beaters it is dumped into a large chest and pumped from there through a Jordan refining engine which draws out the fibers. From the Jordan engine the stock is pumped to the paper machine screens which take out any slivers or other foreign matter. From the screens it runs to the Fourdrinier wire. On this wire the water drops through, leaving the fibers meshed on top of the wire in the form of a sheet. At the end of the wire

the sheet is carried on wooden felts through three sets of press rolls which take out additional water. From the third and last press the stock goes into the dryer section where it passes over 36 steam-heated dryers each four feet in diameter. At the end of the dryer section the paper is thoroughly dried, but lacks the proper finish. This finish is put on by a calendar stack composed of 12 pressed steel rolls. From there the finished paper is wound on reels and is cut into the desired roll lengths." On April 20, the *Brainerd Dispatch* was first printed on the newsprint manufactured in the Northwest Paper Company's new paper mill.

In May 1918 the mill operated with a full crew of one hundred sixty-eight skilled employees and was recognized as one of the best and most modern plants, of its size, in the country; it had one of the highest speed paper machines made, the No. 5, able to run 750 feet of print paper per minute. On July 28, 1919, through the efforts of the Papermakers Local 164, the men in the mill were granted a fifteen per cent increase in their wages including back pay from May 11. Those on the committee representing the local papermakers were M. A. Pickering, chairman, Carl W. Bukowski, Leonard A. Schwendeman, M. Ward, C. W. Jackson, Charles Dykeman and O. Simonson.

On May 5, 1950 ice damaged the superstructure of the dam and took out two of the thirteen spill gates. By May 8 four spill gates, two on each side of the dam, were gone. The Mississippi

overflowed the road between Boom Lake and the river and covered most of the flats bordering it. Crews began building a dike at the power and pumping station. By May 12 the dam's superstructure, usually extending about six feet above the water at normal stage, gave way to the pressure of water and debris piling up behind it. Seven of the thirteen spill gates had given way and the remaining gates were opened to protect the banks of the river on both sides of the dam. Sandbags, piled six feet high, were positioned on each side of the dam; the



*Cemetery Road Flood 1950
Postcard*

river was about five feet above flood stage. Fortunately, the dikes at the dam and pump house held. Meanwhile, water was covering the road near the cemetery and seeping onto the football field at Franklin school. A new concrete dam was built and in March 1951 two 85-foot gates, each seven feet high, were installed. Sometime during the week of June 16, 2014, amid much Sturm und Drang, the city of Brainerd purchased the dam from Wausau Paper for \$2.6 million.

In 1964 Potlatch acquired the Northwest Paper Company; in 1992 the mill employed about seven hundred people. On May 18, 2002, when Potlatch closed, six hundred-sixteen were employed. On March 28, 2003 when Potlatch sold the mill to Missota Paper, one hundred twenty people were employed, about ninety-five percent of them were former Potlatch employees. On October 1, 2004 Missota Paper sold the mill to Wausau Paper who employed one hundred thirty-five. In April 2013 Wausau Paper closed the mill. On August 14, 2014, Mike Higgins, of Mount Pleasant, Michigan, planning to repurpose it for light industrial and commercial purposes, purchased the mill and renamed it the Brainerd Industrial Center (B.I.C.).

Lum Park



Leon E. Lum

Early in June 1909, Leon E. Lum, an early Brainerd attorney, offered to donate a tract of land located at Rice Lake as a park. The piece of land donated by Mr. Lum comprised about eighteen acres and lay along the southeast shore of Rice Lake. The *Brainerd Dispatch* provided this description, "There one finds picturesque clumps of white birch, sturdy oaks, graceful elms and whispering aspens, with here and there a white or Norway pine and hemlock. The contour of the lake shore is perfect for the purposes of a park, a point of land giving a site for a dock which will leave an almost land locked basin for an anchorage for small boats. The land lies well up above a handsome sandy beach, and is picturesquely rolling. At the upper end of the lake a beautiful little creek meanders through the forest to the lake and Mr. Lum has suggested that this land be cleared of underbrush as an ideal place where women can go with children and let them play in the creek to their hearts' content without the slightest possible danger of accident." By the end of June preparations were being made for a celebration to be held at the park on July 4th. A large dance pavilion was built and a tent was ordered from the Cities to be erected over the pavilion so dancing

