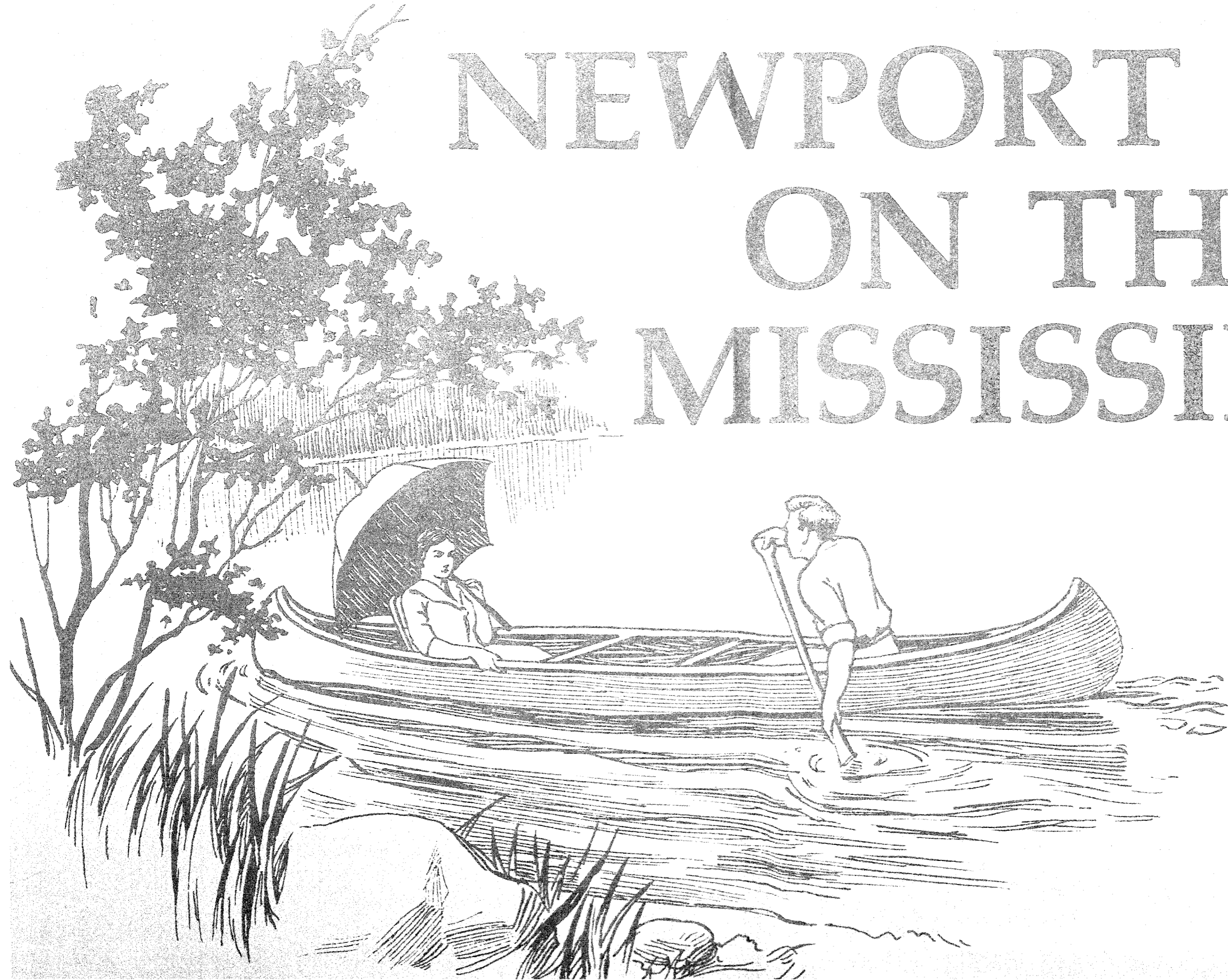




THE
UNIQUE LEGACY
OF
RED ROCK & NEWPORT
MINNESOTA
1837 - 1989

NEWPORT ON THE MISSISSIPPI



**THE UNIQUE LEGACY
OF
RED ROCK AND NEWPORT,
MINNESOTA
1837-1989**

OR

**THE HISTORY OF
TWO TOWNS BECOME ONE**

**Compiled by
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and
Jane McClure, Editor**

Produced by the Newport 1989
Centennial Committee

*Dedicated to
The Citizens of Newport
for all time*

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Centennial Committee

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PREFACE

After a century and a half of history in Newport, Minnesota, the centennial year of its incorporation is being celebrated with year-long events in 1989. The first 50 years of Newport and the State of Minnesota coincide making this a small vignette in the opening of the region. This story involves the growth of fraternal twins, Red Rock and Newport, that developed separately. For about 100 years, it had two different identities because of their regional separation. Yet, today it has emerged as the unified City of Newport.

Never considered. Always overlooked. A small community with a unique heritage which far surpasses that of those who disregard her presence. She has grown slowly and quietly - yet she has had an extremely colorful past which few of her citizens are aware of today. Newport has always had a friendly, compassionate quality among its citizenry, a people of passive serenity who reflect the pleasures of simple living - a rare quality in these times! Many of her sons and daughters have returned to the special "charms" of old Newport and Red Rock - some for visits and others to establish homes in later years of their lives.

Newport was, for many years, a quaint retreat, a forgotten suburb of St. Paul. Rooted in the distant past, it was probably the second-oldest settlement

to begin along the Mississippi River. It was preceded only by Mendota, known as the place where Minnesota began. Kaposia, as Newport was first known, was occupied by a few families during the first five years of its existence. It began its development as a community of farms. Because it was isolated from other settlements along the river, it was disregarded by other areas of growth around it due to a lack of adequate roads. As a result, Newport was bathed in a tranquil setting for over 100 years. Its two small housing areas, Red Rock and Newport, were separated by a mile and one-half of open fields. Change began about 50 years ago and since then the two areas have gradually become united.

Traces of its early origins remain. It was settled by New Englanders, some of whose homes which reflect this have been carefully restored. The early builders created a retirement village with friendly old-fashioned gardens and streets overhung with stately elms. Unfortunately, those trees were lost to the invasion of Dutch Elm Disease. Some of the more recently developed sections of Newport retain stands of trees representing the original forest cover of Oak groves.

Much of the beauty of Newport remains little known by the thousands of people who speed through on "superhighway 61". One of these areas lies along the river in peaceful serenity, comparatively unchanged due to limited street traffic. Streets there circumvent back-waters which intrude

from the river and are necessarily curved to conform with the shoreline, or are “dead-ended” where interrupted by deeper incursions from the river. Another area of natural beauty is the bluffs on the east side of town with unsurpassable stands of trees and distant views where homes are being built. A city park is now located there as well, Basil Loveland Park, named for a popular mayor of 22 years - serving through the recent major urbanization of Newport.

Newport celebrated the centennial of its establishment in 1938 - 51 years later the one hundredth year of the incorporation of the Village of Newport was observed. (Federal legislation changed the name to City of Newport in 1974).

Newport is changing - in fact, it has changed. Meanwhile, it is clinging to many of its unequaled qualities which have drawn people here to live for generations.

ACKNOWLEDGEMENTS

Many sources of information were used to research and write this book. We are especially grateful to the many, many present and former Newport and Red Rock area residents who lent photos, documents, family histories and personal memories. To attempt to name all of these fine people would risk omitting someone, so that is best not tried.

One person we should mention is Arnie Moen. The Noltimier family photo albums, which he loaned us, included the picture of the riverboat, "Cyclone". That picture of the "Cyclone" plying the Mississippi River in Newport became the design for the centennial logo. Thanks to Arnie and his family for this special contribution.

We thank the Minnesota Historical Society and its staff for use of old newspaper files, family papers, WPA files, articles and other useful pieces of information. Residents of Minnesota who haven't been served by the society's capable staff are missing out on an interesting and rewarding experience.

Thanks also to the Washington and Dakota counties' historical societies for their assistance. The Dakota County Historical Society, located in South St. Paul, has a wonderful resource in its volumes of the old *South St. Paul Reporter* editions. For many years, this newspaper provided cover-

age of Newport area news. The St. Paul Public Library and James J. Hill Reference Library are also thanked for the use of resources.

TABLE OF CONTENTS

Preface

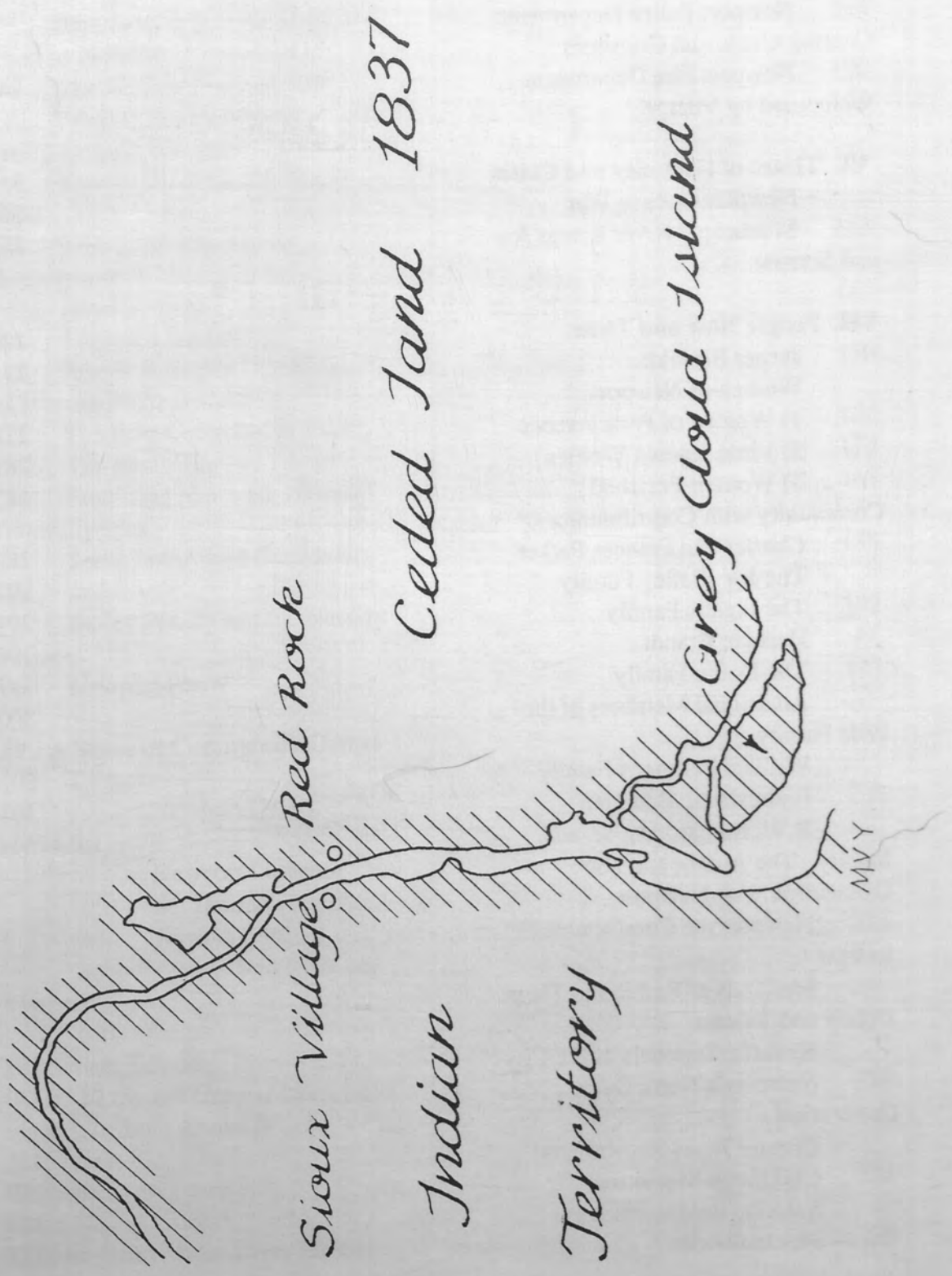
Acknowledgments

I. In the Beginning	2
A Ride to Red Rock	2
Merging of Two Towns	4
Indian Legend	6
Pre-Territorial Times and First Settlers	10
John A. Ford - An Intimate View of One Pioneer's Life	15
1) Events of First Seventeen Years in Minnesota	21
2) Family Life and the Struggle to Survive	25
3) Sad Turn of Events	28
4) Meanwhile, at Home	30
5) Documents Reflect Change	33
6) Who are 'Old Settlers	34
7) Letters of Historic Interest	35
8) The Minnesota Historical Society	35
9) Epilogue	37
10) Adventures of Ebenezer Weld	38
Township Years - 1858 and Beyond	44
Territorial Arrivals	49
Old Families of Newport	59
1) John Bailey	59
2) The Schillings	61
3) Margaret Bailey Bailey	63
Moore and The Schabacker- Army Connection	
Who was Newport's Mystery	67
Poet	
Phenomenal Camp Meetings at Red Rock, Minnesota	69

II. From Frontier to Township to Village to City	77
Historic Township and Village Plats	81
Postal Service or Getting the Mail/1880 Postal Directory	87
Red Rock Cemetery, Hidden Remnant of the Past	90
Newport Cemetery Serves as Area Burial Place	94
Incorporation of Newport	95
Those Who Have Served - Officials of Community	98
Don't Tether Your Mule in a Public Street: A Look at Early Ordinances	108
Early Patriots of Newport Area	111
Pioneer Park	112
Name of Newport's Largest Park Honors Popular Mayor Loveland	114
Bailey Park Joins Many Others in Community	118
Bridging the Mississippi River	119
Railroading and the Promise of an Unusual Museum	123
Population Trends Revealed	129
III. Business Growth and Changes: Farmers Were First	130
Martin Swanlund, the Market Gardener of Red Rock Park	131
Howard Swanlund - Navy Flier and Farmer	134
Washington County Directory circa 1890	135
Gipson Lumber Customer List	138
Banking and Meat Packing	140
Refinery a Neighbor Since 1939	146

Electricity and Northern States	148
Power in Newport	
The Medical Professionals	152
Famous Businesses and	154
Businessmen in Newport	
Kramer Brothers, Alton and	161
Mayo	
John Bartl, Champion	163
Hardwareman	
Boyd's Motel	165
Tinucci's Restaurant	168
Joseph P. Fritz's Company	170
Built on Millions of Candies	
The Fritz Company in 1989	174
The Muellers	176
Promising Voice for Newport	181
Tragically Lost	
Some Items from <i>Community</i>	186
<i>Life</i>	
Bailey Family and the Nursery	192
Business	
Newport Plaza	197
IV. A Sense of Community Grows	198
Churches:	
Newport United	200
Methodist	
Newport Lutheran	206
St. Thomas Aquinas	210
Newport Baptist	213
School days in Red Rock and	216
Newport	
Mrs. Olinger was Everybody's	225
First Grade Teacher	
Clubs and Organizations Have	228
Made Life more Active Woman's Club	
of Newport	
Womens Club of Newport	234
V. Amenities Make Lives Easier, Safer	239
Library Service in Newport	240

Newport Police Department:	243
Chasing Cattle and Criminals	
Newport Fire Department	248
Welcomed by Village	
VI. Times of Calamity and Crisis	258
Newport Goes to War	259
Mississippi River Brings Joy	265
and Sorrow	
VII. People Now and Then	270
Jasper Berfeldt	271
Women of Newport	279
1) Women of Perseverance	279
2) Little Known Women	281
3) Women Enriched	283
Community with Contributions	
Charles and Frances Parker	289
The J.V. Bailey Family	292
The Ingalls Family	294
Herman Brandt	296
The Dobie Family	297
Additional Members of the	300
Fritz Family	
William Ferguson Family	302
Enthusiastic Boatmen	303
R.W. Richardson, Sr. and	309
Family: The Author and her	
Connection with Newport	
Newport the Comfortable	313
Retreat	
Mailands of Red Rock, Their	316
Hobby and Talents	
Knauffs, Sentinels of the City	317
Newport's Notre Dame	320
Connection	
Chester Jones Remembers	321
Childhood Memories	329
Saluting the Benefactors	330
Proclamations	332



Sioux Village

Red Rock

Ceded Land 1837

Grey Cloud Island

M.V.Y.

Indian Territory

Chapter One

In the Beginning



Sarah Holten, pioneer

A RIDE TO RED ROCK

The *Minnesota Pioneer*, the first newspaper established in Minnesota in territorial times by James Goodhue, published the following article on Aug. 30th, 1849. It is one man's impression of the land and the settlers in what later became the southern part of Washington County.

"The best portion of the delta lying between the Mississippi and St. Croix rivers, is known under the name of Red Rock and Cottage Grove. In company with a resident of the latter locality, we last week took a hasty tour around that way. . . We came home again reluctantly, but promising ourself the pleasure of revisiting that region on an early occasion.

"On horseback, we descended the steep bluff in the rear of Pig's Eye, and came nearly upon a level with the Mississippi bottoms, probably in an air line, some two or three miles from St. Paul. Here, on the first ascent from the bottoms, are wide fields of heavy and excellent grasses, which we presume to be free to such as may desire to lay in their winter's stock of hay.

". . . At a distance of some ten miles, in an air line from St. Paul, we emerge from the oak openings which are principally on our left and the meadows upon our right, into a clear, dry prairie called Red Rock. In a

pleasant little thicket of various kinds of trees, we arrive at the house of Mr. John Holton, who, after a residence of some five or ten years, has made himself and family almost as comfortable as they could be in an older country. His lands extend back from his house among the oak openings, and in front reach the river. Almost a mile beyond, upon the river's bank, is the residence, store, and wood-yard of Mr. J.A. Ford. He is an old settler. Within ten rods of his house and close by the river, is the rock from which the place derives its name. This rock is nearly round in shape, of about the size of a hogshead, and lying upon the surface of the ground. It is red—having been painted by the Indians, and made an object of worship. Within a quarter of a mile of Mr. Ford's are two good block-houses, which were formerly occupied as a Mission school for the Indians. The Rev. gentleman who had charge of the school resides there still in the quiet pursuit of agriculture. Farther along, the prairie becomes wilder between the timber upon the river and the bluffs which majestically sweep up on the left to a height of at least 100 feet. The prairie is here from one or two miles in width. Here is the improvement of Mr. Charles Cavileer, of St. Paul. The location well commends his taste and judgement. Farther along is the field of Mr. W.R. Brown, comprising some fifty acres, in an excellent state of cultivation. Upon the left, high up the ascent, amid a colonnade of large oaks, is his home; a cheerful scene.

. . . The settlers of Red Rock, and Cottage Grove, are as intelligent, courteous, enterprising and industrious a people as can be found anywhere. Most of them came from the State of Maine. They combine the peculiar qualities of the New England Yankee, with that travelled acquaintance with men and things, that prepares them for almost any society where their lines may be cast.

We have viewed this section of Minnesota with surprise and delight. In respect to its beauty and fertility, it will vie with the best sections of upper Illinois. And taking into account its unqualified healthfulness, we pronounce it emphatically the best section of country in all the West. Where else can the immigrant find the three essential qualities, fertility, health and beauty combined?"

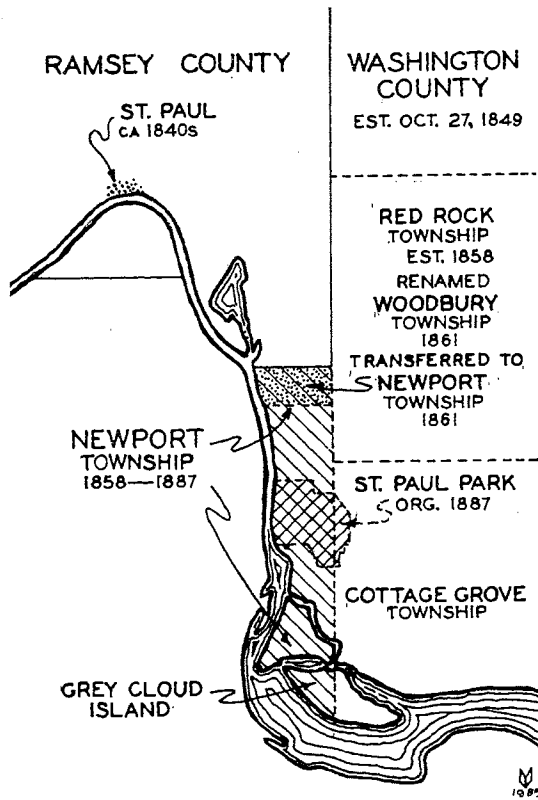
MERGING OF TWO TOWNS

The unique relationship of Newport, Red Rock and surrounding communities should be understood before one peruses the history of Newport. From pre-territorial days, until the establishment of an incorporated village, several confusing situations took place which influenced the ultimate shape of the community.

The development of Newport is very involved. It began around ancient Indian ceremonial grounds and continued through uncertain times until the creation of the state of Minnesota. Through all of this time— 1837-1858 — various place names were used.

There were two small clusters of homes being settled along the banks of the Mississippi River, which assumed separate identities. One was Red Rock (known initially as Kaposia) and the other was Newport. With their proximity to the river, both provided access for the arrival of the first farm families searching for tillable, productive land.

Those first immigrants who settled here 152 years ago came from the East to do missionary work among the Indians. Only one of the missionary families remained for long. Other immigrants settled nearby, establishing the little rurally-



oriented village of Red Rock. Following those settlers six years later, immigrants began to settle about one and one-half miles downstream where the village of Newport began. Between the years 1837 to 1889, the development of these small communities altered the lives of three generations who settled in the two locations.

It all began when the triangle of land lying between the St. Croix and Mississippi rivers was opened to settlement in 1837. That year the United States government signed a treaty with the Sioux and Chippewa Indians, who relinquished their right to this piece of land. It then became a part of St. Croix County in the territory of Wisconsin and remained so until 1848 when Wisconsin achieved statehood. But the area was not to be admitted as a part of that state.

Those settlers of 11 years or less were thus abandoned to live in an unorganized no-man's land. The account of their activities and resulting actions which they took in 1848-1849 show initiative. Lacking authority, all who had settled west of the St. Croix river took matters into their own hands. Using many irregularities and with ambitious hopes they ultimately succeeded with the creation of the territory called Minnesota on March 3rd, 1849. With the governmental framework in place, the citizens proceeded to work toward achieving statehood as soon as possible.

Between 1848-1849, the pioneer legislature passed laws and resolutions which created counties, set up court pro-

cedures, established a common school law and provision for road building — all amenable to the building of communities. In 1857 Newport Township was platted. It was ready to be organized within Washington County when Minnesota became a state on May 24, 1858.

The pioneer families were busy settling and establishing a secure position. The time for communal development came later and so Newport and Red Rock developed independently of one another.

Red Rock was known as Kaposia from 1839 to 1843. When the work of the mission ceased, all that was left were the buildings and the red rock. It was after that the place name was changed by John Ford to Red Rock, to denote their landmark. At that time no town was established there. Many of the farmers who landed at Red Rock settled inland, away from the river on excellent farmlands to the east. These were the families who were the seed of community, as rural neighbors at Red Rock.

Unlike Red Rock, Newport began forming the basis for a village early, with business developing along the river frontage. It became a true river town with a saw mill, later adding a feed and flour mill and shipping facilities for produce from the farms.

The flow of events which drew these two communities together were situations thrust upon them over which they had no control. One year after Red Rock Township was organized, the state

legislature ordered a change in the name of the community. Although unfounded in fact, lawmakers stated that there was another town in the state using the same name. The township officials then took the name of Woodbury, and so for a short time, Woodbury lay to the north of Newport Township. Early the following year, the citizens were shocked to learn that the county commissioners, under the direction of the state legislature, had ordered Woodbury to turn over “that fraction containing the painted rock” to Newport Township. This extended Newport to the Ramsey County line.

It was the end of the close association of the people at Red Rock with their neighbors to the east. Newport partially restored the original name when an addition was platted under the name of Red Rock. That was in 1861, and that portion of Newport retained its name and identity until the 1940’s when the two grew together and their physical separation no longer existed.

INDIAN LEGEND

The romantic Mississippi River and colorful Indian tradition are part of the history of Newport. As Plymouth Rock was to the Pilgrims, the red rock was to Newport. The riverbank which the Indians had so long traversed to the red rock was an obviously cleared landing site to the white settler.

Newport is located on ancient Indian lands. It was Sioux Indian territory prior to 1837, when the land was ceded over to the United States government. It is known that the Indians had a well-worn trail which extended from the red rock across the county to present-day Afton on the St. Croix River. This area was their hunting ground.

After the government acquired the land, the Indians no longer hunted here. But they continued to come to trade and to worship on their ancient ritual grounds at the red rock. Fully 100 years after they were removed from the land, Indians returned annually to worship around the rock. It is believed that this granite rock lying on the limestone banks of the river was unique to the Indians, and therefore revered by them.

The following was published by the Minnesota D.A.R. in a pamphlet containing Indian legends associated with various Minnesota tribes:

“Long before the time anyone can remember, the Great Spirit decided to

come to earth to live with his children. For many moons he searched for a place in which to dwell. He finally decided to settle on the banks of the Mississippi River in the pleasant shaded forests there, but found no convenient place in which to live. Searching further back on the hills east of the river he found an unusual red rock (Eyah-shaw) which suited him perfectly. Upon entering it, he gave a tiny shove and it rolled until it came to rest in the spot he had chosen. It is said that if you look closely you can still see the path the rock took as it rolled to rest on the riverbank. Here the Great Spirit was content.”

The Indian word Eyah-shaw translated from the Sioux language is “eyah” meaning rock and “shaw”, red. During the ritual, the rock was streaked with red stripes from the ceremonial offerings dripped or painted over it. This was the Indians’ method of giving thanks for bounteous hunt or success in battle.

In more recent times, 13 red stripes were painted on the rock. Early in the 20th century, eyewitnesses described these ceremonies as solemn rituals during which time the rock was surrounded by colorfully blanketed Indians. The squaws were seated in an outer circle, inside of which stood the braves. In the center, the chief performed the ceremony which he completed with the passing of the pipestone pipe. In a 20th century photograph taken of the freshly painted rock, there are stripes around the rock. On one end, there is what appears to be the smiling face of the Great Spirit.

Indians painted the rock for the last time in the summer of 1937. Three students from the University of Minnesota held a small service there. Tradition was broken when the rock was taken away from Newport.

Before the red rock's removal, here is the story as published in the *St. Paul Daily News*, Nov. 28, 1920 by a man who was a friend of Chief Little Crow:

**"FIRST WHITE CHILD RELATES
PRETTY LEGEND OF EA SHA, THE
RED ROCK"**

Franklin C. Ford Tells How Historic Wisconsin Became a Place of Worship"

"Sanctity seems to be the heritage of the red rock.

"Many years ago, long before the usurping white man had set foot on Minnesota's original wilderness, Indian tribes from all over the Northwest came to Red Rock to worship Ea Sha, the Great Spirit, who lived in the red rock which gives the place its name.

"In 1837 the first Methodist mission in the state was built at Red Rock by a Methodist missionary named Cavanaugh (his spelling), who came up the Mississippi in a canoe with his wife and two children from Galesburg, Illinois." (In reality the family came by steamboat in the spring of 1840 from Lebanon, Ill.)

"And now Red Rock is the place where is held each summer the annual encampment of the Pentacostal Association of the Methodist church.

"The drowsy little community seems well to bear its atmosphere of sanctity.

"Its dozen houses situated on the banks of the Mississippi river ... seems to dream pleasantly of years gone by, secure in the knowledge that for generations men have come here to worship.

"And in one of the houses lives Franklin C. Ford who was born ... within 20 feet of the great red rock."

This is the legend as Franklin told it:

"There was time farther back than man can remember, when the Great Spirit bethought him to come to the earth and live with his children.

"For many moons he sought in vain for a place in which to abide.

"At last, when he had almost become discouraged— he discovered a shady dell half circled by the 'Father of Water.'

"Quiet and peaceful it was, lulled by the murmur of the majestic Mississippi and made pleasant with the songs of countless birds, but there was nothing there in which the Great Spirit could make his home.

"Far back among the hills he discovered a huge boulder.

"Square and stern it was, an angry red in color and streaked with vermilion, a fitting abode for a spirit.

"Entering the rock, the Great Spirit gave it temporary life and the rock rolled and bumped over saplings, underbrush and lesser stones, leaving in its wake a deep marked spoor that remained for years a testimony that it once had lived.

“Coming at last to the dell, it rested on the bank of the great river.

“Then came his red children to worship him.

“By lake and portage, by deep worn trail and by the smooth waters of the Mississippi they brought him rich gifts.

“Maple sugar, the choicest of the spoils of the chase, pipes from the pipestone quarries of the Far West, wampum, and kinnickinc, the fragrant Indian tobacco, were among the offerings brought to provide for his comfort and to gain favor.

“Often did the Indians bathe the rock in the blood of their enemies that the luster of the Great Spirit’s home might not grow dim.

“And the Great Spirit was very happy.

“But in 1837 there came another God, the all-powerful God of the white man.

“A Methodist missionary paddling up the Mississippi saw from a canoe the sacred ground.

“Landing there he trod boldly past the home of the outraged Ea Sha and erected within a short arrow flight a temple to the new God.

“Loyally, year after year, his faithful red children brought their gifts.

“Little Crow, one of the greatest of Chippewa (he was Sioux) chiefs, .. made a pilgrimage to Ea Sah before taking part in the Indian uprising at New Ulm and Hutchinson.

“But the white swarm became steadily greater and more bold.

“And the Indians were crowded more each year until at last they were

segregated on reservations.

“Even then they remained faithful to Ea Sha, whole tribes making yearly pilgrimages to Red Rock.

“Two years ago came the end.

“The last pilgrimage was made by a tribe from Morton, Minnesota.

“The Methodist mission had grown to a large encampment with a tabernacle and numerous cottages.

“Followers of the white man’s god who gathered at red rock each summer to worship for a period of about 10 weeks (it was 10 days), moved the home of Ea Sha to their camping ground and placed it upon a concrete foundation, with its totem facing west.

“And Ea Sha departed for the land of the setting sun.

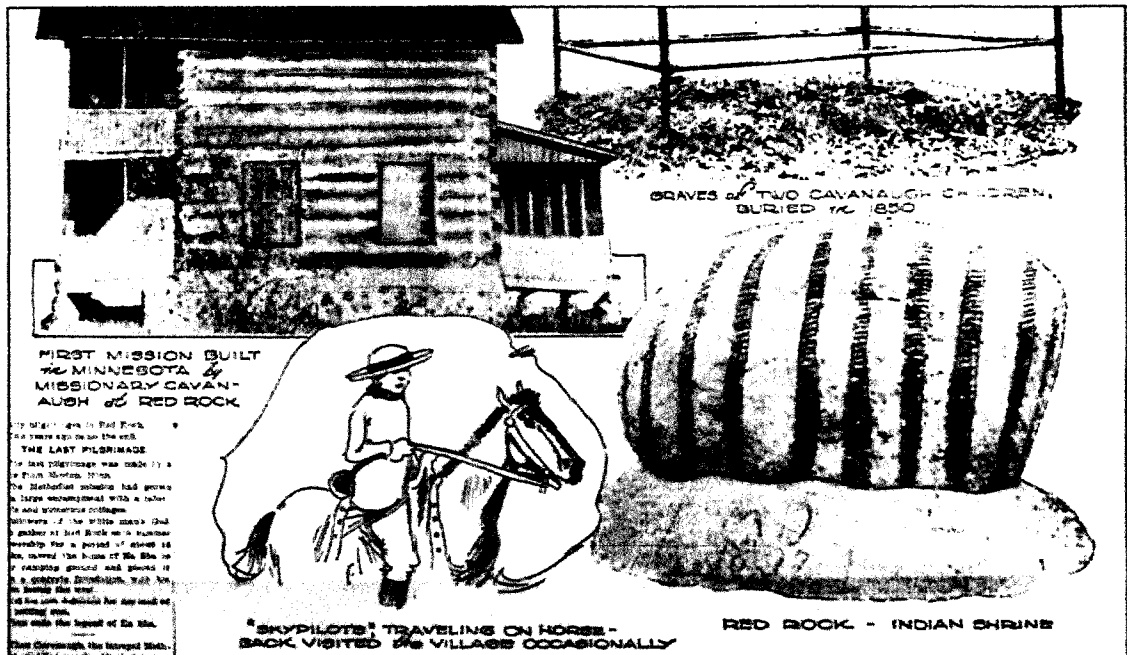
“This ends the legend of Ea Shaw.”

This account from the *St. Paul Daily News* is revealing of the man Franklin Ford and the Ford family in general. It is said that Franklin was the first white child born in Washington County. But at the time of his birth, it was St. Croix County, Wisc. — which he called “Historic Wisconsin.” Franklin was five years old when Red Rock became a part of Minnesota.

He grew up in a family with strong ties to the Christian faith. There was a close relationship between the Ford family and Chief Little Crow and his village. His romanticized account of Ea Shaw reveals his understanding of the plight of the Indians. This also explains the extreme respect the Fords held for them and the strong bond they had with

the red rock, shrine of the Indians. They had a genuine respect for the Indians and their form of worship and wished to memorialize the tradition by naming their community Red Rock.

Franklin Ford's description of the original site of the red rock, as being in "a shady dell half circled by the 'Father of Waters'" has some authenticity. The rock was not only beside the river, it stood near the little lake he called Lake Cavanaugh. Thus, it was more than half circled by water.



Franklin Ford's tale of the Indian Legend

PRE- TERRITORIAL TIMES AND FIRST SETTLERS

The Mississippi River was the main artery for travel into the wilderness of the Northwest. The year the land was opened, 1837, a family claimed land along its banks at Red Rock. Very few people were settling there in pre-territorial times. Of those who came, not all remained. The area was undoubtedly beautiful with its heavy forest cover, and it was rich in wildlife. It had been a favorite hunting ground for the Sioux Indians, who were removed that year.

The lives of the first settlers were extremely arduous. Added to the difficulties of everyday living, there was a severe financial depression during those years of early settlement. Gaining a mere existence was priority for them. Clearing and breaking land with primitive tools was backbreaking and tedious.

They supplemented their diet with potatoes, which they raised in sufficient quantities to store for the long winter's use. Two other staples were necessary — salt and flour. The first steamboat in the spring must have been a welcome sight!

One unfortunate settler, who raised a bumper crop of wheat, suffered almost a total loss due to his inability to

get it to market — due to lack of roads. That grain which he was able to get to a mill produced a flour that left much to be desired, in that it was so coarse. The screening and bolting were done at home.

The key to survival for these people was their self-sufficiency. The people at Red Rock did have an early advantage over others who settled elsewhere. They had immediate access to mail and supplies. The steamboats stopped for the Kaposia Mission and, while there, often took on wood as they traveled up and down the river.

It was missionaries who began the settlement of Red Rock. They were a part of a strong religious and humanitarian movement that was prevalent in the United States during the early 1800's. They were useful to the government in its effort to secure land treaties with the Indians, and attempting to convert them for a peaceful transition.

The missionaries worked among the two tribes in Minnesota, the Chippewa and Sioux. The mission at Kaposia was of short duration. Their residence on the east side of the river was only four years long. The missionaries worked under the guidance of Major Taliaferro at Fort Snelling. He had spent many years among the Indians previous to 1837, and he felt they should be taught the ways of the white men. He hoped to quell the tribal rivalry between the Chippewa and Sioux Tribes, an ancient way of life for them. The missionaries successfully taught the Sioux farming methods. But the nomadic Sioux, seasonal travelers,

would not remain settled in one place, even with adequate food at hand. In the late fall each year, they abandoned their village and spread out westward to hunt game during the winter months, and to take up their traditional feuds.

Among the first to come to Minnesota were a few pioneers who settled at Red Rock and Newport during the decade of immigration beginning in 1837. These were two missionaries with their families and four men intent in staking claims in the opening frontier. Their places of origin were New York, Pennsylvania, Ohio, and Illinois. They were: John Holton and his family in 1837; Rev. Benjamin T. Kavanaugh and his family in 1840; William R. Brown in 1841; John A. Ford in 1841; David Wentworth in the early 1840's; and William H. Johnson in 1847, who made his claims at Newport.

JOHN HOLTON, a young farmer from Pennsylvania, joined Rev. Brunson from Lebanon, Ill. who headed a Methodist missionary group that landed at Fort Snelling in the spring of 1837. Before setting out on their mission, John Holton was named Indian Farmer by Major Taliaferro, and was commissioned to teach farming methods to the Indians. Leaving the fort, they proceeded south along the west bank of the Mississippi River to establish a mission near the village of Chief Little Crow. The Indian village was located along the river in South St. Paul. Kaposia was the name Indians called their village and they assumed it for their mission. They erected several buildings there, including a school. John Holton and his wife, Sarah,

with their three children, Mary, Elizabeth, and David were settled on a claim south of the mission on the east bank of the river -- years later this was Red Rock. The Holtons, including other early settlers there, formed lifelong friendships with the Indians.

REV. BENJAMIN T. KAVANAUGH was sent to Minnesota in 1839 to replace Rev. Brunson, who resigned because of poor health. The assignment came late in September when he had insufficient time to move his family before winter closed the river. Nevertheless, it was urgent that he go to Minnesota as soon as possible. He wrote an account of his trip to the Methodist Conference who had sent him. The following is drawn from his letter:

He set out on Oct. 8th, 1839 alone, driving a horse and carriage. He arrived in Prairie du Chien, Wisc. on the 26th, having traveled about 400 miles. Traveling farther by carriage was "impractical." (In other words, there was no road to follow.) To his knowledge, walking or taking a canoe seemed his only alternative. But he found by inquiry that "a steamboat would be up in a few days on its way to Fort Snelling (a place he called St. Peters) with provisions for the garrison." He left his horse and carriage with Rev. Brunson in Prairie du Chien, boarded the boat and, to his amazement, arrived in Minnesota very quickly. He made a survey of three missions, two to the Chippewas not far from Fort Snelling and one to the Sioux at Kaposia, and then left to return in the spring.

On his return to Minnesota, Rev. Kavanaugh brought his wife and family and two teachers for the mission, Mrs. Martha Boardman and Miss Julia Boswell. Upon his arrival he found considerable unrest between the Indians in Chief Little Crow's village and those in the Chippewa camps north of Fort Snelling. It became necessary to move the mission site. And so the new Kaposia mission site was moved downstream and across to the east bank of the river. Rev. Kavanaugh built his log cabin there on part of John Holton's claim which was near the red rock. After spending a tragic four years there, the Kavanaughs (husband and wife) returned to Lebanon, Ill. Interestingly, Rev. Kavanaugh was a man of considerable achievement. After leaving Minnesota he became a medical doctor, served as physician, surgeon and officer in the Civil War, and wrote many scientific papers of considerable worth.

WILLIAM R. BROWN arrived at Red Rock on May 18th, 1841. His biography and part of his diary, 1845-6, follow. This was published in Narratives and Documents Volume II by the Minnesota Historical Society in 1939. The introduction includes a short biography written by Rodney Locke, who assembled the papers for publication.

William R. Brown was born in 1816 in Urbana, Ohio. After the economic depression of 1837, Brown found it difficult to earn a living as a carpenter. He and Charles Cavalier, a saddler, decided to float down the Wabash, Ohio and Mississippi rivers to Texas. In 1840

they met Rev. Benjamin T. Kavanaugh, who hired Brown as a carpenter for one year's wages. Cavalier was on his own. He continued with Brown and settled at Kaposia where he made saddles for the Indians.

From the diary, augmented by Locke:

"1841 - Left in April via St. Louis, (Missouri). Took steamer for Fort Snelling. 10 day trip, to land at Kaposia, May 16th." Brown erected buildings for the mission party. "In the autumn of 1841, married Martha Boardman, a widow and teacher at the mission school. Lived at mission for a time. Then took up a claim about a mile square near Kaposia. Justice of the peace and carpenter in the town. Cavalier left in 1846." Brown sold his farm, 1851, and went to West St. Paul. (While there he was a real estate speculator. (Martha Boardman Brown died during the war.) "On return, built house and shop in Newport and re-married." Owned about 40 acres of land and sold several lots. Justice of the Peace until death, 1872.

Entries from the Diary:

"Nov. 2 — Steamer Cecelia arrived — I went up to Fort Snelling on foot."

"Wednesday 12th — Morning opens clear and pleasant. Charles Cavalier, E.H. Brown and myself went out and measured off a half claim or stepped off a half claim for Cavalier and Brown the same on which we have been improving.

We went to review lines around town claim but Ford insisted on having 20 acres which we agreed to give him and Hopkins. John W. Brown called to witness the contract.”

“13th — Steam boat Otter arrived.”

“April 16th — Steam boat passed up.”

“April 28th — Cecelia arrived.”

“May 9th — Mail arrived aboard Lynx.”

“May 25th — Steamboat Heuer.”

“27th — Mail arrived”

“June 7th — Steamer Falcon.”

Later entry:

“May 25th, 1846 — David Wentworth and family arrived by steamboat Heuer.” (It was noted that John Holton, David’s father-in-law, was aboard.)

Among the old houses in Newport is the home of W. R. Brown built after he returned from the Civil War. It is located on the west end of Seventh Street (north side) and in 1989 is occupied by Loren Johnson, Brown’s great-great nephew. Loren’s mother, Mrs. Clarence (Hattie) Johnson, Brown’s great-niece, provided this material from her collection of family documents.

DAVID WENTWORTH was among the early settlers at Red Rock. The date of his arrival is unknown. His wife was the former Elizabeth Holton, daughter of John Holton. Sometime before the Civil War, they lived in a home in Newport on the southeast corner of Second Avenue and Sixth Street. David enlisted in the Civil War and was one of the two men from Newport who did not return. In 1864, shortly before the end of the conflict, he died at Jefferson Barracks, Mo.

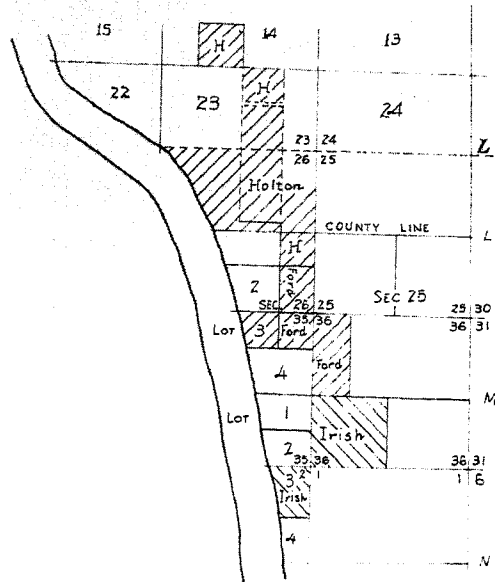
WILLIAM H. JOHNSON established a claim in 1847 about one and one half miles south of Red Rock along the Mississippi River. His claim was located where Newport later developed and it was secured by government warrant. Johnson was the first postmaster in Newport, appointed in 1854.

One more early arrival is the birth at Red Rock of Franklin Ford in 1844. He was the first child of John and Mary Ford and the first white child (non-Indian) born in Washington County. He had the unique experience of being personally acquainted with Chief Little Crow, and left to posterity the Indians’ own story of the red rock as he learned it.

This map was reproduced from one of the Ford Papers.

Map by M. Virginia Yelland

FOUND AMONG PAPERS OF JOHN A. FORD



TOWNSHIP No. 28 N. RANGE No. 22 WEST 4TH

Pen and ink drawings of John and Mary Ford



JOHN A. FORD

This chapter is taken from an unusual collection of papers which reveal the life of John A. Ford, one of the first pioneers of Minnesota. The oldest scrap of paper bears the date 1847.

One day Howard Swanlund was visiting his father, Martin, in his home at 2212 Hastings Avenue. Howard was told to go up to the attic and look through the old things stored there. At the time, Howard was not particularly interested in old things or history. But he accepted his father's admonition to see what he could find. He came across a small trunk which contained many of the papers of John A. Ford. Howard has since become enthusiastic about history, particularly the history of Minnesota. He has preserved the papers in a notebook. Each piece is carefully protected under clear plastic in a notebook entitled, "Historical Letters of John A. Ford — 1811-1895."

Readers may wonder why the papers were stored in the Swanlund home. This old house is historic in the annals of Red Rock Park. It was built by John Ford for his son, Willis, and in fact, John and Mary lived there with him the last years of their lives. In 1900, Willis Ford and his wife, Jennie Witherspoon Fromer Ford, took Martin Swanlund from the Owatonna Orphan School to raise in their home. This has been Martin's home since then. He inherited it upon the death of Willis Ford. (The Ford-Swanlund relationship will be related further in the section, "Farmers

and their Farms.")

AN INTIMATE VIEW OF ONE PIONEER'S LIFE — JOHN A. FORD

One of the Founders and Builders of Minnesota

"John A. Ford was born near Utica, New York in 1811. At the age of ten he moved with his parents to Chatauqua County. He served his apprenticeship at the trade of edge tool and rifle making in Westfield, New York. He and his father made claims, in 1834, where Chicago is now, but afterwards lost them through the intrigue of others. They engaged in lumbering in northern Indiana two years. Mr. Ford then went to Illinois, and worked at his trade until 1841." So wrote his biographer, Rev. Edward D. Neill, in 1880.

John Ford set out from his home in Napierville, Ill. and pushed his way up the Mississippi River to become a pioneer in the wilderness, arriving in Minnesota in June, 1841. At that time there were only two settlements outside Fort Snelling. One was Mendota and the other was later known as Red Rock or "Pig's Eye" (as one chronicler put it).

During his early years, John lived the life of a frontiersman traveling throughout the region. One of his experiences was recorded as follows: A young trader from Mendota, Henry Sibley, and John Ford witnessed the battle of Pine Coulee—"a terrible fight between the Chippewas and the Sioux, which occurred on the present site of the village of

Oakland.” (This is a small town east of Albert Lea, Minn.) These two men were scouting Indian territory and, for those times, were a considerable distance from home.

Among the few white settlers residing at Kaposia when John Ford arrived were John Holton and his family, who had settled there in 1837. The Holton’s had three children, girls Mary and Elizabeth and a son, David. In 1843, John Ford and 18-year-old Mary Holton went to Fort Snelling where they were married. This was said to be the first marriage of a white couple from Washington County. John Ford’s home was at Red Rock 54 years, where he and Mary raised their three children.

Upon his arrival in 1841, Ford chose to settle near a few others established on the banks of the Mississippi River at Kaposia Mission, a place he later renamed Red Rock. Near them he built a trading post with the assistance of Daniel Hopkins, a recent arrival. Hopkins joined Ford in business, Hopkins and Ford, trading with whites and Indians. In time they were drawing trade from miles around. This marked Red Rock as a permanent settlement. However, the sparsely settled countryside did not make for a very lucrative business. Sometime in 1848, Hopkins, noting the heavy steamer traffic going to St. Paul, left Ford to enter business there.

Among the Hopkins and Ford accounts is a bill due J.A. Ford.

“To feeding Indians and board and lodging customers from May 1, 1843

to July 1846 at \$5.00 per week. \$312.”

It is believed that customers were temporarily lodged in the empty mission buildings. Reference to boarding customers has been commented on elsewhere, concerning the arrival at Red Rock of John Bailey and his family in 1850. John Ford met them as they were landing and took the family of nine to his home. There, Mary Ford prepared breakfast for them—which included venison.

Ford met most of the steamers that tied up at Red Rock to receive immigrants with their household goods, freight for the store and the mail. He conducted business with the boat captains, who bought many cords of wood for their steamers.

With the departure of Hopkins in 1848 (the last year his name appears on the accounts of the store), John Ford was sole proprietor. In 1850, a puzzling situation appeared when a new partner, Pierrie or Peter Belongee, entered the business. That same year Belongee appears to have acquired a concurrent working arrangement - perhaps a partnership - with Jeremiah Lamb, a trader on Grey Cloud Island. Belongee was claiming half shares in both men’s businesses until he was caught. The papers show Belongee working with Ford in the summer of 1850, and that he had previously joined Lamb in May of that year. It was Ford who discovered the duplicity and took action to terminate the machinations of Belongee.

Lamb sent Belongee to Ford with

Steamboat wood sales between 1847-1851

To Capt. Godwock on Doct. Franklin

Nov. 18, 1848 - 3 cords at \$2 per cord	\$7.00
July 20 to 1851 - 27 cords at \$2 per cord	<u>34.00</u>
	\$41.00

Steamer Nominee

July 8, 1851 took 12 cords at \$1.75 per cord
July 16, 1851 took 9 cords going up and
11 cords going down at \$1.75 per cord

Steamer Excelsior

July 18 took 10 cords at \$1.75 per cord
July __ took 10 cords at \$1.75 per cord
October __ took 8 cords at \$1.50 per cord

Steamer Uncle Toby

October took 12 cords at \$1.50 per cord
October took 6 cords at \$1.50 per cord

Steamer Oswego

November took 16 cords at \$1.50 per cord

Business Accounts at Hopkins and Ford - 1847-1848

April 11,	1847	To	Paid David Wentworth for waggon	.30
May 24,	"	"	13 lbs. Ham	1.17
	"	"	2 weeks board	5.00
July 28	"	"	Paid Rev. Putnam subscription	3.00
"	"	"	Paid A. Robertson a/c	6.12
"	"	"	28 lbs. Sugar	3.50
Dec. 9	"	"	1 cooking stove by John McHattie	28.00
"	"	"	19 (probably lengths) Stove Pipe	5.80
" 13	"	"	510 lbs Beef Mr. Felix	16.95
" "	"	"	210 Beef by John Brown	11.65
Jan. 26	1848	"	31 bushels Oats by James Norris	15.50
" "	"	"	12 bushels Corn " " "	9.00
" "	"	"	2 Fat Hogs 535 " " "	53.50
" 29	"	"	50 bushels oats by Louis Hill	25.00
July 19	"	"	Paid Mr. Bellaw as agreed	10.00
" "	"	"	35 bushels Oats by P. Burchenor	21.87
			To lumber for store as per bill	
		"	1 note collected of Davis	
		"	a/c of P. Burchenor	
		"	a/c James Purinton	70.56
				35.28

a slip of paper requesting him to send "1 Pair Lady's shoes or boots No. 4 and 3 plugs of tobacco," May 21st, 1850. Following that date, there are bills of articles sent to Ford and Belongee. There is also one invoice sent to Belongee alone, shipped from Galena, Ill. It is marked paid by the supplier. The items sent were: sugar in various quantities, tea, tobacco and salt. This was a mid-October shipment—all items needed in pioneers' homes before the onset of winter.

