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Lake County
Family of D. James Jumer
3M Corporation

and hold 224 pockets. The original 1884 dock had a mere 47 pockets.



This is a color post card showing a rare glimpse of Agate Bay throughout the transition. Docks #1 and #6 have been built or rebuilt from steel while the old wooden docks remain in service.



By 1923 the docks in Agate Bay have become what most of us are familiar with today. The image from

Acquisitions

The following people have donated to the permanent collection. We would like to thank them for their generosity.

Dawn Aune Carol Boyd Lynn Black 3M Company
Neighbor to Neighbor Chelle Fritz Harriet Kempfer
Clairine Northey

Thank You to Our Supporters

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Allen County Public Library

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The Society has a Life Member Bylaw which states that "A Life Membership shall be given to any person who donates \$600.00 or more to the Society's Endowment Fund". If you would be interested in becoming a Life Member, please contact us. **** Remember, the Lake County Historical Society is a non-profit organization and memberships and extra donations are tax deductible ****

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FLASHIES

LAKE COUNTY HISTORICAL SOCIETY'S PROGRESS REPORT

January 2011

I hope this newsletter finds you keeping warm and healthy.

As the Historical Society moves in to 2011 I would like to note that the steel version of CN / DM&IR ore dock #1 turns 100 this year. Of course the original 1884 structures were built of timbers, but Vermilion Ore was hard and tore up the wooden docks rather quickly. This required that the docks be continually rebuilt to both repair the docks and expand the capacity. Dock number 1 for example was rebuilt twice, first in 1888 and again in 1898.

With the opening of the Missabe Range,

placed. It was the Bessemer steel process and the availability of Minnesota iron ore that helped make steel a readily available and relatively inexpensive building material. Throughout the world engineers and architects like Gustave Eiffel would pioneer new construction techniques incorporating modular elements that could be assemble on site into their designs.

The Duluth & Iron Range began building their first steel dock, #6, in 1907.



This construction took a long time (three years). The dock would eventually be 920 feet long and 73 feet high. 6 dock would be rebuilt again in 1923 and would serve the railroad until it was closed on Black Friday in 1963. The dock today is listed on the National Register of Historic Places.

the industrial revolution, and urban expansion, the increased demand for steel warranted the continued expansion of the rail and shipping operations in Agate Bay. By 1900 the wooden docks were coming to the end of their life and needed to be re-

The reconstruction of 1 dock went much quicker with the work being completed during 1910 – 1911. The new dock would be 1344 feet long and 74 feet high

Some thoughts on Ascension and the LCHS Collections.

This past year I have had to face some difficult situations with regards to our ascension and collections policies and I would like to address some of these issues.

The Lake County Historical Society is dependent upon its community to contribute to the collections. We only have what the community and our members have chosen to share with us. The Society does not have the resources to actively go out and collect history.

There are two ways our community can assist the Society in its mission. One is through Article on Loan, usually for a specific exhibit that would enhance the historical connection. Articles on Loan allow the individual to retain ownership of the item which is returned once the exhibit is closed. Another is through Deed of Gifts, where the item is permanently donated to the Society's collection.

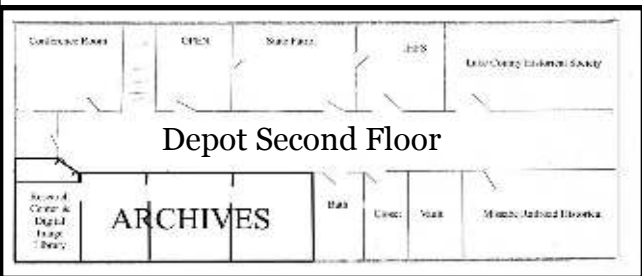
Many people have made generous donations to the Society over the years. This has blessed the Society with a collection of over 5000 different items including photographs, articles, household items, and research papers. With a collection of this size it is impossible to exhibit everything in the collection. The Society has always had a policy in place to rotate artifacts through the museums on a three to five year plan. My current goal is to keep exhibits in the museums current with events around the community.

Recently we have had inquiries from members about items donated in the past. The past few years we have had changes in personnel and new staff people find it difficult to know where everything in the collection is located, however, the staff of the historical society makes every effort to help members and guests with questions about our artifacts, and historical inquiries.

We are short staffed and I admit that our retail and hospitality operations consume almost all of our time. We are working hard to try and restore balance between making the money we need to survive and fulfilling our mission statement.

One of our long term goals is the archive and library. Over the next three years I would like to see our archives inventoried and catalogued so that the society can see the full depth of the collection.

Hopefully this will resolve many of the questions concerning items in the collection in addition to creating a safe repository for the history of Lake County.



1923 shows the vestiges of docks 4 & 5. The wooden docks were not destroyed but simply taken apart and the timber sawn into lumber at the Mumford and Woodward sawmill on the east side of the bay. Railroaders will tell you the best fishing in the bay is around the old pilings that are still there.



I am always amazed to see one of the old school freighters sail up to the north side of dock 1. Although the dock usually handles BFT (furnace trim) it is exciting to see the old gravity feed dock still working the way it was intended so long ago. This simple technology has served the shipping facility quite well over the past 126 years.

Mallet Restoration

I would like to thank the Lake County Commissioners, The County Highway Department, and LHB Engineers for keeping this project moving forward. We are currently waiting on a final approval of the State Historic Preservation Officer before the final plan can be drafted and bid let around March 1st.

We continue with our fundraising efforts...

Museum Notes

We have finally added the cabinets donated by the Family of June Johnson to the Veteran's Room. We built the cabinets in house as we realized we could build three for the cost of buying one. Ryan Williams has done a great job on them.

The Depot Museum will be open during Winter Frolic on Friday February 11 and Saturday February 12. Let the kids play on the sliding hill and stay in the museum where it is a little warmer, not much though, that heat is expensive!



2011 will mark the last year that we should have to do any large scale deconstruction or rebuilding throughout the museums. We have come a long way in the past four years updating and refreshing all of our exhibit spaces.



Depot Museum entrance without the maze.



Ancient copper working anvil

Our project list this year includes taking down the maze (walls) in the entry to the museum in the early history room. I have always disliked walking into those walls. I felt that it was a "closed door" to people thinking about touring the museum. I wanted the topographical map to be the center piece of that room as it creates a great baseline for people that are new to the area.

In addition to that, Todd Lindahl has agreed to exhibit his copper working stone that was found in the Knife River Valley. It is believed this stone dates back several thousand years and provides evidence of industry and complex family and community structure from that time period.

With the Mallet restoration scheduled to take place this year I decided to dedicate a portion of room 2 to the Mallet Locomotive. This exhibit will feature a video of Mallet's in action from 1957. Thanks to C-Vision Productions and the Missabe Railroad Historical Society for the use of this footage.

New Knife River Displays



Joining the Mallet Display in this room will be some models of Lake County locations.



Knife River diorama



Todd Lindahl has built a model of the Knife River Depot area circa 1914. On display along with this is a map of the rail facility operated by the Alger Smith Logging Co.'s Duluth & Northern Minnesota Railroad.

Currently being produced is a model of Gakadina / Highland / Old Highland, known to most as Drummond, on the original Duluth & Iron Range mainline. Drummond was a very important station along the D&IR seeing as many as 30 trains a day until the new mainline was completed in 1898 and Highland took its place. Imagine one day seeing 30 trains roll through your station and the very next day there were *none*.



1880's wooden ore car model