could proceed regardless of the weather. A program of boat and other races was planned and a log rolling contest between expert river drivers was to be held. Sandwiches, coffee, soft drinks and ice cream were sold to the several thousand people who celebrated at the new park. The principal feature of the day was a ten-mile launch race won by the *Sincerity*, owned by Harold Forsberg. In the evening there was a fireworks display.



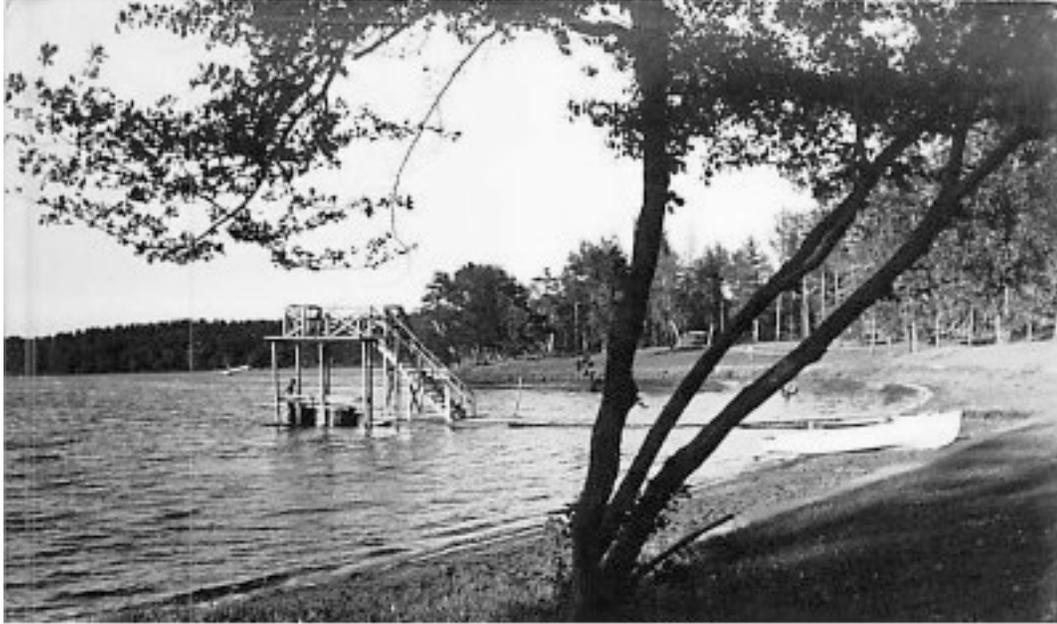
*Lum Park ca. 1910's
Postcard*

In February 1910 the park was officially accepted and formally named Lum Park. In April, Frank H. Nutter, landscape architect and engineer of Minneapolis, was hired by the park board to draw plans for the park. Early in September 1912 the park was cleared and leveled, paths and roads built and various other improvements were being instituted by the park board. In July 1913 the *Brainerd Dispatch* noted the residents of Northeast Brainerd were

complaining that boys frequenting the park were bathing in Rice Lake without swimming suits, stating the matter had been brought to the attention of the police as there was a law regulating

such things and it should be enforced.

