



Two Harbors Iron Port



OFFICIAL NEWSLETTER OF THE
LAKE COUNTY HISTORICAL SOCIETY

DULUTH & IRON RANGE DEPOT

BY MEL SANDO & TODD LINDAHL

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With the start of the New Year I like to feature history and information on our current projects and challenges. As we continue our preservation work on our historic structures, I would like to share some history of the Duluth and Iron Range Depot buildings in Two Harbors.

The original Depot was built 1884 and was a simple structure located about where our Mallet locomotive is today. This location was practical as it was important for passenger and freight service to be scheduled to coincide with the arrival of ships delivering people and supplies to the then isolated port of Agate Bay.

In 1886 the Lake Division was completed connecting Duluth and Tower / Soudan satisfying the conditions of the land grant required by the state. As part of the new passenger and freight service being provided new depots were constructed all along the route including Two Harbors. The 5th Avenue Depot was a handsome structure built in 1887 on the site that was once the typhoid cemetery.

July 27th 1899 Sheriff Emil Nelson was at the Depot



The 1887 Two Harbors Depot built at the west end of 5th Avenue

and was grabbed from behind and beaten in the head with a pistol.

Jan 24 1901 The D&IRR is discussing moving the Depot and adding offices to it. The railroad offices are currently behind the Commercial Hotel on Poplar Street (Waterfront Drive).

July 25 1901 A petition was put forth before D&IRR president Francis E. House to have the 5th Avenue (just north of where TH Lumber is currently located) Depot moved downtown to a location behind the Commercial Hotel, he disputes this request under the reasoning that the town is expanding north and 7th Avenue will soon be the "new" downtown.

This petition was circulated by the 1st Avenue business

community that was required to haul passengers and merchandise downtown. The advertisement for Beckman's Livery and Dray boasts "all trains met".

September 28 1901 The Two Harbors streetcar system has been running irregularly for the past few days owing to the inclement weather.

October 3 1901 The 5th Avenue Depot will be moved at the end of the week to a new location downtown on South Avenue between Maple and Poplar Streets. After being moved it will likely be about one week getting organized. During this time passenger service will be conducted out of the 5th Avenue freight house. As soon as the Depot is ready, passenger service will run downtown.

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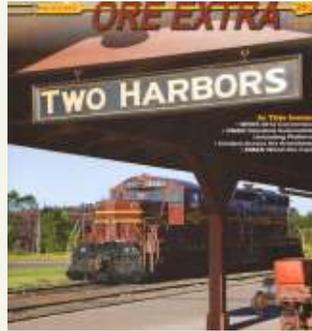


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The main reasons the railroad was hesitant to move the 5th Avenue Depot downtown was that there was no place to turn the trains around and, at the time, the grade rising up from Agate Bay was steep and it was difficult to gain traction going uphill particularly in bad weather. This is evident even today as we see the steam locomotive 2719 struggle to work up that grade. The grade also made it hard to stop the trains coming into the station. Another consideration was that it made the railroad take the train off the mainline making the run from Duluth to Ely less efficient.

October 10 1901 The 5th Avenue depot was moved on Sunday October 6th. Heavy rains hampered the move and it may be several days before passenger trains will run to the new site.

October 24 1901 There will be two trains in each direction and two mail services starting November 1 1901. The practice of carrying passengers on



freight trains will cease on November 1st due to the new service. Towns in the region have gotten too large for just a single passenger train per day.

January 9 1902 A new light was installed on the Depot platform which is helpful for night trains.

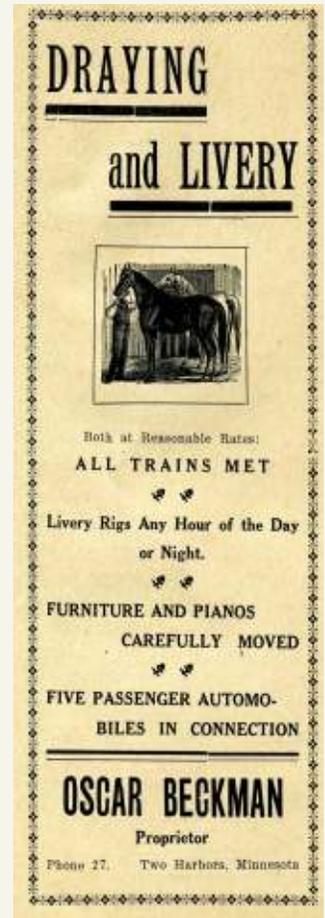
October 19 1911 the stock yards at the west end of 5th Avenue will be moved to South Avenue. The change is due to complaints from citizens. The wind is predominately from the west.

