



Two Harbors Iron Port



OFFICIAL NEWSLETTER OF THE
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THE BUDD HOSPITAL

2015
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With the closing of the long term care facility that was recently known as Safe Harbor Board and Care I thought we would look at some of the information from our archives on this historic structure located on First Avenue.

As early as 1884 the D&IR RR offered health care to its employees. The first hospital was on the western shore of Agate Bay and operated by Dr. William Alden. This was one of the first forms of corporate sponsored community health care programs. Employees would have monthly fees or dues to pay to belong to the health care plan offered by the railroad.

Dr J.D. Budd M.D. arrived in Agate Bay in 1888 and took over the position as Chief Surgeon of the D&IR Railroad Co. Early in 1890s the RR decided to build a new modern hospital for its employees and their families. This provided Dr. Budd a unique opportunity in the case that he would be able to design his own medical facility. In a letter dated August 16th 1894 to Superintendent of the D&IR William McGonigal, Dr. Budd lays out his basic floor plan. (I had a great difficulty transcribing this document as it was written by a physician that used some 19th century shorthand. All the typos and spelling intact)

*My Dear Mr. McGonigal,
I have thought up a plan for the first floor which I think would be very convenient. I think the reception room with permanent seats along the side & a chair or two in the center with the Dr's room on one side & the operating room on the other will be very handy. Between operating room & surgical ward is the bathroom & water closet. The store room for crutches & fracture boxes & surgical dressings off the operating room. The little elevation off it & opening in the surgical ward & extending to the upper story from the kitchen down below to carry up meals on the back stories. Across the hall from the ward is sitting room & bed room for the family who cares for hospital. The kitchen & dining room being below.*

The operating room must be very light, therefore I would place it in the southwest corner & have a corner bay window large enough to extend table into so there would be light enough for any operation. This operating room will be next to the bathroom where we can get hot & cold water quickly & conveniently. By having the surgical ward below on the 1st floor will do away with the necessity of having an elevation to carry people up stairs & save room thereby.

In this plan roughly drawn I have only attempted to show the positions of rooms that will be most convenient. The shapes & signs & ornamentation I have not attempted. The nearer to each other the operating room, bathroom, and surgical ward are the better.

The hall & stairs I have not attempted, nor upstairs. I hope you will consider the relative placement of the rooms mentioned as I think they will be very convenient.

*When you come up I will see you and we will discuss it more fully.
Fraternally
J.D. Budd M.D.*