In April 1916 the White Brothers completed the plans for the new buildings to be erected in the park. A new pavilion measuring 48x135 feet was the main building to be constructed. Its maple dance floor was 45x100 feet and the adjoining lobby held tables and chairs where refreshments were served. The interior was twelve feet high, covered by a heavy truss roof, eliminating all posts. On all sides, four-foot openings covered by screens for ventilation were provided. A boat house measuring 26x48 feet, equipped to provide storage for more than twenty-seven boats, was built close to the lake with a platform from which they could be launched. The bath house, 16x60 feet, contained thirty booths and was divided into two sections, half reserved for men, half for women. The refreshment stand was twenty-four feet square with a three-foot



*Lum Park ca. 1910's
Postcard*

cement walk surrounding it. The open band stand was twenty feet square. Electric lights were installed, walks were built and flower beds laid out; the entire cost of the improvements was approximately \$10,000. A sixteen-passenger Studebaker bus, top speed twenty miles an hour, was purchased and operated between Brainerd and the park. The newly enhanced park opened for business on July 4th with an estimated attendance of 2,500. Picnickers were so numerous that they formed a continuous community. The Brainerd City Band presented a concert and the lake was dotted with steamboats, launches, boats and canoes. The bath house was in constant use. Tom "Fatty" Wood, local movie star, gave an exhibition of swimming.

It was becoming apparent that the park was too small to accommodate the crowds wanting to use it and the matter was discussed with Mr. Lum. On January 19, 1925 the city of Brainerd was once again the recipient of a generous gift from Lum in the form of a twenty-six-acre addition adjoining his earlier park donation, increasing the total amount of land owned by the city at Rice Lake to slightly over forty-one acres. When he died on March 18, 1926 at his lake home in Nisswa, Leon Lum left an estate estimated at over half a million dollars. He was buried in Lakewood Cemetery, Minneapolis.

Evergreen Cemetery Pioneers of Northeast Brainerd

Evergreen cemetery in Northeast Brainerd was initially organized in 1873, two years after Brainerd was founded, but was not incorporated at that time. It was used as a burying ground for several years but fell into disrepair. It was reorganized and incorporated in 1879 and has been in continuous operation ever since.

With the exception of William Merrifield and Charles and John Ahrens, all of the individuals listed here were associated with the Northeast Brainerd community either by virtue of residence or employment. Many were employed with the Northern Pacific Railroad, Brainerd & Northern Minnesota Railway (B & NM), which later became the Minnesota and International Railway (M &

I), Northwest Paper Company or the Brainerd Lumber Company. Some lived in Northeast Brainerd but owned their own businesses in downtown Brainerd. Some worked in Northeast Brainerd and lived elsewhere. In any case, all of them at one time or another were closely associated with Northeast Brainerd and all are buried in Evergreen Cemetery.

Charles Ahrens (1842-1906)

Charles Ahrens, born in Maryland, was one of the very earliest pioneers in the Brainerd area arriving in 1870 with the Northern Pacific Railroad. Charles, along with his two brothers, John and Richard, was one of the original owners of the townsite of west Brainerd, which at one time was the county seat of Cass county. In later years Charles and John moved to what became known as *Ahrens' Hill*. At the time of his death Charles owned considerable real estate near Gilbert Lake, including, of course, Ahrens' Hill.

John Ahrens (1849-1912)

John Ahrens was born in Virginia and came to the Brainerd area in about 1870 with his brothers, Charles and Richard. John was a well-known farmer living on *Ahrens' Hill* with his brother Charles. John met his death in 1912 while crossing the Northeast Brainerd wagon bridge at the dam. He dropped fifty feet into the river and drowned before help coming from the Northwest Paper Company pulp mill on the east bank of the river could reach him. Residents near the dam said the bridge had no railing at the place where Ahrens fell. This bridge was dismantled but it is not known exactly when that occurred.

Benjamin E. Arnold (1888-1916)

Ben, born in Brainerd, was a *resident of Northeast Brainerd* and was a graduate of the University of Minnesota Law School. He met his death by drowning in the waters of Clark Lake while trying to rescue a young woman who had just learned to swim and who had gone beyond her depth. He was recognized by the Carnegie Hero Fund Commission and was posthumously awarded the Carnegie Medal.