Once the 5th Avenue Depot was moved downtown in 1901 there was no use for the 1884 Depot just west of Poplar Street (Waterfront Dr.). What became of this structure is unknown. Eventually the 5th Avenue Depot was replaced in 1907 with our

current Duluth & Iron Range Depot. This Depot was designed by architect Peter Olson and featured men's and women's waiting rooms, a freight express office and transfer station, passenger ticket gates, clerks offices on the ground floor, and administrative offices upstairs. Men's and women's waiting rooms were required by the social customs of the day where men were allowed to smoke in public but it was not socially acceptable for ladies to smoke.

For a time the 5th Avenue Depot was moved into the yards and used as the yard office building, it was then moved to Palmers (Homestead Road and old 61) where what is left of it remains today. At Palmers the structure went through countless modifications over the years making that handsome structure from 1887 barely recognizable. It was noted that one of the previous owners attempted to live in the structure but found it to be plagued by unexplainable phenomena. He spent three nights in the former depot before leaving never to spend another night there.

The 1907 D&IRR Depot is a solid structure but is definitely feeling its age. We are exploring our options to have the exterior of the basement excavated and repaired. In addition I am developing a plan to have the old windows rebuilt with new energy efficient glass. This

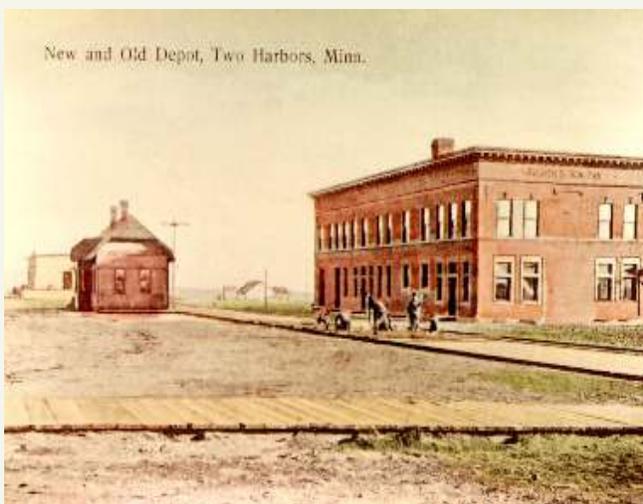


Beckman's Livery and Dray was located on 3rd Avenue where Two Harbors Machine cylinder shop is today.

will allow the historic integrity of the building to remain intact while providing us with modern energy efficiency.

I am having trouble securing funding for the chairlift, but have decided to move forward with the research area. We have remodeled room eight and will install the computers and start data entry sometime this winter / spring.

Sometimes the path to supporting our mission statement may meander a little but as J.R.R.R. Tolkien was fond of saying "Not All Who Wander Are Lost".