In the meantime, Lamb was keeping a running account dated from May through September, one half of which was to go to Belongee. It appears that Belongee's source of items being supplied Lamb were pilfered or shuttled from Ford's store, as subsequent action tends to show.

Lamb's list accumulated in five months time follows.

But the luck of the crafty Belongee was about to run out. This is a paper filed at Stillwater, Feb. 28, 1851.

"Know all men by these presents that I, Pierrie Belongee, of the County of Washington being justly indebted to John A. Ford of said county in the sum of five hundred dollars, have for the purpose of securing the payment of said debt granted, bargained, sold and mortgaged and by these presents do grant, bargain, sell and mortgage unto the said John A. Ford the following goods and chatels and personal property to wit: His interest in six hundred cords of wood cut by Belon-

gee on Rush Island of Isl and which he the said Belongee has lived during the last twelve months. to have and to hold the same forever provided always and the conditions of these presents is such that if Pierrie Belongee shall pay to the said John A. Ford the debts aforesaid with interest on or before the first day of August next then this instrument shall be void and of no effect. And I the said Pierrie Belongee agrees to pay the same accordingly. But if default be made in such payment the said John A. Ford is hereby authorized to sell at auction after like notice as is in law required for (illegible) sales, the goods, chatels and personal property herein before mentioned, or so much thereof as may be necessary to satisfy the said debt, interest and reasonable expenses and to retain the same out of the proceeds of such sale; the overplus or residue if any to belong and be returned to the said Pierrie Belongee. And the said John A. Ford is hereby authorized to take possession of the goods and chatels and property on or after the first day of August 1851 unless the said debt shall be shown paid. In witness whereof I have hereunto set my hand and seal this twenty-eighth day of February 1851."

Signed and sealed and delivered
in the presence of

His
Wm. O. Phillips Pierrie X Belongee
Mark

One month after Ford sued Belongee for \$500, he collected a little cash "on account."

Record of account between Jeremiah Lamb and Peter Belongee one half of which Belongee claimed.

May 9 1850 To	1 barrel flour	6.25	the one half	5.12 1/2
	19 1/2 Bacon	1.56		.78
	5 u Sugar	.40		.20
	50 u Sugar	3.25		1.62 1/2
	50 u Bacon	4.20		2.10
	9 (?) Tea	4.50		2.25
August	30 u Coffee	2.63		1.13 1/2
	50 u Sugar	4.00		2.00
	56 u Bacon	3.92		1.96
	47 u Soup all of this to Lamb			3.60
	Box and freight 1 25 one half to Lamb			.62 1/2
	2 gallons whiskey 1.00			.50
August 12	1 box star candles 3.25			1.62 1/2
Sept. 3	64 u meat 4.10			2.05
" 23	1 barrel flour one of pork 18.00			9.00
	6 barrels flour 30.00			15.00
	2 Barrels pork 24.00			12.00
Oct. 7	2 Barrels flour 11.00			5.50
21	1 barrel sugar			11.15 1/2
	1 sack Coffee 60 u 8.40			4.20
	1 box Tea 4.80			2.40
	1 bushel salt 1.15			.57 1/2
	Salaratrus .15			.07 1/2
	Matches .20			.10
	2 doz. Eggs .50			.25
	1 gal. Vinegar .25			.12 1/2
	1 u Peppter .25			.12 1/2
	2 bushels Potatoes 2.00			1.00
	1 bushel Potatoes .50			.50
	86 u flour from Kanke 3.15			1.57 1/2
	1 pr. shoes 1/2 u Starch all to Lamb			1.55
	1 gal. Molasses .62 1/2 one half to Lamb			.31 1/2
	6 candles 1.00			.50
	Paid John Truax all to Lamb			3.10
	1 cooking stove and furniture			17.50
	Cash			4.00
	1 Pr Boots			2.00
	1 Pair Pants			5.25
	1 box Tobacco			6.80
	2 Pair sock			.40
	2 Pair mits			1.00
	2 flanel shirts			2.50
	2 Hickory Shirts			1.25
	Cash			12.00
	Paid freight on Bushman Canoe			.50
	Paid freight on Yankee on potaotes			1.50
	Board D.T. Dibble six weeks 10.50			5.25
	3 u Butter at St. Paul .60			.30
	Paid by (?) Davis			11.66
	Difference on hat as agreed			2.50
	Two Dollars by Miles Pattin			<u>2.00</u>
				174.68
	J.A. Ford's store bill			<u>33.24</u>
				207.92

Ford & Belongee: On account with woodcutters Wm. Ford & Carni	
196 1/2 cords @ 75 cts	\$147.37
Paid by Belongee	<u>51.09</u>
Balance due	96.82 1/2

Thus ends the “enterprise” of Pierrie Belongee, the illiterate but wily woodsman. But the problems he had caused were yet to be settled.

Witness the action taken by Lamb. The following hand-written note is recorded with its quaint spelling preserved.

“Augest the 23 1851

Mr. J.A. Ford

You will pleas set your day and place for setelment anny time the ensuing week after monday and we will try to settel our business and send word by D.J. Dibble when and wheir.

J. Lamb”

The preceding note was undoubtedly prompted when Lamb realized that he too was involved and had better settle out of court. It must be assumed that an amicable settlement was agreed upon.

John Ford was forced to take possession of Belongee’s property in August due to lack of payment. This resulted in another problem for him, also created by Belongee.

“St. Paul June 24th 1851

Mr. J.A. Ford

Dear Sir -

I understand that you have gone

and seized a yoke of oxen belonging to P. Belongee as you supposed but which in fact belonged to me and Mr. Archer. Belongee before his death sold the oxen in question to Archer for him to pay me my fees. The oxen then belonged to me and you by taking them became a trespasser and are now liable to an action.

Now I require and notify you to deliver the oxen spoken of to the bearer or I shall sue you for the oxen at their value in money. You are liable to be imprisoned for your trespass and to save further trouble you I think had better deliver up the oxen at once. I have fully examined the matter and advise you as a considered friend &c -

Respectfully yours &c

D.W.C. Covley”

This correspondence marked the end of the Belongee affair.

LIFE DURING TERRITORIAL YEARS

The struggle to create the Territory of Minnesota became of prime importance to the pioneers in 1848. That year, John Ford was delegate to a convention held at Stillwater that resolved to call for action by the U.S. Congress to ratify the establishment of the Territory of Minnesota. Among the signatures on their petition were Brown, Sibley, Norris and Ford. This was the beginning of the short political career of John A. Ford. His participation in these initial steps taken to form the territory led to political appointments later on.

Territorial times led to hardships.

Travel was difficult. It is of interest to see how Ford obtained supplies for his store - all of it coming from the East via steamboats on the river. The following letter reveals how one transaction was made.

“St. Louis Oct. 20, 1849
Mr. John A. Ford
Dear Sir

We are in receipt of your favour of 5th inst. per Steamer Highland Mary accompanied by a remittance of Two Hundred and Nine 81/100th Dollars which amount we have placed to your credit. Herewith enclosed you will find Invoice of goods we ship to your address per Steamer Highland Mary No. 2 and which we hope may arrive safe and open to please you.

A number of articles called for in your order are out of our line, but we bought them at the lowest market prices and trust they may prove satisfactory. We have insured the whole amount of your bill. ...

Very respectfully
Yours &c
R.A. Campbell “

Establishing and holding claims required trustworthy cooperation among the pioneers. John Ford was given the confidence to hold a rental agreement made between two men, as follows:

“Memorandum of agreement made the 27th day of November 1849. Between Andrew Robertson of Crow’s village (presumably Chief Little Crow of

Kaposia) Territory of Minnesota of the one part and James Higby agrees to have the farm or claim of the said Andrew Robertson at Cave Spring aforesaid for one year from the date hereof on the following terms - The said James Higby in consideration of the occupation thereof the said farm and claim agrees to make up the fences of the field and garden all complete in as fits them for use and occupation the estate and outbuildings, and to deliver the same in proper condition upon the completion of the said agreement. Witness the hands of the said parties.

A. Robertson
James Higby”
(The location of Cave Spring is not known.)

Easterners had a vague knowledge of the new frontier, as shown in this document. (Original spelling has been preserved.)

“Albany May 26, 1850
Shipped by E.F. Thompson at Albany (New York) 63S lbs. Luggage to be delivered in Milwaukie by canal and Steem from Albany at \$2.00 per hundred lbs. from Milwaukie in care of H.L. Thompson Red Rock, Minnessotta.
H.A. Nea_ie”

In 1849 a government-surveyed road (among the first in the county) was built diagonally across Washington County from St. Paul to Point Douglas. Part of the road exists in 1989, and is known as the Old Military road. Today,

the remains of Point Douglas represented by the presence of a few homes, is on the point of land directly west of Prescott, Wis. The following note describes building the road through the countryside.

“Red Rock Dec. 21, 1849
Secretary Smith Sir pleas to pay
Mr. John A. Ford ten dollars for my work
using the ax on the Point Douglas and
St. Paul Road
John G. Rockwell”
(Apparently Ford advanced Rockwell’s
pay due him.)

The year 1851 had its positive aspects in the life of John A. Ford. He was elected to two prominent positions which were of significance in the early history of the Territory of Minnesota. He was elected to serve in the second Territorial Legislature, which established the State Capitol in St. Paul and the state prison at Stillwater. He was also appointed to be Justice of the Peace in Washington County. This is a copy of the formal notice he received:

“To all persons whom it may concern
Know ye:

That at an election held on the fourteenth day of October A.D. 1851 in the Prairie Precinct in the County of Washington and Territory of Minnesota John A. Ford was duly elected a Justice of the Peace in and for the County aforesaid for the full term of two years and hereby is authorized and commissioned to enter upon the duties of his said office in pursuance of the law.

In witness whereof I have set my hand and affixed the seal of the Board of County Commissioners of said county at Stillwater this eleventh day of November AD 1851.

Signed John S. Proctor, Clerk
Bd. Co. County Wash. Co. M. T.”

John Ford retained a few papers which reveal that he served as justice of the peace more than two terms. One paper, signed in Ford’s hand, is dated Dec. 30, 1855. Of special interest is a letter requesting him to serve an attachment for the return of stolen goods. The plaintiff in the case was Richard Standish. It was filed by his friend Joseph Ford, a cousin of John Ford. (More about this close relationship between cousins will appear later.)

There is also an official request from another justice of the peace in Washington County requesting him to serve a summons on a garnishee, Thomas Pearson, to appear Jan. 7, 1854. Pearson, indebted to Joseph Bean, was to appear for questioning before the justice. This was a countywide appeal to locate Pearson. Two years later, Dec. 30, 1855, John Ford issued the same appeal again. One is left to wonder whether Pearson ever appeared in John Ford’s office at Red Rock.

John Ford was Deputy Postmaster at Red Rock from 1844 to Dec. 19, 1849. The official postal records indicate he was appointed at that time to be Postmaster of Red Rock, Ramsey County, Minnesota. At that time, Red Rock, Washington County was a separate community

from Newport. On Aug. 15, 1851 the Red Rock post office was closed and it was moved to Newport with the appointment of William H. Johnson. Within ten years, there would no longer be a town called Red Rock. But the name of the town and John Ford remained synonymous throughout his lifetime.

Not all postal activity went smoothly. The following letter was written in response to Ford's inquiry regarding misdirected mail.

"Red Rock, Iowa December 18th 1852

Dear Sir - Yours of the 27th Nov. came to hand yesterday in which you stated that you had thought that letters due your office mite of found their way to Red Rock, Iowa threw the inattention of Post Masters since the reseption of your letter I have carefully examined my desk for the names and papers you refer to but can find nothing for Red Rock, Min. Ter. - if anything should come to this office due your office it shall be immediately put in the right direction by the first mail.

There is a striking similarity in the way the two offices derived their name. Red Rock in Iowa is a perpendicular rock of 100 ft. in height composed of sand stone of a blood red coler and runs paralel with the Des Moines River for 1/2 mile. It was made a place of some note by being made a point in a Session of land to the U.S. by the Sak and Fox Indians. The town situated 1/2 mile below the rocks bares the same name our Township do - So that it is hardly provable, that Citizens of either

place will give up their favorite name - so it will be our duty to use all diligence that our respective offices may receive their dues - extremely cold, with the earth bared, mails regular.

With respect your obt. servt.
E. Williams"

Red Rock, Ia. wasn't the only place confused with Red Rock, Minn.

The Ford papers include a curious cargo list marked: "Received, at Galena, Aug. 23, 1853 of NICHOLAS DOWLING, IRON AND HARDWARE MERCHANT, IRON FOUNDER, &c. on board of Steam Boat West Nuton the following articles, in good order." The articles were addressed to J.A. Ford, Red River.

"1 anvill
1 bellows
1 Waggon
4 cows, 3 bundles
7 chairs
4 bags & 3 bundles
1 set waggon boxes
1 bundle carpet"

Geographic mixups weren't the lone problem. The name of Daniel Hopkins, Ford's first business associate, reappeared in October 1852 when Ford was summoned to District Court in Ramsey County to answer a complaint.

“District Court
Ramsey County

Daniel Hopkins Jr.
Peter Hopkins
Abraham H. Cavender

Summons for a money demand on
contract for payment of money
Administrators of
Daniel Hopkins, deceased
against
John A. Ford”

The three plaintiffs were planning to take judgement “for the sum of two hundred and fifty two dollars and sixty three cents with interest from the eleventh day of November one thousand eight hundred and forty six besides the costs of this action.” The complaint was sworn to be Peter Hopkins and A.N. Cavender, Daniel Hopkins Jr. was absent. The outcome of this complaint and the cause of the death of Daniel Hopkins remain a mystery.

FAMILY LIFE AND THE STRUGGLE TO PROVIDE

Reference to Ford’s family life is scarce in his papers. A sales slip shows what one could do for his family with that scarce commodity, money. (See page 40)

It is obvious that the Ford’s traveled very infrequently to St. Paul and

then only in the late fall or early winter, after the harvest season was over. It then became necessary to secure supplies to provide for the family through the winter months. The bill was partially paid for with honey - a product of John Ford’s hobby of beekeeping. In several instances he sold honey in this way. He also sold quantities directly to retailers in St. Paul. One consignment of 19 lbs Honey - 6 small and 13 large - was acknowledged on an unusual letterhead colorfully printed in red and blue ink, and note the variety of products!

“Importers and Dealers in foreign, domestic and California Fruits - Agents for E.I. DuPont’s Mining and Gun Powder, and A. Booth’s Baltimore Fresh Oysters.”

Making a living for a family of five became increasingly difficult in the 1850’s. John Ford was not located where he could use his talents. He had closed his store in 1852 and was in need when he received a letter offering work. It was from W.A. Gorman, Territorial Governor of Minnesota.

“Executive Office
St. Paul
June 7, 1854

Sir:

I learn that you desire the Appointment of Blacksmith for the Sioux. If you wish it. I desire you to go forward to the agency immediately as the services of a smith will be required instantly. I

St. Paul Nov. 3td, 1852

John A. Ford

Bought of A.G. Larpentuer
(Pioneer merchant in St. Paul.)

1 Pair of boy Hip Boots		\$1.75
1 Pair Misses Goat Shoes		.60
1 Pr. Ladies Hip Shoes		1.00
2 Yds. Mixed Satinet	@75¢	1.50
3 1/2 Yds. Calico		.30
8 Yds. Calico	@12 1/2¢	1.00
4 Pr. Woolen Socks	@25¢	1.10
3 Gals. S.W. Molasses	@60¢	1.80
5 1/2 Yds. Printed Flannel	@35¢	<u>1.92</u>
		\$10.97

Additional purchases were made elsewhere and noted at bottom of sales slip.

50 lbs sugar	\$4.50
8 lbs Coffee (Beans)	<u>1.00</u>
	\$16.47
Cr. by Cash	10.22
Cr. by Honey	<u>6.25</u>
	\$16.47

John A. Ford *Newport, Minn., July 31st 1871*

Bought of E. M. SKELTON & CO.,
DEALERS IN
GROCERIES, PROVISIONS, FLOUR AND FEED,
AND MANUFACTURERS OF LUMBER, LATH AND SHINGLES.

Date	Description	Debit	Credit	Balance
Nov 30	To balance	28 35		28 35
Dec 3	" 5 th Rail	3 50		31 85
19	" 4 th "	2 50		34 35
Jan 6	" 6 th "	1 00		35 35
7	" 1 st Pair Shoes	2 00		37 35
19	" 1 st Pair Shoes	1 00		38 35
Feb 4	" 2 nd Pair Shoes	2 00		40 35
20	" 1 st Pair Shoes	1 00		41 35
Mar 7	" 1 st Pair Shoes	2 00		43 35
20	" 1 st Pair Shoes	2 00		45 35
April 3	" 1 st Pair Shoes	1 00		46 35
11	" 1 st Pair Shoes	1 00		47 35
July 20	" 1 st Pair Shoes	1 00		48 35
		<u>28 35</u>		
			28 35	

After John Ford's store at Red Rock closed, he did business with others in the area - including E.M. Shelton in Newport. This receipt shows that Ford paid for some of his purchases with honey and other bartered items

hope you will spare no time in coming on at the earliest hour.

Very Respectfully

Your obt. svt.

W. A. Gorman "

"St. Paul

17 June 1854

Dear Sir:

"I have considered your proposal, and with the sanction of Gov. Gorman Superintendent are prepared to contract with you as blacksmith for the Siseton and Wahpeton Sioux - You will have the accustomed salary of \$600 a year and pay for coal at the rate of 80\$ per annum - and you must provide an assistant for \$240 per annum. Your own and the assistants will be boarded at the expense of the department for the current year. You will be expected to proceed to Red Wood without delay. I understand you have a set of tools, anvil &c. on hand which I am prepared to take of you at the cost. Those you must get up to St. Paul so that they may be forwarded from there. There is a shop ready at Red Wood for your immediate occupation.

Dear Sir Yr respectfully

R. G. Murphy

Ind. Agent"

It is not known how long Ford remained as blacksmith at Yellow Medicine Agency, nor whether his family accompanied him there. However, he did leave an unsigned and undated rental agreement written in his hand, which (however it is interpreted), was appar-

ently made in preparation to leave Red Rock for an extended time.

"Thomas G. Wentworth is to have the use of all of the buildings and have all of the enclosed land on my place and is to crop the ploughed land in corn, wheat and potatoes of other stuff in a good workmanlike manner and is to deliver the one half in the half bushel on the place at the landing of house when the crops are harvested is to have the use of one yoke of oxen to use on said place. And is to keep the buildings and fences in as good repair as when received and is to have the use of 22 head of cattle now on the place consisting of cows 3 years old. steers 1 year old, (illegible) Heiffers and last spring calves, 1 bull. The cows that have had calves the last summer and the heiffers now with calf and the one yoke of oxen and the one half of the increase of the balance to be delivered to me on my order.

"I reserve for my own use room in the store house sufficient to store the crops that have been raised the present season and what may be my share each year until disposed of.

List of Cattle

1 yoke of black oxen to use on the place

8 cows that have had calves and there are 7 calves this summer

5 heiffers with calf 1 heiffer 1 1/2 years old

1 bull

"In case either party wish to close this contract we are to give each other 3

months notice before the end of the year and if neither party gives notice then this contract to continue for two years and so on for three years.

"If Thomas G. Wentworth should use the oxen on the river or ice he does it at his own risk."

It is assumed that Ford went to Red Wood and spent the better part of three to three and one-half years working there. During that time period, there are very few papers relating to his presence at Red Rock. In fact, there is a total of three; two of which were bills of sale for hardware items, i.e. files, wire brushes and wrenches, and one dated Jan. 11 & 12, 1856 when he went to St. Paul to purchase clothing for the family. (See illustration on page 43)

There is no clue as to when Ford returned to Red Rock but the following letter attests to his presence there. It was written on an official letterhead, impressed with the "Great Seal of Minnesota" from the newly elected first Governor of Minnesota, Henry H. Sibley.

"State of Minnesota
Executive Office

St. Paul, August 30th, 1858

Messrs. Socrates Nelson of Stillwater
John W. Ford of Red Rock (note the wrong initial)
James S. Norris of Cottage Grove

Gentlemen:

You are hereby appointed Commissioners under the Act of August 13th, 1858, 'To provide for Township Organization.' to divide the county of Washington into Towns, in accordance with the provisions of said Act.

Respectfully yours
Henry H. Sibley

Attest J. J. McCullough
Assistant Secretary of State"

SAD TURN OF EVENTS

Upon his return to the area, John A. Ford was once more thrust into political activity in Washington County. In October 1858, he met with 27 legal voters of Red Rock to organize the town government with the election of officers. Ford was elected one of three supervisors. At the second annual meeting in April 1859, Ford was not re-elected.



The first letter in the John Ford collection, this document verifies his appointment as a Red Rock Township commissioner

Clothing the family in 1856

1 Bus. Coat		\$16.00
1 P. Satinet Pants		3.50
1 Boys Coat		6.00
1 Boys Coat and Jean		2.00
1 Boys Pants		2.50
1 Vest		1.00
7 Pr. Wool Socks	@40¢	2.80
1 Pr. Buck Mitts		1.25
2 Flan. Shirts		3.00
1 Bus. Coat		13.00
1 Vest		4.00
1 Pr. Pants		6.00
1 Pr. Satinet Pants		6.00
2 Wht. Shirts	@1.75	.80
2 Pr. Overalls	@.40	1.00
2 Hickory Shirts		1.00
2 Check Shirts		1.75
		<u>\$73.60</u>
By cash		<u>40.00</u>
		<u>33.60</u>

6 1/2 Hat Brass	45	2.75
8 1/2 7/8 in. hat	50	2.50
1 Co. King Comfy	4	.75
1 do. Cotton Check Shirts	45	.50
1 - " "	6	.75
2 - Square fib.	24	6.00
4 - Round fib.	25	1.16
1 - " "	17	2.25
1 - " " "	24	6.00
2 - " " "	50	5.00
4 - " " "	100	1.00
1 - " " "	10	.75
1 do. Child Handker. do. of 10	25	2.25
1 Pair Shirts	4	1.00
1 - Cutting Paper	10	1.75
10 - " "	4	2.50
20 - " " "	15	2.75
10 - " " "	11	1.10
5 - " " "	18	8.00
10 - " " "	10	2.50
10 - " " "	10	2.50
		<u>119.61</u>

Statement of account July 1856			
100	12	12.00	12.00
July 16	10	10.00	10.00
11	10	10.00	10.00
12	10	10.00	10.00
13	10	10.00	10.00
14	10	10.00	10.00
15	10	10.00	10.00
16	10	10.00	10.00
17	10	10.00	10.00
18	10	10.00	10.00
19	10	10.00	10.00
20	10	10.00	10.00
21	10	10.00	10.00
22	10	10.00	10.00
23	10	10.00	10.00
24	10	10.00	10.00
25	10	10.00	10.00
26	10	10.00	10.00
27	10	10.00	10.00
28	10	10.00	10.00
29	10	10.00	10.00
30	10	10.00	10.00
31	10	10.00	10.00
			<u>119.61</u>

John Ford preserved many of his receipts from his Red Rock store. The two invoices and record of sales to riverboats were among items he saved. On the J.L. Farwell receipt, look at what less than \$50.00 could buy.

That year, in May, the town was ordered to change its name. The notice stated that, "there was another township in the state with the same name: the first named town had the preference." Unfortunately, the officials were incorrect. Red Rock in Washington County had been named in 1844 by John A. Ford. Red Rock township in Mower County was named by the first settler there in 1855, John L. Johnson, who named it for an unusual red rock lying in a grove on his claim. Although the supervisors were reluctant to follow orders - they first voted to call it Minnesota, but rescinded the vote - Woodbury was selected. From then on, the Town of Red Rock - the name which Ford felt was so appropriate - no longer existed. However, at the 1860 annual meeting, Ford was again elected to be a supervisor - this time in Woodbury.

This group of supervisors established the Common School District of Woodbury Township with the appointment of Ebenezer Ayres, superintendent. Ayres wrote Ford a letter asking him to assist in establishing a second district to be known as the Red Rock District. A geographic description of the district was delineated and Ford was requested to "notify personally or by written notice every legal voter" within the area so described. An election of officers was to be held at Ford's home, when three trustees, a treasurer and clerk, were to be named. Following the election, a list of the people who voted was to be recorded for a public record. The attached affidavit listed five people: A. Durand, J.B. Hoit, Moss Hartung, John Holton and David

Holton. But the Red Rock District in Woodbury was never enabled to function. Six or seven months later, the final blow to Ford came when his section of Woodbury was ordered turned over to Newport Township. This ended Ford's public service in Red Rock and Woodbury. It is little wonder that he participated in politics only briefly thereafter.

MEANWHILE AT HOME -

A man by the name of N.A. Miller worked for Ford as a blacksmith, helping to maintain farming equipment and doing other jobs. Ford kept a running account of Miller's chores over a period of seven years. A partial list of chores performed in which the spelling of words has been retained. (Appears on page 31.)

State of Minnesota,
County of Washington,
Received of *John A. Ford*
dollars and *25* cents in full
for the State, County, School and Town Tax charged in the Tax Roll for the year one
thousand eight hundred and fifty *9* on the following described lands in the Town
of *Red Rock*, in the County of Washington, Minnesota, to wit:
Amount of personal property, \$ *25*

LAND	VAL.	TAX	AMOUNT	REMARKS
<i>1/2 Sec 10 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 11 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 12 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 13 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 14 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 15 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 16 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 17 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 18 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 19 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 20 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	

J. A. Durand
Treasurer of Taxes for the Town of *Red Rock*

TERMINOY OF MINNESOTA,
County of Washington,
Received of *John A. Ford*
dollars and *25* cents in full
for the State, County, School and Town Tax charged in the Tax Roll for the year one
thousand eight hundred and fifty *9* on the following described lands in the Town
of *Red Rock*, in the County of Washington, Minnesota, to wit:
Amount of personal property, \$ *25*

LAND	VAL.	TAX	AMOUNT	REMARKS
<i>1/2 Sec 10 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 11 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 12 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 13 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 14 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 15 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 16 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 17 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 18 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 19 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	
<i>1/2 Sec 20 Twp 10 N. R. 10 W.</i>	<i>100</i>	<i>10</i>	<i>10</i>	

J. A. Durand
Treasurer of Taxes for the Town of *Red Rock*

One sign of civilization in Minnesota was the arrival of tax statements. Note that in 1859, Ford's address was considered to be in Woodbury Township.

John A. Ford Esq.
To N.A. Miller

1860	Dec. 31	To	Punching 20 holes and making 20 nails for sleigh	.75
1861	May 27	"	Laying plow	3.00
	Apr. 30	"	Making iron for plow 2 screw bolts	.75
	June 14	"	Laying breaking plow	4.50
	" "	"	Laying coulter	1.25
	" "	"	Welding 2 beetlerings	.25
1862	Nov. 8	"	Sharpening plow and coulter	.75
	" "	"	Piece on mouldboard 4 new nuts	1.25
	Dec. 5	"	Mending ox yoke ring	.50
	" 16	"	Iron for set ox shoes Railroad coal &c	1.50
1863	Jany. 22	"	Repairing iron for bolster &c	.50
	" 30	"	4 nails 1 long rivit (rivet) and fiting nosing on sleigh	.60
	Feby 9	"	2 screws bolts for sled runners 1 long nail and drilling shoe	.75
	" 17	"	making and pointing 1 set of ox nails	.60
	" "	"	Sharpg 1 set of ox shoes	.50
	Apr. 10	"	Making 2 drag teeth	.25
	Oct.	"	Handle for trowell	.50

At the bottom of this list is a credit list of payments showing the barter system at work. Only a few are shown here.

Contr Cr

1861	Apr. 13	By	Cash on account	\$2.00
	" 30	"	12 lbs. of honey @20¢	2.40
	June 6	"	Cash on account	2.50
		"	Wood 3 cords	14.00
		"	1 bushel wheat to wife	1.00

This is a good example of cooperative living, which must have been very prevalent. There were other repairs made to the buggy - "Taking off and putting on braces & 6 new screwbolts" and "4 new clips, straightening axletree and other repa(irs) on buggy." The following note was written in a shaky hand at the bottom of the bill.

"Dear Sir,

Please call and settle the above as I am greatly in need of money and cannot get along without it. I have not been able to do any work for the past four weeks. You will do me a great favor by calling and making settlement immediately.

Very Respectfully
(Signed) N.A. Miller "

We may rest assured that Ford responded "immediately."

In the household papers are some interesting tax receipts which show the emerging of the area toward statehood. The oldest one was issued by a collector from Wisconsin Territory, November 11, 1847. It is scrawled in brown ink on a yellowed scrap of paper and is very difficult to read. The first tax receipt issued on a form is dated 1858 in Minnesota Territory, Washington County. The taxes were charged for the use of the land - no legal description of the acreage - and it was collected by the sheriff. In 1859 the property was legally described as being in the town of Woodbury, charged by the State, County and Schools. The form issued in 1861 indicates, F.A. Haskell, the first county

assessor with offices in Stillwater. In that year Ford paid taxes on about 200 acres.

Several letters of personal interest to Ford reveal other aspects of his life. The following is a letter written to him by his cousin, Joseph Ford, a most compassionate and patriotic man of his time.

"Fort Snelling
Aug. 20th, 1862

Dear John,

I intended to get a pass to go down to see you today but our company will probably start tonight for Ft. Ridgley. I regret not seeing you before I go. I received your package and a letter from you relative to Frank going out there. Adie is alone and it would be a great source of satisfaction to me to have Frank there. As soon as possible for she is alone with the children. I did not expect to be here until the 15th Sept. Almost everybody around Smithfield have gone to the wars but a few cowhands and I am sure Adie asks no favors from them. You know so much about the Indians I would be very glad to have you along with me. I would be very glad to hear from you. Direct a letter to this place to me Co. A 7 Minn. Vol. I will get it sometime no matter where my company may be in the Indian country.

When I come down from the Minnesota (if I don't get killed), I will if possible get a short furlough and see you. I can't tell what kind of a soldier I will make. I shall try to learn & do my duty as a soldier. O, John what is to become of our poor country? I feel now as

though I could spend my life for the glorious old Flag of our Fathers. Give my love to Mary and all the children. I will fight the best I know how for all I love. I now feel well and in good spirits. Adie sent me up something to eat and some clothing. I am glad to hear from her. She is not sorry I have volunteered and it is a great source of pleasure to me to have her aid and comfort. I hope you can make it convenient to go and see her. She would be glad to see you & Mary out there.

As Ever your affectionate Cousin,
Joseph Ford. "

It is known that Joseph returned home to Adie and the children. However, there is additional information about Joseph and Adie in a letter Ford received from an attorney in St. Paul written Aug. 2nd, 1877.

"John A. Ford, Esq.

Dear Sir:

I find among the papers of my brother the late Dr. Phillips of St. Paul, a mortgage given by Joseph Ford and Ada his wife to myself on a forty acres of land near Northfield, Rice Co. Minn. These papers were left by me a number (of) years ago with the Doctor but there does not appear to have been any settlement. I understand that Mr. Ford is now in the Insane Asylum at St. Peter, and his wife is dead and that you have charge of his Estate. Can you tell me anything about this mortgage? If you can I shall be much obliged.

Very truly &c
James M. Phillips

St. Paul"

DOCUMENTS REFLECT CHANGES

Taken as a whole, Ford's letters point out the failures and losses suffered by the pioneer as well as his successes and gains. The passing of time is indicated, as conditions gradually improved. Among the first noticeable changes is the use of the printed word. A lack of reading material was almost certainly difficult for Ford. The earliest subscription Ford received was *Prairie Farmer*, a bi-monthly magazine published in Chicago. It was advertised as "the western farmer's own paper," which he started receiving in 1851. In 1853 he received the *Pioneer Democrat* and the *Minnesota Democrat*, both of which were published in St. Paul. The *Pioneer* began coming to his home tri-weekly in 1871. It was printed by the Pioneer Printing Co.

Interest in schools and education developed early in Minnesota. Getting uniformity in the schools was difficult, particularly in country schools. The State Superintendent of Public Instruction in St. Paul issued a circular in 1872 to be used as a guide for teachers, county superintendents and school district officers. Ford saved the circular which prescribed a course of study starting with the "Primer Grade" followed by the "First Reader Grade" and continuing through the "Fifth Reader Grade." This was specifically directed to "ordinary country schools." It represented the recommended education to be achieved in five or six years. At that time, a

child's public school training was over when he was ten years old.

In 1871, John and Mary Ford were treated to a new mode of transportation - a trip on a train. The invitation read as follows:

"Sir"

Honorable George L. Becker, President of the First Division of the St. Paul and Pacific Railroad, has kindly invited his brother 'Old Settlers' to join him in celebrating the completion of said Road as far as the Red River of the North, by an excursion to that point on the 25th inst. None but 'Old Settlers' will participate in this excursion. "YOU AND YOUR LADY are respectfully requested to be present.

"The train will leave the St. Paul depot at 8 o'clock A.M. on the 25th, and will return on the 26th inst. There will be sleeping cars for the accommodation of the ladies.

"You are requested to notify the undersigned whether or not you accept the invitation, so that the Committee may know the number to be provided for.

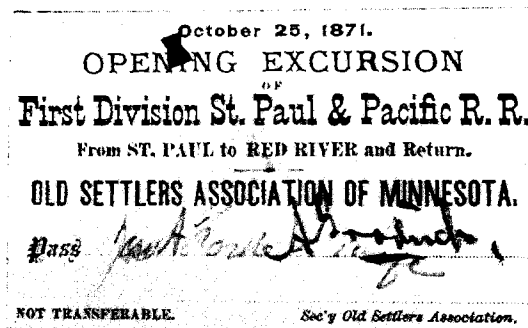
Truly yours, &c.,
H.L. Moss,
Chairman Ex. Com."

WHO ARE 'OLD SETTLERS'?

"Any male citizen of this State, who was 21 years of age, and a resident of the Territory of Minnesota previous to the first day of January, 1850, may become a member of this Association, by signing the Register and paying one dollar to the Treasurer."

"It is hoped that every Old Settler will avail himself of this occasion to join the Association and participate in this eventful excursion."

Accompanying this impressive invitation is the punched pass used by John A. Ford & wife. The reverse side of the pass depicts two overlapping circular emblems. The circle on the left is an Indian scene - an Indian standing in the left foreground, tepees to the right and the setting sun in the center. Around this scene is lettered, "THE OLD SETTLERS ASSOCIATION - 1849." The circle on the right shows an old man leaning on a stick like cane, four children are nearby - three looking up to him and a fourth is pointing toward him. Behind them is a



By 1871, Ford and his contemporaries were considered "old settlers" ..This ticket was saved from a train ride between St. Paul to Red River.

symbolic church with gravestones in the churchyard on which are lettered the names of four prominent pioneers: Goodhue, Nelson, Baily and Borup. The lettering around this circle completes the slogan: "OF MINNESOTA - 19..." (Illustration in those days was extremely blunt.)

LETTERS OF HISTORIC INTEREST

Presumably John Ford had recently returned to Red Rock from Yellow Medicine Agency in the fall of 1858 when he wrote a hunting companion at Hudson, Wisconsin asking about going there to hunt deer. The reply, not all of which is decipherable, sends a clear message.

"Dear Sir

I have received your letter today - i am very glad hear from you requesting me about gaim (game) - i should like very well indeed to tell you where gaim - (w)ill be very hard for me tell where gaim is because all big woods full of hunters... every day pasing here wagon load of man from St. Paul and some other places - that reason i could not tell you certain - to go you can come and see yourself - I shall be glad to see you - old time past for hunting even Deers - my friend the gaim very is past. - you truly friend

Peter F. Bouchea"

And so, their favorite hunting ground was being overrun with men and the "Deers" would be hard to find.

Because he was here in the early

days of the frontier, Ford had letters of inquiry about others of that time - particularly from the chroniclers of Minnesota.

In 1871, A.B. Easton, "Editor and Proprietor" of the Stillwater Gazette sent Ford a list of "Old Settlers" requesting the date of their arrival and also the names of others who should be added to the list. Easton was in the process of gathering material for the two-volume, "History of the St. Croix Valley" which he later wrote and had published in 1909.

There are also two letters from members of the Minnesota Historical Society written, one in 1868 and the other in 1874. This society, established in 1849, is nationally recognized as an outstanding institution of its kind for its remarkable collection of materials of the early history of Minnesota. These letters are therefore of some significance in the records of John Ford. The names of the researchers and the letterheads are of particular interest. The letters follow:

THE MINNESOTA HISTORICAL SOCIETY

"Located in the City of St. Paul, was incorporated in 1849, 'for the collection and preservation of a LIBRARY, MINERALOGICAL AND GEOLOGICAL SPECIMENS, &c.' As it is in its infancy, and far removed from the large and prosperous Institutions of the East, Contributions to aid in carrying out its objects are respectfully solicited."

Charles E. Mayo, Secretary
Gov. W.R. Marshall, President

The above names were crossed out and written above were:

J.F. Williams, Secretary
Henry M. Rice, President

St. Paul, Minn.
August 1st 1868"

"J. Ford Esq.
Red Rock Minn.
Sir,

You may remember last spring a stranger visiting your neighborhood to make notes of the mound near the military road, and getting into conversation with you concerning that and works of the kind in general. You then told me that you saw a very curious earthwork at Yellow Medicine when you lived there some years since - a fortification. Will you do me the favor to lay it down on the enclosed tracing in its position as nearly as you can remember, and also write out a brief description of the earthwork, and send map and paper to me at your earliest convenience. I would like to get the information to lay before our Executive (Committee) and afterwards to file for a record.

Trusting that, although in so busy a season, you may find a few minutes leisure some evening to comply with my request. I remain,

Yours respectfully,
Alfred J. Hill"

The second mentioned letter was written by J. Fletcher Williams, one-time secretary of the society and contributor to "History of Washington County and the St. Croix Valley" by Rev. Edward D.

Neill. On a letterhead imprinted with the seal of The Minnesota Historical Society he wrote:

"Saint Paul, Dec. 3, 1874

Mr. Ford:

Dear Sir:

"I have been endeavoring to get some facts regarding the late Wm. R. Brown. for the Historical society and the Old Settlers Association, but have not got many facts yet.

"I learn that you have been acquainted with him for a number of years, and can probably give me some account of him.

"If you can, I shall feel much obliged if you will do so. I enclosed a circular showing what kind of information we need.

Yours truly
(signed) J.F. Williams"

Among the oldest and most intriguing papers are two maps drawn in ink on tissue paper, and they are browned with age. They are of the carefully laid out sections and lots of Red Rock as platted by Ford and Holton. The larger map shows the Mississippi River with Red Rock lying to the east and extending north to the bend in the river where St. Paul began. St. Paul is shown comprised of 304.86 acres with five sections and a small dotted area within this indicating the settled area there at that time.

This is a carefully scaled map with 40 chains to the inch, and indicates sections also retraced with pencil lines showing portions of interest to Ford including the county line which appears to have been added later. The land is

contoured and shows a river flowing from the bluffs and emptying into the Mississippi River. (This could be the course of Battle Creek at that time.) The detailed area of the map is titled, "Township No. 28 N., Range 22 West 4th" - apparently indicating Red Rock.

The second map is an enlarged section of the former one described and is divided into sections, lots and acreages, each labeled with the names: Ford, Holton and Irish. The areas were later divided by the establishment of county lines and changed town boundaries.

EPILOGUE

The "Historical Letters of John A. Ford" show his many contributions to the early development of the State of Minnesota, Washington county and the towns of Red Rock, Woodbury and Newport. His public service in Newport was of short duration. He was town assessor in 1874 and the following year was elected a town supervisor, which position he served for one year.

John A. Ford, a man of Christian character, proceeded through life with a quiet, unprepossessing attitude. His major reverses were great disappointments to him, but his fellow townspeople had respect for his accomplishments when they named the plat added to Newport, Red Rock Park.

Through the intervening years, two things are of special significance to the history of Newport. They include the unchangeable religious symbolism of the

Red Rock and the steadfast loyalty of John Ford. Both continue to embody beliefs which have not tarnished with the passage of time. John Ford, worthy symbol of a successful farmer, pioneered our beginnings and should be remembered as the "Father of Newport."

Adventures of Ebenezer Weld

Among Ford's letters are three which do not appear to properly belong in this historical account. But they are of historical interest and it is hoped that you, the reader, will find them fascinating to read and ponder. These are correspondence from a friend, Eben. (Ebenezer) Weld, who left St. Paul to join the 1848 Gold Rush to California. Weld was an adventurer in search of a prosperous life, and he was imbued with the gift of reporting things as he saw them in a fascinating manner. After first going to the mining district in California, he went north to explore the new territory of Oregon which had been established in 1848. In the body of these letters, Weld writes parenthetical statements indicated with parentheses (.). The author's insertions will be bracketed []. This is Weld's description of his adventures:

"Oak Point, Clatsop Co. Oregon,
Feb. 20th, '51
Friend John A.

"Two letters were sent you from the mining district in California which I have not heard from nor have I seen any others from Minnesota but all other States and Territories and Nations have been represented.

"After two months residence in California and a comfortable pile of dust and specimens and fearing an out-break among the most fastidious of the squatters I concluded to visit this place until late in the fall and then to have returned,

but Oregon has so completely captivated me that I expect to remain (Durante vita) [as long as I live]. I came in on the fall streamer which runs up as high as Portland on the Willamett [river] a little town that had just started which now covers two miles long and one mile deep. The river being crowded with vessels and steam boats in front. Churches and steam mills are in successful operation where four or six months ago there was not cleared land sufficient to place a house. (Ho, westward the Star of Empire) shines brighter in the valley of the Columbia [River] than in any other parts of my travels."

Weld referred to the historical fact that across the Columbia River to the north the land was still occupied by the British. It was not yet a territory of the United States, and was being occupied under a 1846 treaty made to halt hostility between the two countries which provided joint rights of occupation. This was terminated in 1853 when the Territory of Washington was established.

Indians were of particular concern and interest to Weld and other early settlers. (They were not subdued in Oregon until 1888.) He made several references to them in his letters.

"The Red Coats occupy the north with the aborigines on the east and will soon become civilized if not amalgamated. The Indians west of the Cascade range are very scattering although there is many different tribes along the banks of the Columbia and Willamett. Some villages that numbered thousands forty years ago now only number five to ten families. The Small Pox Measles and other contagious diseases brought in by

the whites have become degenerated to mere stigmas [sign of a defect] in my travels up the Willamett valley.”

This and future letters amply show that his and Ford’s exchanges were between farmers. The emphasis on the produce and the productivity of the land is especially significant.

“[At] Yam Hill and Caliposa some sixty miles above the falls [above the Columbia River Gorge], in the fore part of August, extensive wheat fields were to be seen on all sides from one to six hundred acres each many in a wastering condition. Laborers were few and hard to get for help than 8 to 10 dollars per day to swing the crade (part of a scythe which lays the grain in a swath). The wheat is equal to the Chillian the handsomest grain I ever saw - and at present will hardly pay expenses when got to market.

“Fruit trees, apple and peach at almost all the farms were groaning under the weight of their fruit so that their different branches were being propped up to prevent breaking down and only 3 to five years growth. The trees appear to grow all winter which makes the timber so large the ground never freezes in the winter. Wheat or vegetables can be sown any month in the year and a sure crop can be relied upon. The ground is not plowed but once in two or three years. Among many farmers the waste grain sufficiently seeds it and the rain beats it in and the crops are called volunteer. So it is with the potato. A man digs them through the winter and leaves seed in the ground on this or any part of the Columbia (valley). The potato or vegetable crop had become far the most profitable. One year ago this

winter potatoes sold here for \$10 per bu. and in California for \$1 per lb. They are said to be a remedy for the scurvy and myself have seen them eat them raw while in California. I have never seen a diseased potato in Oregon. They are generally sound to the core, and exquisitely fine when baked with fresh Salmon or Mallard ducks or Geese which are here all the year in great abundance. Together with a great variety of four legged animals. I saw the produce of one acre here sell on the bank of the river for shipment to California for \$1800 which cost but 27 days work in clearing, planting and harvesting. Mr. Birnie of the H.B. Company this year off of 5 acres sold \$6000 and last year 7 thousand dollars worth of vegetables shipped at his door beside two hundred bbls. [barrels] salmon which sold for \$30 per bbl. Johny the above is without exaggeration! (Ducks do not freeze in the ice here and float down the Columbia as they do in the Mississippi).”

Weld tells about his claim, and adds some history of the region.

“After two months exploring different parts of the territory and previous to the emigrations coming in I came down here and have claimed 640 acres of this point as my donation grant which is situated 30 miles above Astoria and comprises one of the best salmon fisheries on the river. This point was named by Astor’s company more than forty years ago and his vessel was the first that came this high up and the first that these Indians ever saw. So says an old Indian to me that talks bad English and who has made himself wealthy in the fishery. The Indians labor here and make good ser-

vants and many are at home since last October. I have built me a house and furnished it throughout and cleared off five acres of land fit for planting and am setting out fruit trees and am getting out timber for a store house. Some three or four times a week I have from six to 20 travelers to put up at night. The usual charge is two dollars each - California prices." [In the meantime, Ford was similarly aiding travelers back in Minnesota.]

He made comments about government restriction on claims and the rapid increase of emigrants "crowding in".

"Our claims which were taken previous to the 1st December 1850 before the survey by Government are allowed to be surveyed in any shape to suit the settler consequently they are the longest on the river from one to three miles which we cannot dispose of or any part thereof for four years from the time of location under penalty of forfeit the whole donation which prevents a great deal of competition in trade by large capitalists since coming here and the over land emigration has arrived. The back country is becoming settled very fast and many places that have lately been taken are valued at from \$20,000 to \$50,000 by every vessel and every steam ship from California. Emigration is crowding in to take up land and many do not withhold any price to secure some conspicuous place on the river. Mills, saw and flouring are building on very accessible point. There are now over one hundred in operation.

Emigrants weren't the only crowding factor in Oregon. Business

boomed, and workers could ask their price. Scarce materials also pushed up prices, Weld added.

"Mills, saw and flouring are building on every accessible point. There are now over one hundred in operation and in course of erection in the territory. Two steam mills at Astoria have been completed which cost over \$100,000. Lumber at the mill has been selling at \$60 per M [thousand board feet] and is now worth \$50 per M - log at the mill \$10 per M - labor 75 to \$100 per month. House joiners or carpenters 8 and \$10 per day. I saw one blacksmith work one hour in making a canthook and sharpen one crowbar - the charge was \$18. The iron was found. Cutlery is scarce and in great demand. Axes \$10 and can't be got at that. Many other necessary articles demand an extravagant price according to the scarcity.

"Flour from 15 to 20 dollars per bbl. - Pork from 30 to \$40 per bbl. - Sugar from 30 to 40 cts per lb. - Molasses \$2.50 per gal. Coffee 25¢ per lb. - Teas are fresh from China but the same price as in the States at retail. Butter \$1.00 lb. - Eggs \$2.00 per doz. - Hens \$24 per doz. - Potatoes \$40 per bushel - Cabbage \$1.00 per head - Onions \$10 per bushel - Peaches green \$12 per bushel, Hay sixty dollars per ton, oxen \$150 to 200 per yoke, cows \$100 ordinary 75.00 - farming will be quite profitable the coming year as that of the last."

But Weld's interests continued to be piqued by reports of gold.

Here he writes:

"News has just arrived by travelers since I commenced penning this, MORE GOLD! Excitement near the

headwaters of the Willamett. Oregon farmers one and all turning out with their teams and provisions to the scene of operations. I think of waiting until I finish planting and then kill two birds with one stone. Gold in Oregon has been by many disputed for various reasons. One reason is it causes a floating tide of emigration whose families are behind - who generally make no improvements and tend to disturb good order and society. At any rate there appears to be plenty of gold in circulation for all trading purposes. Should it get to be more plenty than what it already is here in Oregon - a traveler will need some easier way of conveyance than his pockets. (What I have seen in my private explorations a very short distance from this place am fully satisfied there is as much Gold in Oregon Territory as in California”

Although Weld had left Ford and other Minnesota friends, they were never far from his thoughts.

“A man by the name of Davis sends his respects to Mr. Norris & Haskell [James S. Norris began farming in Cottage Grove Township in 1842, and Haskell was his brother-in-law.] - Mr. Davis moved from the same place in Maine and has now become a wealthy farmer on Quality Plains, Oregon and invites them to come where money is plenty and (land is without price) and the pure principles of Democracy are as strong as the current in the Columbia that grow Salmon and Trout. I have not time now to write one half I wish to but will be more explicit in my next &c. [etc.] I intend to visit Minnesota when the ship canal or railroad is completed, perhaps

before. Please remember me to all friends and except of my best wishes for yourself and family and in turn write me a thousand things about Minnesota.