Contact:
Office Hours M-F
8AM to 4 PM

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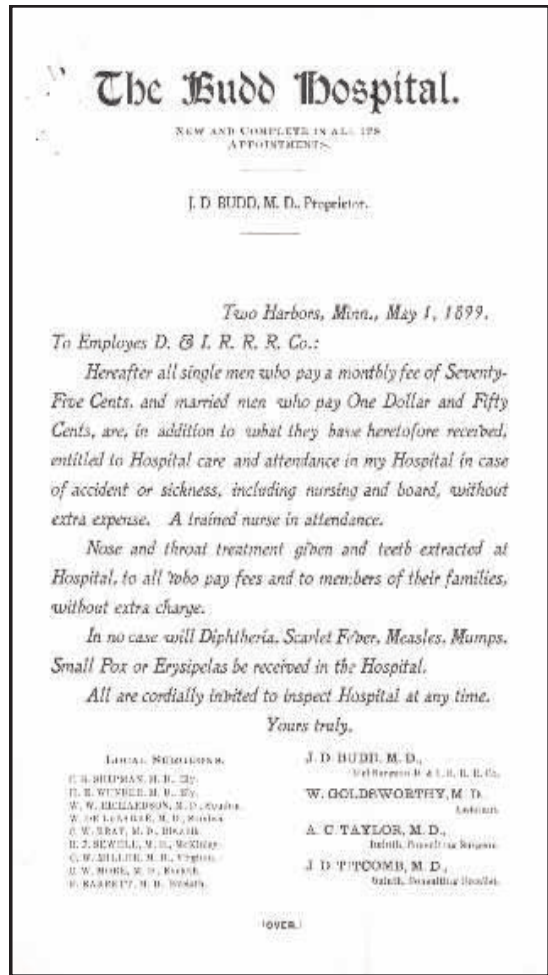
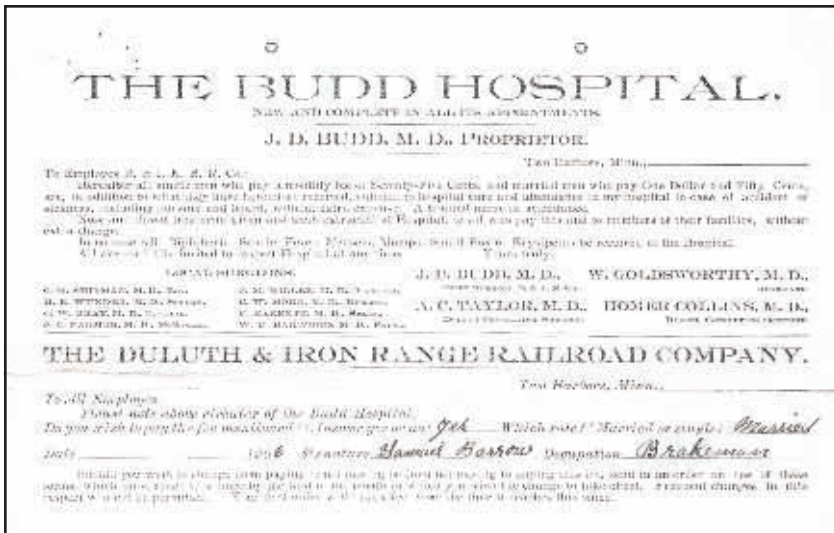
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Continued...

The hospital was built in 1896. It would be designed by Oliver Traphagen of Traphagen and Fitzpatrick Architects, 911-917 Torrey Building Duluth MN. Traphagen was a very well respected architect in Duluth. His residence at 1511 East Superior Street is listed on the National Register of Historic Places. In a letter dated November 4 1895 Traphagen would personally solicit Jacob Greatsinger, President of the D&IR RR for the opportunity to design the hospital. He was awarded the contract and would incorporate all of Dr. Budds recommendations into the plans. The design would also include living quarters for Dr. Budd and his family. These quarters would later be taken off the building and moved to the neighborhood along third avenue east. The hospital would have 50 beds. The staff would include Dr. Goldworthy (1898) and Dr. Christensen (1907). Dr. Budd retired in 1913 and sold his interest in the hospital. Dr. Christensen would partner with his former classmate Dr Burns. The Burns and Christensen Hospital would serve the community until 1944 when it became the Community Health Center.

The building would be condemned in 1953 by the State Fire Marshall but would continue to operate until a long battle between the railroad and the supporters of the new community health care center could resolve the situation (this is a touchy subject I don't want to get into at this time). Eventually a new health care center was built on the location of what we currently call Lakeview Health Center in 1958. This effort was led by Dr. Kosiak and strongly supported by the AFL-CIO. At this time the old Budd Hospital was converted into a nursing home that operated until 1973. In our Facebook post many people shared memories of the hospital sharing that it was where they were born. Many of us today still refer to the place as Mikitens, the name of the assisted living facility that took over the property in the 1970's.

Although the Budd and later Burns and Christensen Hospital would remain the railroad hospital it is often confused with the Two Harbors Hospital (1900) operated first by Dr Sewall and later Dr. Knauf. This is most likely due to Dr Knauf being the Chief Surgeon for the Alger-Smiths Duluth and Northern Minnesota Railroad. The Two Harbors Hospital was located at the end of 5th Avenue. The Two Harbors Hospital is sometimes referred to as the Military Hospital as it was used as a barracks during WWI when Army Troops were stationed here to protect the railroad from sabotage.



These are membership receipts / forms. This particular one is for Samuel Barrow a brakeman on the D&IR RR. Listed as Married his care will cover his wife and children. Fees were paid monthly to the railroad and ranged from .75 cents for single men and \$1.50 for married men and their families.