Projects List and Volunteer Opportunities

- We could use some help with the gardens at the lighthouse next spring & summer. Traditionally Dale and Joan Congdon care for the gardens but they could use some help planting.
- We are ready to start our massive reorganizing and catalogue project in the archives. This is so huge that I can't even summarize all that needs to happen. Basically there is a lot of data entry, photo scanning, cleaning up and sub filling our archives, and cataloguing the location of various artifacts.
- Would anyone be interested in helping rebuild the program and work on oral history projects (I haven't forgot about you Sharon!) It is unfortunate that we are losing so much of our history with the passing of generations. A lot of people don't think their story is history but I could not disagree more. Do you know someone with a story to tell, your grandparents, uncle, or a neighbor? We can provide you with the equipment and guidelines for helping preserve their story.
- Todd and I could use some help painting the ore car and caboose this summer. As usual we started this year only to realize that this is a huge project and we needed to break it into smaller parts. You're welcome to join us in this endeavor. Free Coffee on Tuesdays.
- I have a patio to build at the B&B which includes moving and getting the Water Babies fountain working again. I have to admit I have absolutely no clue how to make this happen. We have almost 200 square feet of donated patio blocks, but I am not sure how best to approach creating a patio that won't look cheap and thrown together.
- See Edna G Commission Report on page 6.
- We could use some train greeters. The Chamber, LCHS, and the NSSR put together a pretty good effort at trying to make guests arriving by train feel more welcome. I won't lie to you I did this last summer and it can be a thankless job. However I believe that this is a noble undertaking. I want to particularly thank Joanie Willow and the members of the Two Harbors Ukulele Group for coming down and playing on the train platform last summer. It was not easy for them as people run off and the noise created by the diesel locomotives drowned out the ukuleles.
- We received a donation from Maxine (Roger) Pegalow that included Super 8 movies of Agate Bay featuring the coal dock operations. Would anyone be willing to donate the funds to have these transferred to DVDs or sponsoring an exhibit that will feature them? I am planning on using these films as part of an exhibit focusing on the coal docks and Whiskey Row when we remove the school room exhibit next winter. We receive endless questions about the former industrial site and I believe we need to interpret that location. Eventually this exhibit could be included in the DNR's facility if the marina is ever built.
- Then there is an endless list of things that need painting andtalk to Ryan.
- The Crusader II is starting to worry me. In addition to painting, the cab is really in tough shape and the repairs I made three years ago are starting to fail. This would be a good project for someone with an affection for these types of vessels.
- Felix School. Bats, guano, and dead flies. We at least need to chain off the front porch and get the fascia repaired to try and get rid of the bats. Is there anyone in the valley that would like to take on the responsibility of mowing this property for us?
- Anyone good with electrical? One of the problems we identified last summer was the volume of heat generated by our lighting system in the Depot Museum. We are ready to install a test system of new fixtures and motion sensors but need someone to install and monitor this project. I want to thank Morrie for doing the research and layout for this project.
- The 3 Spot Display. We are going to try and have the 3 Spot display properly interpreted with a kiosk like the Mallet. We don't need to build a structure but the signage will include info on the ore car and caboose, the commemorative ore blocks, and the wagon, sleigh and velocipede. I eventually want to have the rock removed and concrete slabs poured. I have been requesting RFP's to fence companies to have decorative fence installed around these displays.
- Do we want to enter a float into the Heritage days Parade?
- I think we should buy a concession stand or trailer and have it on the train platform, do we dare ask the county to let us put the caboose between the Depot and the Art / Senior Center?





Two Harbors first newspaper in 1885 published by A. DeLacy Wood. Mr. Wood was a person of questionable character and would start over 40 frontier newspapers in his life. I believe the ship featured in the masthead is the *Dove* which was under contract with Duluth & Iron Range Railroad to bring supplies and men to the port of Agate Bay.

What Happened to *Flashes*?

As I was thinking about our membership drive I began to look at how to create a little more excitement with the newsletter. I realize *Flashes* has been around for a long time but I wanted some thing that had a more historic flavor and layout. This is an experiment, let me know what you think.

Why the Iron Port? I used the Two Harbors Iron Port as it was Agate Bays first newspaper in 1885. It was not however the first in Lake County, that would be published in Beaver Bay many years earlier. It wasn't long before another Two Harbors paper began publishing in 1887 as the Iron Trade Journal. These two papers would jockey for survival mostly by securing the contract to provide the legal advertising for Lake County. Sound familiar? Time wore on and DeLacy Wood sold his interest and the Iron Port would merge with the Iron Trade Journal in 1909 to form the Journal-News. The Journal-News would find itself in heated editorial debates in 1915 when the Two Harbors Socialist Party began publishing the Two Harbors Socialist. Although Two Harbors was governed by a Socialist City Council for many years, The Socialist would eventually lose its battle with conservative perspectives and the Journal-News would become the News Chronicle in 1919.



REMEMBER THE DEPOT MUSEUM AND GIFT SHOP IS OPEN SATURDAYS FROM 11 AM TO 4 PM

WELCOME NEW BOARD MEMBERS

We would like to welcome our newest Board Members to the Lake County Historical Society

Adrian Ranta joins us as President of the Toimi School Historical Site. He is also active in the American Legion Post #109 in Two Harbors.