Eben. Weld

“Oak Point, Columbia River, O. Ty. Feb. 12th 1854

Friend Ford

“It is a long time since you have written me or that I have heard from any one in Minnesota. I would be glad to receive a few words from you in regard to your health and family and prosperity and the railroad progress of Minnesota. My health is first rate for a single man - and can say that I have prospered to a reasonable degree for the time that has been spent here. This is the fourth winter of my enlistment for a donation of lands. Eight months more will complete the term, and then I am at liberty to rent or sell or to leave and go where I wish to go. My crops this last year were good and brought a good price. My apples sold for a dollar a piece. I had but three bushels all from my own grafting, which was done on a crab apple tree. I am now grafting the roots for a nursery. The demand in California for apple trees is very great. Small trees of one and two years growth sell for \$1 apiece readily. I believe Oregon to be the best fruit country in the world.

“My grass is rather coarse. I wish you would send me in a letter a spoonful of your Redtop seed. I will enclose to you in this a specimen of my third volunteer crop of wheat. It was sown three

years ago. The ground has not yet been plowed since. It yields about 40 bushels to the acre. I would like to send you a potato or potatoes that I have raised weighing 5 lbs. They are the blue kind perfectly sound. No disease has ever made its appearance as yet.

“The legislature is now in session and have passed a stringent law prohibiting the sale of guns and pistols, ammunitions and so on. So the Indians, the red skins, have troubled me very little otherwise than by relieving my garden of some very fine vegetables. Cumtux Sawwash that is to say I saw Indians before coming here. A little south of this they have been very troublesome. A number of influential men have lost their lives.

...“Please speak a good word for me to some good young lady for I think of making a visit to Minnesota another year. Girls are very scarce here that’s good looking I mean that’s good for anything. Friend Ford you will excuse the manner of my writing for I write in great haste. Please write on the receipt of this and tell me a thousand things and tell Frank to write about [chief] Little Crow and his family. Where is Doct. Williamson and how is Aunt Jane - Mrs Pettyjohn and all the old settlers in general. Please give my respects to Mrs. Holton and Mrs. Ford and young Mr. Holton & family and all friends in general. But don’t forget the Redtop grass seeds. I am truly your friend,
Eben Weld”

Curiously, a note appears at the

end of this letter. It was written crosswise of the page and was obviously added as an afterthought.

“Elder Benj. Close preached to day at Oak Point and says that I hail from Pig’s Eye.”

Obviously, Weld found this to be a humorous bit of news.

Weld was raising the ‘blue’ kind of potato, a variety totally unfamiliar to Minnesota. It still exists and, in fact, was grown experimentally in recent years at Ames, Iowa, home of Iowas State University. It is said to be as good as an Idaho potato, but a blue-skinned one won’t be salable to the American public. It cannot be baked in the skin because blue potato does not look appetizing and therefore must be peeled before cooking. Thus there are no ‘blues’ on the market.

Ford and Weld lived in comparable worlds, though many miles apart. Indians, crops and politics were subjects of interest to each man. They viewed the antics of politicians with a similarly jaundiced eye.

“Oak Point, O. Ty. July 22, 1855
Friend Ford

“I have not forgot my promise to keep you advised of matters and things in Oregon. My health is first rate for a man of my age, considering the ware and hardships I have been exposed to. In looking about me I find myself in possession of a first rate farm together with a good salmon fishery and some thing laid up for old age. I know of but one thing

that could add to my happiness. Your last letter gave me very interesting news concerning the progress of Minnesota [this was at the time that Ford was serving in the second Territorial Legislature] for which I send you a thousand thanks. Our wheat crop last year was estimated sufficient to supply the present population for over five years and this year it is much larger. Flour has been selling for \$4.50 per bbl. - wheat for 75 cents per bu.

“The Gold Excitement for the last two weeks beats any thing that ever took place on this coast which you might of heard of ... This part of Oregon is nearly deserted at Astoria. Out of 3 or 4 hundred voters there is not enough to form a jury to hold a court. The steamship Columbia with the mail from California passed up yesterday to Vancouver with miners and so thick as ever you see bees on the outside of a hive. The gold resembles the Feather River [California] gold only much brighter. Lead and silver is said to be extensive. The Hudson's Bay Co. have been working the mines ever since last March and have made them piles and have made very little noise about it. I am now engaged in my harvesting & fattening pork and doing some house work and it is difficult for me to leave just now. But think of taking up sooner supplies and working during the winter.

“Mr. Ford the Owls and the Bats have all been slaughtered in this western sloap [slope]. The gold excitement appears to have a condoling effect on the mourners. Gen. Lane has been reelected to Congress by 2200 or over, the Whigs and the midnight Asses combined! Col.

Anderson, Democrat has been elected in Washington Ty. to Congress by a large majority. The Know Nothings and Whigs worked, worked hard. The more they worked the more they lost.

“Friend Ford I write in great haste and have not time to look this over in order to send by return mail. I shall expect to hear from you on the next of this. All about old acquaintances and a thousand things.

I remain truly yours"
Eben. Weld

Weld's reference to Vancouver was to a town on the Columbia River in the State of Washington opposite Portland, Ore. It was the end of travel for ocean-going steamers.

He also refers to the outcome of the election with a colloquial expression of the time, something almost incomprehensible today. The Bats and Owls who were slaughtered were the losers in the election. The voters whose candidates lost were not too concerned “mourning” over it because they were entirely occupied with gold fever!

TOWNSHIP YEARS - 1858 - AND BEYOND

DIRECTION OF GROWTH ALTERED

During the next 30 years, despite economic depression and war, there was a gradual growth of small farming communities. The settlers, once oriented to life dominated by the river, turned away to center on the next major development — the railroads. Throughout this period, roads (both within the area and joining neighbor St. Paul to the north) were very slowly being built and improved.

Because of their comparative isolation, people were creating their own structures for communal living. Toward the end of the 1860's real progress began with churches being organized, school districts formed and fraternal clubs organized.

Also following the Civil War, new arrivals from eastern states implanted their ways into the social fabric being developed here. The entire area developed as a collection of farms with very little centralized organization in the form of a village. That developed later.

In Rev. Edward D. Neill's History of Washington County and the St. Croix Valley is a published township directory for the year 1880, in which 17 farmers were listed in Newport. A few others had

subsidiary occupations, such as miller or blacksmith. The railroad hired two local people — a station agent and a section boss. There was one merchant, a couple widows of early pioneers, and an engineer who was either working on the railroad or more likely, a man who maintained the machinery at the mill. The entire list named 35 residents. Most of them owned acreages.

WELL-KNOWN FAMILIES OF "OLD" NEWPORT

Five members of the **PARKER** family from Middlebury, Vt. settled in Red Rock and Newport, arriving between 1852 and 1863. This family is of particular interest in the annals of Newport, since there were Parkers here for more than 100 years. The last one to arrive was prominent in the communities of Newport and St. Paul Park, and active in state politics. Those who came were Ruel and Emily Parker, their daughters Catherine and Sarah and son Charles.

RUEL PARKER, patriarch of the family, came to Newport in 1852. He was descended from one of the old Scotch families of Vermont. In 1826, he married Emily Hatch and they raised 11 children there. The family home was located on the stage road from Boston to Rutland, Vt., a part of which was Ruel's tavern.

CATHERINE PARKER came to Newport with her parents. She taught school in a log house at Red Rock in the early 1850's. There were only six families living there at that time. She later

married Henry C. Munroe of Newport.

Mrs. **SARAH PARKER WILLOUGHBY** was the fourth family member to come to Newport where her husband, John Willoughby had a farm.

Two of the Parker sons, **JACK** and **CHARLES**, remained in Vermont. They enlisted in the Civil War in 1862 — Charles was only 15 years old. They were the oldest and youngest Parker sons. Jack entered as a captain, and Charles joined the infantry in the same company where they served under General Butler. Charles Parker's home, built by his father, stands on the southwest corner of Seventh Avenue and Third Street. It has recently been remodeled — only part of the original building remains.

HENRY A. DURAND came to Newport about 1860. He served as a town supervisor in 1861, 1874 and 1880. He left Newport to serve as a commissioned lieutenant in the Civil War. Sometime after his return to Newport he operated the flour mill under the name of Durand, Scofield and Company.

The flour mill burned down. He then built and operated a general store in which he also housed the post office, where he was postmaster for 26 years. The store was a general meeting place for several generations of Newport citizens. Many Civil War veterans congregated there to talk over old times. Henry's two sons, Albert and Harry, carried on the business until about 1930.

THOMAS FRANCES MATTI-

MORE, grandfather of former mayor Norman Smith, arrived at Red Rock on June 15, 1866. As a boy of 12, he came to Minnesota with his brother, Jim. He was born in Albany, New York and his parents were natives of Ireland. His brother became an attorney in St. Paul, and his sister was Mary Mattimore Daly of Langdon.

Tom and Jim went to visit their uncle and leaving there, boarded a train in Waseca which they rode to the end of the line at Mendota. They next boarded a steamboat of the Diamond Joe Lines to reach St. Paul and subsequently, to live in the Red Rock area of Newport. Tom earned his first money husking corn for William Fowler. He also worked for John Ford, helping lay out the Red Rock camp grounds. The Mattimore family bought a log cabin from an old French-Indian located near the northern limits of old Red Rock. His grandson Norman said that when the family were gone from the cabin, they might return to find several Indians eating their food or curled up in a corner sleeping. Tom married Margaret Wilkinson of Chimney Rock, Minn. and they went to live on their farm in Woodbury. There were four children — John, Arthur, Thomas and Mary. Son Tom worked in St. Paul for a number of years, and was later employed at the Farmer's Terminal State Bank in Newport. He remained there, ultimately buying it. His sister, Mary Mattimore Smith (Mae Smith) was Norman's mother.

For years, Thomas Mattimore's grandson took him to the Newport black-

smith shop and Henry Durand's store to visit old friends. Later he was a familiar figure at George Mueller's garage and Louie Fritz's grocery store at Red Rock.

CHRISTOPHER J. SCHAB-ACKER, a resident of Newport for over 40 years, was a native of Germany. He was born there in 1833. When he was 17 years of age, he sailed to America and landed at New Orleans. He continued traveling up the Mississippi River and settled at Galena, Ill. for six years. It was during his stay there that he married Mary Ann Belle in 1857. Together they traveled farther upstream to settle in St. Paul in 1860. After living there ten years, the family moved to Newport where six children were raised. He set up a blacksmith shop, the only one in the township, located where the present Newport City Hall is standing.

PETER AND DOROTHEA FRITZ were the forebearers of a large, popular family here. Although the family was located in Woodbury Township, the life of the family was centered in Newport and Red Rock. Peter Fritz was born in Germany. Together with two brothers and two sisters he immigrated to America, arriving in St. Paul about 1865. He married Dorothea Yaunick in St. Paul in 1870.

When Dorothea was 18 years of age, she came to St. Paul with her parents in 1869. Her father was a stonemason who helped build Assumption Church in St. Paul. After they married, Mr. and Mrs. Peter Fritz lived on a farm for a short time at Grey Cloud Island. They

then moved to a farm near Willmar, Minn. where they remained for three years. They returned and bought an 80-acre farm in Woodbury Township, about a mile east of Newport on the north side of Glen Road.

There were 11 children, all of whom attended school in Newport. Five members of this family lived in the west. Charles and Joseph lived in Spokane, Wash. Christeen lived in Sun River, Mont. Mary lived near Concord, Ca. Susie Fritz Spiess, who raised her family at Red Rock and St. Paul moved to Salem, Ore. Those who remained in Minnesota for most of their lives were Nicholas Fritz, Theresa Fritz Reichstadt, Frances Fritz, Godfrey Fritz, Louis Fritz and Frank Fritz.

Following the death of Peter in 1906, Dorothea left the farm to live in a large house at Red Rock, built by her son Godfrey. "Grandma Fritz" became self-supporting in her large home. She rented rooms in the house and later had the carriage house behind her home converted into a small house, which she also rented. The large house was located on the corner of Hastings Avenue and 20th Street where Newport Amoco Station is now. To make room for the station, her home was sold and moved to 18th Street, a half block east of Hastings Avenue.

MATTHEW BECK SORENSON was a very disappointed immigrant from Denmark after he arrived in Minnesota. Early in the 1880's he sailed with his family enroute to St. Paul, Neb., where a number of his fellow country-

men planned to establish new homes in America. His family consisted of his wife Nicolena and three children Christina, Serena, and small son Lester. After landing in New York City, where they remained for a short time, Matthew located the train depot and purchased tickets to St. Paul. But the tickets he received would not take him to his intended destination in Nebraska. The ticket agent sold him passage to St. Paul, Minn. And so the family arrived in a strange place, with a language barrier. They didn't know where to turn for help.

They soon left St. Paul to settle in Newport. Matthew built a home east of the Bixby building facing Main Street. From then on Matthew made his living as a carpenter. The first home he built burned down and he built another house on the original homesite and sold it to the Harvey Leyde family. The Sorenson family then lived on Seventh Avenue. When Christina, Matthew's oldest daughter, married A.T. Verrier, he built a home for them across Main Street on the southwest corner of Second Avenue.

The Verrier homesite was built on historic property. Below the house, along the river once stood the Diamond Joe Steamboat Lines warehouse and landing. It was the main entrance to Newport from the river for many years and was well-known by all the pioneers. The structure was gone by the turn of the century and its absence left a large depression behind the Verrier house. To help fill this hole the spot was used as a dump site. With the growth of the village, the privilege for its use was

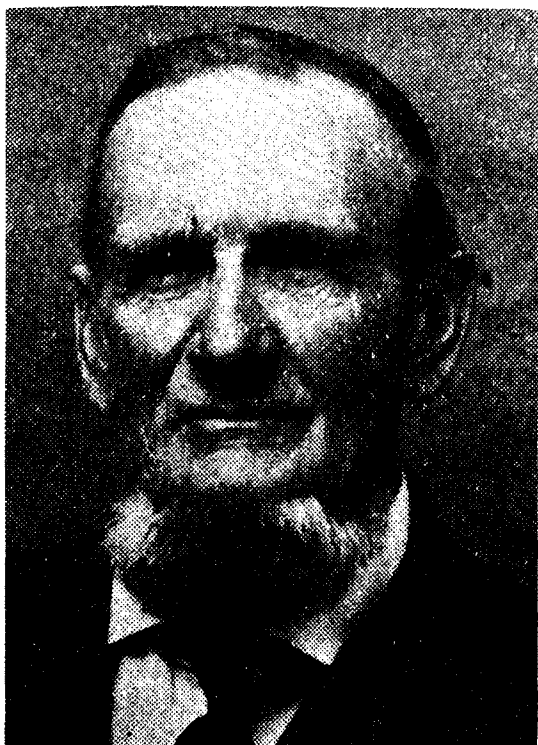
withdrawn when objectionable material attracted a dangerous increase of river rats.

A.T. (TONY) VERRIER was born in Canada and moved to Massachusetts with his family when a young boy. His mother was of Scottish origin and he often told how when he was young she dressed him in kilts on Sundays—an embarrassment for many years. As a young man he worked in the linen mills and with that training was sent to Minnesota to manage the linen mill at St. Paul Park. Within a few years, the mill was closed.

There were two daughters, Eunice and Irene. Both were popular, well-known "daughters" of the town who lived out their lives at home.

FRANKLIN TIBBETTS was born in the town of Lee in Penobscot County, Me. in 1840. He was one of eight children in the family. When Franklin was five, the family left Maine and moved west to Stevens County, Ill. Two years later they moved to Oconto, Wisc. which is near Green Bay. While there, Franklin's mother had the distinction of being one of only two white women in the region. In 1852 the family moved to Weyauwega, Wis. in Waupaca County. When Franklin was 18 years old, he came to Minnesota — first to the Minnesota River Valley and then to Newport. He worked at the Newport sawmill and in the forests cutting trees. He served a little over three years in the Civil War. Shortly after returning from the war he bought a farm near Grey

Cloud Island in Cottage Grove Township. In 1870 he married Frances Cooley, daughter of a family who first settled in the Cottage Grove area. Franklin and Frances Tibbetts had eight children: William, George, Lyman, Alva, Elmer, James, Robert and Eva. The one girl died in infancy.



Franklin Tibbetts

About 1900, Franklin bought a home in Newport and turned the management of the farm over to his son William. This home and property are located on the southwest corner of Sixth Street and Sixth Avenue. Franklin participated in Cottage Grove Township as a member of the board of supervisors and was an officer in School District 33 for 12 years. He was one of the principal stockholders and an officer in the Langdon Creamery, when it was a going concern. He was a member of Newport Lodge No. 118 A.F. & A.M. and its past master. He was also a member of the G.A.R. and Old Settlers' Association of the Newport area.

EDWARD AND FRANCES COOLEY, parents of Frances Tibbetts, were natives of New York State. With their family, they moved to Washington County in 1866. Edward owned and operated a sawmill in the east, but in Minnesota he was a farmer. There were eight children in the Cooley family, three of whom married and lived in Newport. Matilda Cooley married G.M. Bigelow and Eliza J. Cooley married Andrew P. Blackmun. The latter couple were married in her parents home who were then living in Inver Grove. Eliza and Andrew lived in the old Baptist parsonage for 31 years. It is on the corner of Seventh Avenue and Fifth Street, next to the Newport library. Justice Harry A. Blackmun of the United States Supreme Court is their grandson.

TERRITORIAL ARRIVALS

Eighteen forty-nine was the year Minnesota became a "known" territory and immigrants began arriving in increasing numbers. Those people who settled in this virgin area were in a place they called Red Rock. Therefore, most of the records from this period, between 1849 and 1858, refer to the place called Red Rock. We cannot be certain that all immigrants came through the Red Rock landing because there was another unnamed landing nearby indicated by building going on as early as 1850. This was later named Newport. Records of that early period indicate the arrival and activities of the following men.

- 1849 - Elias Scofield and brother,
John Darius
- 1849 - R.C. Knox
- 1850 - John Bailey
- 1851 - Joseph Irish
- 1852 - William and Giles Fowler,
brothers
- 1852 - Bixby brothers
- 1852 - H.A. Huginin
- 1854 - John Willoughby
- 1854 - Samuel Fullerton
- 1854 - Andrew Jackson Scofield
- 1857 - Shelton brothers - E.M.,
C.M. and Eli
- 1857 - Rev. A.S. Lyon

GOING TO MINNESOTA IN 1849

ELIAS and JOHN DARIUS SCOFIELD, born and raised in New York State, came to Minnesota together as young men in 1849. Life was hard working on the family farm - sowing and harvesting crops among stumps and rocks made them look for something better. They heard of the west, got all the information possible and planned as soon as John Darius was of age to go somewhere to settle where farmers could earn a living in an easier way. John Darius wrote in his biography about the trip they made together, and described conditions they found on their arrival.

In October, 1849, they "tied up a small bundle after the style of tramps (and) turned westward toward Minnesota.... Went by rail to Buffalo, by boat to Detroit, Mich., by rail to landing opposite Chicago, then by rail to Elgin, Ill. and end of the road at that time, thence by stage to Galena (Illinois). Waited one day for a steamboat, as money was running short took deck passage to St. Paul - was nearly three days with one meal. Reached St. Paul just as the sun was rising bright and clear. We thought it a good omen, got a good breakfast at a hotel, took stock of our possessions, found we had \$2.50 in cash each, a clean shirt, some trinkets of no value, but we had two shirts on ..."

A description of their first winter in Minnesota followed:

"Our first job was cutting a pile of poles into stove wood for the only

school house then in town — that was built of logs. When we finished we got a job for winter in what is now Rose Township getting out post rails and square timber for a building, from a swamp nearby. A log cabin was built, the fireplace of sticks and mud served to warm the place and cook our meals.”

They each took claims in the Rose Township area, but after one season were not satisfied and sold them. They then lived in the city but life there was unfamiliar to them. They preferred to farm.

Learning there was a farm to rent at Red Rock they went to see it.

“There were forty acres broke, most of it had been cropped to oats for two years. We rented it and boarded with the owner, W.R. Brown. We seeded four acres to wheat, balance to potatoes. There was no wagon road to St. Paul except going east to the Cottage Grove road which was five miles farther than the Indian trail along under the bluff, so much of our time as could be spared from the acre of crops was used in building a road to market. Now after sixty years the road is in the same place tho much improved.” (Today this is Highway 61, most of which is in the same location.)

He described harvesting the first crop as follows:

“There were several farms in

Cottage Grove and vicinity where oats and some wheat was raised which was fed in the sheaf or threshed with flail or tramped out with horses or cattle. These threshing floors were smoothed off before freezing weather, a post set in the middle, a pole on the top held by a pin; horses and cattle were hitched to the other end And driven around on the grain spread out on the ground. The grain was turned and shook up as the animals traveled around...

“As we neared harvest time we wanted a better and quicker way to thresh. Mr. Brown would get a machine if we would run it. The bargain was soon made. A J.I. Case two horse tread power was purchased and as far as I know, it was the first thresher ever brought into Minnesota. The crop was good, cut with cradle, bound by hand, Elias and I doing all the work except a few days digging potatoes. There were nearly one thousand bushels which were sold to Mr. Brown, putting them in his cellar for 50 cents a bu. The four acres of wheat yielded over 150 bu., was made into flour at a little mill just completed that fall on Boles Creek below Stillwater. The flour was sold in St. Paul...

“Threshing was a new job for us as we had raised very little grain on the home farm in New York but we had been taught early in life to do any job that came our way. We soon overcame all difficulties, run the machine until snow was too deep to move.

“Late in the summer we bought 160 acres of land that run nearly to the Mississippi River at the head of Grey Cloud Island, more than half of it prairie, nearly level. The balance was covered with timber with a nice spring. Here we built a small house in the late fall of 1852. An older sister Clara (Clarinda) and a younger brother had come (in 1850) to us so we had a Scofield family in the far west. There were ten acres broke of this farm and the Brown farm gave us plenty to do the next spring. During the winter we bot some fractions of the heavily timbered bottom land along the river joining the former purchased making 200 acres in all. Another team was bought, rails were gotten out, timber for a barn, and some hauling for others was done.”

In 1853 John Darius sold his share of the farm to Elias and claimed 80 acres of land in Bloomington. He pioneered scientific agriculture in the state and later was one of the founders of the Minnesota College of Agriculture (1885). He never returned to live in Newport Township but three Scofields remained: Elias, Clarinda (Clara) and Joseph.

CLARA married W.R. Brown in 1866 and remained in Newport the rest of her life. Her home became the family gathering place for many years.

The younger brother, **JOSEPH**, enlisted at Fort Snelling for service in the Civil War in 1861 where he joined Co. B. 3rd Regiment of Minnesota

Volunteer Infantry. He became ill, was discharged for disability July 1862 and died while on his way home in September 1862.

ELIAS SCOFIELD married Mary Elizabeth Sproat of Cottage Grove in 1858 and remained on the farm. He was a member of the Newport Board of Supervisors for six years and clerk of the board for an additional twelve years. There were ten children born to Elias and Mary, three of whom were well known in Newport; Wilford, Addie and Nancy.

In 1850, we find **R.C. KNOX** building a warehouse at the water's edge, marking the boat landing at Newport. Among other uses, this seems to have been a storage facility for new arrivals' possessions until they established claims.

JOHN BAILEY and his family arrived on the steamboat “Dr. Franklin”, having come from Cornwall, Canada via St. Louis, Mo. On the morning of their arrival all of the family attended a meeting in what was known as the Denton House. The Presiding Elder from Red Wing, Chauncey Hobart, was the speaker. They remained in Red Rock where Bailey rented a farm elsewhere. The following year they moved to a farm in Cottage Grove township. John Bailey's great-great- grandson is Gordon Bailey, Jr. president of Bailey Nurseries, Newport, Minnesota.

The following year, **JOSEPH**

IRISH and his wife arrived from Galena, Ill., having come up the river with 27 cows on a barge. He and his wife processed the first cheese in the state and sold it in the market at St. Paul. His claim was south of John Ford's and was identified as being in Red Rock until later when the land division placed it in Newport. This item appeared in the *Minnesota Democratic Weekly*, Aug. 4, 1852. "Mr. Irish of Red Rock has commenced manufacturing cheese on an extensive scale. He was engaged in the business on the Western Reserve, Ohio, the cheesedom of the west ... This new branch of industry may become one of our most valuable resources." Irish was a member of the board of supervisors in Newport for ten years. Later he was instrumental in sustaining the milling industry after a mill was destroyed by fire.

Brothers, **WILLIAM and GILES FOWLER** settled in Newport in 1852. They were born in Massachusetts, and raised and educated in Ohio before coming to Minnesota. They were both farmers and prominent citizens of the community. Along with two other men they helped to plan Newport Township in 1857. Both men were public-spirited, William was a town supervisor eight years and Giles served on the same body for seven years. One year during the Civil War, Giles filled two positions on the board, that of supervisor and clerk. Both men enlisted in the Civil War. William, the older brother, served three years while Giles was in the

service for a matter of two or three months, but due to an illness he was discharged.

William was a highly successful farmer. In 1870 he bought a 544-acre farm in Newport, worked it for 17 years and sold the land for a handsome figure (\$80,000) to promoters who planned St. Paul Park. During his farming years, he was president of several farm organizations: State Agrucultural Society, 1873-74; County Agricultural Association, seven years; State Dairymen's Association; State Wool Grower's Association. In 1877, he served one term as a representative in the state legislature. After he sold his farm he made his residence in Newport. Evidence of his enterprising nature was printed in the *St. Paul Daily Pioneer*, Jan. 30, 1872.

FOREST Tee [sic] PLANTING IN MINNESOTA

"Mr. Wm. Oowler [sic] of Newport, showed us a few days since several hundred small evergreens and European Larch, set out by him last season as a beginning of forest tree planting on his farm. Among others we noticed a fine lot of Norway spruce and Scotch pine, most of which grew in spite of the dry season and poor care given them after planting. The lot cost him only \$10.00 at the nursery, and now he would not take five times as much. In a few years they will be worth a dollar each for planting about a yard and garden or along the highway...

“Probably many other farmers in the State have made a beginning in this good work, and we hope to see every farm on our prairies have groves of beautiful cultivated trees, with timber belts and windbush.”

The farm where Giles Fowler settled was near the railroad tracks and depot when it was constructed in 1869. The Chicago, Milwaukee and St. Paul railroad company appointed Giles station agent when construction was completed. This was a job he held for many years. His talent at gardening was evident at the Newport depot, around which he planted flower gardens and maintained colorful window boxes.

Among the men mentioned in Newport, 1854, are the **Bixby** brothers, who renamed the R.C. Knox Building and operated a store there for a time. There is no further mention of these men. They seem to have come and moved on - a bit of speculation of their part.

JAMES H. HUGANIN was one of the most prominent men during the years Newport was taking shape as a village. He and his wife came from upper New York State and they arrived in St. Paul in 1852 and thence to Newport. According to a newspaper clipping, published in 1900, “... in 1858 Mr. Huganin purchased the town site of Newport ...” (It would appear that Huganin bought the Bixby building at that time and took over the town.) He emerged as a leader in so

many ways — businessman, moral leader, postmaster, civic-minded and a strong churchman. He was one of the four men who platted Newport Township in 1857. During the first year of the township, he was appointed postmaster. In the former Bixby building, where the post office was located, he opened a general store. Later he built an imposingly (for the town) large home on the southwest corner of Sixth Street and Fourth Avenue. There he operated his general store and post office in the front room. In 1872, he built a large two-story building diagonally across the street where he moved the store and post office to the main floor. The second floor was a lodge for the Good Templars, a fraternal organization which emphasized temperance. *The St. Paul Daily Dispatch*, Jan. 17, 1876, commented on this organization in Newport.

“Rev. W.W. Saterlee, state lecturer for the Temperance Union, lectured in Newport.” ...”a group of ‘Good Templars’ was then found in Newport, with 27 members, comprising many of the best known citizens of the place.”

Huganin was one of the charter members of the Newport Baptist Church. His influence was felt throughout Newport. He spent two years as one of the town supervisors. Mary L. Keck, a local citizen, wrote in her “History of Newport, Minnesota” that “the Good Templars put on a theatrical show regularly every spring to replenish the treasury but no dancing was allowed in the hall as Mr.

Huganin was a good Baptist and those were the days when dancing was not tolerated by the church."

When **JOHN WILLOUGHBY** came to Minnesota in 1854 he established a home and farm in Newport, known at that time as Red Rock. He was a native of Rutland County Vermont to which he returned the following spring to bring his wife and family to their new home in Minnesota. He was a successful farmer with high intellectual tastes; in his home was a large and "well selected" library. The Willoughby's raised five children, one of them a son, Frank, who attended school at home. Willoughby served two terms on the board of supervisors but it was asid that "he studiously avoided politics, refusing all offices."

CAPT. SAMUEL FULLERTON establisehd a home for his wife and family at Red Rock. Samuel Fullerton was born in Maine in 1814 and became a seaman at the age of 14. For eight years he sailed along the eastern seaboard and was then advanced to Captain of a sailing vessel. He commanded both sail and steam boats for 18 years. At the age of 38 he made the fastest run ever made between the United States and the Mediterranean Sea. He reached Messina, Sicily in 24 days time and 24 days later was back in Boston harbor. He was awarded \$100 for this record-setting trip. One wonders why at the age of forty, 1854, after selling his vessel, he went west to settle in Minnesota.

ANDREW JACKSON SCOFIELD followed his brother Elias to Minnesota in 1854. He attended St. Paul College in 1856-7. Then with his brother, Joseph, he enlisted to serve in the Civil War in Co. B, 3rd Regiment of Minnesota Volunteer Infantry. Following the war he returned to Newport where he was one of the operators of Scofield and Durand, millers of flour and grist mill. For twelve years he was clerk of the township supervisors. He later moved away from Newport.

The initial development of Newport as a town became established with the arrival of **E.M. SHELTON** and his two brothers, who built and operated a steam-operated sawmill in 1857. The mill was located high on the limestone banks along the river and two short blocks north of the Main Street landing. It overlooked a spring-fed pond, which they dammed up and used for a log holding area. In those years the river was afloat with logs which floated freely down from the northern woods. The Sheltons produced 10,000 feet of lumber per day which they shipped by steamboat to market. One of the men operating a fleet of boats for this purpose was James J. Hill, the "Empire Builder", who hauled many boatloads of lumbver from the mill for use in building St. Paul. One of the brothers died in 1859 and another sold his share in the mill to A.J. Scofield. The firm name was then changed to E.M Shelton and Company.

In 1871 the original sawmill was taken down and rebuilt farther back from the river bank along the pond and was a combined saw and flour mill. The log holding site was known by three generations as the mill pond and through the years there were four different mills, saw and flour, built around it. The last three mills were destroyed by fire. The mill site no longer holds water. After its usefulness the dam was abandoned and due to changes in the river it is now a large obscure depression located north of Park Place where Second Avenue ends on the rim of the old pond area. This depression served as a useful run-off area for water from higher land to the east. Modern maps no longer indicate this spot of wild beauty which for a time in the 1930's,

was used for a village dump. At one time there were two springs, one called a bubbling spring, which fed into it. In the summer of extreme drought, 1988, one spring was seen running.

A Baptist minister, **REV. A.S. LYON** and his family came to Newport about 1857. Their first home was a log cabin which stood opposite the west end of Third Street on Fifth Avenue. South of his cabin he built a small meeting house for use on Sundays and on weekdays it was a private school where children were taught for a small fee. This school building stood where a house is now located at 297 Fifth Avenue. This was the only school available in Newport until School District 1 was organized June 6, 1860.



Before the turn of the century, Minnesota's territorial pioneers formed such groups as the Minnesota Territorial Pioneers and the Old Settlers' Association. Is anyone in this group related to you?

OLD FAMILIES OF NEWPORT

JOHN BAILEY AND FAMILY

The history of this family in Newport begins with **JOHN BAILEY**, a Canadian, who was born in eastern Ontario at Cornwall. As a young man he was a Hudson's Bay employee. He met and married Eleanor McKean, who came from Ireland. There were 11 children in the family, seven of whom were born in Canada. The first three children, John Vincent Henry, Margaret and Levi, are to be especially noted. Each added to the development of this area.

John Bailey came to Red Rock in 1849, looking for a place to settle with his family. The following spring the family went to St. Louis, Mo. where they arranged to make the trip up the Mississippi River by steamboat. On May 20, 1850 they boarded the Doctor Franklin No. 1, and six days later landed at Red Rock. John A. Ford met the family and took them to his home, where Mrs. Ford prepared them a venison breakfast. Later that day, they attended a religious service at the Denton House where Rev. Chauncey Hobart presided. This was their first religious service in the United States.

The family remained at Red Rock for one year, living in a house rented from William R. Brown. During that summer John Bailey preempted (was the first to settle on land not previously occupied) a 160-acre farm where St. Paul's

College was later built in St. Paul Park. He built a log cabin on what was described as barren prairie. The family lived there for many years, and later traded the land for a homestead in Cottage Grove Township.

On the 50th anniversary of their arrival at Red Rock, May 26, 1900 the remaining family members gathered for a celebration. They recounted the events of the day of their arrival. They said that the Denton House was where the John Ford house was then standing. Those in attendance were John Vincent Bailey, Mrs. William Moore (Margaret), Levi Bailey, Mrs. Eleanor Sproat, Mrs. Charles Nienhauser (Lillie), Mrs. Chloe Judkins, Mrs. Heston Nixon and Mrs. John T. Crippen (Eva).

JOHN VINCENT HENRY BAILEY AND FAMILY

JOHN VINCENT HENRY BAILEY, born January 11, 1833, was 17 when the family came to Red Rock. He was known to the family as Vincent. Later generations have called him J.V.H.

In 1852, J.V.H., then 19 years of age, went to the Lac qui Parle mission station which had been established by Presbyterians, Williamson and Riggs. This was one of the earliest mission stations in Minnesota, established for the Sioux in 1835. The station was in the far western part of the state, and was in the heart of former Sioux territory recently ceded to the United States with the Treaty of Traverse des Sioux in 1851. J.V.H. made many hazardous trips with supplies for the Indian agencies through-

out the territory. He learned the Dakota language of the Sioux and served many times as an intermediary and interpreter.

He settled on a farm near Traverse des Sioux where the Indians traditionally forded the Minnesota River. (It was near what is now St. Peter.) He met a young lady, Isabella Kennedy, who had come to Traverse des Sioux from Canada with her brother Duncan. Isabella was born in 1831 in Glengarry, Canada and was of Scottish heritage. On July 31, 1856, J.V.H. Bailey and Isabella Kennedy were married by a missionary who was stationed at Traverse. The home of the newlyweds was visited often by General Henry Sibley and territorial officers who frequently traveled back and forth between Traverse and the capitol in St. Paul.

The couple moved to Hastings in 1859 and within a year bought a 160-acre farm near there in Goodhue County where they lived for 20 years. On Feb. 14, 1865, J.V.H. enlisted in Company I, First Minnesota Heavy Artillery. He was promoted to rank of sergeant on March 5th. The war ended in April, and he was assigned to garrison duty at Chatanooga, Tenn. His unit was later ordered to Nashville. He was mustered out on April 27, 1866 and disbanded at Fort Snelling.

There were seven children in the family of J.V.H. and Isabella. In 1880 they moved to Stoneham, Chippewa County in the western part of the state where J.V.H. had begun his independent young life. They remained only one year. They then moved to Red Rock,

bought 40 acres of land and settled in a house on what became Hastings Avenue. (This site was where the Newport Pet Clinic and Hospital stood in 1989.) The house burned down sometime after the Baileys left it.

J.V.H. became a well-known vegetable farmer and fruit grower at Red Rock. He served the village of Newport as road commissioner, was an election judge and a member of the board of health. He and Isabella were two of the founders of the Presbyterian Church in St. Paul Park. Isabella was an honored member of the Newport Woman's Club.

On May 1, 1897, when J.V.H. was 64, he renounced his Canadian citizenship and became a naturalized citizen of the United States.

The five daughters of J.V.H. were capable, well-liked women. They were **ANNA J. PALMER, ISABELLA (BELLE) ATHERTON, MARGARET J. BLAIR, MARY BLAIR** (the two Blairs were not related) and **MINNA E. POWELL** — who was her father's favorite.

ISABELLA ATHERTON lived at Red Rock and taught in the one-room school there for a short time. One of her students was Martin Swanlund. She was a woman with strong convictions. She was an active antivivisectionist. There was never a stray animal that didn't find a home with her. Her care for all living things, including trees, was well-known. In 1917 she demanded the return of a tree which had been removed from the high-

way in front of her home and, ultimately, the council returned the wood to her.

MARGARET BLAIR was also a teacher. A very accomplished woman, she headed the University of Minnesota School of Home Economics and was also art director of the University of Minnesota in the College of Agriculture for 18 years. Later, she gave health lectures, demonstrated bodybuilding and taught aesthetic dancing at the Leamington Hotel in Minneapolis. She developed a line of cosmetics which she sold under her own label. Her activities were not too favorable in the eyes of her father.

As a young girl, **MINNA BAILEY** was librarian at the Newport Public Library where she was known as Minnie. Her Christian name was Wilhelmina. She studied journalism at the University of Minnesota. As an undergraduate she wrote for the *St. Paul Daily News* and later was literary editor at the *St. Paul Dispatch and Pioneer Press*. She moved to Kansas City, Mo. where she was music and art critic for the *Daily News & Kansas City Star* over a period of many years.

Their brother, **John Vincent Bailey**, became an extremely successful farmer and shrewd businessman. It is he who started farming as a market gardener in Newport and very early changed to developing nursery stock which has today become Bailey Nurseries, Inc.

THE SCHILLINGS

HENRY E. SCHILLING's

parents came to America from Germany and settled on a farm in Warren County, Mo. in 1850, where Henry was later born. When he was six years old his parents left Missouri and came up the Mississippi River by steamboat as far as Lake Pepin, where ice blocked their progress. They continued their journey to St. Paul by ox team and arrived in April of 1856. They went directly to Woodbury where the family made their home on a wooded piece of land. Wild game furnished a great deal of their food. Telling about his boyhood days, Schilling said that one evening he counted 72 deer within sight of their cabin.

Schilling learned the carpenter's trade and worked at it for 11 years, stopping long enough each year to do threshing. It was his life's hobby, which he continued for 39 years in the Woodbury area. He had the latest equipment, replacing the machines frequently — never bothering with repairs. In 1911 he gave up threshing and settled on a farm in Woodbury.

In April 1879, Henry Schilling married **EMMA LOIUS RHEIN** of Woodbury. She had been born in Detroit, Mich. in 1858, the daughter of John Philip and Dorothy Rhein. Her parents were also natives of Germany. Her father was a stage driver while in Detroit. When Emma was 11 months old the family came west. They survived a difficult crossing of a turbulent Lake Michigan and settled in Woodbury, remaining there for about six years. They then moved to West St. Paul. When 17 years of age, Emma Rhein

returned to Woodbury where she married Henry Schilling. There were three children: Rose (Mrs. Charles Metzger of Highwood—the area just north of Newport on Hwy. 61.); Bert of Newport and Paul of St. Paul.

Henry and Emma Schilling left the farm in 1924 and established a home where they retired in Newport on Sixth Avenue. Emma became very active in the Ladies Aid of the Newport Methodist church.

PETER and ANNA OLSON are the maternal grandparents of Ethel Schilling Johnston and Phyllis Schilling.

PETER OLSON, a native of Sweden, left his wife and three children and came to America to make a home for them. (The date is not known). He came to Newport where he worked in the saw mill and cut ice in the winter to earn their fares. However, when he returned to Sweden he was a widower with three children. His wife had passed away. He returned to America with one child, and later made a second trip for the others.

When he returned, he remarried. With his wife Anna he settled on a farm in Newport Township, located on the road going east of what is now Highway 61, which passes Newport Cemetery (known locally as Cemetery Road). Weekly, he loaded his buggy with eggs, cheese and fresh-churned butter and drove to St. Paul where he sold them. The Olsons were regular summer attendants at the Red Rock camp meetings. About 1900 they left the farm to retire in

Newport. They bought a home on the northwest corner of Seventh Avenue and Seventh Street. This is the 1989 home of Ethel Johnston and Phyllis Schilling.

ALBERT HENRY (BERT) SCHILLING was born in Woodbury to Henry and Emma Schilling in 1890. While growing up, he worked on the farm and later went into business in a garage as an auto mechanic on Bates Avenue in St. Paul. In 1916, he moved to Newport, married Amanda Olson—daughter of Peter and Anna Olson and set up business behind the house where he built a small garage on Seventh Street. Later he added to the garage, making it three stalls wide.

Bert was famous for his mechanical expertise, his goatee and his well-trained hunting dogs. During the late 1920's he gave up auto repair and turned his talents to maintenance of farm machinery in the area where he had grown up — Woodbury. He responded to the farmers' calls in his six-cylinder Ford truck, which he fitted up with mechanical and welding equipment. His truck became his portable garage. He went from farm to farm repairing machinery, often driving into the field where help was needed. When he couldn't get a necessary part, he made it. And he was always accompanied by one of his hunting dogs.

He was an avid sportsman. Hunting and fishing were his lifelong hobbies. He was a member of the National Rifle Association and the St. Paul Rifle and Pistol Club, where he won many trophies

and medals. He hunted in several places; ducks and deer in Minnesota, deer and antelope in Wyoming. One year he brought a moose home from Canada. The trophy head had hung in the North Pole Restaurant in the Newport Shopping Center for many years.

Bert was very creative with his talents. He built a crystal radio set and all the neighbors came to listen - a difficult thing as the headset had to be passed around since there was no loudspeaker. Another unique thing he did was to put a motor on the washing machine — Amanda's was the first powered washing machine in Newport.

Bert's mechanical genius was also turned to creating things for his personal enjoyment. He built a little car he called a "speedster" with a souped-up motor. (This car remains in Newport and is now the property of Frank V. Kraft). He also created his own motor home on a Premier chassis. The sides folded down into double beds, and it was fitted with a cupboard and gas stove in the rear — ideal for his hunting trips. Later, in 1934 he had a bus built on a Ford chassis, which he used for a motorhome. With this he traveled to Canada and up and down the west coast.

His fame for excellent motor repair extended to the boatmen in Newport. There were many men on the farms at Woodbury, and several men in Newport who mourned Bert at his passing in 1965.

WHAT HAPPENED TO ONE PIECE

OF PROPERTY IN NEWPORT

Everyone knows that property abstracts are difficult to understand. They are documents which delineate the transfer of property and give one an insight into the history of a particular place. One such abstract is that of the Schilling home. Their property appears not to have been built on until 1883 or 1889. Previous to that, the record shows many land transfers. It was originally the property of Eli Shelton and Andrew Scofield, recorded in May, 1865. They transferred it to Mary Stewart in 1867. She in turn transferred it to Wm. R. Brown in 1870. In 1875 he placed it in the name of his wife, Clara Brown. (It was a part of the Brown addition to Newport in 1872). Clara Brown transferred it to Clarissa Van der Hoof in 1872, and then to Lucy Ayres in 1883 through John Willoughby as a witness. In 1889 Sam White acquired it and apparently built the home there. In 1901 Goodrichs sold it to Anna C. Olson who was the grandmother of Ethel and Phyllis Schilling, the 1989 owners of the property.

MARGARET BAILEY BAILEY MOORE

MARGARET BAILEY was the daughter of John and Eleanor Bailey. She was born in Cornwall, Canada on June 27, 1837. She was four years younger than her brother, John Vincent Henry Bailey.

On April 27th, 1854 she married Sylvester Bailey in her parents' home. (Sylvester Bailey was born in New

Hampshire and was no relation to the John Bailey family.) After their marriage they lived in Prescott, Wisc. for about 10 years. It was during that time that four girls were born: Sylvia, Amy, Ida and Carrie. The family later moved back to Cottage Grove. Sylvester died there in 1879 and there Margaret remained until 1882. That year Margaret Bailey married Rev. William Moore at Red Rock. He had come from England, where he was born in 1843. Presumably he was a part-time preacher, as he was listed in the 1890 census as a butcher. When he died in 1902, Margaret purchased a home in Newport which she occupied until her death in 1921. It is believed that her home was one of the three large houses west of the railroad tracks on 12th Street. Margaret was a member of the Territorial Pioneers Association and a long-time member of the Newport Methodist Church.

Margaret's daughter, **IDA BAILEY**, lived with her mother in Newport for five years. In 1887 she married August F. Noltimier in the Newport Methodist Church. They made their home on a farm in Cottage Grove Township.

AUGUST NOLTIMIER was the son of Fredrick Noltimier and Mary Schindler Noltimier. Fredrick and Mary were natives of different places in Germany. In the year 1851, they each took sailing vessels en route to America. They left Germany because of a revolution there, and were seeking religious freedom. Fredrick landed in New Orleans.

Mary Schindler landed in Cuba. The boat had been blown off course due to a severe storm, and was badly damaged. They were down to bread and water rations when land was sighted. The passengers were transferred to a side-wheeler and finally reached St. Paul.

Fredrick and Mary Schindler were married in 1853 and they settled in Woodbury Township. Fifteen years later, the Fredrick Noltimier family moved to a farm near St. Paul Park in Cottage Grove Township, which became the Noltimier homestead. There were eight children born between 1857 and 1878. They were August F., Caroline (Carrie), Charles Henry, Amelia, Elizabeth, Sarah Lydia, George and Harry.

Fredrick and Mary left the farm in the hands of August and moved to Newport. In 1893, Fredrick died. Mary then made her home with Carrie, Amelia, Elizabeth and George in Newport. That house is at 333 First Street, and has recently been restored. Mary Noltimier died there in 1926. The four Noltimiers never married. They were all active in community affairs and staunch supporters of the Newport Methodist Church. George was famed in the area as a tenor soloist.

August F. and Ida Bailey Noltimier had seven children: Edith May, Marguerite, Victor Bailey, William F., Esther, Stanley and Chester.

Edith May Noltimier married Oscar Moen, a county auditor in McVile, N. Dak., in her parents' home in

1913. They were the parents of Victor and Arnold Moen. Edith died of a liver ailment at her home in Lacota, N. Dak. just one week after giving birth to Arnold. The brothers were then separated. Victor remained with his father in North Dakota. Arnold was brought to live with his maternal aunts in St. Paul Park who raised him.

THE SHABAKER - ARNY CONNECTION

CHRISTOPHER SCHABACKER and his family came to Newport when their son William was five years old. William, who all knew as Bill, was born in a house at Sixth and Sibley Streets in St. Paul in 1865. The years he remembered were all spent in Newport where he went to school, learned blacksmithing from his father and enjoyed the early years of his boyhood. He told of the long lines of wagons loaded with grain enroute to the flour mill or headed for shipment to market via the Diamond Joe Lines steamboats. Bill took over his father's blacksmith shop and later branched into farm machinery sales, and finally machinery and farm hardware. He closed the store in 1941, tore down the building (when he was 76) and replaced it with a building he rented to the telephone company, which they used as an exchange station.

He was a trustee in the Newport Methodist Church for 40 years, mayor of Newport for six terms and trustee on the council for two terms. He served on the school board and was Treasurer of the Cemetery Association. He was a resident

of Newport for 87 years and died at age 94.

Bill Shabaker's wife, the former **MINNIE ARNY**, came to Newport with her parents in 1887 when she was 22 years old.

Minnie's father, **JOHN ARNY**, immigrated to America in 1854 from Baden-Baden, Germany. He landed in New Orleans, as so many from Germany did at that time, and proceeded up the Mississippi River to St. Paul. (Many young men were fleeing from Germany to avoid conscription and went to New Orleans, trusting they could not be traced to their new location in America.)

John Arny's wife, the former **ANNA PETERSON**, came to St. Paul from Gottenberg, Sweden in 1860. They were married there in 1862. It is believed that John Arny homesteaded the property later known as the Bebermeyer farm in Cottage Grove Township. There were five children born there, only three of whom lived to adulthood — their son Edward and twin girls Emma and Minnie. Emma died at 22 years of age, before the Arnys left the farm in 1887. Edward remained on the farm and John, Anna and Minnie came to live in Newport where John built a home near the mill pond. The house stands on the southwest corner of Ninth Street and Third Avenue. Later John Arny sold his home and bought the former James H. Huganin house on Fourth Avenue and Sixth Street.

It is not known where the Arnys

were living when Minnie Army and Bill Schabacker were married in her home in 1894. They made their home in Newport and, in time, built a home on the north-west corner of Sixth Street and Fifth Avenue. The Schabackers were the parents of two children, Florence and Arthur. In 1918, Bill and Minnie went to the county courthouse in Stillwater and changed the spelling of their name from Schabacker to Shabaker.

Minnie was a member of the Newport Methodist Church where she was pianist for many years. In addition to being president of the Ladies Aid, Minnie was active in community affairs. She was a charter member of the Newport Woman's Club and its president in 1920-21. She had the distinction of being a member of the Newport Public Library Board for over 50 years. Bill and Minnie later moved to the Methodist Walker Home in Minneapolis in 1957.

The Noltimier and Shabaker families were joined with the marriage of **STANLEY NOLTIMIER** to **FLORENCE SHABAKER** in 1926. They made their home on the Noltimier farm where Stanley operated a dairy farm with a large herd of Holstein cows.

Stanley was born in Cottage Grove Township in 1896, attended St. Paul's College and upon graduation attended the University of Minnesota in the School of Agriculture. He graduated in 1916. He returned to the family farm where he lived until 1955. He was a member of the Newport Methodist Church and served as both Trustee and

Treasurer. He was also a member of the Board of Directors of the Farmer's Terminal State Bank.