William S. Brockway (1826-1896)

Born in New Brunswick, Canada, Mr. Brockway arrived in Brainerd in 1882. In 1890 Brockway was *operating the East Brainerd Hotel, located on the northeast corner of what are now First Avenue Northeast and Washington Streets*, which he sold to Dr. James L. Camp who converted it into what he called the Lumbermen's Hospital, containing fifteen beds. Before he sold it, Brockway's hotel was mainly a boarding house for Northern Pacific shop employees and they wanted it back, so in 1892 Camp moved his hospital a half block north, remaining on First Avenue. The Lumbermen's Hospital eventually moved to North Third Street and became St. Joseph's Hospital in 1900. Mr. Brockway also conducted one of the earliest grocery businesses in Northeast Brainerd from the 1880's until his death.

Marie Ann Canan (1869-1944)

Born in Michigan and a *resident of Northeast Brainerd*, Marie was the first of two women photographers in Brainerd (the second was Jessie D. Canniff). She learned the art of photography from John A. McColl and purchased his photographic business when he retired. Known as an excellent photographer, Marie opened her own studio in May of 1898 operating it for about thirty-six years. She specialized in enlarging photographs and was the first to bring hand-colored photos to Brainerd in 1915. Your family photo archives may very well contain photographs taken by Ms. Canan.

Fleda Mae Canniff (1885-1958)

Born in Brainerd and a *resident of Northeast*, Fleda was Jessie Canniff's sister. Ms. Canniff taught school here for 41 years and from 1910 to 1952 was the principal of Harrison school.

Jessie D. Canniff (1889-1974)

Born in Brainerd and a *resident of Northeast*, Jessie was the second of two women photographers in Brainerd, learning the art of photography from Marie Canan and Lars Swelland. In May of 1918 she purchased Swelland's photography studio, located on South Sixth Street, which she operated from 1918 to about 1951. During National Camera Week in 1928, she sold Eastman box cameras for 98 cents each. If you check your family photographs you are very likely to find some taken by Ms. Canniff.

Edward Albert Crust, Sr. (1860-1946)

Ed Crust was born in England, *moving to Northeast Brainerd* in 1883. In 1897 he was appointed foreman in the Northern Pacific blacksmith shop and served in that capacity for thirty-three years. He was a member of the Brainerd City Council for eight years and was president for six years. From 1906 to 1910 he was a Crow Wing County commissioner and held a number of offices in the Masonic lodge. In 1909 he was elected Mayor of Brainerd.

David Frank Ebinger (1859--1934)

David Ebinger was born in Chaska, Minnesota and arrived in Brainerd about 1878. In 1888 he was employed as a laborer at the *Schwartz Brickyard* near the paper mill in Northeast Brainerd. Sometime around 1905 he began to operate the *Ebinger Brickyard in Northeast Brainerd*, retiring in 1919. In 1903 Mr. Ebinger, a well-known merchant, operated a confectionary store on 4th Avenue and until 1931 was operating a grocery store on South Eighth Street. David's son Howard and grandsons Bill and Ed were Grounds Superintendents at Evergreen Cemetery for 60 consecutive years.

Henry N. Elvig (1897-1956)

Henry Elvig was born in Little Falls and by 1903 was *living with his family in Northeast Brainerd* where his father, Chris, worked for the Brainerd Lumber Company. Henry grew up to be a pharmacist, working for eleven years in Crosby before purchasing, in 1944, his drugstore, Elvig Pharmacy, which became a well-known fixture on the northwest corner of Laurel and South Eighth Streets.

Edwin Y. Farrar (1827-1894)

Edwin Farrar was born in New Hampshire and arrived in Brainerd in 1878, becoming General Foreman of the *Northern Pacific* shops for four years. He, along with George Forsythe *platted the major portion of what became Northeast Brainerd*. Together they owned three-and-one-half blocks from First Avenue east along what became Washington Street. These three-plus blocks became the primary business district of Northeast Brainerd. Farrar and Forsythe maintained their partnership for fourteen years until Edwin's death.

