

CASS COUNTY CLIPPINGS

April 1, 2008

CASS COUNTY
HISTORICAL SOCIETY & MUSEUM

P.O. BOX 505
201 MINNESOTA AVENUE W., WALKER, MN. 56484

Centennial Train Visited Cass County on Monday, July 21, 1958

Enthusiasm for Minnesota by residents and visitors of Cass County was deepened with the visit of the Centennial Train Monday, July 21, 1958 at Walker. Chairman Jake Licke and his committee arranged for parking for the expected influx of cars. Constable Claud Nichols headed the parking committee. Railroad Avenue from the Village Hall corner to the Orton Motor Company and the stub on 5th Street to the alley south of Andersen's Café were closed. Reservists from the 409th Infantry aided Highway Patrol and village police.

The 690 foot train was parked in front of the Northern Pacific depot. The program was held at the Centennial train entrance. A short program started at 9:30 a.m. with music by the Leech Lake Band. The first group of people started through the train at 10 a.m. and continued until 10 p.m.



The six display cars portrayed Minnesota's past, present and future and used the latest techniques in display lighting, arrangements, transparencies, music, historic relics, moving objects, animations and miniatures.

A dozen uniformed attendants traveled with the train and acted as guides. Three of the train's nine cars contained a dormitory, power unit and heat units. Five of the display cars covered specific areas of achievement in Minnesota during the previous 100 years. One car was devoted to portraying Minnesota's future.

Following are descriptions of the cars from the *Walker Pilot*:

The first car is devoted to the state's history under four flags – Spain, France, Great Britain and the United States – and includes both constitutions, now in effect in the state. One was drawn up by the Republicans, and the other by Democrats. The two constitutions, history reveals, resulted after a fistfight in the constitutional convention.

Car Two is devoted to resources, the land and the people, and is paneled in native lumber found in the state. Mining operations are shown with working models. Water uses will be shown with an actual stream of water.

Climate and recreation will be shown with an emphasis on agriculture, wild life and fur trading, among others. People, termed the state's most important resource, will be shown as coming from many different lands to Minnesota. Food products and agriculture will be displayed in the third car. Meat production will be shown in the raising, packing and selling areas; the importance and uses of dairy

Continued on page 4.

WEBSITE

Visit our updated Cass County website! The site received 600 visits during February. The obituary lists were the most popular part of the website and resulted in several inquiries to the museum for purchase of obituaries. There are several new features on the website.

COMING SOON!

A new book of Cass County images will be released the end of April. The book is a collection of photos from the Cass County Historical Society and covers a variety of topics. The book is being published and distributed by Arcadia Publishing. Books will be available at the Museum and in local bookstores.

LEGACY GRANT

As of March 13, we have completed eight interviews with elders of the Onigum area and are eager to meet with other older residents who will share their memories of Onigum people and places.

WANTED!

1958 CENTENNIAL PAGEANT PHOTOS

We have no photos of the Centennial Pageant which took place at Pine River in 1958. Approximately 200 people were involved in that pageant. We have the script -- but no photos. Can you help us out?



Centennial Costumes -- Betty Alto and Donna Carlson with friends.

Cass County Historical Society Board of Directors

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Cass County Research Center

The research center is staffed by the Cass County Historical Society at the Cass County Museum in Walker. Through the winter, research help is available by appointment. The research library, obit indexes, newspaper microfilm, and other archival materials are accessible for a \$10 research fee for non-members.

One of our immediate goals is to expand the microfilm collection of newspapers and census records as we have the only microfilm reader/printer available for public use in the county.

**The Cass County Historical
Society meets on the third
Tuesday of each month at 6:30
at the Museum.**

**The next meetings are
April 15th and May 20th**

Shingobee Bridge Wrecked When Bottom of Leech Lake Shifted in 1933

When the bottom of a lake suddenly goes on a little trip there is sure to be excitement, especially if a wooden bridge happens to be in the path of the traveling muck. Last Saturday evening the bottom of Sanatorium Bay of Leech Lake took its first few tottering steps... and the bridge that crossed the bay was moved with the same spirit of unrest and went right along with it.

While casual observers regarded the broken bridge as a calamity, engineers supervising the construction of the new highway fill which will carry T.H. 34 and 19 across the bay looked upon it as just a minor inconvenience which was more than offset by the satisfaction of getting the mud on the bottom of the lake moved out from under their fill. It happened like this: Early in the summer the Farrel and Clark Construction Co. began pouring dirt into Sanatorium Bay to build a fill across from the mainland to Shingobee Island, and a second fill was simultaneously started across Shingobee Bay, on the other side of the island. Preliminary soundings had shown that there was a heavy deposit of peat and mud at the bottom of the lake, covering the hard-pan. The engineers hoped that by piling dirt on top of this soft bottom they could push the mud out and their fill would rest on a solid foundation.

On the Shingobee Bay side, east of the island, the plan worked, and as the trucks hauled more and more dirt on to the fill, more and more muck pushed out from below. But on the Sanatorium bay side, near the west



end of the fill, nothing happened: the fill rested on top of the muck and the muck refused to squish out on the sides.

It refused, that is, until last Saturday afternoon. Then, just after a big bus had gone across the bridge which joined the mainland only a few yards from the west end of the fill, the muck suddenly gave way, and began its march eastward, with several thousand cubic yards of dirt helping it on its way. The bridge piling, embedded in the lake bottom, also moved eastward, splitting heavy timbers and causing a gap across the width of the bridge.