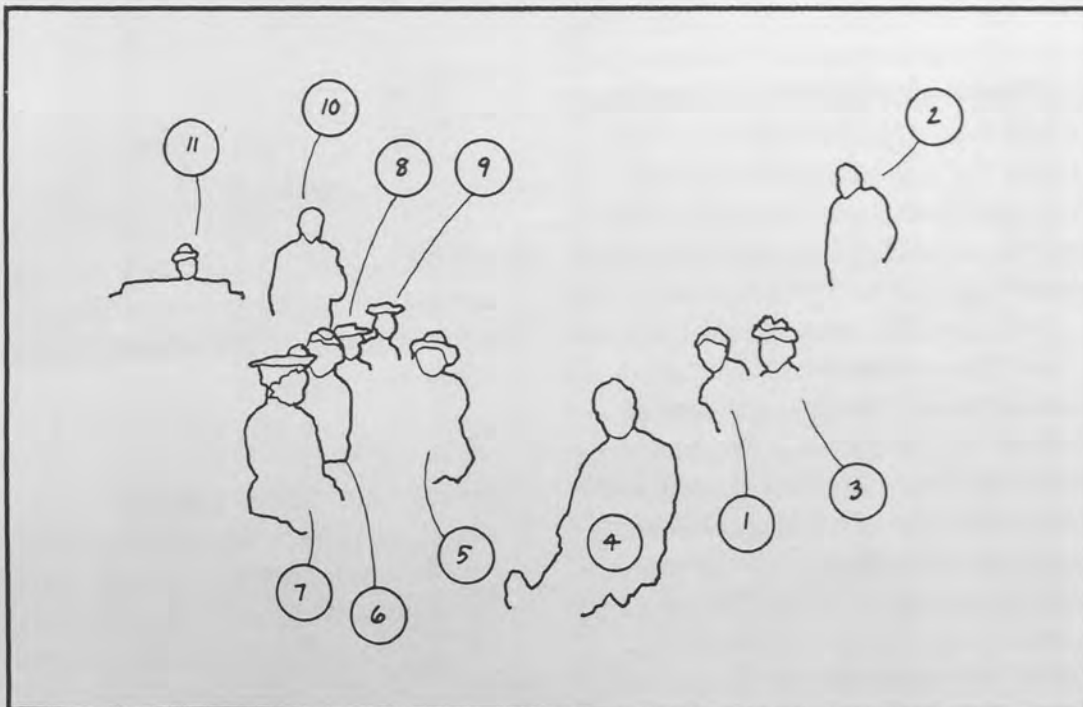
Florence Shabaker was born in Newport in 1899. She was educated in Newport Elementary School, St. Paul's College in St. Paul Park and Central High School in St. Paul. She was a member of the Newport Methodist Church and organist for 10 years. Stanley and Florence had two little girls, Jean, 9, and Rita, 13 months, when Florence died at the age of 41 in 1940.



Wm. Moore



In the spring of 1902, a monument to Rev. William Moore was dedicated at Red Rock Cemetary. Moore's first wife, Christianna and his son, William, are also buried there. Identified in the photo are: 1, Mrs. William Moore; 2, Levi Bailey, brother of Mrs. Moore; 3, Addie Ford; 6, Isabella (Mrs. J. V. H.) Bailey; 7, Minna Bailey, daughter of J.V.H. and Isabella; 8 and 9, two of the Noltimier sisters (Mrs. Moore's daughter married August Noltimier); 10, Rev. Cressey; 11, Mrs. Colgrave.

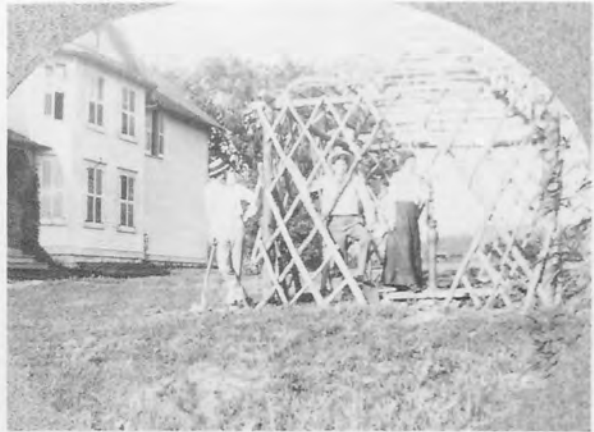


Right : Bert Schilling. Middle: Bert and Amanda Schilling. Below: This building housed Bert Schilling's first garage. Bottom right: Four generations of the Peter and Anna Olson Family. Below left: William MacKean, Provost of Paisley, grandfather of J.V.H. Bailey



The Late WILLIAM MacKEAN.
 Provost of Paisley, 1820-52.
 Born 23rd December, 1812. Died 2nd October, 1852.





Upper left: Sylvester Bailey, Margaret Bailey Bailey Moore's first husband. Upper middle: Margaret Bailey Bailey Moore. Upper right: The large Newport yard of the Noltimiers home included this big structure. Note that the bark is still on the logs. Middle left: Mary Schindler Noltimier, wife of Frederic and mother of Carrie, Elizabeth, Amelia and George, all of Newport. Middle right: Minnie Shabaker. Left: Bill Shabaker.

WHO WAS NEWPORT'S MYSTERY POET?

The young community of Newport was home to farmers and merchants, rich and poor, young and old. And in 1886, one of the village's residents was a poet.

We know very little about William E. Adams. He does not appear in census records from 1885 or 1890 with others bearing the same last name.

What we do know is that in 1886, Adams had a book of his original poetry published. The slim tan paperback, titled *The Waste Basket*, is patched with tape and colored with age. Published by the Pioneer Press Company in St. Paul, the book is not much bigger than an adult's outstretched hand.

A written note inside the cover tells us the book sold for 35 cents.

A little bit of information about Adams is gleaned from the first page of *The Waste Basket*. "The first two poems in this collection were composed in December, 1880, and in June, 1881, respectively, I then being fifteen years old. I have never been satisfied with either of them. Yet, believing that the reading public does not as a rule criticize the productions

of youth, I have resolved to crowd them into *The Waste Basket*. The other poems have all been written since the first of January, 1884."

Adams' first poems were about Indians and their loss of freedom ("But now his mind is filled with fear, He sullenly submits to fate:") and songs of religious praise ("Mid saints and angels he shall tune His harp to praise his Priest and King").

Poetry he wrote between the ages of 18 and 20 deals largely with religious themes and personal thoughts. His only poem with an obvious local tie is called "By the Mississippi", in which he expresses a desire to travel southward with the great river.

A five-part poem titled "Remembrances" takes the reader through Adams' early life, his school days and young adulthood.

He writes of school not only as a place to learn and make new friends, but also as an ongoing way of life:

"... The world, so varied and so vast,
My school henceforth shall be.
All that is past I count as past,
and grasp futurity. . ."

The last poem in the 16-page booklet is titled "A Dream". Perhaps this is our best clue to understanding this long-ago poet of the village of Newport, when he wrote:

“ . . . And in the river flow of their
 song
 These curious works full strangely
 moved along:
 “Tis grander, noble in the people’s
 sight
 To live an epic rather than an epic
 write!”

The log cabin,
 left, and hotel,
 right, were land-
 marks at the Red
 Rock Camp Meet-
 ing.



DIAGRAM OF RED ROCK CAMPGROUND ca. 1890-1937

The camp grounds were fenced in on three sides and terminated at the river. The northern boundary lay along Mississippi Street (now 21st Street) while the southern fence-line was where 17th Street is now located. The eastern boundary bisected what is now Fourth Avenue. An artesian spring, near the hotel, produced insufficient water for the crowds in attendance and the association despatched it and placed a hand pump over it. This is the origin of the creek shown. Also, in the vernacular of the day, there were four “biffys” on the grounds.

LEGEND

- Association buildings**
- A - Minister's Cottage
 - B - Caretaker's Cottage
 - C - Men's Dormitory
 - D - Women's Dormitory
 - E - Young People's Dormitory
 - F - Biffy
- Rented association cabins**
- F - Riverside
 - G - Silent Oak
 - H - Peaslee-White
 - J - Mt. Zion
 - K - Mahany
 - L - Wisconsin Dormitory
 - M - Ariel
 - N - Pennel [Penell]
 - P - Bible-Way
 - Q - Heringfield
- Privately owned cottages**
- 1 - Island Armoring (Ollaran)
 - 2 - Miss Busch
 - 3 - Wright
 - 4 - Cain
 - 5 - Glass
 - 6 - Reynolds
 - 7 - Jacobsen
 - 8 - Thorsen
 - 9 - Stinson
 - 10 - Sallerfeld
 - 11 - Nelson
 - 12 - Kessler
 - 13 - Gentry, Colgrave
 - 14 - Ringes
 - 15 - D.S.B. Johnson
 - 16 - Erbet
 - 17 - Sheppard, Dohaw, Seuber
 - 18 - Andrews
 - 19 - Taylor
 - 20 - Styler
 - 21 - Steal
 - 22 - Atkinson
 - 23 - Colyer
 - 24 - Eggleson (tent)
 - 25 - Perry
 - 26 - Cain
 - 27 - Glicker
 - 28 - Miss Beal

*Information courtesy of Frances Armstrong and Helen Andrews



1890 — RED ROCK CAMP GROUND — 1937

PHENOMENAL CAMP MEETINGS AT RED ROCK, MINNESOTA

In a northern portion of Newport, formerly named Red Rock, an unusual and unique tradition was established in 1868. Religious camp meetings took place there for 69 consecutive summers. Red Rock, home of John Holton and John A. Ford, became nationally famous when, at their suggestion and with their help, camp meetings began in 1869. In the year of the first camp meeting many people attended — surprisingly, many more than expected. Over a period of 19 years, annual growth continued to increase until in 1888 the reported attendance reached 10,000 people on a single day. The meetings lasted five to ten days and always included the 4th of July. The Red Rock Camp Meeting has continued uninterrupted for 120 years, although the site of the meetings has changed twice since their beginning. In 1968 the United Methodist denomination merged with the Evangelical United Brethren to strengthen the organization. The Red Rock Camp Meeting today emphasizes family camping, stressing work with youths who are in the majority in attendance.

HISTORY OF THE RED ROCK CAMP MEETINGS

In May 1868, Holton and Ford presented the idea for holding a summer camp meeting at Red Rock to their minister in the Methodist Church at Newport, Rev. C.G. Bowdish. To aid him in organizing a camp meeting he visited his friend Rev. Harvey Webb, a minister at St. Anthony. They then called a meeting at the Methodist Church in Newport to discuss the proposal. At the meeting Holton offered ten acres of his land to the Methodist Church for a camp meeting site. It was accepted and organizational plans were set in motion. Articles of incorporation were drawn up and signed in the St. Paul office of attorney, Parker Paine, who became the first president of the association. The corporation was to be known as "The Red Rock Camp Ground Association." Holton and Ford prepared the grounds for the first camp meeting held in late June and early July of 1869.

A description of the first meeting was written by Dr. Merrill E. Jarchow in an article entitled "Red Rock, Frontier Methodist Campmeeting" (sic) which was printed in *Minnesota History*, a publication of the Minnesota Historical Society, in June 1950. "The facilities available for participants, as compared with those of later times, were crude and primitive. A covered platform for speakers and singers was attached to a lodging place, or more accurately a shanty,

which was used as a preacher's lodging place, though it was equipped only with straw bunks, and had little ventilation. In the front of the platform were crude, but substantial, seats without backs, sufficient to accommodate over two thousand people. Surrounding the seating area were tents for people who wished to remain over night. In spite of the lack of comforts, the first meeting was well attended."

The story of the Red Rock Camp Meeting, as revealed by the Twin Cities media, is interestingly told. The following accounts, arranged as they were reported day to day, begin with the first day of the first meeting in 1869 and continue to 1878, when they were being more enthusiastically attended annually.

NEWS OF THE DAY

From the *St. Paul Daily Pioneer*, dated Wednesday, June 30, 1869:

"CAMP MEETING

"The steamer Jeanette Roberts leaves the levee this morning at 8 o'clock for the Red Rock camp ground. She will return and leave again at 12 M. (presumably noon), and leave the camp ground on the return at 6. . ."

From the *St. Paul Daily Press*, dated Thursday, July 1, 1869:

"RED ROCK CAMP MEETING

"The Methodist denomination in this State began a grand rally at Red Rock yesterday. The boats from here carried down a goodly number of passengers, and the boats from the St. Croix valley and from down the Mississippi River brought many more. The camp ground . . . is located not very far from the landing, and in a grove of small growth timber, which gives pleasant shade. . . Tents were being pitched and the little convenience of camp ground arranged so as to make the participants comfortable. . ."

From the *St. Paul Daily Press*, dated Saturday, July 3, 1869:

"The Methodist Camp Meeting at Red Rock, on the Mississippi River, about six miles below the city, is in active and enthusiastic operation, and is an assured success. . ."

"The grounds are held and improved by an association known as the 'Red Rock Camp Ground Association.' Neatly executed certificates of stock have been issued, bearing the Minnesota State seal, and also the seal of the association, which bears the name of the Association, with an imprint of the Holy Bible in the center.

"A substantial board preaching tent, one story and a half in height, has been erected. Back of the pulpit is a sitting room, containing tables, books, stationery, the daily papers

and religious periodicals; also two tiers of double sleeping berths; adjoining is a toilet room, with a tier of double berths. In these rooms are sleeping accommodations for thirty ministers.

“Over the pulpit is a sounding board which assists the speaker that the words can be understood with ease two hundred feet distant; within that distance are seats which will easily accommodate 2,500 people and three thousand if necessary. . .

“There is also a large frame boarding tent where warm meals and refreshments are furnished to those desiring them. . . .

“An efficient day and night police force keeps watch of the grounds, so that there is no danger of disturbance or theft.

“The Camp Meeting commenced on Wednesday evening, with preaching by Rev. Webb, of St. Anthony . . . The meetings were of such an encouraging nature that success was assured from the outset.

“A large portion of those in attendance are church members, who take hold of the work with earnest zeal, making the exercises of the most interesting character.

“It is entirely impossible by being in attendance merely during the day, to get a true idea of the interest and power of the camp meeting. The

evening meetings are the most interesting, besides, being present at only part of the meetings seems to break the chain of their interest and influence. So those who wish to enter heart and soul into the spirit of camp meetings, or to see what they really are, should pitch their tent around the charmed circle, or square rather, and stay there day and night.

From the *St. Paul Daily Pioneer*, Wednesday, July 3, 1869:

“The camp meeting that has been in progress for a week at Red Rock closed Monday, and the last of the movable materials were brought up on the Jeanette Roberts on Monday night. It was one of the most quiet and orderly meetings of that description ever held in the State. The location is delightful, and when the grounds are improved, as it is proposed to improve them, it will be one of the most charming spots in the State. On Sunday morning last \$500.00 were raised among those on the ground, for the purpose of fencing in the grounds and improving them. The land, ten acres in all, was donated . . . by Father Holton, an old Methodist who lived at Red Rock for thirty years. By making this donation he has linked his name with that of the church forever. It was a generous donation, and betokens the faith that is within him and the generosity of his heart.”

Having had such a great response, plans for the succeeding year

went forth with enthusiasm. All of the preachers at the first meeting were local men from the Minnesota district. The following year they no longer relied solely on local preachers, but invited a couple with national recognition, Dr. W.C. Palmer and his wife Phoebe Palmer, to "headline" the services. The Palmers were editors of a nationally distributed paper, "The Guide to Holiness". Effusive comments followed these meetings because of their success. It was written: "In appreciation of their participation they were amply repaid for their self-sacrificing devotion in coming from New York City, at this hot season."

That year, the Nellie Kent plied between St. Paul and Red Rock making four trips a day, the round trip was fifty cents. April 4, 1871, the *Minneapolis Daily Tribune* sent a reporter who wrote: "About 50 tents have been pitched in the beautiful grove of young oak. . . . The meeting began with three ministers present, and increased to about forty. . . . The crowd estimates (last year) were between 3,000 to 5,000."

Following the summer camp meeting in 1872 the trustees of the Catholic orphan asylum planned to have a 4th of July picnic for the children at the Red Rock camp area. "As the train fare will be but 50 cents, and half fare for children, a pleasant time can be enjoyed for a little money." The preceding was an item in the *St. Paul Daily Press* printed July 21, 1872. Given the popularity of the camp

meetings, it is to be speculated whether there was a corner available for the orphan children's picnic. In 1873 it was announced that seats were to be provided with backs, also that the grounds were to be platted into small lots to be sold "to parties who wish(ed) to erect buildings for occupancy during the camp meetings."

1874 MEETINGS

From the *St. Paul Daily Dispatch*, Friday, June 26th:

"Active operations commenced yesterday on the camp grounds . . . and a number of persons were engaged in pitching tents. Never before have so many tents and cottages been erected on the first day, and prospects are excellent for a very large attendance . . . Several neat board cottages have been erected by parties from this city . . .

"In addition to other improvements a large bell has been hung to warn people of the holding of the meetings." (When the camp was discontinued at Red Rock in 1937, this bell was hung at the Methodist summer camp at Frontenac.)

From the *St. Paul Pioneer Press*, Tuesday, July 3, 1877:

THE OLD CAMP GROUND
AN IMMENSE CONCOURSE OF
PEOPLE AT THE
RED ROCK RELIGIOUS MEETINGS

"The meeting at Red Rock . . . shows a larger attendance . . . than has been seen at previous meetings.

"On Sunday morning at 5 o'clock the large tent was well filled with worshipers, continuing the prayer meeting up to the breakfast hour.

"Rev. T.F. Gossard, at 8 o'clock commenced the Love-feast. This is one of the peculiarly interesting meetings among Methodists. Hundreds were present, and nearly one hundred testimonials were given within an hour and a half. Rev. W. Taylor, the world famed evangelist, was the first to speak. Some thirty ministers were present, and as many as could get the opportunity of speaking did so."

From the *Minneapolis Tribune*, Thursday Eve., June 27, 1878:

"Several trains . . . both ways daily. Also it is hoped arrangements will be made so as to convey passengers from Lake City, Red Wing and Hastings by late train, leaving the former place about 7 o'clock A.M. All trains will carry for reduced fare, good until the 6th."

Dr. George Vallentyne, minister at Park Avenue Methodist Church in Minneapolis, was very closely affiliated with the association at Red Rock. He served as its president for 36 years and was one of its most influential leaders there for 44 years. He has

been given credit with the great success and lasting influence of the Red Rock Camp Meeting in its first 100 years. He wrote an article, "Historic Red Rock," covering the first hundred years of Methodism in Minnesota as it relates to the camp meetings at Red Rock.

With reference to the Red Rock Camp he stated that it "came to be one of the great religious events of the Northwest. People came from great distances, traveling in their farm wagons with their families. They brought their cooking utensils and their bedding, and slept in their wagons or in tents and ate their meals in the open. People coming from widely separate parts of the country met here and became acquainted. Friendships were thus formed that continued through life. 'The Red Rock Young People's Society' and 'The Red Rock Choir' both became famous. The enthusiasm ran high.

"In order to keep pace with the rapidly growing work a new tabernacle seating 1,500 people was built. This was often found too small to seat the . . . listeners, it frequently occurring that more people were seated upon the grass and under the trees about the tabernacle than were housed within it.

"Early in the year 1883 additional land, amounting to fifty-two acres, was bought from John Holton. This new property extended to the river and the whole platted. In the

same year a new three-story hotel was built halfway between the tabernacle and the river at a cost of \$6,500. Before the building was completed, however, one story was wrecked by a cyclone, while the other two were left intact." (The two remaining stories were repaired and the building was moved closer to the cottages.) "A flowing well was put down beside the hotel . . . " (Many fine buildings were built around the grounds.)

In 1883, "The Red Rock Camp Ground Association" was reorganized and incorporated under a new name, "The Red Rock Park Association."

"High tide was reached in 1886 and the following two years saw unprecedented crowds gather. . . . Many special trains, and many boats upon the river, were needed to carry the thronging thousands to and from the grounds. . . .200 tents were scattered through the woods; farmers' wagons, with families grouped about them, were everywhere."

However, within four years, by 1890, both interest and attendance declined rapidly. Vallentyne continued:

"The decline once begun, could not be stopped. The management, deeply discouraged, thought of discontinuing the camp meetings altogether; but they had . . . a wonderful property . . . essential to great camp meetings."

Interest was again revived by the action of the Methodist Bishop, Isaac W. Joyce, who conducted conferences with ministers from Wesley and First churches in Minneapolis and Hamline Church in St. Paul. It was at this point that those who had guided the camp meeting movement for over 30 years relinquished responsibility to conduct meetings.

When the association assumed the management of the grounds, most of the buildings were in need of repair. Many of the cottages were 30 years old and the hotel was 20. It was said that everywhere one looked, there were signs of decay for lack of maintenance. Three Methodist ministers, each of whom in turn filled the office of superintendent of grounds, wrecked old buildings, built new ones and in general put the neglected facility back in greatly improved condition. People were again returning to a refurbished camp as more and more were once again going to the popular summer meetings. But times changed and in the early 1930's the grounds, especially buildings owned by the association, were in need of repair or replacement.

In the hot summer of 1936 the board was forced to make a difficult decision. The Red Rock Camp Meeting would have to be held elsewhere. They could no longer afford to upgrade conditions on the camp grounds. It was their desire to leave the log cabin and the Red Rock in Newport, where they rightfully be-

longed. This was their intent when they contacted the village of Newport, Washington County Historical Society and the Minnesota State Historical Society, none of whom would assure funds to retain and maintain these historic entities on their site.

As a result, both the log cabin and the Red Rock were moved to the new camp at Medicine Lake, northwest of Minneapolis. Ultimately, the camp there had to move later due to worn-out facilities. That move was almost the end of the line for the cabin and the red rock, which were left at Medicine Lake. Their abandonment by the directors of the Red Rock Camp at Lake Koronis was an outrage to the members of the Methodist Church in Newport and many others within the village of Newport. Their historic significance was not overlooked.

The preservation of the cabin by the association dates back to a time which Frances Armstrong remembered well. She recalled its derelict condition before it was moved, with gaping window openings and a partial door. All of the children were warned to stay away from it. In its original condition, the cabin had an additional one-story room attached on the side. When she saw it, the room had caved in and was an unstable pile of logs. When the cabin was moved this section was abandoned as reconstruction was out of the question. Once in its new location, a porch was built around two sides and the roof

gable on one end was extended to cover the stairway. There the camp bell was hung.

Dr. Vallentyne wrote about the moving of the cabin and rock from their original sites as follows:

“. . . the log cabin built by Mr. Kavanaugh was still standing (when the Minnesota Pentacostal Association took over) though in a ruined condition. In 1909, after having a lifetime of 70 years, it was taken down and moved to a site on the camp ground where it was placed on a stone foundation, and put in good repair, that it may be preserved for future generations. It now bears the name of ‘Kavanaugh Cottage’ and is regarded with affectionate interest by all ‘who behold it.’

“The boulder, Eyahshaw of the Sioux Indians, had been moved by the Red Rock Association from its original site near the river to a location midway between the river and the tabernacle, where it rested beneath the spreading branches of a beautiful oak.” (It was later moved, about 1913, to a spot near the entrance to the grounds where it was mounted on a cement base for preservation.)

After the cabin was moved onto the camp grounds, during the meetings every 4th of July, the porch railing was draped with red, white and blue bunting. One of the people without whom the meetings could not

be conducted, was "old" Mr. Fisher, a Civil War veteran. He always dressed for the occasion by wearing his uniform. He was the official bell ringer. During the years when Frances Armstrong was clerk at the hotel, Fisher appeared every morning with a bouquet of Brown-eyed Susans which he picked early in the morning along the railroad tracks. He said he brought them to brighten up the desk.

GRAVES OF THE TWO KAVANAUGH CHILDREN

In "Historic Red Rock" Dr. Valentyne wrote about the care of the graves of the two Kavanaugh children as follows:

"When the Minnesota Pentacostal Association took over the grounds (of Red Rock Camp Ground) they found the graves of the Kavanaugh children enclosed by a neat fence which had been erected by the Children's Missionary Band. The graves were originally marked by a few small boulders that had been carried by 'Aunt Nancy,' a half-blood Sioux woman, daughter of Jacob Folstrom. (He was a Swedish soldier who joined the Methodist Church and later became a preacher.) 'Aunt Nancy,' as a child, had been a member of a class of little girls that met with Mrs. Kavanaugh in her home to receive instruction in the Bible. She was well acquainted with the early history and traditions of Red Rock and in her old age she returned to visit the scenes of her childhood and commu-

nicated to Mrs. Sarah Sheperd interesting information concerning the early days."

The graves were near the original site of the log cabin. About the time the Red Rock Camp Meeting was preparing to leave Newport in 1937, the board of directors saw fit to remove the two small graves also. They were then taken to Sunset Memorial Cemetery in north Minneapolis. There they were reinterred in a site opposite the front entrance and marked with a bronze tablet.

Chapter Two

From Frontier to Township to Village to City



The river boat Cyclone plied the Mississippi at Newport.

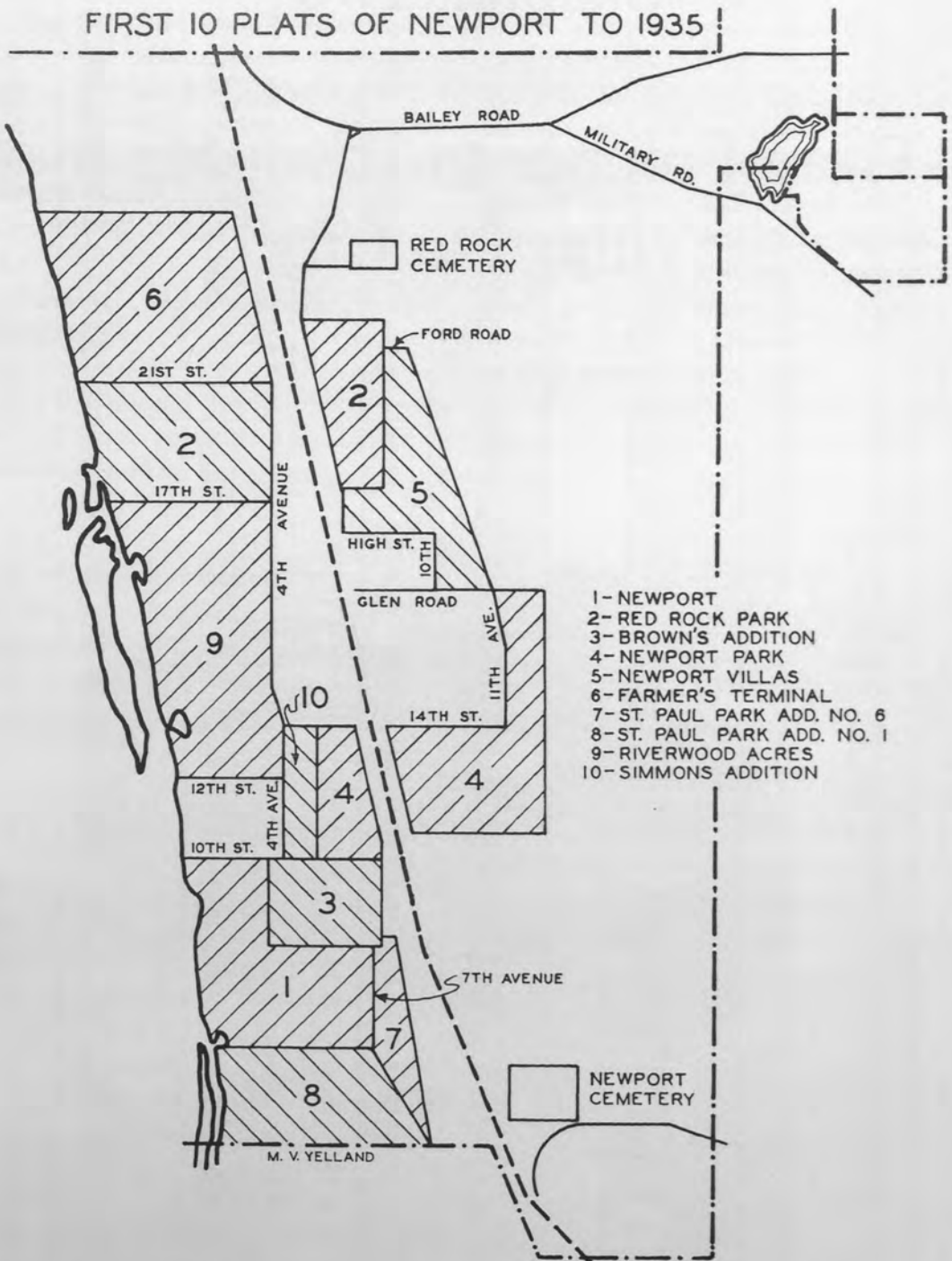
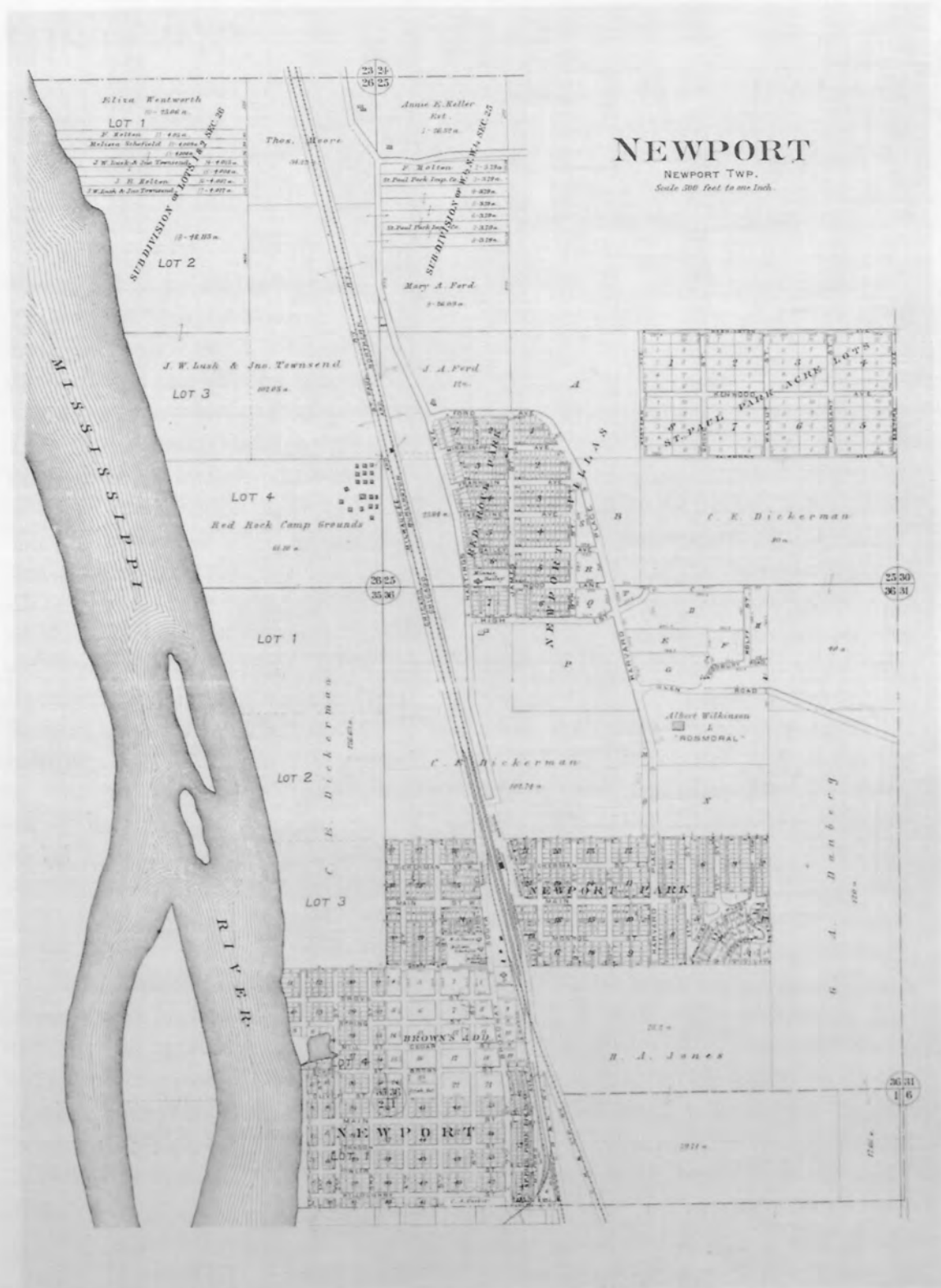


Illustration by M. Virginia Yelland.



Plat Book of Washington County Minnesota - 1901



Plat Book of Washington County, Minnesota - 1901.

HISTORIC TOWNSHIP AND VILLAGE PLATS

Much of the interesting history of Newport is pinpointed in its many plats. The original Newport Township was surveyed in 1857 and was bounded on the north and east sides by Red Rock Township, below which Cottage Grove Township extended south to the Mississippi River and included the eastern part of Grey Cloud Island. Its southern and western boundaries were the river, and this included the western part of Grey Cloud Island on the south. In 1861, the northern boundary of the township was extended to include a part of Red Rock Township, terminating at the southern Ramsey County line. The resulting township was eight miles long and one and one-half miles wide. The original survey was made by four men: R.C. Knox, James H. Huginin and the brothers William and Giles Fowler, all pioneers of the territory.

Newport Township remained the same for 28 years. It was then split into two sections, leaving the north and south ends dangling, when St. Paul Park was platted. Two years later, Newport incorporated. That left Grey Cloud Island the only remaining part of the original township.

The oldest plat of Newport is not dated. It was signed by Benjamin Densmore who, with Davis, built a two-run

flour mill in 1874 following the loss of the combined saw and flour mill which burned that year. The map is dominated by three characteristic landmarks — the river, the Mill Pond and Main Street. It was a typical river town, spread out along the river with a main street reaching inland. Consequently, the plat was somewhat “L”-shaped, with the inland part developed on the south side of Main Street.

The mill pond was the center of activity for well over 30 years. It was the mills that sustained the town. The pond was dammed up for use as a log-holding area, and to furnish water for the steam-operated mill. Originally, it was a natural catch-basin for run off from the hills to the east and was fed by two springs. One spring in the northwest corner, a bubbling spring, was still somewhat active in 1989. It is a large depressed area, all overgrown, holding very little water (the dam is gone) only seasonally. It is very difficult to reach and is no longer shown on the maps of Newport.

The grid of Newport village was essentially laid out with 200 x 300 foot blocks. Most of the streets were 50 feet wide with the exception of Seventh, the easternmost street, being 66 feet wide, and Main Street which was 80 feet wide. There were 11 east-west streets, not all of which extended from the river to Seventh (now Seventh Avenue). From the north, the short three and one-half block long streets were: Grove (now 11th), Spring (now 10th), Mill (now Ninth), School (now Eighth) and Oliver (now Seventh). Proceeding south, the longer streets were:

Main (now Sixth), Johnson (now Fifth), Fowler (now Fourth) and Willoughby (now Third). Ninety-foot lots bordered Willoughby to the south. The north-south streets were numbered as they are today, but have been designated as Avenues.

It is obvious that the plat described above was approved previous to 1872, when Brown's Addition was recorded. This was composed of five-block units which extended north from School Street, and west from one-half block (lot depth) beyond Third Street to embrace Seventh Street. Some of the extended street names were changed. The lengthening of Seventh Avenue became Broadway, and Mill and School Streets became Cedar and Brown Streets. This addition was referred to in the *St. Paul Daily News* of March 9, 1872. "The city of Newport, Minn. has just been enlarged. It formerly had an area of 140 acres and now embraces 160 acres. If it keeps on in the same proportion every year, it will rival Minneapolis and Mendota."

The Red Rock Park Addition to Newport was composed of two parts, most of which was originally the John Ford farm. A block of 60-plus acres lying west of the railroad tracks was designated as the property of Red Rock Park Association - the site of the camp-meetings. The settlement of the land lying east of the tracks was platted into five blocks defined by Avenues: Ford, Mississippi, Franklin, Eveline and Bailey. The only named street remaining is Ford Place. The others have since

been changed to numbered streets, 21st through 18th. All of these are where they were originally platted.

That was the extent of Newport until 1887, when two additional plats were developed to join the two from which the town started. They were Newport Park and Newport Villas. Newport Park was an "L"-shaped addition joining and extending the north end of Brown's Addition to include 12th Street. It lay west-east to include 11th Avenue and extended north to Glen Road. The land extending east of 11th Avenue was platted for estate development. It was considered preferential property on the hillside. There was another reason this was so designed. The area north of 12th Street was blocked by stockyards and farms along the tracks. Immediately east of that was a long slough which ran north-south between about 17th Street and 13th Street. Because of this, a "Z"-shaped plat provided a road connection from Ford Place to Glen Road at 11th Avenue.

These two additions are connected historically with Henry James who notarized Newport Park and secured signature for Newport Villas. The Newport Park addition was notarized in 1887. This enabled him to build his home on the hill by Glen Road. Newport Villas bears the signatures of four families: Charles Dickerman and Lizzie Dickerman, Henry C. James and Frances L. James, Oscar Greene and Jennie Greene and J.V.H. Bailey and Isabella Bailey.

Two more plats were drawn up in 1887. These were on the south end of Newport and oddly enough, are St. Paul Park Additions #1 and #6 to Newport. They were a part of Charles Parker's farm and became platted into St. Paul Park, but were legally a part of Newport. Charles Parker's home was in the Newport plat on the corner of Seventh Avenue and Third Street and he was attempting to sell all of his farm property to the developers of St. Paul Park. Addition #1 lay along the railroad tracks (Rock Island lines) between the river and Seventh Avenue. Addition #6 ran north-south and parallel to Seventh Avenue from the southern boundary of town almost to Seventh Street. (The old Village Hall and the present City Hall stand on property once owned by Charles Parker.)

These plats were all made long before there were automobiles to use on the streets. Charles Parker built a platform opposite his home along the Burlington tracks for his convenience. Many people who resided in that area also used it. This platform is shown on a map in the Plat Book of Washington County published in 1901. Later, the railroads requested the removal of the platform.

When the mode of transportation changed to driving automobiles, the roads also changed in Newport. The state built Highway #3 which within the town was named Hastings Avenue. Starting at Red Rock the highway paralleled the tracks to the 12th Street crossing and proceeded south on Seventh Avenue



The Humfeldt home, at Seventh Avenue and 12th Street.

to St. Paul Park. In the early 1930's Glen Road was a gravel trail which extended straight west to Hwy.3. In those days highways were routed through towns to stimulate business. In the late 1940s highways were again changed. Then Highway 61 was built eliminating the route through Newport on Seventh Avenue and completely bypassing St. Paul Park's business district. It was ultimately widened, cutting a wide path through Newport.

The Farmer's Terminal Packing Company Addition to Newport and the Farmer's Terminal State Bank built on the Red Rock Park Addition between 1915 and 1919 established definite historical gains in development. These businesses provided Newport with electricity at an early date and a business center for development. The following

year Red Rock was encouraged to develop south along Hastings Avenue with the Brooks Addition to Newport.

One more addition was made in 1935 with the platting of Riverwood Acres, Additions and Subdivisions which opened a housing area between the Red Rock Camp Grounds south to 12th Street.

In 1937 the sale of the Red Rock property permitted the development of the Red Rock Villas Addition. This permitted the construction of Fourth Avenue — north-south - as a main thoroughfare and it was in use in 1942.

Since 1950 many plats have been opened for development, mainly east of Hwy. 61 where they have changed the face of Newport which is now a cohesive community.



The J.V. Bailey home on Bailey Road - 1902.



The Schabaker home



The Schilling home



Harvard Place, home of first Newport mayor Henry James. This house was destroyed by fire.



The Berfeldt home, by the railroad tracks at the south end of Seventh Avenue.

POSTAL SERVICE IN NEWPORT, OR GETTING THE MAIL

Can you imagine what it would be like to receive a few pieces of mail in a year, or to get it once or twice in that length of time? That was the situation for the pioneers in Red Rock and Newport. People were scarce, mail was scarce and getting it was fraught with difficulties. To reach Minnesota, the mail traveled across country from the east, was shipped up the river by steamboat, dropped off at Fort Snelling and received when one appeared there to pick it up. The early journals tell of individuals who walked to the fort, either over the frozen river in winter or overland in the spring, going for supplies and the mail.

When the very first settlers arrived at Red Rock in 1837, their post office was at Fort Snelling. Until the territory was established in 1848, there was extremely little private mail. However, because of the presence of the Kaposia Mission, mail was dropped off there by passing steamboats at an earlier date than elsewhere. At that time there was no post office nor a postmaster. According to historical society records, the second post office established in Minnesota was located on Lake St. Croix and it began service July 8, 1840, but was dis-

continued in December of that year having accumulated total receipts of \$23.53. A year later this office was again opened and named Point Douglas. The third post office is listed at Stillwater being authorized on Jan. 14, 1846.

An earlier postal appointment which is not listed in Minnesota is that of William R. Brown (at Red Rock). The certificate named him Postmaster of Kaposia, St. Croix County, Territory of Wisconsin, dated February 1843. The official records of the United States Postal Department show appointments here as follows:

“Newport, Washington County, Minnesota Established as Red Rock in Ramsey County on December 19, 1849. Name changed and location to Newport in Washington County on May 4, 1857.”

The above is an interesting tangle of misinformation. The official appointment of John Ford in 1849 came long after he had begun handling the mail in his store at Red Rock in 1844. (Apparently Brown handled the mail only one year). From the family papers of John Ford we learned that upstream-bound steam boats were accustomed to stop to refuel and any mail addressed to Red Rock was left with him. It was Ford who renamed the community, Red Rock, after the Kaposia mission closed. The evidence would indicate that postal service here has been over a longer period of time than that documented by the federal government — it was undoubtedly not official but the service was there.

The last statement quoted above does not agree with the official roster. The community name change came with the appointment of William H. Johnson on August 15, 1851 when the post office was moved from Red Rock to Newport.

For generations, the post office in Newport was a social gathering place. It was there the citizens gathered almost daily where the concerns of the village were discussed. One of the joys of small town living included a walk to the post office on paths cut across open fields and empty lots leading to the store and post office. A pattern of life in Newport was finally ended when rural free delivery was started in 1948.

The Newport Post Office has been in 12 or 13 different locations. Each time a new postmaster was appointed the post office was relocated, because the building was provided by the appointee. Following the removal of the first one at Red Rock, it was transferred in 1851 to Newport where it was placed in a building at the foot of Main Street (now Sixth Street) along the banks of the river. Over a period of 38 years three different buildings housed the post office — always moving toward Seventh Avenue. By 1889, businesses and the post office were located there.

There were six different post offices on Seventh Avenue over a period of 63 years. The center of business activity moved again in the early 1950's when Newport Center was built on Hastings Avenue. The post office also moved there. That was a convenient location for

the growing village. But business in the post office grew too rapidly and it outgrew the space available. In 1967-1968 the post office was rated Second Class. By 1970 it changed to First Class which meant expanded facilities were needed which could not be provided in the Shopping Center. The only adequate space available at that time was in the Red Rock area from which it had moved so long ago. That was the former Murphy Garage building, then known as the Polta Building, now Newport Plaza. It was remodeled and space was provided there, its present location.

Back in 1892, when Newport had a population of less than 300 people, the monthly receipts were very small. So was the cost of postage stamps. The total stamp sales that year were \$13.48, and in December the sales doubled to \$24.90. Boxes were rented quarterly at the rate of 10¢ and the last quarter yielded \$2.70.

On March 2, 1904, the postmaster Henry Durand wrote to the Postal Department in Washington D.C., reporting funds stolen from the Newport Post Office. His response from the government stated: "Your 'robbery' on or about Mar. 2, 1904 has been received, and will be adjusted at the earliest date practicable. If further evidence is required you will be notified and upon set-advise of the action taken. You will not be required to deposit the amount or value of the articles claimed to have been lost unless the claim is disallowed."

The following loss was noted in an account book.

“Bal. brt. forward Mar.2	\$156.42
Amt. rcv'd. for domestic orders	.60
Fees for orders	<u>.03</u>
	\$157.05

The above entry was scratched out with red ink.

These are the appointments from the official roster:

Name of Postmaster	Appointment dates thru <u>September 30, 1971</u>
John A. Ford	December 19, 1849
William H. Johnson	August 15, 1851
Giles H. Fowler	September 17, 1856
James H. Huginin	May 23, 1859
William W. Bixby	June 24, 1864
James H. Huginin	February 27, 1865
William Fowler	January 16, 1888
James H. Huginin	April 1, 1889
Henry A. Durand	April 5, 1889
William F. Barnhart	June 26, 1894
Henry A. Durand	May 19, 1898
Lillian Trevette	March 15, 1915
Annie Dobie	March 18, 1926
Jeanette Schilling	September 1, 1934
Elsie Mueller	May 15, 1944
Elias Scofield	June 15, 1948

(Those who served in interims are not listed)

William L. Ulmer	October 27, 1968
Gary E. Hanson	September 15, 1973
Raymond Stanchfield	June 1979
Larry Waterman	May 30, 1981
Sandra J. Grochow	January 22, 1983

RED ROCK CEMETERY - HIDDEN REMNANT OF THE PAST

The little Red Rock Cemetery on the hill in Newport has always been tranquil. It lies in a remote area which can be reached on its own lane called Cemetery Road, at the foot of Bailey Hill. The cemetery has had long periods of neglect, and has suffered from erosion and vandalism. This is the story of one of the remaining bits of old Red Rock.

In 1989, it has been 141 years since the Red Rock Cemetery was created on land donated in 1848 by John Holton, the first settler at Red Rock. Holton's nephew, Franklin Ford, was in possession of the records, including the property title in the name of the original association, and a list of burials. In 1921, all of the papers were lost in a fire which destroyed Franklin's home.

Thus, it is a puzzlement to find that George W. Abbott owned title to the property on which the cemetery was located when the second Red Rock Cemetery Association was legally established on Sept. 13, 1921. However, Abbott's land abutted that of the cemetery and it is conceivable that he acquired title to it when he recorded his deed. This resulted from the fact that neither

Holton nor Ford ever recorded the presence of the cemetery, nor the early association with the register of deeds at Stillwater.

On Sept. 13, 1921 a group of citizens residing at Red Rock recorded their knowledge of the past history of the cemetery this way.

"The Red Rock Cemetery situated within the village of Newport, Minn. has been in existence for very many years and a number of bodies have been buried there.

"Investigations disclose that the land was owned by one John Holton . . . who donated the land for the cemetery tract to a cemetery association, but the deed was never recorded and was held in possession by Franklin Ford, who states that the deed was destroyed in the fire which burned his home.

"Diligent search does not disclose that the old cemetery association had any legal existence, and existed only in name, nor did it ever hold title to the cemetery plot, and the record title thereof now stands in the name of G(eorge) W. Abbott.

"The members forming the old association, if there was such, are not known in the community, and the cemetery has been neglected, and has grown up to brush and weeds and is now in an unsightly condition.

"In order that the cemetery may be properly cared for perpetually and the

bodies therein interred be protected, citizens of Red Rock, within the village of Newport, have caused a meeting to be called of lot owners and others interested, for the purpose of organizing a cemetery association, to take over the cemetery property and manage the same in the interest of those who have relatives buried in the plot, and for the benefit of community in general.”

And so after three-quarters of a century, the Red Rock Cemetery became a legally constituted entity, through the efforts of eight residents of Red Rock. The first meeting was held at the home of Mrs. Willis G. Ford on Sept. 13, 1921. It was attended by R.W. Deichen, G.W. Abbott, E.E. Jenewine, Selmer Nasby, William Abbott, Martin Swanlund and C.D. Wilson. The newly-formed Red Rock Cemetery Association acquired title to the property with the payment of one dollar to G.W. Abbott. The cemetery was platted and the plat officially filed at the county courthouse. The officers of the first board were: R.W. Deichen, chairman; G.W. Abbott, Herman Brandt, Mrs. W.G. Ford and E.E. Jenewine, secretary.

Most of the burials in the Red Rock Cemetery were residents of old Red Rock, except those in the Shepherd family plot. They owned a cottage on the Red Rock Camp Grounds which was their summer vacation home. The family came from the eastern United States.

John Holton, first settler at Red Rock, is buried in the Red Rock Cemetery. The Holton family monument is an

obelisk of sandstone. It has been broken and patched several times and its lettering is barely discernible, in part due to erosion by the elements and periods of time lying on the ground. On each of three faces of the four-sided stone are the names of five family members, only three of whom are buried there. One face reads: “Holton Family - John Holton - Born at Meadeville. Pa. - Died Feb. 20, 1883 - At Rest”. Another side reads: “Sarah - Wife of John Holton - Died Nov. 1, 1869 - Aged 81 ys. 3 mo.” The third side bears the names of three family members. “David Holton - Died Jan. 22, 18— Aged 35 ys. 5 mo. 14 days - (the



John Holton is one of the area pioneers buried in Red Rock Cemetery.

next word is illegible) - Son of David Cyn-a A. Holton." It is known that John and Sarah Holton had a son David who did not live at Red Rock, and that Sarah appears to have been 50 years old when she came to Red Rock in 1837.

There is evidence in 1989 of 33 burials in the cemetery. Among other historically significant markers are those of John A. Ford; his wife Mary Ford; their daughter Harriet Ford Watson and her son Frank H. Ford, adopted by his uncle Franklin Ford. The most recent interment was that of John C. Wilson, grandson of George W. Abbott, in 1982.

The Red Rock Cemetery is located on steeply rising land. The rise above it was known by generations who attended the Red Rock Camp Meetings as Mt. Zion. The location makes maintenance very difficult. Through the years, the constant intrusion of vegetative growth and erosion caused by winds and rains have taken a heavy toll on the cemetery. Large markers have toppled and some have been broken. (Some of this may have been caused by vandalism.) Only pieces of some markers remain. The smallest are engulfed in tangles of roots, and tend to get buried in the soil washed down from the hill above. Nevertheless, the cemetery must be preserved.

The various boards of directors have always been hampered by inadequate funds. They have had needs that were hard to meet. It took them seven years, doing most of the work themselves, to fence in the property. Now

most of that is over 60 years old. In the fall of 1988 some of the fence was removed around the entrance and a new section of wrought iron fence and gate were placed there.