Emma Elizabeth Forsythe (1851-1927)

Emma Forsythe, *known as "Mrs. Northeast,"* was born in New York and arrived in Brainerd in 1876 with her husband George. Emma was a very popular member of the Brainerd community; and was one of the founding members and was elected the first Worthy Matron of the Eastern Star. She was widely known and well respected for her philanthropy, kept a number of thoroughbred horses in her stables, planted Maple trees along Ash Avenue before it became 'H' Street and held numerous parties at the *landmark Forsythe home on the corner of Third Avenue and D Street*, which was razed in 1976. Over 250 guests attended the celebration of the couple's silver wedding anniversary held in their home in November of 1892. She owned a considerable amount of property, including the building that housed the First Avenue Hotel and in 1892 opened a restaurant in downtown Brainerd. In 1893, Mrs. Forsythe, as a representative of the Sixth Congressional District and member of the Board of Lady Managers of the Chicago World's Fair, was largely responsible for raising the funds for a gorgeous Tiffany stained-glass window depicting Minnehaha which was placed in the Minnesota State building at the fair.

George Forsythe (1842-1912)

George Forsythe was born in England, *arriving in Northeast Brainerd* in 1876 by way of Canada and New York. In 1880 he, along with Edwin Y. Farrar, *platted the Farrar and Forsythe Addition to Brainerd which constituted the major portion of Northeast Brainerd*. He became the foreman of the Northern Pacific machine shops in 1881 and was employed by them for thirty-six years. He was an ardent member of the Masons and served in a number of offices in that organization including Grand High Priest for the state of Minnesota. Mr. Forsythe was an alderman and served as president of the city council for eight years. Through his efforts, the Ravine Bridge, a high-line bridge was finally built in 1885 connecting Northeast Brainerd with Brainerd proper. This bridge was later replaced in 1914 by what became known as the Fill.

Josiah M. "Si" Hallett (1856-1907)

Si Hallett was born in Maine, arriving in the village of Gull River sometime in the early 1880's with his brother Lee. Si later became one of the first engineers on the Gull River & Northern Railway, an early logging railroad. In 1892 the Gull River & Northern became part of the *Brainerd & Northern Railway*, another logging railroad, which eventually became the Minnesota & International Railway (M & I) in April of 1901. To be an engineer on a logging railroad was to be engaged in dangerous business and a number of them were killed or injured in the course of their duties. One such incident occurred in 1898 when Si was running his locomotive to Walker. Near Island Lake, just south of Hackensack, he ran into an open switch causing his engine to crash into a string of empty logging cars that stood on the side track; fortunately Mr. Hallett and his fireman saw the danger in time to jump, both were relatively uninjured but the engine and cars were badly demolished. It was thought at the time that the switch had been deliberately opened and left that way.

Leander "Lee" Hallett (1863-1930)

Lee Hallett was born in Maine and arrived in Brainerd with his brother Si via the village of Gull River where he worked in the sawmill. Subsequent to his arrival in Brainerd, Lee worked for the *Brainerd Electric Streetcar Company*, which was completed by Charles N. Parker on May 4, 1893. Later, Lee became a conductor on the Brainerd & Northern Minnesota Railway, which eventually became the Minnesota & International (M & I) Railway.

Nicholas Heller (1850-1910)

Nick Heller arrived in Brainerd in 1874 and was a *resident of Northeast Brainerd*. In June of 1886 he was elected chief of the Brainerd fire department by acclamation. In 1889 he became one of the charter members of the Old Settler's Union, a group composed of men who had lived within a distance of fifteen miles of Brainerd from 1870 to 1875. The prime object of the Union was to "promote and cultivate good fellowship by reviewing with each other the pleasant or disagreeable incidents of fourteen years or more residence in the 'City of the Pines' or vicinity." He held a number of jobs over the years--a "number catcher" for the Northern Pacific Railroad, an engineer in the city electric plant and the janitor in the city hall.