We would also like to welcome David Johnson to our Board of Directors. David is the Marketing Manager for Granite Gear in Two Harbors.



FRIENDS OR FAMILY COMING FOR A VISIT? YOU RECEIVE **10% OFF** ALL STAYS AT THE **LIGHTHOUSE BED & BREAKFAST** WITH YOUR MEMBERSHIP.

UPDATE ON THE FRESNEL LENS APPLICATION

We have been working with the U.S. Coast Guard Curatorial Service and the U.S. Lighthouse Society to see our 4th Order Fresnel lens return to the Two Harbors Light Station. Currently we have completed the application and it is under review. One of the requirements we have to meet is providing a stable environment for the artifact. Temperature and humidity levels have to be maintained within guidelines. We are trying to establish those levels at the light station. We would also be responsible for hiring an U.S.C.G. Curatorial service approved contractor for transporting the artifact and adjustment to our insurance coverage. These lenses depending upon condition are considered priceless but for insurance purposes they are valued between \$150,000 and \$350,000.

Should we be successful in this application we will display the lens in the Parlor of the Keepers Quarters and have it available for viewing at select times throughout the summer season.



Acquisitions

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

Alice Aho	Sue Vaughn	ViAnn Fort	Pamela Barnes	Dave & Kathy Falk
Joe Juntunen	Trina Johnson	Alvera Pierson	Denny Gruba	Paul & Jan Bergman

Benefactor (\$1,000 or More)

Lake County
Family of D.James Jumer
3M Corporation

PATRON (\$250 TO \$999)

NorthShore Mining

SPONSORS (\$100 TO \$249)

Congdon, Dale & Joan	Svee, Cindy & Ron	Lake Superior Magazine	Costley Law Firm
Hanson, John & Luann	Larson, Milton & Sharon	Co-Op Light & Power	Hoseth, Don
Murray, Joan & Robert	Daehn, Dawn & Jefferey	Two Harbors Credit Union	MN Power
Sandvik, Kenneth	Gruver, Calvin & Medler, Meredith		Sure-Fab
Good, David & Rosemary			

FRIEND (\$55)

American Legion Post 109	Clark, Gloria & Willard	Cold Snap Photography	Engman, Elmer
Ellstad, Randy	Erickson, DDS (Karen & Timothy)		The Pub
Events & Marketing Specialists	Jones Cleaning	Hayden, Cindy & Paul	TH Auto Value
Iverson, Dan & Marie	Williams, Amy	Harbor Insurance	NinaWorks!
Johnson, Betty	Smith, Ann Cullen	The Lake Bank	Soiseth, Cherrol & Robert
Spurbeck, Carol	Maki & Overom, LTD	Voyageur Motel	Falk, David & Kathy
Johnson Piano Service	Pearson, Jon & Dorrane		

FAMILIES (\$30)

Aelff, Gary & Nancy	Anderson, James	Anderson, Jon & Deborah
Andrews, Erma	Bailey, Marji & Mike	Bailey, Linda & Norman
Battaglia, David & Jeanne	Beardsley, Lenard & Judy	Bennett, Donald & Mary Anne
Busa, Liz & Stokinger, Bill	Cullen, Bill & Kate	Detlefson, JoLynn & Michael
Eberthardt, Edward	Ely-Winton Historical Soc	Erickson, Beverly & Kenneth
Floyd, Bart & Robin	Gangi, Kim & Sam	Ganser, Barbara & Gary
Gnerer, Jamie	Gustafson, Eugene & Gwenne	Hartley, Helen & Phil
Helgeson, Richard	Hoeft, Gary & Karen	Holbeck, Philip & Judy
Johnson, Dorothy & Emmert	Johnson, William & Mary	Jumer, Jim & Margie
Kernan, Aleen	Kolberg, Elsie	Larson, Milton & Sharon
Lillegaard, Margaret	Louks, Vicky	Lund, Elizabeth & Sander
Maki, Cindy & Edward	Male, Irene & Robert	Maloney, Pat & Rachelle
Mancini, Nancy & Hoops, Mike		McGilligan & Tom Koehler
Moe, Carl & Dorothy	Moen, Morrie & Elaine	Munson, Robert & Shirley
Nelson, Judy & Stanley	Olson, Don & Elsie	Rosette, Susan & Popilek, David
Russell, Barbara & Joe	Saeger Judith & Tom	Spurbeck, Carol
Sando, Marylou & Vince	Schuler, Susanne & Wayne	Sigel, Dick & Susan
Zastera, Ann	Zinter, Betty & Gary	Widen, Ray

In our excitement and enthusiasm to get the membership renewal letter out right at the first of the year we forgot to include the membership category form.