In 1949, members of the cemetery board were Martin Swanlund, Sarah Swanlund, Harry Feifarek, Andrew Riley, Lester Freitag, Joseph Fritz, Clarence Brandt and Dr. Ewald. As of 1989 the membership has waned, and the active members are Earl Swanlund, Rodney Bailey, Jo Ann Bailey and Virginia Yelland. Martin Swanlund attended the first meeting of the board in 1921. His last meeting was on March 4th, 1982. For over 60 years he cut brush, grass and weeds, mended broken monuments and fixed the fence.

The price of lots has changed little over the years. Originally, one lot cost \$20 and a plot of six lots \$100. Today, one lot is \$50.

Members of families buried at Red Rock Cemetery are:
Frank W. Kinney
Gilbert M. and Matilda Bigelow
Mother G.H.S. (presumably a member of the Bigelow family)
Joseph and Lucy Irish
John and Sarah Holton - Grandson David Holton
John A. and Mary Ford
Willis Ford
Harriet Ford Watson and her son Frank H. Ford
George W. and Mary Abbott
John C. Wilson and daughter Beverly

June Wilson (descendants of G.W.
Abbott)
Margaretta Wentworth
Herman and Martha Brandt
Rev. William Moore, wife Christianna
and son William
John S. Jordan
Irvin R. Nash
Edith Nash
Gorden Dorland, brother of Edith Nash
Thomas Crowley
Shephard family -
John I.
Sarah L. Shephard Dunham
Paul N. Sauber
Susie Sauber
Baby Sauber

The history of the Red Rock Cemetery reveals an entity fraught with troubles. The original articles of incorporation provided a corporate existence of not more than 30 years. In 1957, six years after expiration, the association was reestablished. It still exists in 1989. The struggle of a few citizens to retain a little-known, hidden remnant of the past is continuing with the hope of a brighter future for the little Red Rock Cemetery. Let us continue to respect, honor and remember the name Red Rock within the City of Newport.



The cemetery's sloping location has made maintenance difficult over the years.

NEWPORT CEMETERY SERVES AS AREA BURIAL PLACE

While Red Rock Cemetery lay forgotten in the blufflands of the community for many years, its sister, the Newport Cemetery, grew to become a burial ground for the south Washington County area. This cemetery has expanded greatly in recent years.

A walk through the Newport Cemetery is a walk through an area dotted with the names of early Newport, St. Paul Park and Cottage Grove families. The earliest burial was that of Emily Jane Willoughby. Born Aug. 5, 1854, she died Aug. 31, 1855. She is one of three children of early Newport settlers John and Sarah Willoughby to be buried there. Brother Abel died at age 15, in July of 1867 and Freddie was still an infant when he died in February of 1867.

Another early interment is that of Henry Shelton. The Newport man died March 8, 1857, at age 29 years, nine months and 22 days. He is buried near the twin daughters of E.M. and D.W. Shelton, who died seven months apart in 1885. Nellie, Nettie and their sister Grace, who died as a baby, are all in the Shelton family plot. (The relationship of Henry to Mr. and Mrs. E.M. Shelton and their family isn't explained on the head-

stones. Henry was a brother to E.M. Shelton.)

Several other names from Newport's past can be found in this cemetery. The Arnys have family members buried here, as do the Scofields, Monroes, Durands, Tibbetts, Silvises and Truaxes.

One of the largest and most grand stones in this cemetery is that of Newport's Parker family. Early settlers Ruel and Emily Parker are buried here, as is their son Charles and his first wife, Eliza. Charles' son Jackson and daughter Frances are also buried here.

Some of the early stones tell us a bit about these early Newport residents. The marker for Samuel Elkins not only tells us of his birth in Potton, Canada, we also learn that he came to Newport in May of 1871 from Appleton, WI. This marker also tells us that Emeline Elkins Wentworth, daughter of Samuel and Evaline Elkins, was born in Potton, Canada and is "buried at Red Rock Cemetery, this country". Emeline died in July of 1881. Her father died in 1897, and her mother passed away in 1899.

Stones in a family plot also tell a story. The Everett family plot includes markers for four children of L.G. and H.E. Everett. Two of the children died in a two-day period in August, 1868. Harriett Everett died just before her 37th birthday. Her husband then outlived two other wives, Katie and Marilla.

INCORPORATION OF NEWPORT

It took a major crisis to get the citizens of Newport to rally to a cause as a united group. But this situation was special! The incorporation of Newport was fraught with difficulties for many people. It was a long, questionable ordeal for the citizens apprehensive about the outcome. It became a frustratingly delayed problem for the county commissioners, who usually accomplished the process with two meetings.

The events which led to the incorporation of Newport began with feverish activity in the middle of the township. The problem was created by promoters backed by railroad companies, who succeeded in having a major community, St. Paul Park, platted there in 1887. The people in the newly platted zone were consumed with the excitement of rapid expansion and a rosy future, and were blinded to obligations incurred in the process.

In the spring of 1889, the two factions took up the gauntlet and submitted petitions for incorporation to the county commissioners in an effort to end the dispute.

The two petitioners were Henry C. James from Newport and C.E. Ovenshire representing St. Paul Park. Ovenshire had come to the area in 1883 to

establish the St. Paul Knitting Works, one of St. Paul Park's early factories. He was a resident of St. Paul at that time, and perhaps felt that the booming town would be successful. It is interesting to find that on May 11, 1889 the St. Paul Knitting Works Corporation had filed papers to amend the name to Minnesota Knitting Company of St. Paul Park when the ensuing action took place. By that time, Ovenshire's residence was listed in St. Paul Park also.

On May 21, 1889, both men appeared before the county commissioners with petitions for incorporation. Henry James, with 66 fellow Newport citizens, requested that their territory (in dispute) be incorporated to be called the Village of Newport. On the same day, C.E. Ovenshire and 79 citizens of St. Paul Park requested that the Town of Newport be incorporated as part of St. Paul Park. Both men submitted arguments before the commissioners, who found it difficult to resolve the issue. The board tabled each petition and referred the problem to the Washington County Attorney.

The following day the *Stillwater Daily Gazette* printed an item headlined:

"The Newport Imbroglio"

"The county commissioners are still struggling with the Newport incorporation question. The veteran, William Fowler, is here [as] a champion of the Newport side, and his lofty form towers in the front of the battle like the plume of Henry of Navarre.

“Of course no other business can come before the board until this affair is settled.”

On the morning of May 22nd, C.E. Ovenshire reappeared and presented a second petition to the commissioners. History shows that the forenoon was taken up with arguments. The board adjourned for lunch and when they returned in the afternoon, rescinded Mr. Ovenshire’s first petition and the “whole matter of incorporation” was once more tabled. (One wonders if Ovenshire felt his first petition was improper and so he returned a second time to present another. This proved to be a mistake.) Nevertheless, after his second appearance before the commissioners, the matter was further discussed, and referred to the Minnesota Attorney General.

By this time, things were too



William Fowler, champion of the Newport side.

pressing for the commissioners. They had sought the best minds with authority to solve the dilemma. The paper stated: “A special meeting of the board will be held on Wednesday of next week when it is expected a decision can easily be reached, aided by the opinion of the attorney general.”

Following the Wednesday special meeting of May 24th, this was printed in the *Stillwater Daily Gazette*.

“This case which brought before our county commissioners a large number of citizens of both Newport and St. Paul Park was decided by Attorney General Clapp, on Saturday at St. Paul. There were two petitions for the incorporation of the towns, which engaged the attentions of our county commissioners for several days. The board was unable to solve the problem . . . The commissioners were in doubt as to which of the petitions should first be entertained, and took an appeal to the attorney general. Gen. Clapp heard all parties in interest and then rendered a decision to the effect that both petitions were in proper form, but that if the second petition included the territory covered by the first petition, it could not be entertained. The Newport people, therefore, win the case.”

But that was not the end of the case for the commissioners. When they convened the following Wednesday to act on the two petitions, further action was postponed because the attorney general had only announced his decision verbally. In reporting this meeting, the *Stillwater Messenger* wrote the following

account.

“Waiting until after dinner without seeing or hearing of the opinion the commissioners decided to go ahead with it, and accordingly after deliberation accepted the first petition for incorporation of the village of Newport as it is now platted and instructed the auditor to give proper notices of an election to be held July 6 for the purpose of deciding whether the village should be incorporated. Only those living within the limits of the village of Newport will be allowed to vote.”

The commissioners appointed inspectors William Fowler, H.A. Durand and Eli M. Shelton to preside at the meetings to be held making preparations for the election. Following the election, they were also required to submit an affidavit showing the results.

At a local meeting, W.F. Barnhart and H.A. Jones were authorized to post copies of the petition together with notices of the election, set to be held at nine o'clock on July 6, 1889 at the shop of W.L. Silvis on Main Street (Sixth Street) — to vote for or against incorporation.

On July 8th a group of citizens met with the commissioners and submitted a copy of the original petition, a copy of the notice of election and the certificate of the inspectors, showing a majority vote for incorporation. With acceptance of the papers the commissioners ordered them recorded in the office of the Register of Deeds. On the following day the commissioners announced the incorpora-

tion of the Village of Newport “on the ninth day of July A.D. 1889.”

With their mission accomplished, the citizens of Newport held an election on July 23rd and elected the first council: Henry C. James, president; William Fowler, William Moore and H.A. Jones, trustees and Eli M. Shelton, recorder. These men met in session as the first council of the village on July 30th, 1889.

It is interesting to speculate why St. Paul Park did not proceed to incorporate within their own platted limits at that time. It was 20 years later when St. Paul Park was incorporated in 1909. Time had passed, and most of St. Paul Park's aspirations for a booming economy were well into the past. A financial panic and changes in railroad operations had crushed the dream. Among the many factories that failed and left St. Paul Park was the Minnesota Knitting Company. Why did C.E. Ovenshire give up on the incorporation of St. Paul Park? History does not tell us why. Ovenshire soon left



Henry Clay James, first mayor of Newport and Frances Linda James, founder of the Woman's Club of Newport and the Newport Public Library.

THOSE WHO HAVE SERVED NEWPORT

OFFICIALS OF COMMUNITY

It takes a special kind of person to run for and hold public office. The township and the community of Newport have been fortunate to have many citizens take an active role in local government.

A look at the names of township and village officials is a look at the names of many long-time community residents. In some families, community service spans the generations. H.A. Durand served as village recorder with Newport's first six presidents, from 1895-1906. Sons Harry and Al also filled that post, after the title was changed from recorder to clerk. Harry Durand was clerk in 1932-36, and Al served in 1943.

Basil Loveland holds Newport's record for years of council service, with 22 years as mayor and one as a village council member. His successor as mayor, John Walker, had 19 years' council and mayoral service logged when he stepped down in 1988.

By the time Loveland and Walker were in office, local government in the community had undergone many changes. When Newport was a township, it had a board of supervisors. Incorporation of Newport as a village in 1889 brought a president-trustee form of

government into being. Three citizens served as trustees and a fourth served as recorder.

The designation of recorder was replaced by clerk in 1929. In 1969, Newport changed the clerk post to that of clerk-treasurer. The ranks of the council — the name trustee having been replaced with council member — grew to four in 1973.

And the president? The title was changed to mayor in 1929.

An interesting and diverse group has served as Newport president and mayor. Henry C. James, a prominent lawyer and real estate developer, was the first village council president of Newport. Elected in 1889, he served for eight years. James led the village during the initial preparation of its ordinances and the establishment of the Newport Public Library. He aspired to promote housing development in the village, leading the way with his plans for "Newport Park". The magnificent James home, "Harvard Place", overlooked the young community.

Not all was work for James. The Sept. 26, 1889 issue of the *Newport News* ran a page one article headlined "A Festive Village President". The writeup detailed a surprise treat James had for his fellow council members. Apparently, the "surprise oyster supper" was a merry gathering. "A few jokes and a toast or two were indulged in, and a very nice time was had," according to the *News*.

Alas, James and his popular family did not stay in Newport for long. Financial losses forced them to return to St. Paul and leave their Newport home. "Harvard Place", which occupied the area now occupied by the Newport United Methodist Church, was later destroyed by fire.

James' successor as village president was George D. Huff. After he served during 1897, Hugh A. Jones took over as president. Jones served two separate terms as village president, from 1898-1902, and from 1909-1910. Jones worked as an agent for the Chicago, Milwaukee and St. Paul Railroad.

Jones was one of several Newport officials to serve non-consecutive terms. Following him as president was William Schabacker, a blacksmith and hardwareman. Schabacker served as president in 1902-3, 1908, and again in 1922-25.

Four other men served terms as



Adelbert "Dell" Brown

president during the years when Schabacker and Jones weren't in office. Carpenter Levi Shelton was village president in 1904. Nicholas Pinter then was president in 1905-07. The Rev. C.A. Cressy then served for one year as leader of the village council, followed by J.H. McKeehan in 1912-13.

The man elected village president for 1914 was the founder of one of Newport's most famous enterprises. J.V. Bailey served as president through 1921. Founder of Bailey Nurseries, it is also worth noting that J.V. Bailey also started an ongoing family tradition of community leadership and service.

Newport's first-ever village hall, completed in late 1913, was put into full use during his first year as president. No more would meetings and elections have to be held in the school, homes, businesses or even the old village jail.

Although an attempt to bring



Frank Marko



Walter Fordyce

electricity to Newport was denied in 1915, Bailey was still village president when power came to the village in 1917. In his last year as president, eight street lights apiece were installed in Red Rock and Newport.

The hall soon became a village gathering place. During Bailey's years alone, the Boy Scouts and other groups began meeting there. In 1921, the Mothers Club, Newport Association and Washington County Band gave a new piano for the hall.

Extension of Glen Road to Highway 3 also took place while Bailey was mayor.

After Schabacker served his third and final term as council president, a popular Mississippi River boatman took office. Sign painter Frank Marko, whose business remained active in St. Paul during Newport's centennial of incorporation, served in 1925-28. (His grandson

is now proprietor.)

Marko was to be Newport's last village president, the title changing to that of mayor in 1929. During Marko's term, Cudahy took over the closed meat packing plant, bringing new jobs to the village.

Marko and his fellow council members also made efforts for improved fire protection to the village. But in those years, the Minnesota Attorney General deemed one proposal illegal. Thus, plans for Newport and St. Paul Park to share a fire department were dropped.

In 1929, Adelbert "Del" Brown took office as mayor. Brown, who served from 1929-31, worked as a salesman for the Cochrane Plumbing and Heating Company in St. Paul. He and his wife Marie, who was nicknamed "Brownie", celebrated 50 years of wedded bliss in June of 1944.

Community Life saluted Brown and his council's achievements, citing them for bringing better lights and streets to the village. The tarvia surface of Seventh and Main (now Sixth Street) were singled out for praise. "The streets are now good roads in place of the cowpaths that led to various places heretofore," the newspaper stated.

Newport's next mayor, Walter G. Fordyce, was a native of Dayton, Ohio. Born March 19, 1872, Fordyce's boyhood memories included recalling the initial flying attempts by pioneer aviators Orville and Wilbur Wright. Fordyce wit-

Earl Pedersen
Glen Chinander
Jim Doran

nessed this unique bit of history.

But his life was remarkable in other ways. His family faced tragedy — a sister died, and his father passed away as a result of a terminal ailment contracted during the Civil War. Fordyce's mother, a school principal and head of United Charities, became the family breadwinner.

Fordyce's mother also has her unique historical footnote. Four boys, who used to visit their father's barber-shop, were among the many people she aided. Those boys, whose needs included new shoes, grew up to become the famous singing Mills Brothers.

Fordyce, mayor in 1932-37, had his own success story. He first worked as a stock boy at West Publishing, rising through the ranks to become assistant sales manager.

Earl Pedersen became Newport mayor in 1938, beginning the first of three non-consecutive stints as council leader. He served in 1938-39, 1942-43 and again in 1950-53. The colorful Pedersen, who frequently made the press with his crusade against speedy drivers and other causes, was a fixture in local newspapers. He was eager to promote Newport development, and to publicize the community. No doubt one of his proudest moments was in 1938, when tolls were removed from the Rock Island Railroad bridge. A gala "Free Bridge"



and centennial celebration of Newport's initial settlement were held. One photo saved from the festivities shows Pedersen among officials of Newport, St. Paul Park, Inver Grove and South St. Paul, engaging in a massive handshake to symbolize togetherness of the communities.

Organization of civil defense, funding of the Newport Volunteer Fire Department, assignment of house numbers and the purchase of the village dump site were other accomplishments during Pedersen's years as mayor. An advocate of more police protection, he once ran for county sheriff. And he also figured in an unusual arrest, the details of which appear in the chapter about the Newport Police Department.

Three men served as mayor in between Pedersen's three terms. William "Bill" Tibbetts, a member of a very well-liked local family, served as mayor in 1940-41. Tibbetts, who owned three garages and filling stations, was active in community efforts to aid the nation's defense during World War II.

Pedersen's successor in 1944 was Glenn Chinander. Chinander, who served as C.I.O. district director for a time, left his mayoral duties in April of 1945 when he joined the United States Army.

Joe Kester followed Chinander as mayor, and held office from 1946-49. Kester, who worked as a hog-splitter at Cudahy Packing Company for 19 years, was instrumental in efforts for the state of

Minnesota to take over maintenance of Fourth Avenue. Increased police protection, introduction of rural free delivery and the platting of Red Rock Villas were other accomplishments during his tenure. He is fondly remembered by younger residents of the village, as he helped organize free entertainment for children at Halloween and Christmas — including free presents at Christmastime.

After Pedersen completed his third term, Norman "Red" Smith was elected mayor. Smith, who served four years, compiled a varied record of service to the village. He was a charter member of the Newport Volunteer Fire Department, and served as its chief in 1962-65. Smith also did duty as a village constable. Another unique bit of information about Smith is that he was a member of the "new" St. Paul Park High School's second graduating class in 1937. Smith, a 3M employee, worked his way to a quality control supervisor position.

Smith was mayor at a very critical time for the community. In the fall of 1954, the Cudahy meat packing plant closed. Special meetings of the village council were held, to determine what could be done for the hundreds of community residents who would lose their jobs.

Smith, who died in 1989, is still remembered for his leadership at that difficult time. During the centennial year of Newport's incorporation, his son-in-law, Tim Geraghty, served as a Newport City Council member and mayor pro tempore.

James Doran became Newport's mayor in 1958, and also served in 1959. During his term, the village considered buying the old Cudahy plant. Research and planning of village water and sewer began.

Basil Loveland took over as mayor in 1960. When his last year in office ended, he had logged 21 years as mayor and one as a village council member. The well-liked Loveland saw the village go through a significant period of growth and change. Loveland Park is named in his honor. He served as a welding foreman at 3M for many years, and later worked on the JAR Toll Bridge (formerly the Rock Island Railroad Bridge). He continued in his retirement to serve as a community watchdog and advocate.

During his years as mayor, Loveland saw Newport through a major sewer and water project, devastating flooding and a subsequent flood control effort, the move to the present Newport City Hall and changes in local government itself. In 1969, Newport changed to a clerk-treasurer administration, dropping the old post of clerk. This was done just two years after one of the longest tenured clerks retired. Bill Kickhafer logged 16 years' city service, in 1952-67.

In 1971, with Loveland continuing as mayor, a fourth council member seat was added. Eight years later, Newport changed to a clerk-treasurer administration, with John Hawes hired as the first full-time city administrator. He

served until mid-1987. In 1989, the city had Gary Patterson as its administrator, with a three-person office staff.

When Loveland chose not to seek another term, John Walker was elected mayor. He served from 1982 until a move from the city forced him to resign in 1988. Walker, a St. Paul Companies employee, led the city at a time when it dealt with some difficult issues. Growth of multiple-family housing, changes in city planning and efforts to attract new businesses were activities Walker and council members were involved in.

Most challenging of all was Newport's conditional use permit process for Northern States Power, Washington and Ramsey counties to build a refuse-derived fuel facility in Newport. The plant, which processes solid waste from the two counties, went through an extensive review process before the permit for its construction was issued.

Council member Gerald Fritsch became mayor after Walker resigned. Long a council leader, Fritsch deserved much credit for the refuse-derived fuel plant strategy. A teacher at Oltman Junior High School in St. Paul Park, Fritsch was Newport's 20th leader at the centennial of incorporation in 1989.

Township officers

Date	Supervisors	
1859	William Fowler, John Willoughby, J.H. Huganin	G.H. Fowler
1860	William Fowler, E.B. Scofield, John Willoughby	G.H. Fowler
1861	J.H. Huganin, John Willoughby, A. Durant	G.H. Fowler
1862	J.H. Huganin, John Willoughby, Joseph Irish	W.W. Bixby
1863	G.H. Fowler, E.B. Scofield, Joseph Irish	G.H. Fowler
1864	G.H. Fowler, E. B. Scofield, Joseph Irish	W.W. Bixby
1865	J.A. Ford, E.B. Scofield, Joseph Irish	G.H. Fowler
1866	William Fowler, E.B. Scofield, Joseph Irish	G.H. Fowler
1867	R. Parker, Joseph Irish, E.B. Scofield	A.J. Scofield
1868	W.R. Brown, Joseph Irish, William Fowler	A.J. Scofield
1869	William Fowler, Joseph Irish, W. Bill	A.J. Scofield
1870	William Fowler, Joseph Irish, C. Woodward	A.J. Scofield
1871	William Fowler, Joseph Irish, H.C. Monroe	A.J. Scofield
1872	William Fowler, L.B. Maxon, H.C. Monroe	A.J. Scofield
1873	H.C. Monroe, L.B. Maxon, C.A. Parker	A.J. Scofield
1874	H.C. Monroe, C.A. Parker, H.A. Durand	A.J. Scofield
1875	C.A. Parker, E.M. Shelton, F.C. Ford	A.J. Scofield
1876	C.A. Parker, E.M. Shelton, L.C. Everett	A.J. Scofield
1877	C.A. Parker, E.M. Shelton, L.C. Everett	A.J. Scofield
1878	C.A. Parker, E.M. Shelton, L.C. Everett	A.J. Scofield
1879	C.A. Parker, W. Silvis, L.C. Everett	E.M. Shelton
1880	C.A. Parker, H.A. Durand, H.C. Monroe	E.M. Shelton

Records are not available for the years 1881-8.

GOVERNING COUNCIL MEMBERS

COUNCIL PRESIDENTS, 1889-1929

- 1889 — Henry C. James, eight years
- 1897 — George D. Huff, one year
- 1898 — Hugh A. Jones, six years - 1898-1902, 1909-1910
- 1902 — William Schabacker, five years, 1902-03, 1922-25
- 1904 — Levi Shelton
- 1905 — Nicholas Pinter, three years
- 1908 — William Schabacker
- 1911 — C.A. Cressy
- 1912 — J.H. McKeehan, two years
- 1914 — J.V. Bailey, eight years
- 1925 — Frank A. Marko, four years, 1889-1929

RECORDERS, 1889-1929

- 1889 — E.M. Shelton, two years
- 1891 — Hugh A. Jones, three years
- 1894 — Willis G. Ford
- 1895 — Henry A. Durand, 12 years
- 1907 — Ross, two years (first name unknown)
- 1909 — Charles Wilkinson, three years
- 1912 — Walter G. Fordyce, ten years, 1912-1920, 1921-1922
- 1920 — F.P. Wolff
- 1923 — Mrs. Calderwood, six years

GOVERNING COUNCIL MEMBERS

MAYORS OF COUNCIL, 1929-1989

- 1929 — Adelbert J. Brown, three years
- 1932 — Walter G. Fordyce, six years
- 1938 — Earl Pedersen, eight years - terms 1938-39, 1942-43, 1950-54
- 1940 — William J. Tibbetts, two years
- 1944 — Glenn Chinander, two years
- 1946 — Joe Kester, four years
- 1954 — Norman Smith, four years
- 1958 — James Doran, two years
- 1960 — Basil L. Loveland, 22 years
- 1982 — John Walker, seven and one-half years
- 1989 — Gerald Fritsch, present incumbent

CLERKS OF COUNCIL, 1929-1989

- 1929 — Ralph J. Knight, three years
- 1932 — Harry Durand, five years
- 1937 — Katherine Birkholm
- 1938 — Cordelia Crawford, three years
- 1941 — Annie Dobie, deputy
- 1942 — R.W. Richardson, Jr., term completed by Mrs. R.W. Richardson, Sr.

- 1943 — Alfred Durand
- 1944 — Dorothy Moore
- 1945 — Stella Kunzelman, two years
- 1947 — Mildred Loberg, two years
- 1949 — Ruby Moseley, two years
- 1951 — Lloyd Metzger
- 1952 — William Kickhafer, 16 years
- 1968 — Ralph Sathra

OFFICE OF CLERK CHANGED WITH APPOINTMENT OF CLERK-TREASURER

Jack Nadler, 1969 to 1979 - Council then composed of four members
Council membership changed to five in 1972

CLERK-TREASURER REMOVED WITH APPOINTMENT OF CLERK-ADMINISTRATOR

John Hawes, 1979 to mid 1987
CITY-ADMINISTRATOR APPOINTED, Josan Baldev, 1987-1988
CITY-ADMINISTRATOR APPOINTED, Gary C. Patterson, 1989

ELECTED TRUSTEES, VILLAGE OF NEWPORT - 1889-1929

- Date
- 1889 — William Fowler, two years
- 1889 — William Moore, four years
- 1889 — Hugh A. Jones



Joe Kester



Norman Smith



Basil Loveland

- 1890 — J.H. Huginin, three years
- 1891 — William Barnhart
- 1892 — George Noltimier, six years
- 1893 — Charles Parker, three years
- 1893 — Christopher Schabacker, nine years
- 1895 — Levi Shelton, two years
- 1897 — Munger
- 1898 — Nicholas Pinter
- 1898 — Willis Ford, 12 years
- 1899 — Jenewine
- 1900 — George Huff
- 1901 — Franklin Tibbetts, three years
- 1902 — Bunnell
- 1902 — Thomas Mattimore
- 1903 — Clarke, two years
- 1904 — Ross, three years
- 1904 — J.V. Bailey, five years
- 1905 — William Ferguson, three years
- 1907 — Breed, two years
- 1908 — Wood
- 1911 — A.T. (Tony) Verrier
- 1914 — J.K. McKeehan
- 1915 — Archie McDonald, four years
- 1916 — Harvey Leyde
- 1919 — Adelbert J. Brown, nine years
- 1920 — Carl Mailand, three years
- 1921 — Herman Brandt, 17 years
- 1923 — W.S. Wygant, three years
- 1926 — J.S. Thomson, three years

ELECTED TRUSTEES, VILLAGE OF NEWPORT - 1929-1989

Date

- 1929 — Art Euerle
- 1930 — George Mueller, three years
- 1930 — Heinie Rau, six years
- 1932 — Vincent K. Bailey, seven years
- 1936 — Elias Scofield, three years
- 1937 — Harry Feifarek
- 1938 — Dr. Ewald
- 1939 — Andy Boliou, three years

1940 — James S. Kelly, six years
 1941 — O.C. Iverson
 1942 — Elmer V. Larson, six years
 1942 — Lyle Johnston, two years
 1944 — Joe Kester, two years
 1946 — Ernie Feifarek, seven years
 1946 — Maurice Spiess, three years
 1948 — Collis Brandt, four years
 1949 — R.W. Adams
 1950 — Lloyd Metzger
 1951 — E.L. Birkholm, four years
 1952 — James Connolly, two years
 1954 — Wallace Webb, six years
 1954 — E.E. Affolter, four years
 1955 — M.L. Schottmueller, three years
 1958 — Norman Smith
 1958 — Martin Rice, six years
 1959 — Basil Loveland
 1960 — Stanley Lauve, four years
 1960 — Robert Borchardt, five years
 1964 — Ronald Schmidt, two years
 1964 — George Phares, nine years
 1965 — Ralph Sathra, three years
 1966 — Gregory Sprunk, six years
 1968 — C.E. Gaross, one and one half
 years
 1968 — John Walker, 12 years
 1972 — Hannah Mullen, four years
 1973 — Don Strege, nine years
 1973 — Robert Carlson, three years
 1976 — Gary MacCarthy, two years
 1976 — Louis Haas, three years
 1978 — Gerald Fritsch, eleven years
 1979 — Richard Lysne, five years
 1982 — Jeffrey Burgoyne, eight years
 1982 — Jeffrey Anderson, eight years
 1984 — Tim Geraghty, six years
 1989 — Thomas Ingeman



John Walker



Gerald Fritsch

DON'T TETHER YOUR MULE IN A PUBLIC STREET: A LOOK AT EARLY NEWPORT ORDINANCES

Vagrants, a need for street lights, cattle running at large — such were the problems facing the newly incorporated community of Newport in 1889. In a young community without set regulation of public health, safety and welfare, it was time for the village fathers to act.

Some of Newport's earliest ordinances may seem quaintly humorous today. Others are reminders of long-gone ways of life. But many of the older ordinances are still in use during the centennial of incorporation, albeit in altered form.

Incorporation of Newport was soon followed by the first-ever village ordinance. Ordinance 1, passed on Nov. 20, 1889, established street lighting. Perhaps with an eye toward rock-hurling children, this ordinance also included provisions for protection of lamp posts and street lamps.

Ordinance 2, also signed on Nov. 20, 1889, provided another public amenity — the Newport Library. The public library and reading room were estab-

lished "for the use and benefit of the inhabitants of the village".

The third city ordinance, passed June 4, 1891, went to the dogs. An annual tag fee — \$1 for male dogs and \$1.50 for female dogs — was passed. A list of dogs was published and retained in village records for purposes of collecting the fee. Dogs running at large could be destroyed.

Dogs apparently weren't the only creatures running at large in Newport. Ordinance 6, passed June 5, 1896, was meant to restrain the running at large of cattle, horses, mules, sheep, swine and other animals. A \$15 fine was assessed to those violating this law.

Two-legged creatures also were regulated. Ordinance 4, passed on June 14, 1891, prohibited public drunkenness. "Any person who shall be found in a state of open or notorious drunkenness or intoxication (within Newport) to the annoyance or disturbance of citizens shall on conviction be punished", the ordinance stated. Fines could range from \$5 to \$100, with default of payment bringing the drunkard up to 90 days in the village jail.

Ordinance 5, passed on June 24, 1891, defined vagrancy and dictated penalties. Who was a vagrant in Newport in 1891? "A vagrant is hereby defined to be any male person over the age of 14 years or any female person over the age of 16 years who has no visible means of support and lives idly without employment, or any settled place of abode or loiters

about saloons, bawdy houses or is found trespassing on the private premises of others. . . ”

Those who begged, acted as proprietors or exhibitors of gaming tables, traveled in the village for the purpose of gaming or carried the tools of a burglar were also subject to Ordinance 5. Fines were the same as for drunkenness.

Those six ordinances stood alone on the books until April 9, 1907. Ordinance 7 was passed that date, allowing the Tri-State Telephone Company the authority to use streets, alleys and avenues to construct, retain and repair telephone poles.

Newport residents of today who find themselves waiting for trains at the 21st and 12th street crossings will be amused by Ordinance 8, passed on Nov. 11, 1907. “It shall be unlawful for trains to block the public crossings longer than 5 consecutive minutes,” the ordinance stated. “Village officials are empowered to make arrests on train crews for each and every offense.” Fine was \$10 or 10 days in jail.

The trains’ presence continued to be felt, as Ordinance 9 met council approval April 9, 1909. That annexed land to the village, as required for the Chicago, Milwaukee and St. Paul Railway Company. Ordinance 11, passed on April 8, 1911, gave the St. Paul Promotion Company the right to build a railroad through the village, to connect Newport and St. Paul before Dec. 11, 1912.

Railroads weren’t the only mode of transportation village officials had to regulate. On July 2, 1909, the village passed an ordinance regulating the speeds of automobiles, motorcycles and other horseless carriages traveling on Newport streets and highways.

The maximum speed limit set by this ordinance was 8 miles per hour. Any vehicles traveling after sunset had to have lighted lamps attached, either on front or at the sides. And, of course, no vehicles were supposed to be driven on village sidewalks.

(This ordinance, interestingly enough, stayed on the books until Ordinance 36 repealed it on June 5, 1954.)

Despite the looming automotive age, Newport remained a rural village. This was reflected by Ordinance 12. Passed of April 12, 1911, it prohibited the staking of tethering OR cattle, horses, mules or sheep on any public street.

Beautification was the intent of one village ordinance. Establishing parkways was the intent of Ordinance 13, which passed on Aug. 18, 1911. Certain streets, including what is now Sixth Street, were designated as parkways, with wide boulevards and Elm trees. Sadly, the trees were lost decades later to Dutch Elm disease.

Growth brought Newport’s next two ordinances. The Farmers’ Terminal Packing Company of St. Paul was authorized to form a cooperative association on April 19, 1915, when Ordinance 14 was

passed.

Ordinance 15, approved Nov. 29, 1916, allowed St. Paul Gas Company to furnish the village with electric current.

A third form of transportation to and from Newport was regulated by the village, when Ordinance 16 was passed on Jan. 31, 1918. A ferry license was issued, at cost of \$10.

The licensee had to “. . . keep a suitable number of boats and employees to properly transport persons and property across the river to South St. Paul and to return. . .” Tolls were to be no greater than 5 cents per person — with or without a bicycle; 25 cents per head of cattle, 25 cents for each team, wagon and driver; and 25 cents each auto and driver. The ferry was to operate from 6:30 a.m. until 7 p.m., but was to carry U.S. mail carriers at any time, day or night.

The next two ordinances, prohibiting cutouts on streets and regulating pool tables, seem mundane when compared to Ordinance 19. Curfew laws were passed on June 6, 1924. Those 16 and under had to listen in the evening for alarms. Sounded by the village marshall at 9 p.m., this was to fully warn children on the streets “. . . to depart to their homes”.

Another ordinance of this era was passed on Dec. 2, 1932. Ordinance 24 regulated outhouses and cesspools, as well as disposal of garbage and decayed matter. (A look at village council minutes of the time indicates that this ordi-

nance caused some controversy.)

The 1930's also saw ordinances passed to allow on and off-sale liquor licensing, as well as regulation of taverns. But Ordinance 28, passed on April 6, 1934, banned the sale or consumption of alcoholic beverages in the village. This remained on the books until it was repealed Jan. 18, 1944 by Ordinance 46.

As the years went by, more and more ordinances were passed. Some repealed previous council actions, while others met the changing times. Newport's first-ever zoning ordinance was Ordinance 37, passed on Oct. 13, 1938. A master zoning plan was approved by ordinance almost 20 years later.

EARLY PATRIOTS OF NEWPORT AREA

Minnesota was three years old when major events took place in Newport. It was still a little-developed farm area, where most of the farmers were just getting established. But the slow growth of the the village was temporarily halted when the Civil War broke out in April, 1861. President Abraham Lincoln issued a call for volunteers, and Governor Alexander Ramsey responded by sending 1,000 men from Minnesota. Almost every able-bodied man in the area laid down his work to answer the call to defend his government.

Amidst a group of Bur Oak trees in what is now Pioneer Park, 42 men congregated. There they enlisted and were sworn into Company B Volunteer Minnesota Regiment, on Sept. 26th, 1861. These men then marched down Main Street and boarded a steamboat headed down the Mississippi River. They fought at the Battle of Murfreesboro in Tennessee and there repulsed the enemy. Then Governor Ramsey ordered their return to Minnesota to quell the Indian uprising here. After that was settled, those who survived returned to fight. Some of them were sent to join the Union forces near Vicksburg.

Among the men who enlisted that day are: Officers, Henry A. Durand and Johnathon A. Churchill; Privates were

Giles Fowler, J.W. Schofield, S. Milike, Peter Brunnel, Orville Buck, A.J. Scofield, Franklin Tibbets, Charles Boyer, Milo Church, Nathan Ingham and S.D. Reynolds. Among others from this area who enlisted elsewhere were: John W. Wentworth, 3rd Co. F; James Leyde 6th Co. A; William Leyde, Captain and Privates, Alex Green and William Link, 6th Co. B (Link was Mrs. Clara Benson's grandfather); Henry Rose, 6th Co.C; William R. Brown and Griffin Reynolds, 6th Co. G; and David Wentworth, 6th Co. K.

It is known that two of these men did not return home. John Wentworth, age 25 died Nov. 14th, 1863 at DeVall's Bluff, Ark. David Wentworth, age 44, died at Jefferson Barracks, Mo. in 1864. Because of their ages, it would appear that either father and son or uncle and nephew left "Grandma" Wentworth bereft.

There were two more Newport men who were veterans of the war. William Fowler, second lieutenant, joined Co. F in the 8th Volunteer Regiment. He enlisted in 1862 and was sent at the request of ex-Governor Sibley to help quell the Indians before going east. He was severely injured at the Battle of the Cedars and was mustered out in July of 1865. The other Civil War veteran, Charles Parker, was a long-time citizen of Newport.

PIONEER PARK

In the 1930's Newport experienced a real spurt in growth. In that 10-year span, the population grew by 330 people to about a total of 550. It was Newport's largest increase to that time. That was the beginning of the "Mobile Age", when homesites with the tranquil amenities of the village and its proximity to the city drew people to build homes in Newport.

There was a sudden interest in property in Newport. People were buying land to establish homes when some local citizens made a proposal to the state legislature that historic land in Newport be made into a state park. When nothing came of that, Mrs. Henry Bailey, a member of the Washington County Historical Society urged its preservation by Newport. The idea was then taken up by the Newport Association mayors Walter Fordyce, 1932-1937 and Earl Pedersen, 1938-39.

These men were fully aware of the historically significant land within the village and sought to avoid its loss to development. Significantly, the land in Pioneer Park was in the original plat of the Village of Newport. (It was the sight of the mustering of the volunteers who left to fight in the Civil War with the Union forces.) These men and their fellow council men resolved to acquire the land for posterity.

The platted land was composed of two small blocks bisected by a street. All of the lots were privately owned parcels.

the village council purchased the land in 1937-38 from Emil Roenish, Nellie Fowler, Estell Leyde, Nina Salls and Bertha Delmore for \$1,850, and the street was closed.

On a bright September day in 1941, the townspeople assembled there to dedicate the park and to name it Pioneer Park. That day, Mary Keck, treasurer of the village, read a History of Newport which she had prepared for the occasion. A wooden plaque was nailed to one of the oak trees which stated: "HERE ON SEPT. 26, 1861 THE 3RD MINN. REGIMENT MUSTERED INTO SERVICE". It was their intent, at a later date, to replace the sign with a metal one. Within a year or two a hedge was planted around the park, a gift of J.V. Bailey.

This first park in Newport was the pride of its citizens. Gradually, it was supplied with picnic tables and fire pits. Also added, were horseshoe pits and a ball diamond which was converted into an ice skating rink in the winter. A warming house was built at the edge of the rink later. For almost 30 years the only water available was supplied with a hand pump. A shelter was built in the early 1970's with the aid of a generous grant from the Park-Port Lions Club. City water was then available and the park was provided with rainy-day facilities including picnic tables, fireplace, water and toilet. Unfortunately, this shelter was destroyed by vandals and was removed. In the 1980's, a new shelter of simple less destructible design was erected in the same location.

The park has been a popular recreation area for many people. The first Pioneer Day Celebration in Newport was held in the park using the new facilities.

The Pioneer Day celebrations held there were very festive and greatly enjoyed. It was the one day each year that all of the town played together. Pioneer Day, suggested by Mayo Kramer

and the Businessmen Association, helped to retain the friendly small-town quality which people of Newport still enjoy.

During the Centennial year of 1989, on Arbor Day, Goron Bailey Jr. presented a two-inch Bur Oak tree to the City of Newport. It was planted with ceremony on that cold drizzly day, in Pioneer Park.



UNDER THIS HISTORIC oak tree at Newport, the 3d Minnesota regiment was mustered into service during the Civil war, Sept. 28, 1861. That event is being commemorated in the co-operation with the government national air week May 1-21 when every village and city throughout the country will observe some important local event. The marker on the tree is soon to be replaced with a memorial tablet and a park will be made out of the surrounding area by the WPA. Looking at the sign are, left to right: EARL PEDERSON, mayor of Newport; MRS. JEANETTE SCHILLING, postmaster; G. A. PARKER, 93, only living Civil war veteran in the village.

This clipping noted the dedication of Pioneer Park.

NAME OF NEWPORT'S LARGEST PARK HONORS POPULAR MAYOR LOVELAND

With 22 years' public service to his credit, Basil Loveland set a standard for future Newport officials to follow. The long-time Newport mayor saw the community through its greatest period of growth and change.

One of nine brothers and sisters, Basil Loveland was born in 1919. He grew up in St. Paul's Cherokee Heights neighborhood and graduated from Humbolt High School.

Loveland's father, a railroad employee, operated the popular KinniKinnic Sand Bar Resort on the St. Croix River for many years. Loveland credits his experience helping at the business with instilling his lifetime love of and concern for rivers.

After graduation from Humbolt, Loveland worked as a member of the Civilian Conservation Corps, or CCC. Prior to entering military service in 1942, he married Lenore. As he told the *Wash-*

ington County Bulletin, "We thought what the heck — war or no war, we'll get married."

Three and one-half years as a U.S. Navy welder shaped a vocation for the young Loveland. He would eventually become a welding supervisor at 3M.

Following his return from military service, Loveland moved his family to a three-lot tract by the Mississippi River in Newport. He and Lenore used bricks from a demolished Hamm's Brewery building to construct their home. This was a painstaking process, as it meant cleaning old cement from each brick.

The Lovelands had lived in their brick house for less than a year when tragedy struck. Four-year-old son Paul fell into the Mississippi River while playing near it.

"We never found out what happened, but we assume a passing barge made a wave and carried Paul into the river," Loveland said in a 1981 Bulletin interview.

The community of Newport reached out to help the young family. A collection was taken up. Many kind words and gestures helped Basil and Lenore deal with the loss of their eldest child.

"We were newcomers to the town, but the people rallied around us tremendously. They treated us just like we'd lived here all our lives. They were

wonderful — just like they are now,” he told the *St. Paul Pioneer Press*.

“Anyway,” he continued, “I never forgot that. I always thought I would pay them back somehow if I could.”

That payback came in the form of serving as a village trustee. Loveland still has the December, 1958 notice that he received from then-village clerk William Kickhafer. Loveland had been elected to a trustee post on the Newport Village Council.

In 1960, he would take office as mayor. At that time, Newport had 2,300 residents and one full-time employee. A \$150 per year salary compensated Loveland for the many afternoon and evening hours he spent doing village business.

When he stepped down at the end of 1981, Newport had 14 full-time employees and about 3,300 residents. Loveland’s mayoral compensation was \$100 per month. Among those serving the city was a full-time city administrator. Full-time police and public works employees were also on the job.

A look back through the years shows Loveland involved in countless Newport projects.

As a trustee under Mayor James Doran in 1959, Loveland was involved in joint Newport-St. Paul Park efforts to save the old Rock Island Railroad Toll Bridge. Construction of the new Wakota Bridge as part of present Interstate 494 meant that state officials found the

railroad bridge unnecessary.

That was also the year Loveland made his first try for mayor, winning without opposition. After the election, he indicated that he would abet vigorous village growth, working closely with Newport business leaders.

Growth presented challenges, one of which was an extensive sewer and water project undertaken during the early years of Loveland’s tenure as mayor. Federal funds were obtained to help, even though federal officials claimed that Newport was too small for such an ambitious project.

Getting citizens to approve the project wasn’t easy. In early 1961, the project was nixed by Newport voters, 471 against and 272 for. The project also failed in 1959. Loveland was undaunted. “We may be a quiet village,” he told the *St. Paul Dispatch* during the summer of 1961, “but we need to keep up with the trends for modern conveniences, like village sewer and water systems.”

In 1962, some residents were petitioning for sewer and water. Village council members approved. A \$1.4 million project was OK’d in December of that year. One factor in the decision was Fritz Candy Company’s indication that without sewer and water, it might have to leave Newport.

In the mid-1960’s, Loveland and others in the village had to focus their attention on a different sort of water project. Pollution of the Mississippi

River from Dakota County sources was a worry. South St. Paul officials disputed Newport claims that South St. Paul's sewage disposal system was inefficient.

The Mississippi River would create far more serious woes for Newport in the spring of 1965. Severe flooding threatened the community. Village police and firefighters not only had to contend with the threat of rising water, they also had to constantly chase away the curious. Loveland led the village council in the drive toward flood relief, and in flood control for the village.

After his first eight years as mayor, Loveland reluctantly decided not to run again. But a petition signed by residents and the other members of the village council, prompted him to refile in the fall of 1967.

He won another term. Early in 1968, he also won acclaim, as the *South Washington County Reporter* newspaper's "Man of the Year". Village officials and employees had generous words of praise. Trustee Martin Rice remarked, "You just can't find a finer man."

Loveland and his village council continued their efforts to improve the quality of life in Newport. Ways to better serve residents were discussed. At one time, consolidation of Newport and St. Paul Park public safety departments was eyed.

Challenges lay ahead. When Newport battled Dutch Elm Disease, Loveland went before a Minnesota House

subcommittee to plead for help. In the early 1970's, Newport had almost 200 trees affected by the disease. But removing them would cost \$15,700 — far more than the village could afford.

What Loveland would refer to later as the most difficult issue of his years as mayor lay ahead. In 1979, Newport was eyed as a site for a Union Chemical facility. Residents packed city council meetings to voice opposition to the idea. At one point, protesters picketed the Loveland home to show feeling against the plant. Loveland in turn told the *St. Paul Dispatch* that the protests had gone overboard.

The Newport City Council unanimously voted against allowing Union Chemical to build near Newport Cold Storage. When he retired as mayor, Loveland noted the decision had been a tough one.

But other tough decisions lay ahead. In 1981, Loveland decided to step down as mayor. "It's the hardest decision I've ever had to make," he told a reporter in 1981. "But no one is irreplaceable. There are others who could do as good a job or better."

A shower of praise fell on the outgoing mayor. Loveland was saluted for his kind, gentle candor. One article called him "more person than politician."

Former council member Don Strege praised Loveland for listening to people who had problems the city could help with. "He had a very good rapport

with the council and community and that's why he kept getting reelected."

Council member John Walker, who succeeded Loveland as mayor, added, "I'd support him as a mayoral candidate for the next 20 years if he'd run."

Loveland, for his part, noted that his main purpose in serving in public office had been to help. "It's always been my nature to help people," he said.

In early 1982, the city honored Loveland by renaming Eyah Shaw Park as Loveland Park.

In 1989, Loveland remained an active local government watcher and watchdog. Retired from 3M, he worked as a maintenance engineer for the JAR Toll Bridge, formerly the Rock Island Railroad Bridge. In 1989, he again found himself involved in plans to save the old bridge from closing.



Loveland Park's name honors the long-time mayor.

BAILEY PARK JOINS MANY OTHERS IN COMMUNITY

Newport citizens have long enjoyed the beauty of the community's parks. Through the stories of the Civil War volunteers and Mayor Basil Loveland, we know the origins of two parks' names. Here is some information about Newport's other parks and recreational facilities, as the community celebrates its centennial of incorporation in 1989.

Bailey Park is a tract of land at Century Avenue and Wild Ridge Trail. This land has an interesting history — had circumstances been different, it might have been the site of the Minnesota Zoo.

In late 1967, Gordon Bailey Sr., deeded land to the Minnesota Zoological Society. Mr. and Mrs. Bailey made the land available to the society, as a gift for a metropolitan zoological park.

"We have been deeply interested in the plans of the zoological society for a number of years," Bailey told the *St. Paul Dispatch*. "A zoological garden would certainly be an asset to the metropolitan area and to the state of Minnesota."

At the time the Baileys made their generous gift, the society had plans

to locate the zoo on a Ramsey County site — a location about four miles north of the Newport land. A study to determine the zoo site was underway.

Eventually, the society selected the present Apple Valley zoo location. Because the Newport site wasn't chosen, conditions of the gift called for the land to be given to Washington County for park use.

In the 1980's, Washington County officials began discussions on the fate of the Bailey land. It was decided to turn the land over to the city of Newport, for the community's use as a park. In spring of 1989, the land transfer of 80 acres was made. A passive park was planned, and input from Newport citizens on ways to develop the park were sought.

Other Newport parks include:

Fire Hall Park. Located at 155 20th Street, this park is north of Newport's main fire hall. It contains a small ballfield, hockey rink and playground equipment.

Tot Lot. At 10th Avenue and 17th Street, the Tot Lot provides plenty of equipment for neighborhood children.

Newport children also enjoy playing on the equipment at fields at Newport Elementary School. In the 1980's, the city made arrangements with South Washington County Schools to install new playground equipment at the school. Several pieces of equipment and a fitness course were provided through city monies and donations from community groups.

BRIDGING THE MISSISSIPPI RIVER

The Mississippi River was both a barrier and a lifeline to the first settlers of Newport. In the days before railroads bisected the community, boats provided the community's main link to the rest of the world.

Crossing the river to South St. Paul and Inver Grove (now Inver Grove Heights) was accomplished only by boat. The Truax and Anderson ferry in St. Paul Park, and the Good ferryboat in Newport, carried passengers from riverbank to riverbank.

As the communities grew, so did the need for a bridge across the river. Had events turned out differently in 1891, it is interesting to speculate upon how Newport, St. Paul Park and their fellow communities on the river's west bank may have developed. A special election was held in Newport to approve a \$15,000 bond issue to assist in construction of a free wagon bridge for public use. This bridge was to be built in conjunction with a railroad bridge across the Mississippi River.

The special election was made possible by an act of the Minnesota Legislature. Held at 10 o'clock July 28 at the "old post office", the result of the election was 49 no and 25 yes votes.

(Election locations were noted in those years, because Newport had no village hall.)

A list of voters has been saved in the council minutes. Appended to the entry is the following exchange between voter M.C. Brunnell and village election judge William Fowler:

"M.C. Brunnell sworn in as provided by law."