On the cover page you will notice that Diphtheria, Scarlet Fever, Measles, Mumps, Small Pox, and Erysipelas were not admitted to the hospital. These cases would be taken to the "Pest House" once located where the old forestry building is in Segog, close to the cemetery. It would later be moved to Waldo.

Also there is a list of physicians that serve the railroad all along the D&IR RR's Vermilion Route.

R. L. BURNS, M. D.

E. P. CHRISTENSEN, M. D.

BURNS & CHRISTENSEN HOSPITAL
DULUTH, MISSABE & NORTHERN RAILROAD
 D. & I. R. DIVISION
 CHIEF SURGEONS
 TWO HARBORS, MINN.

1930.

Total Number of Patients in Hospital	1930	857
Total Number of Births in Hospital	1930	84
Total Number of Deaths in Hospital (including stillbirths)	1930	31
Total Number of Hospital Patient Days	1930	7366
Average Number of days stay per patient	1930	9
Total Number of Hospital Beds	1930	40
Average No. of Beds per Day	1930	20.18
Patients in Hospital January 1,	1930	15

Three doctors, 7 nurses, 2 office girls, 1 Janitor,
 1 Cook, 1 Kitchen and Laundry girl.

This document has statistical data that best describes the hospital and annual operations. Although the statistical information may be seen as tragic to some, particularly with the mention of the still births. However there is something else going on here that also might not have sat too well with many Two Harborites! Can you see what it is?

In 1930 U.S. Steel began the merger of the two railroads. The men and women of the Duluth & Iron Range RR would not be too happy with being "demoted" to a division of the DM&N. It was well known locally that the Duluth & Iron Range RR had a much better maintenance and operations record. Let see who comes after me for that!

Thank You to Vicky Holisky for doing the gardening at the Lighthouse this year

Correction:

In the last issue I erroneously listed the man in front of the Civil Defense truck as Roger Pegalow. This is actually Gary Johnson who was an employee of the County Highway Department.

Thnx Bill.



The folks at the *Chronicle* office asked for my help getting stuff together for their Heritage Days Issue. Here is some of the stuff I came up with.

Newspapers of Two Harbors Timeline

Subscriptions: 1910 One Year \$1.50 if paid in full-in advance, delivered via USPS (no paperboys yet)

The Two Harbors Iron Port, September 15 1885 to 1892 and again from 1908 to 1911

Published by Arthur DeLacy Wood
Later published by Julia A. Wood and Edited by A. DeLacy Wood

Two Harbors Iron News 1890-1909

Published by James Goggsell.

The Iron Trade Journal 1897 - 1909

Published by Henry Burwell
Later by Metcalf & Westcott

The previous two consolidated into

The Journal-News 1909-1920

Published by
Ransom Metcalfe until 1901 who sold it to
Estes & Bingham who sold it to
Theo G. Johnson & Co. in 1906

The Two Harbors Socialist, 1913-1918

Published by the Socialist Party of Two Harbors
The main people behind the paper were
L. D. Rose, Ernest G. Strand, August Omtved
Throughout the five years of publication the Socialist waged editorial war with the Journal-News. Two Harbors would be governed by a Socialist city council for several years. In 1919 the Socialist party swept the local elections winning all but one seat in the city government.

Lake County Chronicle, 1918 -1930

Successor to the Two Harbors Socialist
Published by the Peoples Publishing Company

Two Harbors Chronicle 1930-1943

Two Harbors Times 1940-1943

This was a separate publication from the Chronicle.
Two Harbors Chronicle and Times 1944- 1974

The *Journal-News* also published a magazine titled **The Household**. I am sure this would have been a women's magazine at the time. I have never seen a copy or found any other reference to it other than advertisements in the *Journal-News*.

School newspapers

The Rah! Rah! 1919 Published by the Senior Class of THHS

The Harbor Beacon no date Published by THHS

Frontier Newspaper Man A. DeLacy Wood

When Arthur DeLacy Wood started publishing in Two Harbors the population was largely immigrant and could not speak or read English fluently and barely topped 800 people by 1890. DeLacy Wood managed to keep his newspaper alive by securing the legal contract for the County and the village of Two Harbors when the county seat was moved here in 1888.