Thomas Gray Johnson (1877-1950)

Thomas Gray Johnson was born in Wisconsin, arriving in Brainerd in 1903 to construct the first pulp mill of the *Northwest Paper Company* on the west side of the Mississippi River just below Ahrens' Hill. The Johnson family lived in a company house near the pulp mill. As the company outgrew these early facilities, Tom supervised the construction of a larger plant on the east side of the river in 1917. Under his watch, as General Superintendent, the No. 5 paper machine began operation in 1917. In 1934 he obtained American and Canadian patents on his paper drying process, subsequently used in paper mills across the country. At his retirement in 1940, Mr. Johnson wrote, "I worked my way up from the lowest job in the plant to the highest, and was always considered a loyal employee."

William D. Merrifield (1841-1910)

With the exception of Charles and John Ahrens, William is the only one who is not known to have lived or worked in Northeast Brainerd but who is included here because of his relationship with *Merrifield, Minnesota*. In 1890 the village of Cameron was founded and in 1903, after a public vote, the name was changed to Merrifield. "Doc" Merrifield was a bachelor and adventurer who had a small home in what became the village of Merrifield. He was a self-styled veterinarian who took care of many of the animals in the area surrounding the village, namely horses and oxen.

Martin Henry Nelson (1870-1950)

Martin Nelson, born in Duluth, began his railroad career in September of 1886, at the age of 15, as a machinist's apprentice in the *Northern Pacific shops* in Brainerd. Upon completion of his apprenticeship in 1891, he gained experience through working for the Union Pacific, Southern Pacific and Illinois Central Railroads. Returning to Brainerd in 1894, Martin rose through the ranks to become the Superintendent of the Brainerd shops. During the Great Depression of the 1930's many railroad men, seeking employment, formed lines that extended from the door of Martin's home on North Ninth Street all the way around the block. Doing the best he could, Martin tried to give them some employment. Years after he died Mr. Nelson was remembered, by one of his longtime employees, as "the only man who knew all there was to know about every man's job in the Brainerd shops." Martin Nelson retired from the work he loved in 1941 after fifty-three years with the Northern Pacific Railroad. He was this writer's grandfather.

George Rappel (1844-1914)

George Rappel was born in Germany, came to the United States in 1884 and in 1905 was operating a small shoemaking shop in downtown Brainerd. Around 8 p. m. on the evening of May 19, 1914 Mr. Rappel was found dead on the floor of his tiny shop in the heart of the business district of Brainerd. The last time he had been seen alive was when he stopped in a saloon between 5 and 6 p. m. that evening for a drink with a friend. He put down one dollar for his five-cent glass of beer and put the remaining ninety-five cents change in a red leather or buckskin bag. George had walked into the bar alone and left alone. The bartender testified at the coroner's inquest that Mr. Rappel was absolutely sober when he left the bar. The finding of the inquest was that George Rappel had been killed by a blow to his head by the hand of a person unknown. Since there was no money found on the old man, robbery was the suspected motive for the murder. The theory was that the unknown person had come upon Rappel as he sat at his workbench with his back to the door, striking him on the back of his head with a hammer or other heavy instrument. A private detective was hired to investigate the case but the culprit was never found. Mr. Rappel's *grandson was a well-known Northeast Brainerd auto mechanic.*

Timothy M. Reilly (1831-1910)

Tim, as he was known, was born in Ireland, coming to this country in 1866 where he was engaged as a railroad contractor. In 1870 he was able to send for his family to come from Ireland. He became a *resident of Northeast Brainerd* about 1882 and in 1887 he was the contractor in charge of building the first sewer system in Brainerd.