Wm. Fowler: "When did you last come to this election precinct?"

Brunnell: "I came about a month ago."

Fowler: "Did you come into the district for the purpose of voting?"

Brunnell: "Certainly!"

Fowler: "Are you an actual resident of this district?"

Brunnell: "Certainly!"

Fowler: "Does your family refuse to live with you?"

Brunnell: "They do!"

"The above questions asked M.C. Brunnell by William Fowler as Judge of special election held at the Village of Newport July 28, 1891 and the same answered by M.C. Brunnell whose vote was challenged was so sworn in."

E.E. Cowell, Clerk of spec.
election

The increase of railroad activity in the area prompted the Rock Island to construct a bridge in the 1890's. A doubledecker bridge was built between St. Paul Park and Inver Grove. Trains traveled on the upper deck of the bridge, while horses, wagons, pedestrians and livestock en route to South St. Paul's packing plant traveled below.

The bridge was pivotally mounted on a midstream axle, allowing it to swing open and let boat traffic pass. Originally designed to rotate completely, that capability has been gone in recent times.

Some news accounts note that Newport and St. Paul Park vied for the bridge site. Nonetheless, those communities and Inver Grove agreed to repay a \$25,000 bridge construction bond issue with tolls collected.

Getting to the bridge in Newport meant a trip down Sixth Street to Third Avenue, which was known locally as "Toll Bridge Road". When lifetime area residents Gordon and Vincent Bailey were growing up, it was their duty to drive animals to the stockyards over the bridge.

Livestock trucks also frequently traveled Toll Bridge Road. Many a load of hogs or cattle spilled at the corner of Sixth and Third. Then it was roundup time in Newport!

Getting the tolls removed was a

longtime goal of area residents and community officials. An optimistic article in the Sept. 17, 1925 *St. Paul Park Suburbanite* was headlined "Free bridge assured".

"Through the efforts of the St. Paul Park Boosters Club, especially those of Mr. J.M. Norris, its president, and the bridge committee of which Mr. Carl M. Erickson is chairman, the Rock Island bridge leading from St. Paul Park to Inver Grove over the Mississippi River will become free of toll within the very near future," the article stated.

Apparently, the Washington, Dakota and Ramsey county commissioners had also become involved in the drive for a free bridge. It had been agreed that Dakota County would pay one-half the cost, with Washington and Ramsey counties paying the remaining half. The Ramsey County board had just voted to allocate \$1,500 for this purpose.

"All that remains to be done is the arrangement of the details which will probably take a month or two," the article continued, "and St. Paul Park and Newport will then have free access to the territory west of the Mississippi."

But it was not to be. Instead, creating a free bridge became a headache for those involved. In 1933, St. Paul Park joined Newport in petitioning the Minnesota Legislature. Their request for a bridge joining Highway 3 on their side of the river, and Highway 57 on the west side, was denied.

(At the time, Highway 3 was a major route for those traveling east. It lay east of Newport's north-south railroad tracks, crossing the tracks at today's 12th Street, proceeding south along Seventh Avenue into St. Paul Park.)

Also in the mid-1930's, a group of area residents decided to look at contracts related to paying off the bridge through tolls. But it was found that the contracts were missing from the files of all three villages. Lack of evidence kept the bridge in the control of the Rock Island company until 1938.

That year, the state began renting the lower deck of the bridge for \$10,000 annually. The tolls were removed. Newport's Fourth Avenue was later extended to make access easier.

The event, coinciding with the centennial of the founding of what is now Newport, was celebrated in all three communities. Souvenir brochures saved from the Sept. 4 event describe the history of Newport.

The brochure also boasted of "Newport, Minnesota. A Desirable Place to Live". Low taxes, good streets, the modern four-room school offering "the best of grade school education" and "electricity available practically everywhere" were cited. Business enterprises, restaurants, nite-clubs (sic) and "up-to-the-minute filling and greasing stations" were mentioned.

But by 1961, the bridge was again threatened. At the time, Washington and

Dakota counties were paying \$13,000 for annual maintenance, plus a \$4,000 per-county rental cost. Examining the bridge's fate on a year-by-year basis was suggested.

Construction of the Wakota Bridge on what later became Interstate 494 was completed between Newport and South St. Paul in 1963. The new bridge was saluted by business leaders and citizens from all area communities.

But what would happen to the old Rock Island bridge? Efforts to keep it open, with financial help from the two counties, continued. In 1969, work to fix the road bed of the lower deck of the bridge began.

A fire that spring damaged about 75 yards of the bridge's road bed. Newport, St. Paul Park, Inver Grove Heights and Grove Estates (now part of Cottage Grove) firefighters battled the blaze. Questions on the fire's origin, and the bridge's fate, were raised. Another suspicious fire occurred in August, 1969, during a petition drive to save the bridge.

By the decade's end, the two counties agreed to pay for needed bridge repairs. A ribbon-cutting ceremony, with city and county officials from both sides of the river, was held in October 1970.

In modern times, the bridge remains busy. The upper deck hasn't carried railroad traffic for many a year. The Rock Island, once praised in song as a "mighty fine line", filed for bankruptcy. The bridge, now called the JAR bridge, is

owned by John Roman, who purchased the structure in 1985.

As the bridge nears its own 100th birthday, it carried 1,000 vehicles per day in 1989.



Before the bridge was built, ferries and foot travel across the ice were the only way to cross the Mississippi River. Frank Goode and his boat continued to operate into the 1920's. In the background is the meat packing plant.

RAILROADING AND THE PROMISE OF AN UNUSUAL MUSEUM

Trains have been whistling their way through Newport for 120 years. The whistles signaled the end of comparative isolation for those living in the village, and the wonder of faster and easier transportation out into the world.

Two mainline railroad tracks were laid through Newport, beginning with the construction by the Chicago, Milwaukee and St. Paul Railroad in 1869. That was followed by a second set of tracks built by the Chicago, Burlington and Quincy Railroad. They came to be known as the Milwaukee and the C.B. & Q. They became channels through which many famous transcontinental passenger trains passed, enroute from coast to coast across the northern United States. All were beautifully equipped trains, which ran over the Northern Pacific and Great Northern railroad tracks west of the Twin Cities.

Many freight and passenger trains came through daily. There were some freight trains which took priority over all others. These were the 'cherry trains' with fresh produce. They had the right of way and could not be delayed. Another was the 'silk trains' carrying silk from

the Orient. That was the day of real silk lingerie and stockings for women.

Several lines had their own fancy, fast passenger trains such as those on the Milwaukee Railroad, the Pioneer Limited, The Olympian and the Hiawatha. The Rock Island began coming through Newport after they built their bridge over the Mississippi River. Their modern fast train was the Rocket. Another great passenger train was the Empire Builder on the Great Northern line. The North Coast Limited was on the Northern Pacific line. The C.B. & Q. ran the Zephyr to Chicago and workers had to straighten the rail lines to accommodate the speed of the train.

Passenger trains became a thing of the past following World War II when railroad companies found they could no longer compete with airlines. It was then that the Rock Island went bankrupt. Other companies merged. Four railroads in the northwest combined to form the Burlington Northern: Spokane, Portland & Seattle; Chicago, Burlington & Quincy; Great Northern and Northern Pacific in 1970. In 1989, most of the rail traffic is for freight.

In 1869 the Chicago, Milwaukee & St. Paul Railroad built a depot at Newport. It stood between the two main lines approximately where 12th Street crosses them today. Stockholding pens were built adjacent to both tracks.

In 1887, the Chicago, Burlington and Quincy Railroad began limited commuter service on its tracks between

St. Paul Park and St. Paul. Unbelievably, the train was called the "Burlington Motor". This connotation must have come from the fact that it had a motor-man, and was a self-powered vehicle (motor-driven) which replaced the slower and less dependable horse and horse-drawn vehicle. There were five trips daily into town and another five back home, with one trip on Saturday and two on Sunday. (Imagine riding to St. Paul and back for 12 cents a day, each ride punched off a 25-ride ticket.)

Before the service ended, the price of the 25-ride ticket was \$2.20, making a day's trips cost more than 5-1/2 cents more. The coaches and smoking car were crowded on the early morning run and the last at night which got one home for a late supper—it didn't leave St. Paul until 6:15 p.m. This service lasted for more than 30 years and was discontinued when roads and cars improved.

The railroads provided jobs for men in the community. Giles Fowler, the

first station agent in Newport, was appointed in 1869. He was followed by Hugh A. Jones. Both men were ticket agents, baggagemen, telegraphers and dispatchers.

In 1906, the Chicago, Milwaukee and St. Paul Railroad built a dispatcher's tower at Newport because of the greatly increased number of trains passing through. This greatly reduced the duties of the agent, and the need for him became a thing of the past when trains no longer stopped at the depot. The dispatcher in the tower was better able to handle the increasing number of trains using the rails including the Milwaukee; Rock Island; Chicago, Burlington and Quincy and all of the transcontinental trains from the west—the Great Northern and Northern Pacific.

Following World War II, the makeup of trains changed. The steam locomotives with their coal cars were being replaced with diesel and electric-powered engines. In the 1980's, one charming attraction on all trains, the



The "Burlington Motor", identified in this photo by Hartley Triplett, was the region's commuter railway for many years.

caboose, was eliminated. Only the Soo Line has retained them.

Communications were also changing — from telegraph to telephone, then to radio and ultimately electronic means. The latter spelled the end for the need of a dispatcher tower, and the structure in Newport was abandoned. After years of idleness, the Milwaukee Railroad planned to raze the tower. Old railroaders, hearing this, made an effort to save it. This triggered a wave of nostalgia in Newport. The “man in the tower” had been a hero to many youngsters who had climbed to the second level to watch him move the levers for switching tracks, rerouting trains in their approach to the St. Paul yards. Even if there was no switching, standing high above the tracks was exciting — especially so when a long train rumbled by.

In 1981 the Greater East Area Model Railroad Club, Inc. was formed. Three years later they were joined by the City of Newport and Newport Businessmen’s Association to save the landmark. Through the efforts of club members Joe Maiden (a former resident of Newport), Ray Daylide and Jim Bernier, a site for the dispatcher tower was secured in Newport. The tower stands behind the old village hall adjacent to the west side of the railroad tracks. It was moved there from the east side of the tracks on Dec. 11, 1984.

In 1989, it is being renovated with the intention of making it a mini-museum of railroading. Future plans include laying a spur track on the east side of the

tower where railroad cars, a locomotive or caboose may be exhibited. When it is completed, the inner workings of the tower will be on display with other pieces of railroading memorabilia.

The club, composed of approximately 20 volunteer members, is occupying the old village hall on the corner of Seventh Avenue and Sixth Street. The club is building, operating and displaying an authentic, circa 1955 model of a section of the Chicago, St. Paul and Pacific Railroad. This model is the recreation of an actual line which runs from Estherville, Ia. to Rock Rapids, Minn. with branch lines to Worthington, Minn. and one to Sioux Falls, S.D. In mid-1981, a layout design was completed and construction began. There are 2,000 feet of main line track with 250 switches. At its completion, it is estimated there will be 800 freight cars, 60 passenger cars and 40 locomotives, all HO size—which is one eighty-seventh of actual size.

The track system is laid out within the confines of a building which is only 25x60 feet in area. It has been ingeniously arranged on two levels, with a gradual grade change of several levels on which the train circles around and reverses direction. The structural support for this model is all hidden behind scenic drops to give it a realistic appearance. Each town on the line has been meticulously reproduced to scale with grain elevators, depots, town streets and houses.

Completion of this model is scheduled for some time in the future. But much has been accomplished, making a visit worthwhile. Even those who are not model train enthusiasts are surprisingly interested in this display of a diminutive railroad in action. Club members have entertained groups of school children by special arrangement, and the model is always open for public viewing several days and evenings between Christmas and New Year's Day.

Several Newport men worked for the railroads. In addition to those previously mentioned, William Ferguson worked for the Milwaukee Railroad for 48 years — 32 years in Newport. A local citizen, Joe Zangs, remembers several co-workers, among whom were Charley Mansfield and "Joe" who were dispatchers at Hoffman tower (he called them "lever-men").

Richard Lindblad manned the Newport tower for many years. Another man who lived in Newport was Charley Hedberg, who handled road maintenance between Newport and Hoffman tower. He kept a handcar in a shed at Newport and pumped himself to work, up and down the track. Joe March was also a maintenance man and foreman on the same stretch of rails. Others Joe worked with at Hoffman tower were Charles Connolly and Charley Feet. A Mr. Stoneman was division dispatcher whose office was in Newport tower. After the automatic signals were installed, Richard Dunn was maintainer for the towers between Newport and Hoffman tower. Stoneman's terminal division included

four towers: St. Croix at Hastings, Newport, Oakland and Hoffman.

In the years of the "Burlington Motor" there were nine stops along the line, not all of which were depots. The train began at Pullman Avenue depot and proceeded north to St. Paul Park depot on Broadway crossing. Parker's Platform at the south end of Newport was next. Then it was on to the Newport depot at the 12th Street crossing. At Red Rock, a boxcar stood by the 21st Street crossing (then known as Mississippi Street) as a depot. About where North Star Steel is now located was Chelsea platform. The next stop was at the large, ornate depot at Highwood. The Bluff depot was located about where Warner Road bridges the



This advertisement for the Burlington Railroad appeared in about 1900.

railroad tracks under the Indian Mounds area and into the Union Station. Joe Zangs remembers that Union Depot was only half-built in 1923. At that time it was served by only six tracks, later increased to many more. The Union Depot is no longer used as a depot and most of the tracks are gone.

In the 1950's, the mail delivery poles were removed. These were poles with arms which could be pivoted toward the tracks where mail bags were hung. A bag of mail was hung on the arm, it was swung around and the railway mail clerk hooked it off as the train moved slowly by. There were two residents of Newport who were railway mail clerks, Carroll Boudreau and Earl Fourt.

RAILROAD MAN JOE ZANGS AND HIS MEMORIES

Joe Zangs' early life was near Milwaukee, Wisc. where his family lived near Cedarburg. They then moved to Grafton, Wisc. The family moved to St. Paul in 1918, where they settled in the Mounds Bluff area. Among his neighbors was Warren Burger, later Chief Justice of the United States Supreme Court. Also, there was a general store on the corner of Old Point Douglas Road and Bates Avenue in St. Paul, which was operated by the Blackmun family. Their son became Justice Harry Blackmun of the United States Supreme Court.

Joe spent a number of years working for the railroads. In 1932 Joseph and Delia Zangs were married and in 1936 they moved to Newport.

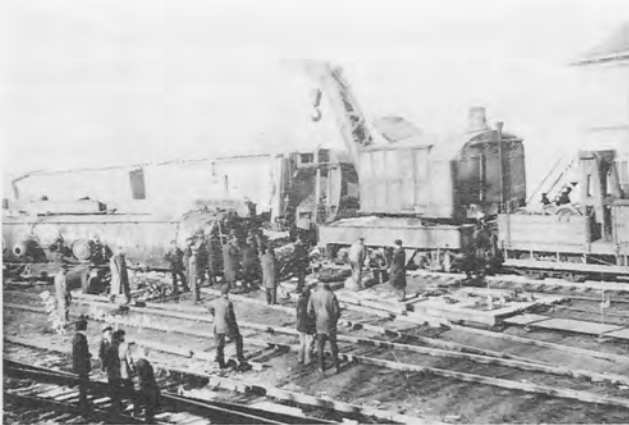
They settled in their present home at 811 Glen Road, not far from Hastings Avenue. Glen Road was then a dirt lane, and in wet weather was a mirey pit that trapped many an unwary motorist.

Joe also remembers Thomas Mattimore and his cousin, a Mattimore, who later changed his name to Richard Arlen when he became a famous movie star in Hollywood. He says they were both employed in the Citizens State Bank on Sixth Street in St. Paul before "Toss" Mattimore joined the Farmers's Terminal State Bank in Newport.

MAN OF THE RAILROAD, WILLIAM C. WYGANT

Bill Wygant is a third-generation family member to live in Newport. He is presently residing in his grandparents', W.S. and Minerva Wygant's, home at 1097 Second Avenue. He is the son of Cecil and Mercedes Strate Wygant. When his father Cecil was growing up in Newport, he was the most popular of all the boys in town. He had a remarkable electric model train set of whom all were envious. It was so large that the tracks ran from room to room through the house. In 1989 this set is the property of Cecil's grandson — his father, Bill gave it to him. Although he did not grow up in Newport he moved into his home in 1949 where he and his wife, Betty, raised three sons, David, John and Donald.

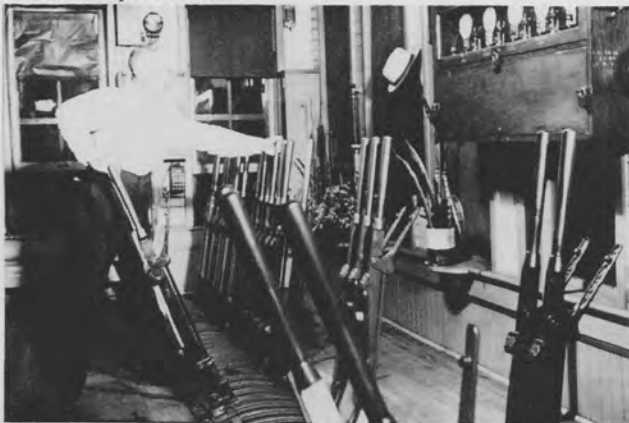
Bill Wygant worked in the Northern Pacific Freight House in St. Paul where he spent 27 years in the shop as an electrician and nine years in the office, drawing circuits. He retired in 1983.



This train wreck, dating from the early 1900's, occurred near the Newport Switching tower.



Richard Lindblad was one of many area men who worked in the Newport tower.



Lindblad at work in the tower. The switches were used to route trains.



The Greatest East Metro Model Railroad Club's model railroad is popular with railroad buffs.



Bill Wygant

POPULATION TRENDS REVEALED

It was thought that population statistics of Newport would reveal a trend in growth with logical sequence, but such was not the case. The first one recorded for 1870 showed a population of 307 in Newport Townships. It listed 169 males and 138 females.

In 1880, Newport, Denmark and Cottage Grove wer counted together, with a total population of 1,861. Other county communities were also reported in the same way.

In 1890, Newport village, township and St. Paul Park were all lumped together with a total population for the three areas showing 1,691 people. Following this census it was noted, 'Newport village, formerly in Newport township, incorporated since 1889.'

The censuses for 1900, 1910 and 1920 listed as follows:

1900 census - Newport Township including St. Paul Park - 773

1910 census - Newport Township with St. Paul Park - 913

Newport Village - 370

1920 census - Newport Township including St. Paul Park - 1031

Newport Village - 453

In the 1930 census, the count was revised

to omit St. Paul Park.

1910 census -

Newport Township - 111

Newport Village - 370

1920 census -

Newport Township - 131

Newport Village - 453

1930 census -

Newport Township - 115

Newport Village - 541

1940 census -

Newport Village - 872

Newport Township - 178

1950 census -

Newport Village - 1,672

Newport Township - 189

(Largest growth in decade between 1940 and 1950 - 800)

1960 census - 2,349

1970 census - 2,922

1980 cnesus - 3,323

The number of modern times are a far cry from one 1860's-era population count. It listed 74 horses, 234 cattle — and a total personal property valuation of \$21,245.

Chapter Three

Business Growth and Changes: Farmers Were the First



Durand's Store was an early Newport business, which thrived into the 20th century.

MARTIN SWANLUND, THE MARKET GARDENER OF RED ROCK PARK

One of the exceptional privileges in recent times has been the opportunity to have a quiet talk with **MARTIN SWANLUND**, whose life in Red Rock Park, now Newport, spans 89 years. His personal observations date from the turn of the century, but his memories extend back to the earliest days of Red Rock and its families.

Martin Swanlund, born Nov. 22, 1892 in St. Peter, lived there on a family farm for the first five years of his life. He was then sent to the Owatonna Orphan School, where he remained for three years. In 1900 it was his good fortune to be brought to Red Rock by Willis and Jennie Ford, where he grew up. Willis was the third child of John A. and Mary Ford, the first white couple in Washington County to be married at Fort Snelling in 1843.

John Ford died before Martin came to Red Rock. But he remembers stories about him. Ford was a blacksmith, and one story concerned how an Indian came to him with his broken rifle stock to get it repaired. Ford put a brass band about it. After that the Indians intention-

ally broke their rifle stocks, so that they could also have the brass bands.

The Fords, father and sons, were farmers. It was on some of their farm-lands that old Red Rock was built. Several old homes at Red Rock were built by John Ford, only two of which have survived to modern times. One is the Mailand home at the east end of 21st Street, and the other is Martin Swanlund's home at the end of Hastings Avenue. Both were built in the 1880's.

When Martin Swanlund arrived in Red Rock, the Ford household consisted of Willis, Jennie and Harriet Fromer, Jennie Ford's daughter by a previous marriage. Martin remembers the small farm around the house and the barn where he milked Jersey cows. He delivered the rich milk around town and to the summer residents on the Red Rock Camp Grounds. It sold for four cents a quart or one dollar for 25 quarts.

Martin attended the one-room grade school at Red Rock, where Anna McHattie and Belle Atherton were two of his teachers. Eight grades were taught there. He remembers how the ceiling was "plastered with spit balls!" One treat he always enjoyed was being sent to Stubb's store for ice cream.

One of the schoolboy pranks involved the school bell. The boys were given turns to pull the rope attached to the bell. Their favorite trick was to pull the rope and hang on so the bell wouldn't ring. Often the bell stuck, upside down,

and a boy was then sent up to right it. Martin remembers going up to fix it — he put his foot through the plaster ceiling.

He recalls the houses and who lived in them on Mississippi Street (now 21st Street). The school was at the southeast end of the street. Opposite it were homes of the Mailands, Calderwoods, Partridges, with Jenewines at the other end. Across the street from them were the Fordyses. South of Martin's home on Hastings Avenue was the Abbott family. Next door was the home of Mrs. Colgrave. Proceeding down Hastings Avenue, there were three large houses. In the corner house was old Dr. Squire, a contemporary of Dr. Munger in St. Paul Park and Dr. Steen in old Cottage Grove. Next door was Mrs. Willis Ford's house, which she rented out. At one time, Mr. Deichen lived there. It was also the home of the McCarthy family when the children were growing up. People living in the third house at various times were Maud Barrack, and later Mr. Truax, the well driller.

Martin rode the old Burlington Motor into St. Paul where he attended Mechanic Arts High. He took the early morning train to school and skipped his last class of the day to catch the afternoon train home. It was a long walk from school to the Union Depot and if he stayed for the last class, he missed the last motor.

Martin taught shop in Hinckley from 1914 to 1917 when he enlisted in the United States Army. He spent two

years "helping Uncle Sam win the first World War." He then returned to teach at Glenwood. In June 1920 he married the neighbor girl, Sarah (Sadie) Abbott, in Mrs. Colgrave's home. They took a honeymoon trip by car to Yellowstone National Park. Of the trip, Martin said the roads were terrible — there was grass growing in them. He spent most of the time under the car or fixing flat tires.

Martin and Sadie returned to a saddened household. Willis Ford had died, and was buried in their absence. Jennie Ford remained with them for a year or two. She then went to live with her daughter Harriet, who taught school. They lived in various states but ultimately moved to southern California, where Harriet bought a home and retired. The last members of the Ford family to leave Red Rock were Franklin and Addie Ford, who also retired to southern California in 1925.

Martin and Sadie Swanlund raised four sons: Howard, Robert and twins Earl and George. Three of the sons became market gardeners, with their father at Swanlund's. George went to the University of Minnesota, where he got a degree in engineering. He worked many years at Honeywell, and later Control Data.

The Swanlunds' gardens were around their home for a number of years. They raised strawberries, raspberries, tomatoes, sweet corn and melons. The strawberries were a pick-your-own crop raised in a field east of Eighth Avenue.

(This area in 1989 is occupied with homes.) Many hundreds of bushels of their very special varieties of melons were sold in the Farmer's Market in St. Paul, and still are.

In the mid-1930's Swanlund rented land in the Langdon area, near the 3M Chemolite plant, where he raised melons. In 1936 he lost the entire crop to drought, as there was no provision for irrigation.



Martin Swanlund

About 1939, Swanlund bought 160 acres situated on Hadley Ave. opposite the present Pine Hill Elementary School in Cottage Grove. When he bought the land it was a high, flat tableland with open fields on three sides. The fourth side dropped off toward the river valley beyond. A windbreak of Chinese Elms was planted around the acreage. A wide roadway was provided down the center of the land, which was lined with pine trees. The trees also outlined 20 and 25-acre fields within the two sections.

They began working this land in 1940. In 1946, another melon crop was lost to drought. Then, a deep well was sunk to compensate for unusual dry years. In 1989 there were three deep wells on the property. With these, most of the fields are guaranteed success, using portable irrigation pipes and also a

self-propelled nozzle sprayer system.

At the outset, berries were a pick-your-own crop. Later, tomatoes raised in a field near the Swanlund home were also harvested that way. There was a small roadside stand near their home on Hastings Avenue where for many years some of the produce was sold. Tomatoes and raspberries haven't been raised for many years, as they became unprofitable. The raspberry bushes were removed when they could no longer secure disease-free plants, and the necessary spraying made it impractical to produce fruit. The roadside stand was closed when it was no longer feasible to continue its operation. At its last use, Swanlunds were marketing only corn, melons and apples.

The two crops for which Swanlunds are famous are strawberries and melons. Every June, thousands of families arrive with loaf cake pans, dishpans, boxes and berry baskets to pick strawberries. All of the containers are weighed in. They are returned full, weighed out and the difference in weight is the price of the berries — charged by the pound. The melons are marketed by the bushel at various outlets around the city. Some always appear in Fisher Foods at Newport.

Martin Swanlund has 13 grandchildren and 20 great-grandchildren. There are eight grandchildren to carry on the family name. One of those grandchildren shocked the family when he and his wife had triplets, born on Dec. 5, 1986. Uncle Howard says "everything in that household is in threes".

HOWARD SWANLUND - NAVY FLIER AND FARMER

HOWARD SWANLUND, oldest son of Martin and Sarah Swanlund, was about 19 years old when the Second World War began late in 1941. He was not drafted into the service because farmers were considered an economic necessity by the draft board.

However, he enlisted in the United States Naval Air Force in 1943. The Swanlunds were farming in the Langdon-Cottage Grove area in the 1930's next to Lloyd Belden's air field. Belden was a pilot for Northwest Airlines, and he kept his private planes there. That is where Howard first became interested in flying.

Howard's training was on several different air bases, during which time he made plans to return to Newport and marry Rosemary Peters. The date was set for June 16th, 1944 but the Navy "goofed up" and his orders were changed. He was then stationed in Pensacola, Fla. and was ordered to Great Lakes Naval Station in Chicago. There he made several trial runs, being catapulted off an aircraft carrier deck. In the meantime, all of the wedding plans were changed by a "tearful" Rosemary. They were married on June 20th, 1944.

Swanlund was sent to the east coast for additional training. His bride followed, as he was sent to various field there. The training was completed at Martha's Vineyard. The pilots were then sent cross-country by troop train, from where they shipped out to the Pacific Theater. He transferred to the Yorktown in Leyte Gulf on June 17, 1945 and from its deck flew several missions before the war ended. He flew his torpedo bomber, Avenger, in parade over the U.S.S. Missouri where the Japanese surrendered Sept. 2, 1945. As lieutenant junior grade, he was awarded the Air Medal and the Distinguished Flying Cross.

Howard and Rosemary raised three sons in Newport and built a home on 11th Avenue. In the mid-1980's, Howard retired and in July, 1987 Rosemary suddenly died. Since that time Howard will be occasionally found helping his brothers, Earl and Robert, in the fields.

Howard has been skiing at the Afton Alps for 20 years where he has been an active member of the ski patrol. He said, "I only skied eight days in December" (1988). Now that he isn't farming he has taken up golf. This man is also grandfather of six children.

WASHINGTON COUNTY DIRECTORY, NEWPORT

(Shortly after its incorporation)

NEWPORT.

A village on the C., M. & St. P. and the C., B. & N. Rys., and on the Mississippi, 25 miles from Stillwater, and 7 from St. Paul

Ahlquist Ole, laborer, resides river bank
Alden Evert F., engineer, boards North near Broadway

Alden Samuel E., residence North near Broadway

Arny John, residence west side 3rd near river

Baker Byron E., well driller, residence 6th corner Mill

Barnhart Wm. F., (Barnhart & Schnittger), residence Broadway corner North

Barnhart & Schnittger (Wm. F. Barnhart, Harry W. Schnittger), general store Broadway and North

Bishop Wm. H., carpenter, residence west side 5th near Fowler

Borns Peter, foreman, residence east side Broadway near North

Brown Clara A. (widow Wm. R.) residence north side School near 4th

Chatterton Clarence D., gatekeeper, residence Broadway corner North

Clown Henry S., telegraph operator, boards H.A. Jones

Conklin Wm., carpenter, residence Broadway corner School

Derbyshire James R., shoemaker, 2nd corner Oliver

Doran Ernst, laborer, residence river bank

Dudley John, lumber, Broadway near depot

Durand Henry A., general store Broadway corner Main, residence 2nd near Oliver

Egan Peter, boards Broadway near North
Estabrooks George M., millwright, residence Oliver corner 3rd

Fowler Frank L., coal Broadway corner Main, residence northeast 6th corner Fowler

Fowler Wm., postmaster, residence 6th corner Fowler

Goodhue Elbert, residence 3rd near river
Hill Henry R., baggage agent, residence Newport Park

Hills Edward C., brakeman, residence 2nd corner Oliver

Holland Wm., horseshoer, J.T. Stringer
Houser Charles E., foreman, residence Broadway near Mill

Huganin James H., residence 4th corner Main

James Henry C., lawyer, residence Newport Park

Jones Hugh A., agent C. M. & St. P. Ry and Am Exp Co, residence Broadway near North

Jones Isaac D., boards Broadway near North

Kenyon M.C., dairy, residence Newport Park

Kenyon Warren A., stock dealer, residence Newport Park

Koons Samuel W., agent C.B& N Ry, residence 5th near North

Link Wm., boards 3rd corner Johnson
 Lund John, laborer, residence near depot
 Maskrey Ellsworth H., engineer
 Maskrey John P., feed mill, residence
 Broadway corner Johnson
 Miller Matthew, farmer, residence 3rd
 corner Johnson
 Monroe Henry C., residence Broadway
 near School
 Moore Ellis P., teamster, residence 2nd
 near river
 Moore George G., laborer, residence 2nd
 near river
 Munger Noble, carpenter, residence 6th
 near Main
 Munger Orlo B., bookkeeper, residence
 School near 4th
 Noltimier Charles, farmer, boards Fred
 Noltimier
 Noltimier Fred, residence 5th near
 Fowler
 Oakley Wm, laborer, residence 5th near
 School
 Popp Henry L., woodworker, residence
 2nd near river
 Parker Charles A., superintendent St.
 Paul, Broadway near Willoughby
 Peterson John, barber, residence 4th near
 north city limits
 Reohr Rev. Charles O., pastor First
 Baptist Church, residence Broadway near
 Willoughby
 Ross Elmer, clerk, boards Robert Ross
 Ross Isaac, laborer, boards Robert Ross
 Ross Robert, residence 3rd near river
 Schabacker Christopher J. (E. Schab-
 acker & Sons), residence Main near 6th
 Schabacker Charles H., (E. Schabacker &
 Sons), residence Main near 6th
 Schabacker C. J. & Sons (Christopher J.,
 Charles H. and Wm. M.), blacksmiths
 Broadway and Main

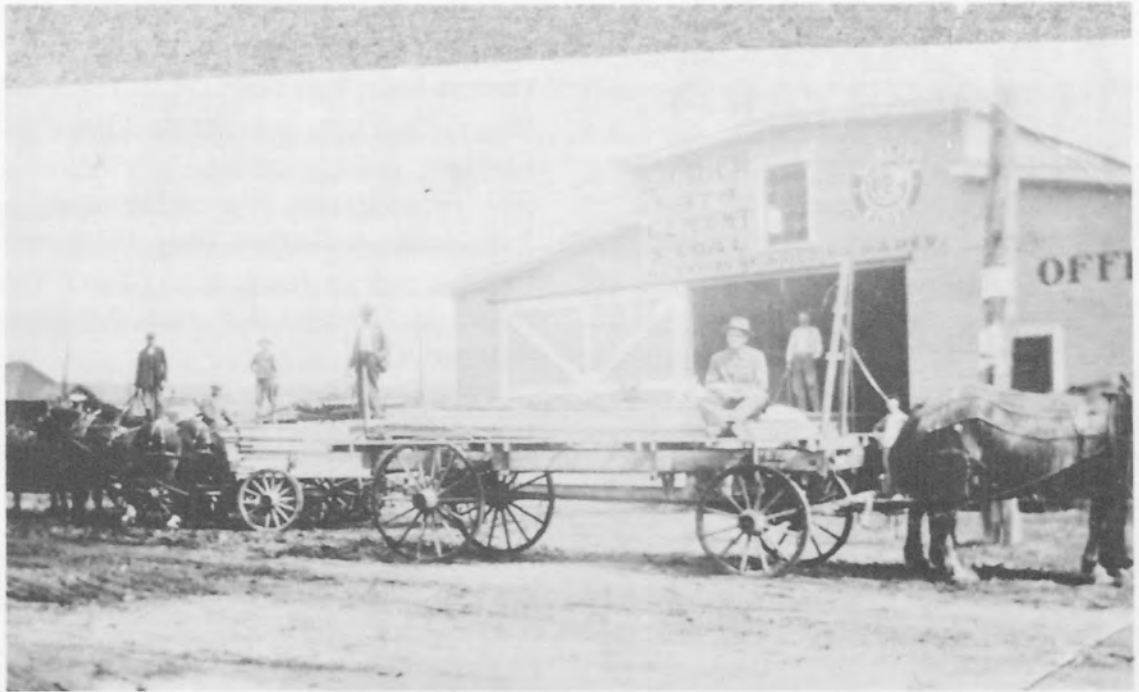
Schabacker Wm. M., (E. Schabacker &
 Sons), boards C.J. Schabacker
 Schnittger Harry W., (Barnhart & Sch-
 nittger), residence Broadway northwest
 corner north
 Scofield Wm. R., (Stevens & Scofield),
 residence Broadway and North
 Shelton E.M., well driller, residence
 Oliver near 4th
 Shelton Levi W., carpenter, residence
 Main corner 3rd
 Siegert Richard E., mason, residence
 Oliver near 2nd

The above directory listings were
 published shortly after the incorporation
 of Newport in 1889. It lists only the resi-
 dents of newly-platted Newport Park and
 those in the "original" settlement of
 Newport. It is curious that no Red Rock
 residents are listed, as Red Rock was part
 of the newly incorporated Newport.

Residents, their occupations and
 addresses are listed. In some cases, sepa-
 rate businesses are indicated, such as the
 Barnhart and Schnittger Store. Note that
 two people have their address listed as
 "riverbank".

Can you locate these long-ago
 residences today? All numbered streets
 are now designated as avenues. This
 directory used "Broadway" addresses
 which later became Seventh Avenue.

The other street names, in order
 from the southern village boundary going
 north are: Willoughby, Fowler, Johnson,
 Main, Oliver, School, Mill, Spring,
 Grove and North.



These two views of Gipson Lumber show subtle changes to the building's exterior

GIPSON LUMBERYARD CUSTOMER LISTS REFLECT AREA NAMES

For many years, the Gipson Lumberyard was a focal point of the Newport business community. It was centrally located on Seventh Avenue and 12th Street.

An account book saved from the now-closed lumberyard tells us a lot about the community of Newport. Because virtually every household and business had need of Gipson's wares at one time or another, a look at the book is a walk through Newport history. Occupations of many folks were listed with their accounts.

Here are the accounts in 1930-34:

A — Arneson (engineer), Abbott
 B — J.V. Bailey, H. Brandt, Berfeldt, Irvin Birkholm, Boliou A.P., Boyd and A.V. and Co., Brown, Adelbert
 C — Guy Chapel, John Cran (Swift—pension)
 D — Danberg, G.A., Ben Danberg, Frank Diedrich, R.W. Deichen, Mrs. DuVerne, L.R. Diamond, Dickerman (Duluth) Investment Co., John Dobie, Donald Dobie, Harry Durand, A.J. Durand
 E — Vic Erickson, Euerle, Wm. Sr., Wm. Jr. (Walter and Arthur)

F — Ferguson, W.A., Godfrey Fritz, Harry Feifarek, L. Fritz, Ernest Feifarek, Frances Fritz, Earl Fourt, W.G. Fordyce
 G — Julius Gotz, A.J. Greene, George Good
 H — Frank Hanner, Theron Hammer, John Healy, A. Hedeem, Chas. Hitchcock, Floyd Helms, H. Hubbard, A.E. Hull, Adelbert Hubbard, G. Humfeldt
 I — Frances Iverson
 J — Jager, John and Reuben, Jenewine, Laurel Johnston, Roy Jones, Clarence Johnson
 K — O.W. Knauss, C.L. Kelsey, A. Keck, C.M. Kemp, R.J. Knight, Krusemark, Mrs. C. and Fred
 M — Carl Mailand, Art Mattimore, F.A. Marko, Joe March, Chas. Mansfield, Otto Metzger, Mack Munger, James Murphy, Dr. Munger, Carl Mueller, A.S. Munger (A notation by Mattimore's name notes he was an "auto mechanic".)
 N — "Al Narro" (Al Narusiewicz), Noltimier, Wm. & Elizabeth
 O — Irene Olinger
 P — Charles Parker, Paulson, H.E. and Geo; E.A. Perkins, Carl Pennington, J.L. Perkins, - R.R. and Chas.; Mrs. Pennell, Roger Pennington, I.C. Pickett, Lawrence Polski (truck gardener 1930-34)
 R — H.A. Rau, R.W. Richardson, R.L. Ross, Ed Ross, Harland Ross
 S — Walter Stacy, Shea, Jim and Roy; Martin Swanlund, Jack Sathra, Holden Seigert, Frank Sherwood, Bert Schilling, R.W. Scofield, E.B. Scofield, Schottmueller, Earl Scofield, Snow, Bert (A notation by Earl Scofield's name tells us he was "asst. baggage mstr., St. Paul Park". He undoubtedly worked at one of that community's two depots.)

T — Geo. Taylor, Tvetne, L.; Pete Tibbetts, Hartley Tripplet, Herman Tripp, Wm.
 Tibbetts, J. M. Trickey, Geo. Tibbetts (A note here indicates that Hartley Tripplet worked for the Union Stockyards.)
 V — C.C. Varnum, Geo. Van Alstine, A.J. Verrier (A note tells us that Verrier worked at that time — 1931 — as a carpenter at the Minnesota State Fairgrounds.)
 W — Frank Waldera, H. Westermeyer, R. Wetzel and Hub and Harold, Chas. Winberg,
 Chas. Wygant and W.S.; V.E. Wilson
 Wilson was marked as a “printer McGill-Warner.”)
 Z — John Zelch (His notation is “bridge builder”.)

More listings indicate names of Newport residents, a year and their occupations. In some cases, we learn who or which business a purchase was for:

Harry Durand, retired merchant, 1931
 Fran Diedrich, railroad mail clerk, 1931
 A.J. Greene, Dept. Mgr. Emp, 1932
 Ed Ross, Street Comm (Commissioner), Newport
 Mrs. John Dobie, for Newport Post Office, 1934 (Her son was the community’s mail carrier.)
 R.J. Knight, drainage engineer
 Earl Pedersen, Mgr., U.S. Mail Order Store
 W.A. Ferguson, Clerk Bridge and Terminal, Retired, 1931
 Holden Seigert, Disabled War Veteran, emp. Veterans Hospital (Dentist?) 1931
 Geo. Madison, Railway Auditor, Great Northern Railroad, 1931

Walter Stacy, auto mechanic, 1931
 Theron Hammer, truck driver, Murphy Trucking
 R.R. Ross, Railway Clerk, Omaha Railroad
 C.F. Spiess, Manager, Gopher Grain Co., 1931
 Earl Fourt, Railway Mail Clerk
 A.E. Hull, Salesman, Brown and Bigelow, 1931
 A.P. Boliou, truck driver, Murphy Trucking, 1931
 C.L. Kelsey, Bakery Goods, Peddler
 Ben Danberg, Oil Station Prop.
 Heinie Rau, stock buyer, Cudahy
 A. Keck, Inventor, 1931
 Gotz, Blacksmith, 1931
 C.C. Varnum, Agent, Milwaukee Railroad
 Laurel Johnston, Rock Island Railroad, Mechanic
 Mack Munger, Bus Driver
 Jimmy McNamera, 1932, Deceased
 H. Hubbard, Clk (Clerk), Cudahy
 Birkholm, Cudahy employee, 1932
 Bill Abbott, truck Farmer, 1931
 J.A. Davis, Barber
 Chas. Wygant, Cudahy Clerk
 C.H. Mailand, Employee, American Hoist and Derrick

BANKING AND MEAT PACKING

Two majors businesses of Newport began operation simultaneously at Red Rock in 1920. One is growing stronger as the years go by, and the other ceased operation in 1923, was regenerated by another company, and ceased in 1954. They were the Farmer's Terminal State Bank and the Farmer's Terminal Meat Packing Company. The bank and the first packing company were run in conjunction with one another. Their establishment was the first strong stimulus for concerted growth in the Village of Newport.

It all began in 1915, when Wallace Pike sold his farm lying along the river at Red Rock on which the plant was later built. The instigator was Herman Hillmond of Elbow Lake, Minn., who visualized erecting a meat packing and related processing plants in this area. He was chairman of the first board of directors selected on Sept. 23, 1919. The others were M.F. Little, Rochester, Minn.; A.F. Noltimier, St. Paul Park; M.E. Brooks, St. Paul; Ira M.J. Chryst, Hudson, Wisc.; Kay Todd, St. Paul; Theodore F. Spreiter, secretary, St. Paul Park. These men formed a cooperative venture, in which they sold stock to create the capital necessary to build and begin operation.

Over a period of four years, 13,000 stockholders (virtually all Minnesota farmers) invested in the plan and the

building began early on the five and one-half acre tract. They built stockholding pens, slaughtering and meat processing buildings, railroad switching tracks, docks, levees and a cold storage warehouse at a cost of \$500,000. The two-story brick bank building was erected at a cost of \$17,00.

The Farmer's Terminal State Bank of Newport was organized on Dec. 31, 1919 when the incorporators held their first meeting at the Merchant Bank Building in St. Paul. Herman Hillmond was elected president and T.F. Spreiter cashier.

This combined venture was noted in the news media as follows:

FARMERS TO OPEN PACKING CO. SOON

"Plant at Newport Ready for Business Early in January.

"The Farmer's Terminal State Bank of Newport, which will be run in conjunction with the packing plant, will be opened for business next Friday. (It opened Jan. 5, 1920.)

"The articles of incorporation were filed with the secretary of state. The bank will have a capital of \$30,000 with \$7,500 surplus."

They moved a 50-room hotel from St. Paul Park, then known as the Parker House Hotel and renamed it Grand Hotel. The Parker House Hotel was named for its builder, Charles Parker of Newport. Moving the hotel must have been a sight to see. It was pulled over rollers and drawn by a team of 22 horses.

The starting work force was 125 employees to be increased to 800. At the start, the plant had a capacity of 500 cattle and 4,500 hogs. There were many ambitious plans to build a tannery, a soap factory and an oleomargarine plant.

After two years in operation, the packing plant went into bankruptcy early in 1923 due to the farmers' inability to meet their notes because of a national depression. An unidentified newspaper clipping announced, "PLANT FOR SALE, ..." "the (auction) sale is to satisfy creditors. The plant is said to be worth about \$500,000 and there are claims

against it for about \$200,000."

August F. Noltimier, a member of the first board of directors, succeeded Herman Hillmond when he was elected president of the bank on Jan. 15, 1923. Other officers elected at that time were A.H. Bahe, vice-president and T.F. Spreiter, cashier. Thomas Mattimore was named assistant cashier that year. As important as these offices were in the corporate structure of the bank, it was the cashier who conducted the business. The president was an infrequent visitor, as Mr. Noltimier was a busy farmer.

Thomas Mattimore was one of Newport's own, affectionately known as "Toss". His father, Thomas F. Mattimore, came to Minnesota in 1866 when he was a boy of twelve and lived at Red Rock. The Mattimores were an old respected family of Newport. Toss Mattimore had married Jeanette Ringold and they had one child, Dorothy Jean, when Jeannette joined him in the banking business in 1934.

August Noltimier stepped down as president of the bank in 1936 and Theodore Spreiter was elected to that post. Mr. Spreiter was cashier and presiding officer of Farmer's Terminal State Bank of Newport for 33 1/2 years. Following his sudden death, Thomas Mattimore was elected president of the bank, July 10th, 1953. Thomas Mattimore bought the bank in 1950 and it became a family-owned and operated institution for about 25 years. Altogether, between husband and wife, the Mattimores were in the bank for 47 years



The Force was the Cudahy company's newsletters.

Toss, for 38 years and Jeanette, for 36 years. In July 1961, Thomas Mattimore died, whereupon Jeanette was elected president. She was one of few women bank presidents in the nation at that time. It was during her tenure that the entire building was occupied and it was remodeled in 1964. She was pursuing additional improvements and additions when she suddenly died on June 9th, 1970.

Executive Vice-President Milton E. Klohn was elected President on June 10th, 1970. New offices and a security banking facility in the front lobby for after-hours deposits and withdrawals were completed in 1974. That year also, the Farmer's Terminal State Bank was re-named the Town and Country Bank of Newport.



This postcard shows the Cudahy plant as it appeared in the 1930's.



Left: Farmer's Terminal State Bank President August Noltimier

John Barry bought the Town and Country Bank in 1975.

The Newport bank constructed of another building in Woodbury on Valley Creek Road, and it was opened for business in 1979. Following that opening, Town and Country Bank had two offices, one in Newport and the other in Woodbury—all under the direction of an enlarged staff of officers.

On July 15th, 1982, Edward G. Gutzman was elected President of Town and Country Bank with offices in Newport and Woodbury.

On Feb. 1, 1989 the bank's name was changed to MidAmerican Bank. Through common ownership the banks had been affiliated with four other MidAmerica Banks with offices located in nine St. Paul/Minneapolis area communities, including Newport and Woodbury.

In 1989, the MidAmerica banks in Newport and Woodbury have the following officers in common:

Edward G. Gutzman, President
Thomas Eklo, Vice-President
Jeff Hawkins, Vice-President
Arnie Moen, Vice-President
Brad Huckle, Assistant Vice-President
Joe Gish, Assistant Vice-President
John Hermanson, Loan Officer
Nan Palmer, Personal Bank Officer
Susan Brown, Operations Officer

In contrast to the present MidAmerica Bank, the bank was very small. For almost 30 years, the Farmer's Ter-

mial State Bank occupied a 29-foot by 34-foot space in its building and the rest was leased out. The bank building established the core around which the business community got its start at Red Rock.

In the early days there were many different enterprises utilizing the available space in the building. Across the back, there was once a poolroom and a dance hall used on Saturday nights. Wrestling matches were also held there. (Red Rock was a lively place!) In the 1940's the general store of Louie Fritz occupied the space.

When the bank opened for business, the Farmer's Store was in a part of the front, facing Highway 3. It was succeeded by Wright's Eat Shop owned by Harry Wright from St. Paul Park, where he also owned another cafe by the same name. It was located on Broadway and is now Park Cafe.

About 20 years later, Jack Anderson opened Jack's Bar there, and in 1960 this became Clover Leaf Liquors. Four years later they built just north of the bank where they are located in 1989. Doctors and dentists occupied the second floor for many years.

The bank began to expand its facilities following 1946, when a growing population started revitalizing the economy of the area. It was doubled in size in 1949 when the rear section was incorporated into the work area. Later, in 1960, additional remodeling took place with the bank assuming more space. Within four



Always Have Money In Hand

Put away a little each pay day, and then when your opportunity comes you'll be ready for it. Bank your savings with us—it will earn 4% interest for you, and your money is always ready when you want it.

Let Our Insurance Dept. Serve You

We write all kinds of insurance (in the best and strongest companies), including:
Life, Accident, and Health Fire, Windstorm, and Hail
Automobile—Fire, Theft, and Liability

Bonds of All Kinds

Farmers Terminal State Bank

NEWPORT

LARGE ENOUGH TO SERVE YOU. STRONG ENOUGH TO PROTECT YOU.
SMALL ENOUGH TO KNOW YOU.



Above: Jeanette Mattimore

years, the entire building was occupied by the bank and substantial remodeling was completed. During the next seven years, 1963 to 1971, the bank became a colorful place to transact business. It was redecorated, inside and outside. Red carpeting was laid throughout the main floor and the exterior became an eye-catcher. The brick walls were painted white and were overlaid with French Creole black wrought iron tracery. It included the addition of decorated window flower boxes, and an ornate canopy over the front entrance. In the early 1970's, a four-lane drive-in and large parking lot across 21st Street were completed.

A well-known resident of St. Paul Park, Arnie Moen, has had a vital interest in the bank, now known as MidAmerica, all of his life. His grandfather was the second president of the Farmer's Terminal State Bank for 13 years. Arnie worked for Swift Packing Company in his early years and in 1960 bought an insurance agency in St. Paul Park from his uncle, William Norltimier. Moen Insurance agency remained in St. Paul Park until May 1976 when he moved his office into the Town and Country Bank in Newport and renamed it Town and Country Insurance Agency. He retired from the agency in September, 1982. He has since been elected as one of the vice-presidents of MidAmerica Bank.

Another well-known resident of St. Paul Park, Elaine Schlemmer, has recently completed 40 years as an employee and officer in the bank. In 1989 she became affiliated with BancServices Corporation, who provide advisory

services for banks.