Traffic on Highways 34 and 19 was detoured over old No. 19, and dirt movers continue to pour clay on top of the big fill, hoping to get the business settled once and for all.

Sunday afternoon the lake bottom moved a second time, and a sizable chunk of the fill fell over into the void. And Monday afternoon there was a third shift: the lake bottom heaved up into plain sight just east of the fill, and thousands of yards of the fill toppled into the lake.

Early indications were that the mud still remaining under the fill would have to be blasted out before the big pile of dirt would come finally to rest, but Tuesday morning highway engineers believed that the weight of the fill would be enough to settle it. The bridge, however, was apparently definitely done, with one section drooping into the water, two others sagging at a sharp angle and the whole structure wobbling on its last legs. Engineers said they would repair the fill for use until the contract for the bridge which will span a gap near the east end is let, after which traffic may be diverted either over old 19 or across the road leading directly from the island to the highway. (Walker Pilot, Sept 15, 1933)

In November, the highway department decided to avoid the long detour around the San Bridge and announced that the highway department would open a by-pass around the bridge. (Walker Pilot, Nov 24, 1933)

products, grain crops and cereal production and their by-products; canned and frozen foods and other phases will be depicted in a lavish array. Work done by 4-H clubs and FFA units will be woven into the salute to the farmers.

Car Four will be devoted to industry and the tremendous impression in the state of the number and diversification of industries. Color transparencies will show people at work and processes rather than the buildings and products. A mosaic-like, stained-glass window of transparencies will show artistically what Minnesota's industry means to the state.

Social progress is the theme of the fifth car with three separate sections showing education, culture and public welfare. The education section emphasizes the result of education rather than the means. It shows what the state is doing to provide labor and professional people. Literature, fine arts, architecture, music, theatre, dancing and all the cultural advantages and achievements in Minnesota will be told in sound and color.

Public welfare, the frontiers of medical and mental illness treatments, advances in heart surgery and polio treatment and many other details are shown in dramatic and impressionistic realism.

What's in the future? Car Six's surprising and unusual treatment of this subject is one of the highlights of the train. Linen from waste straw is shown as one result of research, which may become a large industry. The St. Lawrence Seaway (and its varied possibilities) lends itself to the fact-fiction treatment of this car. Credible dreams of the people and their state will strike a lasting impression on those of this area who visit the Centennial Train.

Additional Photos from 1958 Centennial Celebration



Above Left: Lois Bright and daughter



Above: Hackensack Centennial

The Mock Wedding Ceremony between the mighty Paul Bunyan and his sweetheart "Lucette Diana Kensack." Paul Bunyan (Don Goble) and Lucetta (Mrs. Chris Miller).

Membership - 2008

Single (\$10)

Virginia Abullarade
Henry Achermann
Margaret Dewey
Bessie Engebretson
Nancy Jacobson
Karen Kezele
William Kline
Diane Kramer
Frank Olson
Diane Pitzen
Joan Risteau
Erma Schantle
Jeanette Silbaugh

Cities & Townships

City of Chickamaw Beach
City of Federal Dam
City of Lake Shore
City of Walker

Blind Lake Township
Fairview Township
Kego Township
Powers Township
Rogers Township
Salem Township
Smokey Hollow Township
Sylvan Township
Turtle Lake Township
Wilkinson Township

Friend (\$100-\$249)

Don & Margaret Brown
Audrey Chelberg
Gramma Jo's
Betty Hutt
Leader Lions
Kelly & Jeanne Nelson
Jerry & Greta Steelman

Sponsor \$250-\$999

Acorn Hill Resort
First National Bank of Walker
Lois Orton
Tom & Doris Williams

Family (\$15)

Phil & Gina Borland
Bob & Dodie Burdick
Dick & Donna Evenson
Jerry & Renee Geving
Bob & Shirley Jewell
Tim & Shelli Johnson
Bob & Betty Kangas
Chris & Dorothy Opheim
Richard & Glenna Tappe
Bob & Germain Yochum

Benefactor (\$20 - \$99)

Tom & Sarah Cox
Leland & Dorothy Delger
Cecelia McKeig
Norbert & Rosie Ochs
Bob & Sandy Pauly
Carole Sargent
Dick & Kathie Stoneking
Gary & Margaret Trimble
Harry & Martha Winter

Business (\$50)

Dr, Steve & Sharon Bilben
Huddle's South Shore Resort
Orton Oil Company
Ranch House Supper Club

Memorial:

Jeanette Fisher

Other Donations:

Nine upholstered chairs, one computer chair, miscellaneous office supplies from Jerry Geving

Due to changes made by our board to the format for memberships, there may be some confusion on our part! If your name does not appear, please use the form on the opposite side for your membership. We have plenty of white space to fill, and we need your support and membership!

2008 Membership Drive

The Museum depends on your membership and donations to keep it going. Please consider your pledge for 2008 in one of the following new categories.

Membership

Single (\$10) _____ Family (\$15) _____ Benefactor (\$20-\$99) _____

Business (\$50) _____

Friend(\$100-\$249) _____ Sponsors (\$250-\$999) _____ Patrons (\$1000+)

_____ **Memorials in any amount are also welcome.**

Name _____

Address _____

City, State, Zip _____

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Winter Hours: By Appointment