Arthur DeLacy Wood was a well known, if often considered "questionable", newspaper man credited with starting over forty eight publications across five states throughout his career as a frontier publisher. In its earliest printings the address for the *Two Harbors Iron Port* was listed as Two Harbors, Lake Superior, Lake County, Minn. The byline was "*Devoted to the Interests and Development of the North Shore of Lake Superior*". The masthead featured an image of the steamer Independence, one of the first steamships to sail on Lake Superior when the frontier was opened.

DeLacy wood operated many newspapers at once. This timeline gives evidence to his proliferation as a frontier publisher; in 1881, he operated the Caledonia "Northern Signal", but by 1887 had started the Gogebic "Mining World" and the Two Harbors "Iron Port". He founded the Grand Marais, Minnesota "Pioneer" in 1891, and went to Grand Marais, Michigan, in 1895 to start the "Herald".

The *Two Harbors Iron Port* would cease publication in 1892. A. DeLacy Wood was appointed Probate Judge of Lake County by Gov. McGill in 1888. According to *Two Harbors 1910* the "vicissitudes attendant upon pioneering in the early days were many" and after four years of fulfilling both positions publishing of the *Iron Port* was turned over to John Kinsella. Kinsella was no stranger to controversy and eventually he had "the distinction of having his press smashed by an irate subscriber" thus bringing about the demise of the *Iron Port*.

It is known that DeLacy Wood was in St. Cloud in 1894 starting another newspaper. However the Woods reappear on the scene and resurrected the original Beaver Bay newspaper *Lake County Advocate* in 1903. They would publish the paper from Lax Lake between the years of 1903 and 1909. It is rumored that DeLacy Wood retreated to Beaver Bay and Lax Lake to escape enemies he made in Superior, WI.

By the time Two Harbors became a city in 1907 the political climate was really heating up. In 1909 the Woods began re-publishing the *Two Harbors Iron Port* between 1908 until 1909 when they merged it with the *Advocate* to create the *Two Harbors Iron Port-Advocate*. The name would be simplified in 1911 to the *Iron Port Advocate*. The byline was changed to "Republican Paper for the People of Lake County".

The *Iron Port Advocate* would publish for one year. Arthur DeLacy Wood suffered from chronic alcoholism, was committed to asylums, and at one point even became an evangelist. Through it all his wife Julia was left to operate the newspapers. When he died in 1911 the *Iron Port Advocate* went with him.

Sources:

Mellor, Bruce; *Morrison County Historical Society Newsletter*, Little Falls, MN. 1993
LCHS Archives, *Two Harbors 1910*, *Journal News* & Two Harbors Commercial Club Archives, Lake County News Chronicle, *Journal-News* March 20 1919

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*Next Newsletter will be out
at the end of September or
early October.*

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Hastings, Ann and Gary
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Jeronimus, Mary and Pete
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Jumer, Jim and Margie
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Individual

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Bjorum, Bob
Church, Joanne
Couture, Candice
Cruikshank, Kirsten
Dahlberg, Emil (Mic)
Eide, Marie
Glenn, Kathy
Gonsolas Joanie
Grudnosky, Audrey
Himes, Ruth
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Sando, Mel
Sperling, Robert
Swanson, MeLisa
Thureen, Louise
Truscott, Beverly
Wahlberg, Ruth
Woehrlin, Molly
Zastera, Jody

*There's still
some room left
on this page!*

Okay people...

*am I missing anyone this time?
I am pretty sure we have an up to date
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(since the last newsletter)

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Top: Thank You to Boy Scouts Troop #160 for building our fire pit area at the Lighthouse Bed & Breakfast. I hope that this will help to enhance our guests experience. Our thanks to Joe Whiting and Jennifer Niemi for their leadership.

Left: The Water Babies Fountain (1902) has a new home and is working. I still need to fine tune the water flow but I think it fits the site much better down under the trees. Thanks to Dan Cavalin at Danny's Auto Shop for bringing the skid steer down to help us move things around.