Notable events have occurred in the Farmer's Terminal State Bank in past years.

During the national depression of the 1930's, a gangster stepped into the little bank at Newport and robbed it.

He was an associate of John Dillinger, a resident of St. Paul. Arnie Moen said that Dillinger made his get-away in a stolen car and picked up another in the country, now 65th Street, in Cottage Grove.

On the Fiftieth anniversary of the bank, an open house was held from Jan. 22 to Feb. 28th in 1970. The last day of the celebration was memorable. David Stone, a popular entertainer from KSTP radio, broadcast his program from the bank and 1,500 people toured it that day.

Late in 1988, the Town and Country Bank in Newport began a comprehensive remodeling program. Before it was completed, the bank was renamed MidAmerica Bank, Newport on Feb. 1st, 1989. "Grand Re-Opening and Customer Appreciation Days" were held on April 20th and 21st, 1989.

With this joyous and festive celebration, excellent services are maintained in the MidAmerica Insurance Agency, and a new banking era began in Newport's MidAmerica Bank.

REFINERY A NEIGHBOR SINCE 1939

One business enterprise that has employed numerous Newport residents is just across the community's border with St. Paul Park. Since 1939, what is now Ashland Refinery has been a neighbor to Newport.

The company that would become Ashland Oil was founded in 1918 in Kentucky, as Swiss Oil. In 1936, Swiss Oil was incorporated as Ashland Oil and Refinery Corporation.

Three years later in St. Paul Park, another group was starting a refinery of its own. The Northwestern Oil Refinery was founded by the seven Erickson brothers. One of the brothers, Elmer, lived in Newport for a time.

The refinery prospered as the need for oil and gasoline grew over the years. In the early 1950's, the plant expanded from 8,000 barrels per day to 30,000. It was estimated that 150 carloads of crude oil would pass through the facility daily. One addition planned was a catalyst cracking plant, for the processing of high-quality gasoline.

Newspaper accounts detailing the expansion noted that the United States Defense Department said the new refinery is "necessary in the interest of na-

tional defense during the emergency period" (a reference to the Korean War). A certificate of necessity in excess of \$2 million was issued to cover early stages of plant construction. Work was expected to be completed in late 1952, and area newspapers followed the work closely. The "cat cracker" — a nickname for the catalyst cracking plant — was to be the first in Minnesota.

Not only would fuels produced by the tower be used in the nation's defense, increased consumer demands also accelerated the plant expansion. At that time, companies allied with the refinery included more than 50 gasoline stations in Minnesota — among them the "Erickson" and "Life" fuel stations.

The refinery was just one of many enterprises owned by the Ericksons. Filling stations, cafes and department stores were also among their holdings. During their years in the refinery business in the St. Paul Park-Newport area, the Ericksons gave generously to the two communities.

As the years went by, the Northwestern Oil Refinery continued to expand and improve its equipment. In 1970, the refinery was sold to the Ashland Oil Company of Kentucky.

The new owners continued to build on what the Ericksons had done. At the time of Newport's centennial of incorporation, about 250 people were employed at Ashland. Many others

worked at the company's bakery in St. Paul Park. The Supermom's Bakery

provides food to be sold at Superamerica gasoline and convenience stores.



Several Newport women are in this group of Northwestern Refinery workers. Can you find Ethel Schilling, Irene Johnson, Evelyn Berfeldt, Helena Mailand?

ELECTRICITY AND NORTHERN STATES POWER IN NEWPORT

The demand for electricity in Newport began with a request made when the meat packing industry was established here in 1915. The St. Paul Gas Company supplied the Farmer's Terminal Meat Packing Company in 1916, but they rejected putting electricity into the village. The village council thought that to be unreasonable and so Mayor J.V. Bailey sent Walter Fordyce, council recorder, to make a personal appeal for service.

Edna Fordyce Marshall has written how electricity came to the village of Newport. Her father, Walter Fordyce "talked to the company in St. Paul and was told they would give Newport electricity on one condition. They would go through with it if he would provide them with a list of 100 signers. He combed the village, submitted the list and soon the electricians were at work. I was 6 or 7 years old but I remember distinctly the day when men appeared at our door to say that all the necessary wiring was complete and they would like our house to be the first 'enlightened.' They asked us to press the switch button and, PRESTO! There was instant light. We were amazed and ecstatic with joy. It was a gala

day in Newport for 100 signers."

Early electrical service left a lot to be desired. There were lots of "dark pockets" in the community; light poles were set two blocks apart and they were turned off at 11 p.m. Also service was intermittent - some days there just was no current. This situation prevailed from 1917 until 1930. Witness an excerpt from the February 28th, 1929 *Community Life*.

"NEWPORT TO HAVE REAL STREET LIGHTS"

"The village council of Newport is contemplating a real and adequate street lighting system. . . ."

"The plan that is proposed would be to have the Northern States Power Co. take over the operation and maintenance of the entire system and it would be operated with the St. Paul system, that is, we would have lights from dusk till dawn. . . . The power company is now installing a substation at Red Rock, costing approximately \$15,000, which when completed will give Newport a double hookup; in case there is any trouble, another connection could be quickly and easily made - something that has been lacking in the past and which caused us to have so many dark and 'juiceless' days in the past. Under the proposed plan. . . . We will have lights all night instead of only a small portion of it.

"This appears to be an oppor-

tunity for our village to graduate into the civilized and modern community class, so far as lights are concerned.”

Newport has since become a vital link in Northern States Power Company;s (NSP) expanded facilities providing adequate service, electricity and gas, to the growing area around the east side of St. Paul, adjoining suburbs and nearby parts of western Wisconsin. The Red Rock substation began increasing in size in 1954. Its importance to the company became evident when huge investments were made, enlarging their facilities. A major step was taken when transmission lines were extended from the newly built Black Dog generating plant in Burnsville to the Red Rock substation over 18 miles away. Then a larger transformer station was erected in the old Red Rock area of Newport. Thus, the substation is rightfully named Red Rock.

In 1973, Northern States Power Company became an important member of Newport’s business community. Ground was broken in the spring to erect an office building and service center in the northern end of town. It was located near the enlarged substation and consisted of a 35,000 square-foot building where 150 to 200 people may be employed. It is interesting to note that the ground-breaking ceremony was attended by three Newport people: Basil Loveland, mayor; Donald Strege, councilman and Eunice Verrier, chairman of the Newport Planning and Zoning Board. Note in

the photo that all of the men are wearing hard hats and Eunice, in the center, is protected by a transparent umbrella. Within the company this was the Red Rock district of the St. Paul Division.

In 1976 there was a reorganization made within the company when it was announced that Red Rock had been upgraded to a separate division. It then assumed a larger role in providing service, electrical and natural gas, to the growing suburban area in which it is located. This facility is now exclusively an electric utility. Management and operations personnel for gas service in Newport have been relocated to St. Paul and White Bear Lake.

A community-minded employee in the Red Rock division, Nick Dreis, became an active participant in many of the towns and cities in his district. He joined the Newport Business Association and helped to maintain communications between the small town and the very large company. The association he established has been of vital significance to both. Another NSP employee, Bob Berg, was liason man with a positive input. He and Dreis have each served as president of the Newport Business Association. The involvement of these men extended to other area wide organizations such as membership in the Suburban Area Chamber of Commerce. Bob Berg has recently taken his retirement and in 1988 Bob Schmall is presently NSP’s representa-

tive in the greater business community.

A major improvement was begun in 1982 to replace transmission lines between Red Rock substation and Crystal Cave line in Wisconsin. This new conductor increased the line's capacity - old poles were removed to provide additional strength and greater ground clearance. The transmission line which was replaced had been in use since 1924. When the three-quarter-mile long transmission line over the St. Croix River was originally put in place, men used ladders to build the steel towers and horses pulled the cable across the frozen river. About 60 years later, the job was accomplished by crews using cranes and other machinery to remove "archaic" insulators, remove towers and rebuild a new line. The line has greatly increased the electrical capac-

ity of this major link between states. It is amazing to realize that the new one-inch conductor is twice as big as the original line and carries twice the load.

In 1982, NSP created NORENCO, a wholly owned subsidiary that provides for non-regulated energy services. The term non-regulated is misleading to the layman. It means that NORENCO is exempt from Minnesota Public Utilities Commission regulation, but is controlled by binding agreements made between NSP and numerous state and local agencies.

Under NORENCO, NSP recently developed a unique and revolutionary new plant in Newport. It is known as the refuse-derived fuel (RDF) plant which stands near the Red Rock substation. This plant is designed to



The Ramsey-Washington Refuse Derived fuel plant processes garbage into fuel

convert combustible trash into an alternative boiler fuel to help generate electricity at some of NSP's coal fired plants.

To establish this plant, NSP made a proposal to Ramsey and Washington County officials to design, construct, own and operate a trash collection and separation facility to process 1000 tons of the counties' daily solid waste output. The RDF produced was to supplement the coal being burned in some of their generating plants like those at Red Wing and Mankato. Contracts were drawn up with the two counties and Minnesota Pollution Control Agency. A conditional use permit was granted by the Newport City council. The counties then licensed 100 to 1250 haulers,

requiring them to dump their refuse at the Newport processing plant on a contractual basis. The \$25 million plant began operation in mid 1987 and presently has 43 permanent and 24 temporary employees. At centennial time, it operates on a schedule from 6 a.m. to midnight, six days a week.

This unusual plant, representing state-of-the-art technology, is helping to solve two major problems in today's world. It eliminates the search for trash burial sites which take up valuable farmland. Landfill use has created another problem, that of ground-water pollution. Secondly, it produces a new energy search for power plants. Newport is a member in the vanguard of creative new solutions for better living.



Left to right: Lyle Anderson, Business Manager, IBEW #23; Russ Duncanson, President, IBEW #23; Eunice Verrier, Newport; Tom Connelly, NSP St. Paul Division Manager; Basil Loveland, Newport Mayor; Donald Stege, Newport Councilman.

THE MEDICAL PROFESSIONALS OF NEWPORT

Old Dr. Squire was the first resident doctor here. He lived at Red Rock at the turn of the century. He, with Dr. Munger of St. Paul Park and Dr. Steen of Cottage Grove, began their practices traveling in buggies to the homes of those in distress — office practice came later. It was a luxury to have that many doctors in the area, and there were those who preferred one over another. In the immediacy of childbirth, perhaps the doctor was dispensed with and a midwife was called.

Following Dr. Squire, Dr. Ewald came to open an office in the Farmer's Terminal State Bank building on the second floor. Patients could then call on the doctor, going by foot, car or bus. Dr. Ewald was succeeded by Dr. Watson, who also had offices in the bank building. Making an office call was not easy. Patients had to climb the long ell-shaped stairway to see the doctor.

When Dr. Watson was getting along in years, a second doctor, Dr. Richard Williams, came to Newport and joined him in the building for a time.

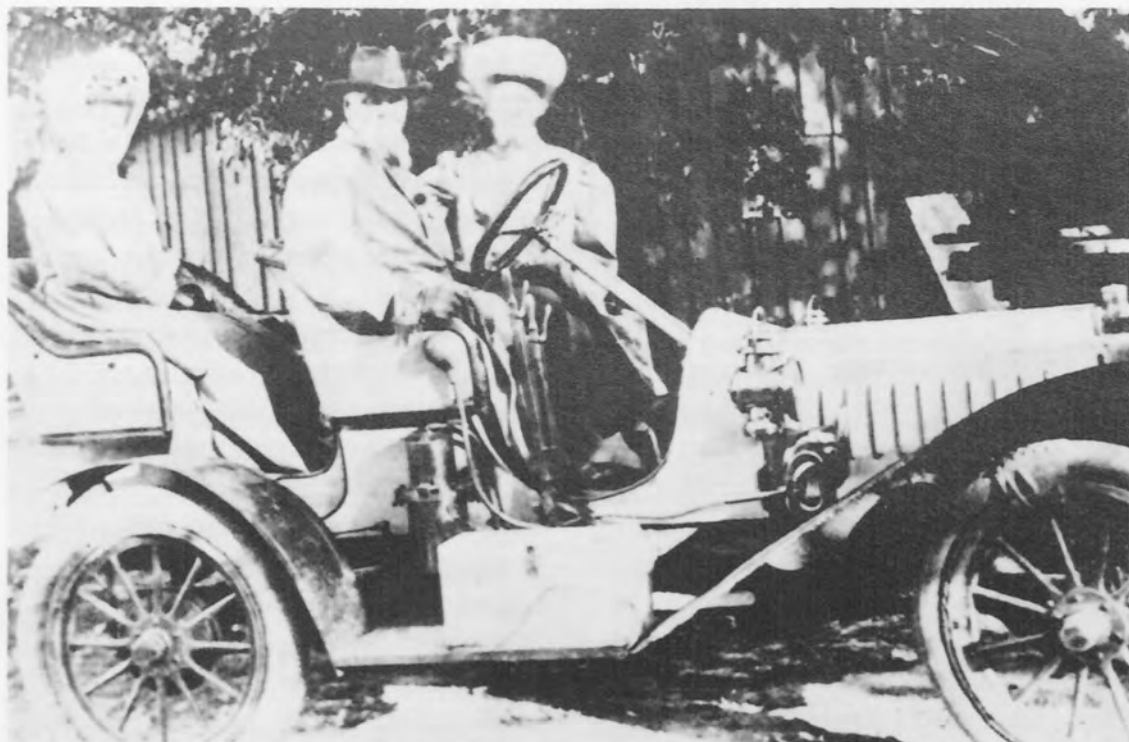
The practice of dentistry in Newport began when Dr. "Buzz" Geist opened an office next to Dr. Ewald in the

bank building. In about 1951, Dr. Iijima joined Dr. Geist there.

When the Newport Shopping Center made space available, Dr. Iijima moved to that location. Dr. Geist went into the Navy about that time. Dr. Iijima practiced dentistry in Newport for 30 years, retiring because of poor health in 1981. In April 1975, Dr. Rosher and Dr. Montgomery joined Dr. Iijima, and the facilities were then expanded. Two years later Dr. Montgomery left to return to school to become an orthodontist. He is now an orthodontic specialist for children and adults with two offices, one in Roseville and the other in Woodbury. Dr. Michael Roscher was joined in 1983 by Dr. Sandra Cole. She is a very special dentist in the state of Minnesota. Her expertise is working with the hearing-impaired.

Dr. Cole is in her office in Newport three days a week. She also devotes time in the School of Dentistry at the University of Minnesota where she is a professor participating in the graduate program in Hospital Dentistry.

The dental staff at Newport consists of two dentists, three dental hygienists, three dental assistants, one receptionist and one business manager. In 1968 Katherine Wallberg, a dental hygienist, came to Newport directly out of school. She has remained in the Newport dental clinic since then. Because it is unique for a hygienist to remain for such an extended period of time, the whole staff celebrated her 21 years of service with a party in 1988.



Above: Dr. Steen seated in his automobile. Below: Dr. Sandra Cole and Dr. Roscher communicate with sign language.

FAMOUS BUSINESSES AND BUSINESSMEN IN NEWPORT

For many years, Newport was not developed as a place suited for business and commerce because of its poor accessibility. It was largely dependent on the farm economy and was chosen as a comfortable village in which to retire.

The Burlington "Motor" opened the way with its commuter service in the last decade of the nineteenth century. About 20 years later, the automobile and improved roads made Newport attractive to home owners. But business in the village was of little consequence to the overall economy.

The first dependable job market was started in 1915-16 by the Farmer's Terminal Packing Company. Then, many of its employees moved into the Village of Newport to make their homes. Newport later developed as a pleasant place to live in the 1920's and 1930's, but most of those residents were commuters.

As a result of its past history, Newport in 1945 was a sprawling community. Homes and small businesses were spread out in a disconnected fashion throughout the village, with large undeveloped areas separating them. At that time, there was adequate room for enter-

prising young businessmen to get established. It was the turning point, when many returned from WW II and were eager to start businesses. Several family-oriented businesses were established, creating a more self-sufficient economy in the Village of Newport.

Of greatest significance to the orderly development of Newport and its business community was the building of Highway 61 Shopping Center — now known as Newport Center. It was the brainchild of George Fisher and Robert North, a grocer and a pharmacist, who started business at opposite ends of Newport in leased properties. George Fisher began his business in 1946 on the northwest corner of Seventh Avenue and Sixth Street. Robert North opened his drugstore and pharmacy in 1948 on the southwest corner of 21st Street and Fourth Avenue. Both men were dissatisfied with their locations and their inability to expand business. George Fisher recalled that leases on buildings were running out at the same time, "and we decided if we were going to grow, then was the time to make our move". Fisher and North also decided that if they could build a shopping center in a central location and provide for others, it would stimulate business in Newport.

These men suffered anxiety in making the move. George later commented that "financing had been a struggle. All the way we've run into tremendous obstacles, but somehow we managed to overcome them". Securing the means to finance their "dreams" was particularly enlightening and difficult.

Among those contacted to secure the necessary capital, some did not know where Newport was located.

On March 12th, 1952, they purchased the property and began building that summer. They selected a large undeveloped area abutting Hastings Avenue, facing the main highway through town on Highway 61. The property had originally been a part of the C.E. Dickerman farm, named for the first family to settle there. George E. Scofield, an uncle of Clara Scofield Benson, farmed there near the end of the nineteenth century. Later this property was owned by Louis Lencowski who lived there and operated a bar. He was Dorothy Lencowski Fisher's father, and the big old farmhouse had been her home before she married George. When George and Dorothy first came to Newport, they too lived there for a time. When the property was purchased, it was owned by Frank Lencowski, Louis' brother. But the house stood in the center of the planned building site. They moved the house to a lot on High Street, where it still stands behind the shopping center.

Nine and one-half months after purchasing the land, Fisher and North moved into the new building. They had their grand opening Jan. 1, 1953. The original building, less than half its present size, was soon occupied by six businesses. It was called Highway 61 Shopping Center. In the 13,000 square-foot building, three of the six occupants at that time were Fisher's Food Market, North's Village Drug Store and John Bartl Hardware, all of whom were still

there in 1989. Other original tenants were Page's Jewelry, Frank Diedrich, Liquor store and Ed Springer, lawyer.

In 1954, an apartment house was sold to build an addition next to John Bartl Hardware. It would house the Newport Post Office. It was very convenient, but the space provided was soon inadequate. the postal service was growing at an alarming rate, and there was no room for expansion. The post office moved to the Newport Plaza, then known as the Polta Building.

Both Fisher and North soon found they needed to expand also, and in 1959 building began again. The center was more than doubled in capacity when 17,000 square feet were added. George Fisher moved in 1960 to the present location of Fisher Foods. Robert North took over the space vacated by Fisher and added the North Pole restaurant. The businesses there in March 1960 were John Bartl Hardware, Ira Sanders' Barber Shop, Newport Center Liquor Store owned by Ray Andrews, Carrie's Beauty Shop owned by Carrie Wilson, Woodward Insurance owned by "Bud" Woodward, Newport Cleaners owned by Jim Bogut, Village Drug owned by Robert North, Rehnke's Bakery owned by Eugene Rehnke, Page's Jewelry owned by Carl Page and Fisher's Food Market. In July 1960, there was a four-day grand opening.

In 1989 there were 13 businesses in Newport Center. Since its inception in 1953, there have been more than 20 different tenants, in space provided by

George Fisher and Robert North.

Grocer **GEORGE FISHER** was a native of South St. Paul, who came to Newport in 1937. He was then employed as a sausage-maker at Cudahy Packing Company. The packing plant closed in 1945, and Fisher entered the grocery business in a store on the northwest corner of Seventh Avenue and Sixth Street in 1946.

It was in a red brick building built in the 1880's by Henry Durand, where he sold groceries and ran the post office. Durand's sons, Alfred and Harry, continued the grocery business there until about 1930. It was then sold to Samuel and Grace (Gracie) Morton. They were followed by Louis Fritz and his wife Beatrice Wright Fritz. Louie was a brother of Nicholas Fritz, and Beatrice was a sister of Kenneth M. Wright who owned the Kenneth Wright Studios in St. Paul. Years before, Louie had operated a grocery store at Red Rock in the Farmer's Terminal State Bank building. Because of poor health, Louis Fritz sold the store to his brother and sister-in-law, Frank and Mary Fritz. They in turn leased the building to George and Dorothy Fisher.

The old store was a two-story building. The Fisher family, like others before them, lived on the second floor. George and Dorothy raised three children, Arlene, John (Jack) and Diane. Fisher's grocery was a family enterprise. While George greeted customers with a cheery "Hi, Kiddo", other family members helped by waiting on them. George

cut the meat. When the Fishers moved to the new Shopping Center and closed the store, older townspeople were struck with a deep nostalgia. Groceries had been sold in the old store for well over 60 years. The building was later purchased by Fred C. and Mitzi Leimbek. Mitzi used the lower store area for a dance studio. The family lived upstairs with their two children, Bill and Wendy. Then on New Year's Eve of 1976 there was a fire and the building was torn down.

Jack Fisher joined his father in the grocery store, when he graduated from St. Paul Park High in 1960. He married the former Roberta Winchell and they had two children, Scott and Dawn. On June 15th, 1972, Dorothy Fisher died. As George's legal heir, Jack assumed ownership of the grocery and his father remained as counselor, leaving only for fishing trips and short winter vacations. Suddenly, Jack Fisher died on Dec. 17, 1981, leaving Roberta with Scott, 17, and Dawn, 15. She continued the management of the store with George to counsel her for a time. When George Fisher died on Dec. 27, 1987, Roberta remained for a short time. She then sold the store to James Fritz.

Pharmacist **ROBERT NORTH** received his degree from the University of Minnesota in Minneapolis. His father was a registered pharmacist who graduated from the University of Minnesota in 1907. He owned two drug stores in St. Paul. The last drug store he owned is on Seventh and Hope and was still doing business under the name North Drug in 1989. Upon graduation, Robert North,



Top: Bob North and his first Newport Drug building went through trying times together. Middle: Before the Fishers moved to Newport Center, they occupied the historic Durand's store on Seventh Avenue. Right: The Dickerman, later Lencowski Farm, was the site of Newport Center.





Top: Bob North, Dorothy and George Fisher celebrated the opening of Newport Center in 1953. An early view of Newport Center shows how much the area has changed.

worked in the pharmaceutical department of a drug store in St. Paul. In 1948, he opened the Village Drug Store in Newport. It was located in a small frame building on the corner of 21st Street and Fourth Avenue, where Tinnucci's Restaurant is now standing.

The building, built by Ed Peters, was used as a garage and auto sales office in the late 1930's. When Robert North set up business there, he found it to be poorly constructed. He was faced with many unforeseen problems. His soda fountain fell through the floor. The water pump froze, or the cesspool backed up. He tolerated these and similar catastrophes for almost 4 1/2 years. His business was limited to serving sandwiches at the soda fountain and filling prescriptions written by Dr. Watson, the local doctor. It was especially trying for customers to reach the Village Drug Store. It stood across the highway and railroad tracks from the doctor's office in the Farmer's Terminal State Bank building.

In spite of his many problems, Bob North started a lunch counter where people came to socialize and eat. His first employee, Mrs. Margaret Feifarek, served excellent sandwiches and shared in the light banter of the day. Mrs. Orville Knauss "Gert" followed. She moved with the business into the Newport Center, where she continued serving lunches until the North Pole Restaurant was completed in 1960. Mrs. Knauss remained there as clerk for several years.

In the meantime, the third genera-

tion of North's, David, received his degree and became a registered pharmacist. In 1979 he assumed ownership. The name of the business was then changed to Newport Drug.

Robert North and George Fisher were indefatigable Newport boosters. They never missed an opportunity to promote their little town. One of the most significant events to occur in the area was the dedication on Oct. 29, 1959 of the Highway 100 bridge built across the Mississippi River. (In 1989 this bridge was part of Interstate 494.)

On Oct. 30th, 1959 the event was front page news in the St. Paul Park - Newport edition of the *South St. Paul Reporter*: "Newporters Steal Show, Get Into Bridge Act". On Nov. 4th, it merited a long column in the *St. Paul Suburban Life* titled 'WHO'S THIS?' - "Bridge Affair Marked by Newport Invasion".

"Newporters marched on their new bridge yesterday. They surprised everyone. Up until a few days ago, it was thought Newport would sit by and watch South St. Paul grab the whole show". Not so. The alert businessmen like Benny Pawlik, proprietor of the Rolling Stone, grocer George Fisher, druggist Robert North, hardwareman John Bartl and others arranged to participate. Within a few days of the event, these businessmen of Newport had organized a parade, including a band from District 833 high school (Park—Cottage Grove High School) smartly dressed and led by Paul Storti, their bandmaster. While the formal ribbon

cutting ceremony was being conducted on the South St. Paul end of the bridge, the Newport parade marched over the rise of the bridge creating all the noise and color they could muster. Not many in attendance could hear Governor Freeman's remarks and all were startled by the arrival of the Newport businessmen and village officials. With their prompt action and show in numbers they were the hit of the day."



Gert Knauss is shown at the counter of the old Newport Drug Building

KRAMER BROTHERS, ALTON AND MAYO

The Kramer family grew up in Washington County on a farm near Hugo. In 1940, brothers Alton and Mayo joined their father in R. Kramer and Sons, a feed store on the East County line near the Lower Afton Road. Both entered the Air Force and served as crew chiefs during the Second World War; Alton for three and one-half years and Mayo for three years.

In November of 1946, Alton and Mayo came to Newport and started business selling feed and seeds to farmers hauling animals to the Cudahy Packing Company. Their store was a 30 by 60-foot cement block building which they built across from the Cudahy plant on 21st Street. Six years later, the volume of business was so great that they made an addition to the building, doubling it in size. But Cudahy closed in the spring of 1954.

However, in 1947 Kramers had begun selling appliances to farmers who came for feed — as a convenience. Following the war, appliances were in short supply and farmers were glad to return home with new stoves, washing machines or refrigerators. Switching business from feed to appliance sales was easily done, for Alton and Mayo had

been partially in the market for seven years when time came to drop the sale of feed.

Unfortunately, they were poorly located. Newport Center had started in 1953, and that was the area they wanted to relocate in. They approached Ray Boyd to buy a strip of land immediately north of High Street, but he would have none of it. Instead, they made a deal. Ray offered to tear down a row of cabins he owned there. He would replace them with a building which he offered to lease on a long-term basis. An agreement was made and Ray built a small concrete structure, about the same size as the original Kramer building on 21st Street in 1957. Kramer Brothers put up a sign and entered business there in 1958.

Before they left 21st Street, they had the distinction of selling the first color television set sold in Washington County. The installation was quite an experience. The set was purchased by Houlton's Restaurant which was located on the hill across the St. Croix River from Stillwater. Alton said, "The set was huge, almost as large as a piano and the screen was tiny - ten inches." They cut a hole in the wall to install it and worked three days to get it adjusted for proper reception. Alton remarked that two Newport residents were among the first to purchase color sets, Matt Weber and Opal Naadin.

Alton commented on the fact that color TV was so novel, people had to be convinced it was possible. To prove it, they rented the Union Hall on 21st Street

and invited the public for a free demonstration. The program was from RCA, a national telecast of "Peter Pan". It was well-received — the hall was jammed with viewers, more than they could accommodate. So they showed it the next night also.

(In those days there were only two hours of color shows televised between 6:00 and 8:00 P.M.)

Through the years Kramer Brothers' building has had two additions extending along High Street and it is now 30 by 140 feet in size.

Alton Kramer was married in 1948. He and his wife Phyllis had three

children, Jeff — who works in Kramer's today, Tom and Jean. Alton retired in 1984.

Mayo Kramer, the namesake of the doctors Mayo, one of whom attended his birth, was the last of ten children. His wife Eilene said, "I think they were running out of names". Mayo and Eilene were married in 1947. There were five children: Dianne, Steve, Dan, Joe and Lisa. Following her graduation from high school, Dianne worked in the store for a short time. Steve next entered the business and about two years later his brother Dan joined him. In 1989 there were three Kramers in the business. Steve is in charge. Mayo Kramer remained in the store until he died suddenly in 1987.

JOHN BARTL, THE CHAMPION HARDWAREMAN

John Bartl was among the first merchants to start business when Newport Center (formerly Highway 61 Shopping Center) was opened in early 1953. He came with high credentials. For 18 years, John had worked in his father's hardware store in South St. Paul. He bought his first store in Good Thunder and remained there for seven years before moving to Newport. There was difficulty in selling his former store, so he recruited his friends to help. They loaded their farm trucks with merchandise, brought it to Newport and left it piled in the unfinished store.

John was almost instantly in business. Before he was ready to open, local citizen John Dobie happened by for a hardware item and was recruited to help lay tile on the floor — a job they per-



John and Tom Bartl worked together for many years.

formed on a Sunday when the store was not open. Customers came immediately, especially friends who had known him in South St. Paul.

Two years after his arrival, John had a large mailing list of 1,000 families from Thompson Grove (now part of Cottage Grove). He stocked many items other merchants in the area did not have. His slogan was: "Ask me, I've got it." As son Tom said of his father, "Dad got a real sense of accomplishment helping homeowners achieve what they wanted to do with their homes, right down to helping them match paint."

John recalled that on a hot, sticky July day in 1960, when a couple of businesses were opening in the center, there were people everywhere - all sizes and shapes. He and Tom were frantically trying to cope with the crowd when someone asked him how long he had been in the hardware business. His reply was, "I've never worked in anything else."

John was a hard worker as well as an avid gardener. The many happy hours he spent in his yard cultivating flowers and particularly roses were a respite from the long hours spent in the store. Always ahead of the season, he planted many flats of annuals and tomatoes which were ready in time for outdoor planting. Many flats of these plants were sold to gardeners from the sidewalk in front of the store. Something few people knew about — not even Tom — was the fact that John published a newsletter called "The Happy Gardener." Only one copy has

been found. It was a cleverly illustrated sales sheet with gardening tips and advertisements for potted plants, lawn seed, sprays and sprayers, fertilizers, garden tools, and garden hose.

The hardware business is very demanding partly because of the thousands of items stocked. John was always in the store before 7 a.m. and he stayed late, often putting in 70-80 hours maximum per week. By hardware store standards, Bartl's is a small store. Yet control was maintained over more than 23,000 items. In reaching that volume of merchandise, he enlarged the store space by expanding it to the rear, including the addition of a separate warehouse. Taking annual inventory must have been an ordeal!

In the 1970's John's sons, Tom and Dave, joined him in the store, Tom entered the business upon his return for the Navy and Dave, who had taught school for seven years, joined them. The three remained together for a few years when Dave decided that he preferred teaching and left to pursue that profession.

Several of John's accomplishments were singularly gratifying. As an independent retailer he was associated with one of Minnesota's oldest wholesale suppliers Farwell, Ozman & Kirk Co., who bestowed several honors on him.

John became a member of the original OK Hardware Retail Advisory Board from its inception in 1965. In the late 1930's he was secretary of The

Greater St. Paul Retail Hardware Association. During 1971 he celebrated 50 years in the hardware industry at Pioneer Day festivities. In 1975 he was president of the Minnesota-Dakota Retail Hardware Association, having been a member for over 30 years. For outstanding performance as a member of Farwell's Retail Advisory board he was presented with a Distinguished Service Award - and an award Tom also received years later. The Royal Order of the Nail Keg was given John by the Minnesota-Dakota Retail Hardware Association. His greatest and most significant honor was his selection as "Hardware Age Retailer of the Year". This was not a regional award but it indicated he was best among hardwaremen throughout the United States, bringing superlative prestige in the industry.

John and Adelaide Fisher Bartl raised a family of four in Newport. Tom remains in Newport and is its present remarkable hardwareman.



This is how the John Bartl Hardware appeared in its early years.

BOYD'S MOTEL

Forty-eight years ago, Ray and Catherine Boyd bought a tourist camp and Pure Oil station at 1700 Hastings Avenue. The property consisted of a small station with one gas pump, 16 little white painted cabins and one small house in their midst. The rest was open country. Today the gas station is gone, and it is a modern motel with 21 comfortable units and a tree-shaded court surrounded by businesses.

That day in 1941 when they bought the property, it was already outmoded. It was the era of the development of a new industry nationwide. Motels were an adjunct to travel in private automobiles. First came the car, and with improved models, a growing desire of individuals to travel greater and greater distances from home.

The first motels were known as tourist camps or tourist courts. Those terms describe the property Ray Boyd bought. The little cabins were shells of buildings of only the frame and siding, with the framework exposed inside. They stood independently spaced around the periphery of the property - six on either side and four across the back. There was not sufficient space between them to park a car. They were quite simply a "roof over a bed", and nothing else. There were no bath facilities - only a wash bowl and pitcher of cold water. Guests brought their own towels. Outside, there was a single "biffy" for all.

Two young men, Freeman and Aspland, built the camp in 1938. In 1941, Aspland joined the service and Feeman decided to leave the business. Ray and Catherine bought it, moved into the little house, and began making changes. Ray installed two Texaco gas pumps and started an emergency 24-hour towing service. He also built a car service garage attached to the station. Later a second stall was added.

Improvements to the motel began at once. The cabins were not built on foundations, and were easily moved around. They united the cabins under one roof with a veranda for convenience in unloading cars in inclement weather. They built their own quarters attached to the station office, and extended it back to include the little house in the rear. They moved into their new apartment and for a number of years rented the little house to Mabel Paxton, principal of the Newport School.

In the 1950's Ray's brother Vern owned a Fairway Food Market located on Highway 61 about four blocks north of the Farmer's Terminal State Bank. In 1957 the Minnesota Highway Department bought his property for the highway interchange now occupied by Interstate 494. (The construction of that highway eliminated a whole northern section of Red Rock.)

The Boyds built a house-office-apartment unit across the rear of the property, eliminating the motel units there. In 1957, Vern and Muriel Loveland Boyd moved into the house.

Muriel's parents occupied the apartment. Vern joined Ray in Boyd's Inc. where he remained until 1965 when the corporation was dissolved. Upon Vern's departure, Ray closed the station and continued emergency towing another three years, closing for health reasons.

Ray and Catherine now occupy the house-office unit. The rest is motel except one unit, which is the office of RSI Company, and insurance agency. That is Ron Schmidt's business, son-in-law of the Boyds. He married their only

child, Mary Jane. The Schmidt's have five children. One of them, Bryan, has joined his grandparents in the motel. The Boyds are great-grandparents of nine.

In the 1950's the Boyds removed the motel units along High Street and built the store which they now lease to Kramer's. The 21-unit motel now has a second floor in the section facing Hastings Avenue. The little house has been eliminated recently, and the former living quarters adapted to motel space.



Boyd's modern cabins once included a Texaco station.



The motel courtyard welcomed travelers.



Eventually the business's name was changed to Boyd's Motel



As the years went by, motel units were constructed in one building.

This early view of what became Boyd's Motel shows how the tourist cabins and filling station were spread out.

TINUCCI'S RESTAURANT

The popular Tinucci's Restaurant stands on historically significant land in Newport. It was over this sight where thousands of people converged to attend the Red Rock Camp Meetings beginning in the late 1860's. But many Indians traversed this land long before that, drawn there by the presence of the red rock which was of spiritual importance to them. It then became the symbol for the Christians who followed. Today, several thousand people a year come from the Twin Cities area to socialize and enjoy the food.

Louie Tinucci began his restaurant career in 1946, when his father purchased Duke's Cafe in Inver Grove. He worked there until 1956 when he and his wife Pat started the Country View Restaurant in Inver Grove Heights. After two years they sold the Country View and purchased a small drive-in restaurant on the corner of Fourth Avenue and 21st Street in Newport. Interestingly, Rudy and Marie Maida - from whom Louie and Pat purchased the restaurant - specialized in Italian food. Louie continued the Italian tradition in his food preparation during his early years of the restaurant.

In October, 1958, the restaurant's interior was remodeled and it became Tinucci's Restaurant, where Louie's own food specialties were developed. The restaurant began growing, and an addition was made in the spring of 1960.

In 1965 Tinucci's Restaurant was attracting more and more people, so Louie rebuilt and enlarged the building. He established a tremendous reputation for good food, and attracted diners from all around the Twin Cities. This necessitated an expansion program two years later, when additions were made to the rear of the building. An enlarged kitchen and dining area were also built.

Louie has seen consistent rapid growth in his business, evidenced by long lines of people at meal time, extending out the front door. Everyone in the family of seven has been recruited to help when they were old enough Louie keeping the kitchen "in tow" and Pat managing the dining room. It became a family enterprise.

Everything was going well when suddenly the restaurant burned to the ground on June 16, 1974 on Father's Day. A new, more attractive restaurant was readied for business with a grand opening on March 3, 1975.

The new Tinucci's Restaurant and Catering business was more popular than ever. People continued to queue up, especially on Friday, Fish night. The new building had many new features: an excellent salad bar and a hot table when buffet-style service began to be in demand; a small deli and carryout with a separate entrance on Fourth Avenue; provisions for a cloak room and waiting area. One of Tinucci's trademarks, offering daily specials, has contributed to the attraction for people dining there on given days. These specials, offering dif-

ferent menus each day, were begun many years ago and have held constant. Tuesday is Bar-B-Qued Rib and Chicken, Wednesday is genuine Italian Spaghetti, Thursday is Chicken and Dumplings, Friday is Fish and Chicken and Saturday is when a very special Prime Rib Dinner is served.

In 1986, their 28th year in business, Tinuccis again enlarged the building. It has been doubled in size to 10,000 square feet of space, enabling 300 people to be seated at one time. The attractive new exterior encloses enlarged and vastly improved efficient facilities.

The newest facilities include a small private dining room, enlarged salad bar and hot table, a larger deli and kitchen. The salad bar and hot table have always offered a large selection of salads and several entrees and vegetables, but now an additional section offers a wide variety of fruits and puddings.

The midday meal attracts a large crowd, many of whom are business people. With the new private dining room available, several groups schedule their regular monthly dinner meetings there.

The newly remodeled restaurant was completed and in use February 1986. In 1988, Louie was proud to say that Tinucci's served dinners to an estimated 125,000 to 135,000 people per year. Since 1960, the carryout business has increased to 35 percent of the total business.

In this their 30th year (1988), a

change in their bill-of-fare was being offered in the form of a marvelous Sunday Brunch, served 10 a.m. to 3 p.m. Louie predicted that within a year the Sunday Brunch will be the most popular buffet of the week.

Through the years, food preferences have changed. Louie said in 1988 that he was serving a lot more vegetables and fruit. His catering to peoples' taste preferences is enlarging the business considerably.

The hard-working Tinucci family members are very deserving of their success, including their seven children, all of whom worked in the restaurant during their growing years. In 1989, John, Mark, and Greg were actively associated with their father in the restaurant.

JOSEPH P. FRITZ'S COMPANY BUILT ON MILLIONS OF CANDIES

“Newport, my hometown, is a great place to be!” So said Joseph P. Fritz, the creator of a company built on candy. Joe’s innovative approach to business made him one of the great entrepreneurs of his generation. His success was based on a philosophy which is still being practiced by Fritz Company, today using the fifty-year-old trademark “Fritzie Fresh”.



Joe Fritz and nephew Rodney Bailey are shown with a Bailey truck. Joe was president of what is now Fritz Candy Company.

Joseph P. Fritz and his wife, Elizabeth Bailey Fritz, started the Fritz Company in 1940. But the story of the business begins years earlier with Joe. As a teen-ager, he attended Cretin High School in downtown St. Paul and managed a candy shop there. He and his sisters, who attended St. Joseph Academy, traveled back and forth on the Burlington Motor from Newport to classes. On their way home from school, the girls frequently stopped in to see Joe in his candy shop.

Following his graduation from Cretin, Joe attended St. Thomas College for two years, working at odd jobs all the while. One day he spotted an ad in the newspaper offering a prize to the college man who could sell the most candy. It was no contest — Joe won hands down. He then went to Chicago where he worked his way through the University of Chicago. After graduation he returned home, and got a job working nights while attending St. Paul College of Law days. In the early 1930’s, he worked with his dad on the farm but injured his back and could not continue. He then returned to the candy business.

For the next 15 years he became thoroughly acquainted with candy importers and brokers traveling all over the United States. Joe said, “Beth and I were tired of living out of a suitcase.” and they decided to go home to Newport.

In a speech Joe gave to the Newport Woman’s Club in 1963, he commented on the decision to return to Newport.

"You may wonder why (this company) could be (built) in Newport, to begin with. First of all, Newport was home, where Beth and I had our families, friends and roots. We had grown tired of batting around the country on the candy selling job, and Beth said, 'Now we are going home and get settled down' - and we did. This business could be built in Chicago, New York, St. Louis, — or most any other place."

They settled down in the old Deichen house on Hastings Avenue (north of Newport Amoco in 1989) and started business, on their own. Joe's brother-in-law, Gordon Bailey Sr., assisted them with a \$300 loan. In Joe's words, this is how it went:

"We had a second-hand truck, a beat-up typewriter and a little merchandise but not much else except youth, health, ambition and some know-how. Beth was a splendid typist and accountant and a good credit manager. We kept our stock in the basement of the house and our office was in the dining room. We had barely gotten started when the Japs took a crack at Pearl Harbor, and the candy business, along with gas and tires and everything else, was strictly rationed. Beth went back to work at her job at Bailey Nurseries, and I got a part-time job, and selling what little candy we could get in the afternoons and evenings. Bulk candies were available, and we came up with the idea of packing the candies in cello bags, so this was the beginning of our packaging operations which has grown to be one of the country's largest candy packers.

In the 1960's Joe sold nine million pounds of candy a year — about 30,000 pounds per working day. He quipped, ". . . and that adds up to a lot of All-Day Suckers!" During the Easter season, one of the most popular items was, and continues to be, what he called "Jelly Bird Eggs."

The Fritz Company sells about 2,500 different kinds of candy. Joe described the sources. "Most of it is of domestic manufacture, coming from such large candy centers as Chicago and Boston, although some of it comes from nearly every other state in the Union - stick candy from Alabama, hard candies from Colorado, maple pieces from Vermont, candy canes from Georgia and toffee from New York, etc. Besides these we handle a great many imported candies, originating from all over the world. Licorice comes from England, Finland, Sweden and Denmark; chocolates from Norway and Switzerland; hard candies from France, Italy and Israel; chocolate specialties from Czechoslovakia, West Germany and Holland and coffee candy from Columbia, South America."

In the centennial year, the home from which Joe and Beth launched their business is a home with an attached business, at 2064 Hastings Ave. This business occupies the addition which was the first expansion area of the Fritz Company when Joe and Beth outgrew the basement packing area in the house.

They soon found that this addition was totally inadequate and in 1950 they constructed a new 20,000 square-foot

plant at 1912 Hastings Ave. In time this space became crowded, so Joe secured the little one-room schoolhouse and placed it in front of the plant. (This became the parking area for Fritz Company). This building was of special significance — it had a sentimental value for Beth who had attended grade school in it. The little building was painted red and the nut packaging operation was carried on there - Joe called it the “Nut-house”.

In 1962, 35,000 square feet were added. Much more has since been added until the plant and offices provide 80,000 square feet of space.

Back in 1963 the company name was Fritz Candy Company, as candy was the main product. Joe described how the company operated then. “We get in a lot of candy in bulk, then we pack some of it in bags, baskets, fancy boxes, etc. Then we sell it to all kinds of stores; our salesmen call on filling stations, bars, taverns, hotels, drive-ins, cigar stores, drug stores, super markets, discount houses, department stores, vending operators, - in short, everybody who sells candy! We call ourselves “Candy Merchandising Specialists” - and we put up displays, and posters, and continually rotate stock, etc.” With this method of merchandising, Joe created a novel approach, far ahead of his time. This is a common procedure used by many companies today.

He then described the packaging procedure. “The candies and nuts come in bulk cases, barrels, or bales, and with filling machines, scoops, conveyors and

other devices, we pack them into cello bags, saran for certain items and poly for others. Some of it goes into fancy packages, boxes, baskets, etc.” One of the boxes he sold was “Beth’s Chocolates” one and two-pound quantities of fancy chocolates, named for his wife, Elizabeth. “We have a lot of girls doing this work and they are very skillful; they are all healthy and thin and they eat candy like crazy!

“Besides all of the candies we pack for the local market, and that is about 150 different items, we specialize in packing candy-filled Christmas stockings which we ship to all parts of the country. Then, we have another little pet project called “Childhood Treats” This idea was originated about ten years ago, and I wish that I could take the credit for it but actually, it was Louie Koukal’s idea. (Koukal owned Koukal’s Fine Foods, a St. Paul Park grocery store, for many years.) The idea came about because he was so busy on Sunday mornings he just didn’t have the time to count out penny candies for all his customers, — so he made an arbitrary selection of penny candies and put them in a bag and sold them by 10¢ and 15¢ worth. The idea was so good that we borrowed it from Louie, and today we sell our assortment of penny goods called “Childhood Treats” to nearly every major chain store in the country.

“Now about the candy business in general, which is a billion dollar business in the United States. I am a director of the Candy Confectionery and Chocolate Institute — and this is a real tough job as

it involves attending several meetings a year, usually one in Florida in January — and then, we try to schedule one during the summer at some nice lake resort area where it is cool enough so that we can concentrate on our work of finding ways to increase candy consumption which in this country is 18 pounds per capita; the English people have the world's highest average of 37 pounds per person per year.

“We have a lot of stories to tell about candy that will increase consumption, but most of all people eat candy because it tastes good, and fills the psychological need for ‘sweets’.

“But candy serves other, more important needs as well. Consider, for example, the use of candy by our military personnel. Since World War I, when American soldiers were first issued candy bars, ‘sweets’ have been a standard item in the military ration.

“Anyone who has ever made a batch of fudge at home, or tried to pull some taffy, must have some curiosity about how some of the pieces of candy are made. Although the science of candy-making is as old as the human race dating back to 2,000 years before the birth of Christ, the most important ingredient is still human skill.

“I am not a candy maker. In fact I can't even make a batch of fudge but I do know something about commercial candy-making as I have visited nearly every candy-making company in business.

“Most candy plants today are automated. Cooking is done in heated flow-control pipes and then deposited enrobed, or coated, automatically. The inside of a candy plant today doesn't look much like you would expect. It looks more like the Northwestern Refining Company (now Ashland Oil Company in St. Paul Park), with pipes, tanks, pumps, conveyors and a big mess of machines. A few items resist automation, like peanut brittle. The best kind is still cooked in a big kettle on an open fire and spread on marble slabs, though nowadays the slabs are automatically cooled.

This is the story of Joseph P. Fritz, the man who built a remarkably successful business on candy and nuts and marketed them under the trademark “Fritzie Fresh”. This mark has now been in use for 50 years and has become as well-known in the industry as Hershey and Wrigley. Beyond the concept of buying in bulk and packaging for the retailer, Joe Fritz developed the principle of complete service — delivering, pricing, setting up displays and assuring a steady flow of always fresh products. His “Childhood Treats” led to servicing national accounts such as Woolworth, Target and many supermarket and discount stores.

THE FRITZ COMPANY IN 1989

James Fritz is the Prince of Candyville, following in his father's footsteps. In an "Oliver Towne" column, St. Paul newspaperman Gareth Hiebert had crowned Joseph P. Fritz "King of Candyville." Jim became chairman of the board and chief executive officer of the Fritz company in 1983. The philosophy and good humor inherent in the building of the company, after nearly 50 years, are intact. The business has steadily grown.

In 1989, the Fritz Company is a wholesale business based on a total service concept. It combines products and timely merchandising ideas with continuous maintenance of fresh stock at all times for its customers. All of the accounts, large and small, are serviced with company trucks. Inside the trucks are packaged items clearly marked with prices, merchandising displays and sales promotions.

The customers become clients whose only responsibility is to provide display space. The company provides a cost-effective service for its customers. All of the stock is delivered from a modern, efficient warehouse.

A second building of 12,000 square feet for candy assembly was built on the north side of 20th Street in 1968.

Two years later, it was expanded with the addition of another 8,000 square feet. This unit handles all of the specialty packaging. In 1989, there were 80,000 square feet of space air-conditioned. The warehouse is fully conveyerized with six-foot aisles for rapid efficient assembly of orders.

Approximately 5,000 individual items are handled. Half of that is candy and confection products.

The network of conveyor systems permits the orderly assembly of items for each customer's order. Candy alone is supplied by up to 2,000 manufacturers. These include such well-known suppliers as Wrigley, Hershey and other nationally known companies. To these are added "Fritzie Fresh" assorted candies bagged by Fritz Company.

Individual store orders progress along the conveyor line to which are added cigarettes, grocery products, sundries (health and beauty aids), tobacco and cigars, plus automotive products including motor oil, gasoline, antifreeze additives, engine coolants and others.

The Fritz Company with its "Fritzie Fresh" label has become one of the top-selling brands in the United States. It is promoted via billboards, radio advertising on WCCO, and heavy point-of-sale promotions. The promotion displays, seasonal and holiday, have been their specialty for more than 50 years. There are four key holiday merchandising promotions every year—Valentine's Day, Easter, Halloween and Christmas.

In 1989, the Fritz Company employed 20 sales representatives who coordinate sales and promotions with the retailers. There were 125 employees in the Newport plant. Jim reports that the company has doubled business in the last 10 years. In the last five years, the Fritz Company has purchased two additional long-established wholesale businesses—an 80-year old candy and tobacco wholesaler in LaCrosse, Wis., and another wholesale business in Austin, Minn. The company also does convenience store servicing in businesses including Target and Woolworth.

The Fritz Company distributes candy in all 50 states of the Union. Area deliveries made with company trucks supply Chicago, St. Louis and western Wisconsin cities.