Individual	\$20 _____
Family	\$30 _____
Business/ Friend	\$55 _____
Sponsor	\$100 _____
Patron	\$250 _____
Lifetime	\$600 _____
Benefactor	\$1000 _____

Your Membership Benefits include:

- Free Passes to the Museums
- 10% off gift shop merchandise
- 10% off stays at the B&B
- Invites to Open Houses
- Newsletter

Individual/Senior/Student (\$20)

Allen Cnty Periodicals	Blaisdell, Hazel	Burke, Dennis	Carlson, Bill
Carlson, Donna	Couture, Candice	Eberhardt, Edward	Eide, Marie
Ekstrom, Lori	Falls, Jon	Farlow, Sherri	Ferguson, Ruth
Gunsolus, Joan	Grudnosky, Audrey	Himes, Ruth	Hagen, Mary
Hoel, Greg	Hoffman, Deel	Hoseth, Mabel	Hoganson, Harry
Iverson, Alicia	Jeronimus, Peter	Johnson, Aileen	Johnson, Betty
Johnson, Lenore	Kempffer, Nina	Kernan, Aleen	King, Maggie
Koss, Florence	Kragseth, Herbert	LaBelle, Irma	Larson, Margaret
Martell, Judith	McGregor, Carmen	Norlen, Karin	Pegelow, Maxine
Saari, George	Saari, Jay	Sacchetti, Gina	Sande, Peter
Sperling, Robert	Swanson, Arlene	Torgorson, Lyle	Truscott, Beverly
Thureen, Loiuise & Ron	Wahlberg, Ruth	Woehrlin, Molly	
Zastera, Jody			

EXPERIENCE HISTORY

LAKE COUNTY HISTORICAL SOCIETY
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TWO HARBORS, MN 55616

Place
Stamp
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THE LAKE COUNTY HISTORICAL SOCIETY IS A 501c.3 NON PROFIT ORGANIZATION
DEPENDANT UPON THE GENEROSITY OF IT'S MEMBERS AND PATRONS.
THANK YOU FOR YOUR CONTINUED SUPPORT



Larry Ronning and Jeff Scully replacing gunwales on the Tug

We had a busy year on the commission, mostly in planning and educating ourselves about the condition of the Tug and how best to proceed with our preservation efforts.

On November 28th 2012 the commission met and elected officers for 2013. They are as follows Chair: Michael Lackore, Vice Chair: Mel Sando, Secretary: Tom Koehler. Contributing members are Jack Kangas and our 2013 City Council representative as yet to be designated by Mayor Bolen.

The following is a summary list of items we have identified to address in 2013.

EDNA G COMMISSION 2012 YEAR END REPORT

- A maritime engineers assessment of the hulls integrity, this will determine the best way to proceed with preservation
- Replace the old mooring lines
- Install a new tire on the dock to protect the tug's fenders
- Weld new steel into damaged fender
- Seal and Paint new gunwales
- Seal all leaks with welds or caulking
- Paint as needed
- Scrape rust off and paint interior hull
- Install new bilge pump and alarm
- Have new covers made for monitor (water cannon) and whistles
- Repair compressor for whistles
- Repair galley floor
- New signage to direct tourists
- Build and install new emergency ladders on dock

We could use another person on the Commission, if your interested please contact Mayor Bolen at City Hall.

DID YOU KNOW?

- The Two Harbors Masonic Lodge celebrated it's Golden Anniversary in 1940 (from LCHS Board Meeting Minutes--1940)
- That "Agate Bay" was *finally* chosen for shipping iron ore because of its clay bottom, a rarity along the "rocky" North Shore (from *Two Harbors 100 Years*)