Newton D. Root (1848-1889)

Born in New York, Mr. Root arrived in Brainerd in 1881 as chief train dispatcher for the *Northern Pacific Railroad*. Rising rapidly through the ranks, he was the Assistant General Superintendent of the Western Division of the NP, headquartered at Helena, Montana when, on February 12, 1889, while inspecting a plow in Tacoma, Washington, he was struck by the plow's cable. Mr. Root was thrown several feet in the air, dying a short time later. He was brought to Brainerd for burial in a special train of eight coaches. On the day of his funeral the shops shut down and all of the employees attended his funeral, marching in procession to the cemetery. According to the *Brainerd Dispatch*, Mr. Root was one of the best railroad men in the Northwest and was held in very high esteem by everyone. All the buildings in Brainerd were draped in mourning and Thomas Oakes, President of the Northern Pacific, called Mr. Root's death an "irreparable loss." Shortly after his

death the employees of the road began to raise a fund among themselves for the benefit of his widow. The committee having the matter in charge reported that on July 1 the fund had reached the gratifying amount of \$8,496.66; \$2,000 of which was used to purchase a house for Mrs. Root in Brainerd and the remainder invested in reliable securities and turned over to her.

William George Schlange (1864-1948)

St. Peter, Minnesota was the birthplace of William Schlange who arrived in Brainerd in 1901. Mr. Schlange was a cigar maker by trade. In 1903 he was *manufacturing cigars in his residence in Northeast Brainerd*. He called one of his handmade cigars “LaFlorena” which sold for ten cents; the other was called “A Peach,” which he sold for five cents. As his business grew, Mr. Schlange moved to a building near the corner of Fifth and Front Streets, next to the Antlers Hotel. In 1917 when the Antlers Hotel burned in one of Brainerd’s many fires, Mr. Schlange lost about \$600 worth of furniture but was able to save most of his product.

Robert Mansel Stitt (1855-1913)

Robert Stitt was a prominent figure in the early years of Brainerd. In the 1890’s he was general manager of logging operations for the *Northern Mill Company*. They utilized the new *Brainerd & Northern Minnesota Railroad running out of Northeast Brainerd* across the river and into the woods to haul their logs down to their sawmill in Northeast Brainerd. The family has one of the most distinctive monuments in the cemetery. It is in the shape of a cut log, lying horizontally. The grave markers are in the shape of small logs, and the lot corner markers are in the shape of small stumps.

Timothy Toohey (1857-1929)

Born in Canada, and better known as “Tim,” Mr. Toohey *lived 40 years of his life in Northeast Brainerd*. Although he served as a faithful employee of the Northern Pacific railway as a machinist; for the majority of his years he found time to work for the betterment of the city and Northeast, serving as a popular alderman and president of the city council at one time.

Judge James Harvey Warner (1860-1940)

Born in Iowa, Judge Warner was admitted to the bar in 1887, arriving in Brainerd in 1890. He was first elected special municipal judge in 1892, holding that office intermittently for nearly fifty years. In addition to holding the office of municipal judge, he also served as Crow Wing County Attorney. As the municipal judge in 1914 he heard the first case presented in the new city hall in 1915. Judge Warner was a *lifelong resident of Northeast*.

Notes

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More Information About Brainerd History Can be Found Here

Crow Wing County Historical Society Website

<http://www.crowwinghistory.org/>

- **Buildings & Parks of Some Historical Significance to Brainerd**

<http://www.crowwinghistory.org/buildings.html>

- **Bridges, Dam, Jumps, Steamboats and Ferries**

http://www.crowwinghistory.org/brainerd_structures.html

- **Early Accounts of Brainerd and its Surrounds**

http://www.crowwinghistory.org/early_accounts.html

- **Brainerd: City of Fire**

http://www.crowwinghistory.org/brainerd_fires.html

- **A History of the Northern Pacific Railroad in Brainerd**

<http://www.crowwinghistory.org/npr.html>

Evergreen Cemetery Burial Records

<http://www.brainerd.net/~evergreencem/dotd.html>

Crow Wing County USGenWeb

<http://www.rootsweb.ancestry.com/~mncrowwi/>

City of Brainerd Historic Newspapers, Maps, etc.

<http://www.ci.brainerd.mn.us/history/>

Brainerd History Group

<http://fertfaust.wix.com/brainerd-history>

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**Northeast Brainerd
History Tour
June 18, 2016
Brainerd Electric
Streetcar
Line**