THE MUELLERS

The Mueller family settled on a farm on Grey Cloud Island in 1902. There were four brothers, Jacob, George, Carl and Mike, three of whom later lived and had businesses in Newport and Red Rock. As boys, Jacob was a farmer and fisherman, George loved the river for recreation purposes, Carl was a promising mechanic and Mike was a novice printer. George was also a builder of mechanical oddities. He built an advanced form of snowmobile adapted to ride on the ice of a little lake near their home in 1910. It was pushed by an iron wheel with radially projecting spikes and was driven with belt and pulleys connecting it to a gasoline engine. The supporting triangular frame slid along on a pair of pipe runners. It was directed with a rotatable runner mounted on a vertical shaft provided with a steering wheel.

George Mueller came to Newport in 1915 where he built a garage and started selling Overland and Willys-Knight cars, Red Bird gas and Goodrich tires on Seventh Avenue. The building stands today next to the old Village Hall, where after other uses, it was converted into four apartments. George built his Newport Motor Inn facing old Highway 3, the main road through town. Cars and improved roads were novel and people marveled that one could drive all the way to Milwaukee and Chicago. George's reputation as a fine

auto mechanic and car salesman was spread across the country when he was featured in the *Saturday Evening Post*.

In 1919, George asked Bert Schilling to take over his business and he joined the Air Force where he trained in World War I planes at Boling Field.

The "Newport Motor Inn" was unique because one end of the buildings housed a blacksmith shop.

After George's return, he built a new garage, filling station and auto salesroom at Red Rock. It stood opposite the Farmer's Terminal State Bank building across the highway. The garage was built near the corner connecting the highway and Mississippi Street which led to the Red Rock Camp Grounds and Cudahy Packing company. That section of Mississippi Street is no longer there, but was an extension of 21st Street due west from the bank building. The garage was built into a hillside below street level with the filling station and salesroom over it facing the highway. The garage and Tydol filling station were completed first and new cars, Willys-Knight and Whippet, were displayed on the roof of the garage until the ample salesroom was later completed.

At an early age, George had a great interest in the river. One of his early business cards read: "George J. Mueller, Motor Boat Builder, Automot-

RIGHT NOW

Due to the cold weather, your Willys car needs a change of oil in the crankcase, change of grease in the transmission and rear end, greased all over, battery charged, carburetor adjusted, hoses replaced, alcohol in radiator and minor adjustments here and there. Our job consists of keeping your car operating in A-1 condition twelve months in the year.

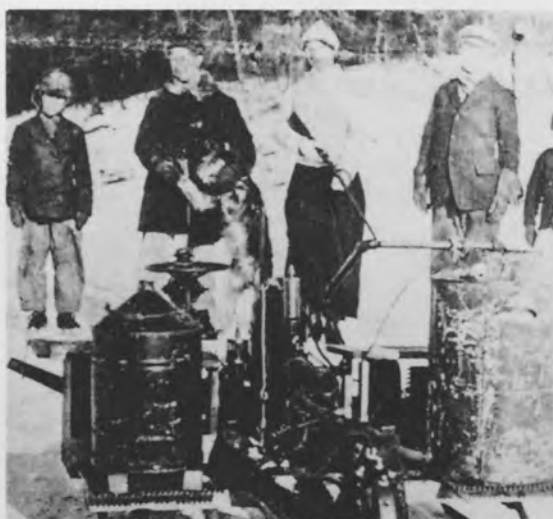
NEWPORT MOTOR INN
WILLYS CARS
SALES AND SERVICE

NEWPORT — MINN.

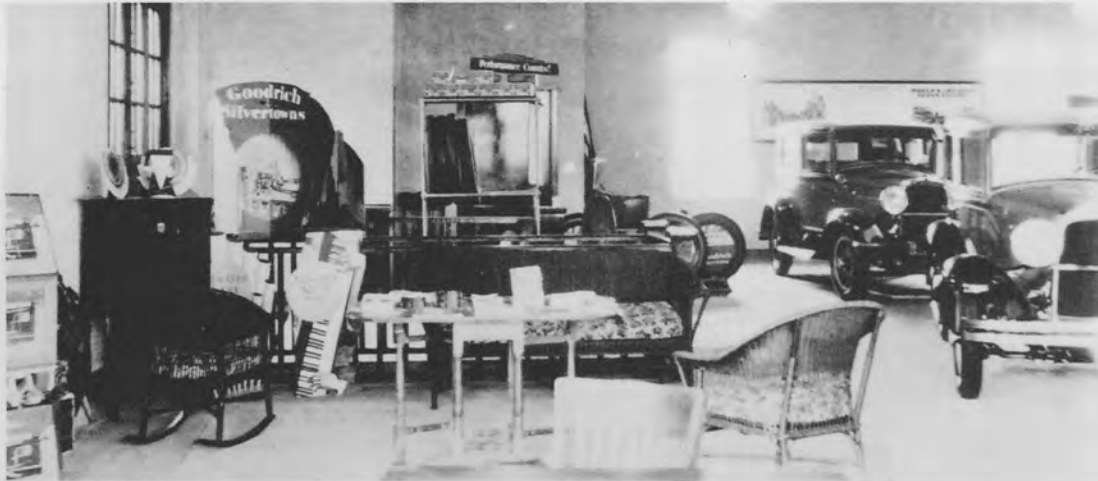
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George J. Mueller
Proprietor

This blotter was just one of George Mueller's gimmicks to promote the Newport Motor Inn.



Above: George Mueller also advertised his business with this parade float. Above right: When he wasn't working, George Mueller enjoyed sailing in his boats, all named *Grey Cloud*. Bottom left: Another George Mueller hobby was inventing. This is his ice mobile, meant for travel on river ice. Bottom right: Carl Mueller is shown here in a commercial for Pure Oil.



The first Mueller business in Newport, the Newport Motor Inn, was originally on Seventh Avenue. Later the Newport Motor Inn moved to Red Rock, at a site obliterated by the building of Highway 61. Newport Motor Inn boasted the 1928 Willys-Knight and the Whippet. Who remembers Tydol gasoline? It, too, was sold at the Newport Motor Inn. The interior of the Newport Motor Inn displayed the firm's wares.

bile and Motor Boat Repairing — Grey Cloud Island” and below, “St. Paul Park”. (That is where he started business.) Down in the left hand corner was: “Agent for the Metz ‘22’ Glidden Tour Winner”.

George built a long flat-bottom boat with an inboard motor named “Grey Cloud, which he and Carl called a “skipjack”. To haul the boat around, he assembled a unique car. It had an aluminum body made by Holms and mounted it on a Federal-Knight truck frame. On the sides of the black-painted car body, “Newport Motor Inn” appeared in large white letters. On the rear of the car he mounted a hand-crank hoist and connected it to his own designed custom-made trailer. Both George and

Carl enjoyed skimming over the water in this boat. George also built a long sleek launch with an inboard motor called Grey Cloud II. This boat was designed to take extended excursions on the river and included a canopy over the deck with side curtains which could be rolled up during travel in nice weather.

Speaking of boating, this item appeared in the May issue of *Community Life*.

“At last we have some definite news of one of our local boys, Carl L. Mueller, who has been ‘seeing America first’, since last summer. He is homeward bound, via the Fliver Route, and from Zanesville, Ohio he writes that he will be back home in



Carl Mueller ran the Tydol station at Red Rock.

either one or two weeks, depending upon the 'camping places'.

"When he left last summer he was accompanied by Ed Ott, of St. Paul, and together they went down the Mississippi River in the (Baby Grey Cloud). Their objective was the Gulf of Mexico, and this point was reached before Christmas. Then Ott returned. Since then Carl has taken in the sights in the Gulf States, investigated the Fountain of Youth in Florida, scoured the old Atlantic, found out all about the points of historic interest along the Atlantic coast, visited the big cities of the East, looked up Herb Hoover, and when he reached the picturesque and romantic Allegheny Mountains he began to realize how beautiful moonlight nights are — being especially enchanted with the mountains and their inhabitants in charming Maryland. And now he is coming back to Newport..."

Carl Mueller and his wife Elsie lived in an apartment in the garage building built next to the Village Hall. Carl ran the Tydol station at Red Rock until he was forced to move when Highway 61 was built. He then built a station at Red Rock on the corner of Hastings Avenue and Ford Place.

(The pictures and most of the text on "The Muellers" was supplied by the son of George, Harold Mueller. He lived in Red Rock for about 10 years and as a boy attended Newport Grade School and St. Paul Park High. The family moved in 1939 and he

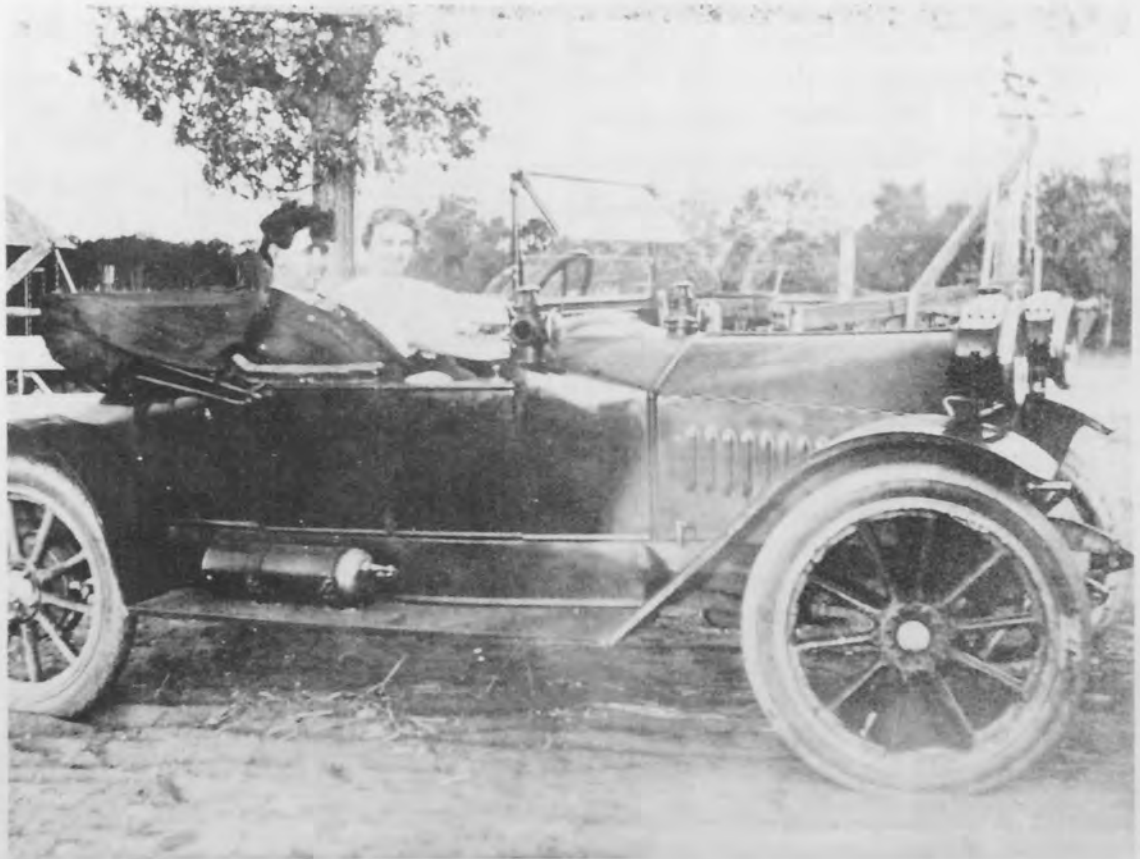
finished high school in Hastings. Harold was a member of the Army Corps of Engineers, 1943-45. His tour of duty included Europe and the Pacific, in Korea. He was employed by Northern States Power Company when he returned home. As an employee of NSP he helped maintain electric service as a "pole man" for 36 years. He was a crew foreman for many years. In his retirement he is living in Hastings.)

PROMISING VOICES FOR NEWPORT TRAGICALLY LOST

One of the positive aspects which any community can have is contributed to by the presence of a local newspaper. Without one, the community has difficulty in being heard. Its interests are fractured and real progress is frustrated.

Locally published news in Newport has been of short duration. Three newspapers have been published here: *Newport News* in 1889; *Community Life*, 1929-31 and the *Bulletin* in the early 1960's. During the time the latter two were published, although of short duration, Newport benefited greatly with definite growth and increased vitality. Both were lost due to unfortunate circumstances.

There were three newspapers being published in the area in 1889, the *Newport News*, *St. Paul Park Times* and *Park Dial*. A single copy of the Newport



Mike and Bertha Mueller, shown here in their Franklin car.

News has been preserved from Sept. 26, 1889. It was edited by H.W. Schnittger, proprietor of Barnhart & Schnittger General Store, located on Seventh Avenue near 11th Street. The four page issue included a few advertisements. One was for H.A. Durand's store "in the brick store and post office building, Newport, Minn." The other was for his competitor, the Barnhart & Schnittger General Store.

The *Park Dial* was printed in 1889. Interestingly, the *St. Paul Park Times*, also published that year, became the official news organ for Newport.

There have been approximately 14 newspapers serving this area in the past 100 years, excluding the St. Paul and Minneapolis papers.

Grey Cloud Island Progress, *St. Paul Park Progress* and *Community Life* were published by Michael G. Mueller, the first two at Grey Cloud Island and the last in Newport. About 1915 the *St. Paul Park Review* appeared and in 1923 The *Suburbanite*, also was published in St. Paul Park. *Community Life*, published in Newport for about one and one-half years, represents the crown jewel of local journalism during the time it was published from Oct. 17, 1929 to March 26, 1931.

LOCAL JOURNALISM AT ITS FINEST

Community Life, appropriately named, promoted the interests of St. Paul Park, Newport, Langdon, Cottage Grove, Grey Cloud Island, Woodbury, Afton and

Denmark as one "greater community" with remarkable clarity and contagious optimism. The front page of each issue featured a biographical sketch of older citizens of the region introducing the readership to fellow members of the area. It was titled "Our Album". Each community had a gossip column, relating the activities of neighbors who they hosted for dinner, where they went and who they visited. The paper produced something of interest for all Church News for St. Paul Park and Newport, and School Notes for both communities.

On the front page of the first issue, a special column was introduced headed "*Giving It the 'Once Over'.*" The headline was "How *Community Life* and its Readers Can Help Each Other." ". . . *Community Life* desires to be more than a mere newspaper. It wants to be your friend, your neighbor indeed; it wants to help you and the community in general to better things. It wants to see this section of Washington County prosper, grow better, and 'come into its own'. It can help you reach this goal only through your hearty co-operation.

"Here's the proposition: No doubt there exist in your immediate vicinity conditions that could and should be improved, removed, or remedied. You may want better roads, better schools, better mail service, or a dozen other things along that line. In a section as large as this there are many things that can easily be changed if united and concerted effort is put forth, not only on the part of the individual but the community acting as a unit.

“Publicity is the greatest factor yet found to get results and action in matters of this kind; and we want our readers to avail themselves of our help. And if there is any further work that we can do by getting in touch with public officials to secure action, we will be glad to go the limit.

“The advice contained in the Good Book, ‘Ask and ye shall receive,’ is as true now as the day it was written. And while this is an age of wonders and seemingly impossible things, the people in this world generally are not as yet gifted with ‘second sight’ and mind reading; therefore, if you have ‘something on your chest’ out with it! Perhaps the rest of us feel likewise and will be only too glad to pitch in and help you.”

This was the philosophy of the talented editor, Michael G. Mueller, who had started his career in printing some 31 years before launching *Community Life*.

Michael G. Mueller was born in Waseca, Minn. on Sept. 4th, 1884. His childhood and youth were spent in various towns in Minnesota. When he was five years of age, he moved with his family to Montevideo MN. Two years later he started school at St. Agnes School in St. Paul. He later attended high school in Montevideo and worked at the *Montevideo Advance*, newspaper publishers. He then attended high school in Austin, where he worked at the *Austin Transcript*.

Having learned the elements of

printing, he moved with his parents to Grey Cloud Island in 1902 and began publishing *Grey Cloud Island Progress*, which he continued for four years. During that time he also published *St. Paul Park Progress*, a souvenir edition. He moved to St. Paul in 1902, where he worked for the printers at H.L. Collins Co. for five years. During this time, on Nov. 1st 1906, he married Bertha Dahl of Wannaska, Minn.

In 1911, he began experimenting independently with various aspects of the printing business. He founded the North Central Progress and later the North Central Publishing Company on Rice Street in St. Paul. Following that he published the *East Side Journal*. In 1915, he was also serving as associate editor of the *St. Paul Park Review*.

He sold all of his interests in St. Paul in 1923 and moved to Newport. He and Bertha settled into his brother George Mueller’s garage building on Seventh Avenue, where they had living quarters and set up a print shop known as the U.S. Stationery Company. This was a mail-order business, specializing in printing personal stationery. He then expanded into job printing, naming it the Franklin Press and using the logo of a bust of Benjamin Franklin. In the Franklin Press Building, Mike and Bertha started another business, Newport Novelcraft Shop. They featured giftware, stationery, greeting cards, novelties and school supplies. In the pre-Christmas season, 1929, there were cards, tags, ribbons and seals for sale, alongside two specialties, fountain pens and imported

hand-drawn handkerchiefs. On May 8th, 1930, *Community Life* announced: "Mrs. Harold Hubbard and Mrs. M.G. Mueller have opened an ice cream and sandwich shop in the Franklin Press Building."

Mueller's success relied heavily on the cooperation of the business community, all of whom, large and small, enthusiastically supported his effort. The advertisements they placed in *Community Life* are particularly of special interest. They help to complete a picture of the area, showing the businesses, their proprietors and their location among the communities covered.

In 1930, the businesses in Newport were concentrated along Highway 3 at Red Rock and the rest were located on Seventh Avenue. In addition to support from businesses in St. Paul Park, Newport, Cottage Grove and Langdon, Mike ran ads from St. Paul, especially from the East Side where he had made many friends.

Community Life was just beginning to achieve a warm friendly response from the communities. But on March 4th, 1931, Mueller died of influenza and other complications after a short illness. His death was a great shock to his family and friends, who had not considered his illness in the beginning as serious. It proved to be a public calamity.

Community Life published a "Tribute to M.G. Mueller". It included a special tribute written by his long-time friend, Larry C. Hodgson. Hodgson, a St. Paul mayor and columnist, signed his

articles "Larry Ho". He mourned the loss, writing that Mike was "cut down in the prime of life (he was 47) and at the threshold of great achievements. He had great dreams for the future. Had he lived he would have had great achievements to his credit within a few years. His influence was always for progress."

"He was true to his convictions and yet he did not hate those who disagreed with him. He was a positive man - a builder and a booster - a cheering impulse in the lives of other men."

In the May 8, 1931 edition of the newspaper, Margaret Richardson continued as associate editor. Bertha Mueller took over her husband's duties. But the next issue of *Community Life* was not to appear until Sept. 18, 1931.

"*Community Life*, the mouthpiece of Newport and vicinity, greets you once more. It is my plan to carry on when my late husband was forced to relinquish his duties by the call of death," the paper stated. The article re-introducing the newspaper spoke of the need for area merchants to continue to support the small newspaper.

But this support was not so easy to obtain, given the times. Newport and the rest of the nation were in the depths of the Great Depression. "This has been a difficult year in many ways for most of us," the article continued. "We have talked of 'depression' and tasted its acidity."

However, there was hope in the

community that *Community Life* would continue to serve. A drive to clear the Newport Methodist Episcopal Church of its debt was a success. (One part of that drive involved soliciting more subscriptions for the newspaper, with a share of the funds collected going to the church.) Increased church membership was also cited as a positive happening.

The women continued to publish the newspaper on a bi-weekly basis. In the Nov. 14, 1931 issue, Bertha Mueller is listed as “owner” of *Community Life* rather than editor. Clara A.H. McCue was named editor, and Margaret Richardson still as associate editor.

The last issue of *Community Life* is dated Dec. 17, 1931. Gone was the little newspaper that inspired, cajoled and brought a smile to countless area readers. Copies of *Community Life* up to the time of Mueller’s death can be found at the Newport Public Library. A complete set can be found at the Minnesota Historical Society.

After *Community Life* folded, Newport was again without a newspaper to call its own. Papers from South St. Paul tried to fill the void. But it wasn’t until 1958 that the seeds of another paper for south Washington County were sown.

In 1958, two Cottage Grove area men founded the *Country Club News*. Marv Hamrick and Bill Penny published the small paper as a service to the members of the Thompson Grove Country Club. This evolved into a newspaper called the *Bulletin Board*, and later, the

South Washington County Bulletin.

By the 1960’s, the paper’s operations had moved to the Newport area. One of the community’s enthusiastic young men, Larry Mattson, took over the *Bulletin* in 1962. He was assisted by Ed Dahlin and Ruby Schussler. The paper’s offices, located in Newport Center, were busy with advertising calls and news gathering. Mattson was the first person in charge of the newspaper to hire “stringers” — people in different neighborhoods charged with the duty of covering their home area.

Again, death cut short a promising Newport journalistic career. Mattson drowned in August of 1966, while on a fishing trip. The newspaper was sold to John Currell of Woodbury. The *Bulletin* remained in Newport, in quarters at Newport Center and then near MidAmerica Bank, until 1972. That year, the newspaper’s operations were moved back to Cottage Grove.



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Printers of "Community Life"

The diversity of Newport area businesses is reflected in the advertisements from *COMMUNITY LIFE*.

The Best Expedition Uses **VEEDOL MOTOR OIL** So does the Grand Zeppelin

So Should You

Hi-Test Tydol **GASOLINE** Tydol Ethyl

A Super - Power Premium **GASOLINE** at No Extra Cost

Approved by the leading automotive engineers. Tested in every kind of motor. And, results make you eager, in the first few miles, the few extra pennies that it costs.

On Sale at **Red Rock Service Station** Ira C. Pickett Prop.

Tibbett's Cash & Carry
 RED ROCK
 Cigars, Cigarettes and Tobacco
 Ice Cream, Soft Drinks and Candy

Farmers Terminal Bank Building
 HANDIEST STORE TO CUDAHY PACKING PLANT

At Louie's
THIS WEEK

Krispy Crackers.....	2 lbs. 37c
Oxydol, reg. 25c.....	22c
Ivory Chips, reg. 25c.....	22c
Chipso, reg. 25c.....	22c
Ivory Soap.....	3 for 22c
K. C. Baking Powder, reg. 25c.....	21c
Campbell's Tomato Soup.....	3 for 27c
Wheaties.....	2 for 22c
Atwood Request Coffee.....	47c
Spaghetti.....	2 cans for 23c
Home Brand Spinach, reg. 15c; 2 for 25c	
Foley Pork and Beans.....	2 for 25c
Oil Sardines.....	5 for 25c
Bengal Palm and Olive Soap.....	6 for 29c
Chamberlain's Hand Lotion, reg. 50c.....	37c
Classic Soap.....	10 for 37c
Frenche's Mustard.....	13c

**Bring in your Fresh Eggs;
 We Pay 46c**

LOUIS E. FRITZ
 GENERAL MERCHANDISE
 FARMERS TERMINAL BANK BLDG.
 Tel., LaSalle 9336 Newport

SOME ITEMS FROM *COMMUNITY LIFE*

From July 10, 1930

"The entertainment given by the Sunday School the evening of June 26th attracted a large crowd and was voted a success. Mrs. Pennington, acting as the teacher of a public school holding its closing exercises, had as unruly a group of children as it has ever been our lot to see, which proves that school children do not improve with age. One would think that when one had reached the age of Otto Metzger, Grace Hubbard, Harriet Knight, Ruth Moseley, etc., that one would know better than to pour glue on one's hair, shoot spitballs and chew gum in school, to say nothing of making fun of the superintendent. Others playing the role of school children very realistically were Elaine and Donald Brown, Carl Pennington and Frank Scofield. George Pennington played the part of Superintendent. Songs were sung by Howard Schmidt and Floyd Holmes, former pupils, and a short address was given by Mrs. R.W. Richardson, a graduate of 35 years before."

From Oct. 31, 1929

This is one of Mike Mueller's attempts at urging civic improvements which he wrote under the heading "GIVING IT THE ONCE OVER".

SIDEWALKS IN NEWPORT

FROM OCT. 31, 1929

"Now that the possibility of sidewalks looms as a probability, we are inclined to think we have suffered from "gravel in the shoes" in Newport about long enough..."

Some of our older inhabitants claim that the money they have spent for shoes since living in the community with no sidewalks amounts practically to a subsidy and everyone to whom we have talked is heartily in favor of a sidewalk campaign.

"Seriously, every pedestrian, both young and old, takes an extra risk when forced to walk in the path of motor travel and there is really no place else to walk on most of our streets because the paths that have been provided are grown over with burrs and thistles.

"We feel sure that our forward-looking Council will do everything in its power to start a sidewalk building program this year."

Another example of boosterism:
NEWPORT IS NEXT TO THE BANANA BELT - AND DON'T YOU FORGET IT!

"Newport is glorying in the April weather which has been our happy lot for the past week and more. A little muddy underfoot 'tis true. If we just had some sidewalks, now — but there, who can be carping and critical in this weather. We can't have everything, at least, not all at

once. Perhaps by next spring we'll have sidewalks. And anyone who has been in Newport when the pussy willows are bursting, the hills turning green and we're hunting crocuses "down by the toll-bridge road," knows that we have something that every place doesn't have, sidewalks or no sidewalks. While we do not wish to give Newport any credit of which it may be undeserving or claim any compliments for our town which may not be due, there must be some reason for this remark from a neighboring village: 'Do you know, I'd like to live in Newport. There's such a friendly atmosphere there. The people seem to know and like each other and to be real neighbors.'

"And there's plenty of room in Newport, and a cordial welcome, for people who like that sort of atmosphere."

1929 - Messrs. Harry and Albert Durand were guests of Mr. C.A. Parker and his daughter, Miss Frances, on Thanksgiving Day.

— Mr. and Mrs. W.S. Wygant were guests Thanksgiving of their son and daughter-in-law, Mr. and Mrs. H.C. Wygant, White Bear.

— Durand's Store has been holding open house for the children Monday and Tuesday, with a gift for every child in town.

— H.A. Rau has purchased a radio. Mrs. Bert Schilling entertained a group of eight women Friday at cards. Mrs. H.A. Rau won first prize and Mrs. Delmore, second. The birthday anniversary of one of the guests, Mrs. Sadie Pennel,

was also celebrated and she was presented with a gift. Mrs. Laurel Johnston will entertain the group next Friday.

— Gordon Bailey motored to Evanston to see the Minnesota-Northwestern football game Saturday. While there he visited Gordon Fritz, son of Mr. and Mrs. N.F. Fritz, who is attending St. George High School in Evanston. Mr. Bailey reports that Gordon is getting along splendidly in his schoolwork.

WANT ADS:

— For Rent - Bungalow. First class repair, hardwood floors, sink, basement, pantry, clothes closet, woodshed, well, storm windows, garden - thoroughly cleaned.

Rent \$15 Mrs. Keck, Newport

— IT IS A WELL KNOWN FACT that corsets are again in style.

Why not have a custom-made, woven wire corset that will give you comfort and good lines?
Miss A. Noltimier _____ Tel.

NEW YEAR'S EVE PARTY

A "New Year's Eve Frolic" will be held at the Red Rock Hall, Newport, at which "Earl and his Royal Blue Tams." that popular colored orchestra (10 members), will furnish the music. Miss Ruth Thomas will sing some of her "blue melodies." Dinner at midnight will be served at Wright's Cafe. Come and dance till dawn, Tickets are \$1.00 each for the men; ladies free.

1930 - Mrs. C.H. Wilkinson and daugh-

- ter, Miss Amy, have closed their home and taken an apartment in St. Paul for the winter.
- The Misses Mabel Leyde and Eunice Verrier were dinner guests Saturday of Miss Edith Taylor.
 - Mrs. Carl Mailand will speak at the Mother's Club Friday on their Founders' Day program and hostesses will be Mmes. J.V. Bailey, Mae Smith and Al Busch. The meeting will be held at the school.
 - Miss Betty Knight entertained twenty guests at a Valentine party Saturday, the occasion being her tenth birthday anniversary. Games were played and prizes won by the children, after which Mrs. Knight served refreshments. Betty's grandmother, Mrs. James Schoonmaker, of St. Paul was a guest. . . .
 - Mr. Martin Swanlund spent a couple of days the fore part of the week at St. Peter, Minn. where he visited his father, Mr. John Swanlund.
 - Men from the Northern States Power Company are at work on Main Street putting in poles for the new street lights. Watch Newport Grow!
 - Mr. and Mrs. S.J. Noltimier and Mr. Arthur Shabaker spent Easter Sunday with Mr. and Mrs. Wm. Shabaker. Mr. Forest Bailey was there, also, as a guest of Mr. Arthur Shabaker.
 - Master Richard Mailand, of St. Paul, spent the weekend as the guest of the Spiess boys.
 - Donald Dobie now has a new Ford sedan with which he is serving the patrons of Mail Route 2. He purchased it from our friend, Leslie Spreiter, local Ford representative.
 - Mrs. A.T. Verrier and Miss Eunice, Mrs. John Dobie and Miss Esther attended the graduating exercises at the University of Minnesota, Monday evening. Miss Marjorie Mailand and Miss Ruth Deichen are graduates.
- NEW BUILDING ACTIVITIES IN THIS SECTION
- "This season has marked a decided turn for the better in this locality, and this includes the building line," says Mr. Vic Erickson, manager of the Newport yard of the Gipson Lumber Co.
- To verify and emphasis the statement, here are a few of the more recent deals that indicate the growth in this community... Thos. Hoover has purchased lumber and other materials for a home of his own in Newport, near the old Benjamin residence site. Albert Bush of the Red Rock addition, is just putting on the finishing touches to his remodeled home, partially destroyed by fire some time ago... Jacob S. Mueller has started the building of a new barn on his place on Grey Cloud Island. Lumber and materials for all of the foregoing projects have been purchased from the Gipson company, and is a splendid example of home co-operation.

- J.V. Bailey is away on a business trip in southern Minnesota and Iowa and Gordon Bailey is on a like errand in South Dakota.
- Mr. and Mrs. Frank Marko and Mr. and Mrs. H.P. Arnesen spent several days recently in Duluth and along the North Shore.
- Friends of Louis Spiess witnessed an act of heroism Thursday, the 17th, when he saved six-year old Jean Tuttle from a possible death by drowning in Carver's Lake.
- Mr. and Mrs. Earl Pedersen and son, Jerome, spent a week recently at Wood Lake. Last Sunday Earl came home almost bent double under the weight of a fifteen-pound pike caught at Sunrise Lake. Some say that he knows just what kind of bait to use but others claim that he hypnotizes them.
- Dr. H.E. Siegert has had a garage built on the southeast corner of his property. The Doctor is taking no chances on being snowed in this winter and has built his garage where the village snowplow will come to the door.
- Donald Brown came in from the Citizens' Military Training Camp at Fort Snelling and spent a recent weekend at home. Such is the fascination of a uniform that Don had a procession of little boys and girls following him around all day Sunday and — we were forced to admit — some of the girls were not so little.

FAMILIAR SIGHTS AND

SOUNDS IN NEWPORT

- Donald Brown's bugle at 7:30 A.M. summoning the "gang" to walk down to High School. Knots of people gathering on Hastings Avenue in Newport to listen to programs and such issuing from a radio loud enough to be heard (almost) from the depot to Lon Ferguson's.
- Mrs. Herman Brandt entertained at a luncheon Friday. Her guests were Mrs. Andrews and Miss Andrews, Mrs. Armstrong and Mrs. Cain.
- Mr. and Mrs. G.J. Conners and family expect to move this week to St. Paul where they will make their home, having sold their property in Newport. Their many friends will regret their going after so many years' residence here but are glad that St. Paul is not so far away that they will be prevented from returning soon.
- Mr. and Mrs. R.W. Richardson entertained at bridge Saturday evening. Favors were won by Mrs. H.B. Moseley, H.P. Arnesen and H.B. Moseley.
- A happy bus load and several cars full of children left the school Saturday morning to attend the National Flower Show in Minneapolis. The four upper grades attended as the guests of the School Board and the Mothers Club.
- Members of the Village Council met at Red Rock Sunday morning to discuss the matter of establish-

- ing a safety zone around the Northern States Power Company's pole located in the middle of the street just south of the filling station.
- Master Donald Fritz entertained a group of boy friends Saturday at a party at his home. The many interesting things about the farm were greatly enjoyed by the boys from town and the afternoon went quickly in games followed by delicious refreshments.
 - The Girl Scouts made about \$5.00 on their bake sale Saturday at Durand's store. The proceeds will go towards paying for equipment for the Girl Scout Camp "Lakamaga" at Big Marine on the St. Croix.
 - Mr. and Mrs. Archie Hedeem and Miss Margaret Fritz are on a vacation trip in Yellowstone National Park. They will return next week.
 - Dr. Holden Siegert has torn down the old barn which obscured their view of the river and has added considerably to the landscape on the shoreline.
 - Several Newport people attended the Cudahy picnic at Bayport Sunday. William Cunnien won a knife in a race and Shirley Hubbard won twin dolls. Harold won a cigar lighter.
 - The Newport P.T.A. met Wednesday of last week at the school. A program of readings and music had been arranged including duets by Mrs. Harold Hubbard and George Noltimier, readings by Mariam Pennington, Shirley Hubbard and Gordon Spiess and instrumental solos by Jeanette Wittich. There were also songs by the fourth and fifth grades. The meeting was concluded with refreshments. Mr. Russell Sahlstrom, president, was in charge of the meeting.
 - The Newport M. E. Church choir joined the St. Paul Park Community Church choir in special Christmas services Sunday morning at the Community Church. In the evening, the St. Paul Park choir came to Newport and, with the Newport choir, gave a Christmas service at the Village Hall. Both choirs are under the direction of Miss Marjorie Murphy.
 - A Pike reunion was just held at the home of Wm. Pike in honor of the homecoming of Mr. and Mrs. Edwin A. Pike, of Sturgis, South Dakota. They spent the week with relatives here, after an absence of three years. The brothers present were: Edwin E. Pike; Fred H. Pike of South St. Paul; Wm. Pike of Newport; Charlie Pike of St. Paul; Robin J. Pike of South St. Paul; and Mark L. Pike of St. Paul. The sisters of Edwin E. Pike who were present were: Mrs. Andrew P. Boliou and Mrs. Floyd E. Holmes of Newport.
 - Mayor Brown's cat, Oscar, has become the proud mother of five kittens. Elaine and Donald will appreciate suggestions as to new names for both the mother and kittens.

BAILEY FAMILY AND THE NURSERY BUSINESS

Basically, the Bailey family business has been that of working the soil, an art which three generations of the family in Newport have mastered in the specialized field of horticulture.

The Canadian immigrant, John Bailey, first set foot in the territory in 1849 and the following year brought his family to settle here. His only son, John Vincent Henry Bailey, left home in 1852 and spent his early adult life in south and southwestern Minnesota.

He returned to Newport with his family in 1881. He had two sons, John Vincent and Levi Bailey. John Vincent Bailey, the older of the two sons, grew up and settled in Newport where he started the J.V. Bailey Nursery, forerunner of the present Bailey Nurseries, Inc. The two sons of J.V. Bailey, Vincent and Gordon, joined their father in the nursery and it flourished under their guidance. Vincent Bailey had no offspring but Gordon Bailey had three sons, two of whom entered the family business, Gordon Jr. and Rodney. Gordon, Sr., Gordon, Jr. and Rodney are managing Bailey Nurseries, Inc. in 1989. There are now five more next-generation Bailey sons who have recently joined their fathers: Gordon Jr.'s sons John, Patrick, Mark and

Michael, and Rodney's son Timothy.

In the last 80 years the business, under prudent and wise management, has grown steadily. Some highlights in the development and growth of Bailey Nurseries, Inc. follow.

JOHN VINCENT BAILEY, MASTER OF HORTICULTURE

John Vincent Bailey, the only son of J.V.H. and Isabella Bailey, was born on Feb. 10th, 1873 on a farm in Goodhue County, Minn. John Vincent was eight years old when the family moved to the Red Rock area of Newport in 1881. J.V.H. established a small farm where he raised vegetables and fruits. John Vincent assisted him as he was growing up, and tilling the soil became his life interest.

John Vincent attended grade school in Newport and later high school at a boarding school on the University of Minnesota campus in Minneapolis. Upon graduation, he entered the College of Agriculture on the Farm Campus of the university in St. Paul. He specialized in horticulture, entomology, seed culture and the development of nursery stock. While attending the university, he assisted an entomology professor who offered him a teaching job when he graduated. But J.V. thought that was not the proper future for a farmer. He graduated in 1897 and returned to Newport where he entered market gardening with his father.

They began by leasing 25 acres of

land and in addition planted two acres near their home. The first year netted them \$500, in spite of losing their strawberries and corn to heavy frost. The second year was almost a duplicate of the first. The third year they rented and cultivated 40 additional acres planted in cabbage, squash, sweet corn, melons and strawberries. That year their net profit was \$1,000, although they had borrowed \$800 for horses and machinery. In 1900 J.V., as he was known locally, began business on his own.

J.V. gambled and purchased 75 acres, indebting himself with two mortgages. With some of the money he also purchased equipment to work the land. He reasoned that if he could market melons two weeks to a month ahead of others, he could command a high price for them in the market. To do this, the plants must be started early. To avoid frosty nights a hotbed or greenhouse was necessary to protect the young plants. He visualized little individual hotbeds to be used out in the field.

He bought 22,000 used photographers' glass negative plates (5x7) for 75 cents per thousand. Then he bought cull lumber from the sawmill which had been cut into proper lengths to make supporting frames for the plates at one-quarter of a cent per frame. During the winter the little hothouse frames were assembled with broad flathead tacks, projecting from the top of the frames in such a manner to provide a means of sliding the glass plates for ventilation on hot days.

About the 15th of April, during a

warm spell, the frames were placed over each hill of seed as it was planted. He planted 21,000 hills and placed an equal number of frames over each in a 17-acre melon patch. In this way his field was planted a month ahead of any other farmer's fields.

Subsequently, more than a month ahead of all the others, he had a wagon-load of melons on the market. Each of the first bushelbaskets of melons brought \$4 a basket. That year his profits of more than \$3,000 from the melon crop paid for his new farm. His unusual methods employed in producing cabbage, sweet corn, and asparagus all brought remarkable economic results.

But J.V. Bailey didn't remain a market gardener at Greenway Farms. When he began the production of fruits and vegetables, he augmented that with feeding cattle and sheep. His aim was to put the sheep in the field to clear the fields of unwanted weeds and grasses to prepare them for planting in the future. At the proper time, the animals were marketed in South St. Paul. It became the duty of the young Bailey boys, Vincent and Gordon, to herd the animals down the hill, through Newport to the Rock Island toll bridge and up Concord Street to the stockyards.

The beginning of the nursery started with developing apple trees, fruit bearing bushes and their fruits for marketing.

He was propagating deciduous

trees, ornamental shrubs and evergreens and by 1909, began selling them in quantity locally with a small catalogue he distributed. J.V. Bailey Nursery had become a reality. However, the advertising began in 1905 when he had ink blotters distributed on which was printed "We grow a complete line of fruits and ornamentals".

The business expanded at a measured rate and by 1925, with the ever increasing volume of wholesale and retail sales, a larger office and storage area became necessary.

J.V.'s oldest son, Vincent, graduated with a degree in horticulture from the University in 1929 and joined him in the nursery. His specialty was plant propagation and he became production superintendent.

Gordon began his education much as Vincent had, but he graduated from the university in 1932 with a degree in business administration. He returned to

the family business and became office manager.

Expansion was going on apace when a greenhouse was built across the driveway from the Bailey home in 1937. New plants and old were propagated there for greater numbers of spring plantings in the field. Clarence Seefert was hired as the first foreman.

On March 1, 1943, J.V. died from a heart ailment at the age of 70. Vincent and Gordon continued the business as their father had set it up until 1956, when they decided to cease retail sales.

The next generation graduated from the University of Minnesota in the late 1950's and prepared to enter the family business. Gordon Jr. followed in his father's footsteps and with his help assumed the role of administrator in the nursery. Rodney also graduated from the University but his degree was in horticulture, preparing to assume the responsibilities of his uncle Vincent's role in



Farm produce was an early mainstay of the Bailey Business - circa 1902.

production and propagation.

All the while the nursery was making giant strides in growth. By 1962 there were 26 full-time production men plus staff and 100 seasonal workers hired for spring and summer field work, housed and fed at the nursery. The nursery then owned 600 acres, of which 450 acres were planted in nursery stock. That year also they improved their storage facilities by installing automatic humidity and refrigeration controls in the large building, where their harvest was stored over winter awaiting spring shipment. Their sales area then covered 40 states.

In 1967 Gordon Bailey Sr. bought the nurseries and incorporated it as Bailey Nurseries, Inc. Gordon Bailey Sr. became the first president of the corporation. At this time, there were 2,000 acres of land with 400 acres being used for stock, 80 percent of it being produced in the Newport area.

In 1969, another building program added a new reception area, private offices, conference rooms and a boardroom. They also constructed three huge storage buildings with 1,250,000 cubic feet of space all equipped with automatic temperature and humidity control.

Gordon Bailey Sr. became chairman of the board in 1978 with Gordon Jr., president and Rodney, secretary-treasurer and manager of production.

The business grew at an astound-

ing rate and by 1983 there were 2,000 dealers selling stock from Bailey Nurseries, Inc. in the northern half of the United States, Canada and Alaska. There were 650 varieties of fruit and shade trees, ornamental shrubs, vines and flowers being produced.

In 1989, Bailey Nurseries, Inc. owned and operated nurseries in Iowa, Minnesota and Oregon. Gordon Bailey Sr. also owned a nursery in Oregon, which he purchased in 1984.

In 1988 it was decided that Bailey Nursery's office facilities were outgrown. The governing board conceived of a novel idea. Grandpa J.V.'s home was no longer in use. It was decided to expand the offices into the home while preserving its outward appearance. They hired an architect and preliminary work was completed in December. Work went apace and the offices were occupied on February 13, 1989.

The result is a stunning building standing on the hill. Its outward appearance from the road appears to be a freshly painted house, looking much the same as it did originally. But the expanded space adapted to the old house extending to the rear is a modern three-story marvel of efficiency with open work areas. Within the old house proper the former front rooms have been remade into executive offices and over them, up the turning staircase, is a board and conference room with a magnificent view of Newport and the valley beyond. The newly designed building includes additional space for later expansion.



Customers leave the J.V. Bailey Nursery, their purchases on the running board.



John Vincent Bailey, Jr.

THE NEWPORT PLAZA

The Newport Plaza is a unique building, built in 1934 by Joseph Tietz, an immigrant from Austria-Hungary. As a young man Joseph was required, as a citizen, to serve four years in the army. He spent that time building bridges and liked the training, so he offered to remain four more years in his brother's stead. It was there he learned to design and construct the unusual roof used on the Newport Plaza.

Tietz came to St. Paul in 1906, bringing his wife and two daughters, Kit and Barbara.

The structure was built for Jim Murphy to house trucks, and was a place to maintain them. The original building was 152 feet long and 78 feet wide, and the roof was supported by the outside walls only. There were no columns or posts to obstruct movement within the building. Upon completion, there was ample room to maneuver trucks and



Newport Plaza underwent a facelift in the late 1980's

semi-refrigerator trailers with ease.

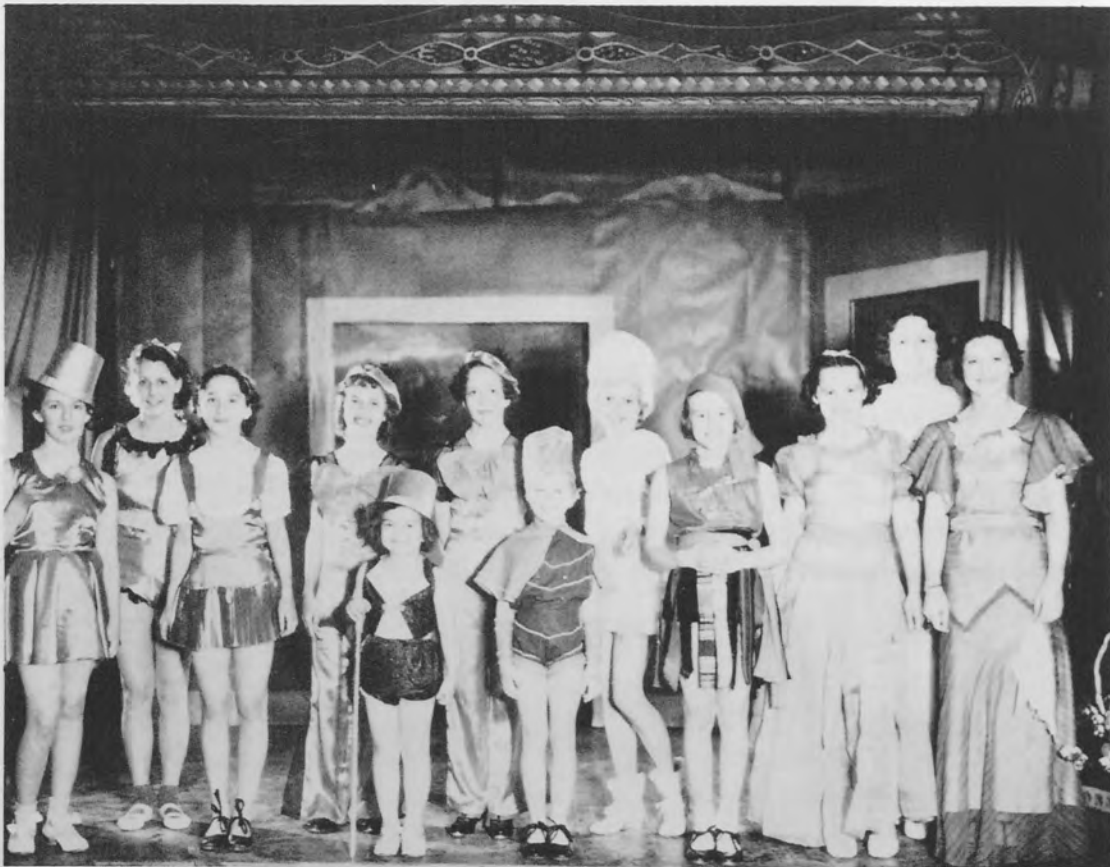
The method of construction was unusual also. While the 12-foot high concrete walls were being erected, a low platform was built within them on which the roof was framed up. It consisted of 78-foot trusses placed on 12-foot centers (apart) with two by 10 joists set on 16-inch centers between them. Every 12 feet along the wall, piers were built on 12-foot centers. That was where the supporting roof trusses were placed. The trusses were set at an angle sufficient to leave room for an eight-foot crown, designed to support a 40-foot snow load. (In other words, a very heavy vehicle could be easily supported on the roof without doing damage to it.)

This is how Jim Murphy's Garage was built. Jim was the proprietor of Murphy Transport Company. Over the great wide entrance was lettered Murphy Garage. He operated a fleet of more than 24 trucks out of there, hauling meat and produce from the Cudahy Meat Packing plant to points all over Minnesota, the upper-two thirds of Wisconsin and the Upper Peninsula of Michigan. The westernmost routes reached into eastern North and South Dakota.

(This information about the Newport Plaza was contributed by Gilbert Zinschlag, who was employed in the construction of the building.)

Chapter Four

A Sense of Community Grows



Virginia Fordyce, far right front, and her students at a dance review. Left to right are Verna Mae Larson, Helen Diedrich, Audrey Larson, Janet Witzel, Yvonne Rau (in front), Shirley Noltimier, (unknown, in front), Jean Olinger, Janet Richardson, Virginia Diedrich and pianist Edna Fordyce, far right rear.

CHURCHES

The earliest beginnings of Newport are associated with the strong religious convictions of its pioneers. The first pioneers to settle here were Methodists, always eager to gather for a meeting whenever a circuit rider came their way. They were followed by Baptists.

Although St. Thomas Aquinas Catholic Church is not in Newport, many local citizens are its members.

Newport Lutheran, a large and vital church here, started in comparatively recent times.

There was a church of early origin, Cottage Grove and Newport Universalist, which was organized at the Atkinson schoolhouse in January 1867. Members listed in attendance at that time were:

John Atkinson
Ruel Parker
E. Ayers
D.H. Kemp
Lucy T. Ayers
Roxa Belden
Anna Atkinson
Emily Parker
Miss H. C. Monroe
Emma Gaye
J.M. Munger
J.W. Furber
Estella Furber
Aurelia Furber
A.L. Stevens
J.S. Norris

Lizzy Gray
Samuel Van Alstine
Lewis Hill
J.J. Connelly
Lucretia Connelly.

No regular meetings were held after 10 or 15 years, and it was discontinued.

Beginning about 1950, several other small groups attempted to organize in Newport but without success. People from Temple Baptist Church in St. Paul built a small meeting house on Second Street and Seventh Avenue in Newport. They were unsuccessful and were followed by others, lasting for short periods of time. The building stood idle for some time and was finally purchased by Ashland Oil. They used it for a storage facility. In the fall of 1988, the building was burned down in a Newport Fire Department practice.



Lutheran Church
built in 1940.

Newport United Methodist

The Newport United Methodist Church traces back to the origins of Newport in 1837 when John Holton, a Methodist from Pennsylvania, established his claim here. He was a farmer teaching the Indians under the direction of the Kaposia mission group. In 1840, when the Kaposia mission was moved from its original site along the Mississippi River to a site downstream and across the river, it was built on part of John Holton's claim. It was Rev. Benjamin T. Kavanaugh who built his cabin there — it is suspected at the invitation of Holton. The Kavanaughs remained in residence for a short time, when they returned to their home in Lebanon, Ill. The area was first known as Kaposia because of the presence of the mission. Soon thereafter it came to be known as Red Rock. By then it was a known landing site for other early pioneers and became a well-known place for those arrivals. It was therefore visited by Methodist circuit riders traveling to the first settled areas along the river.

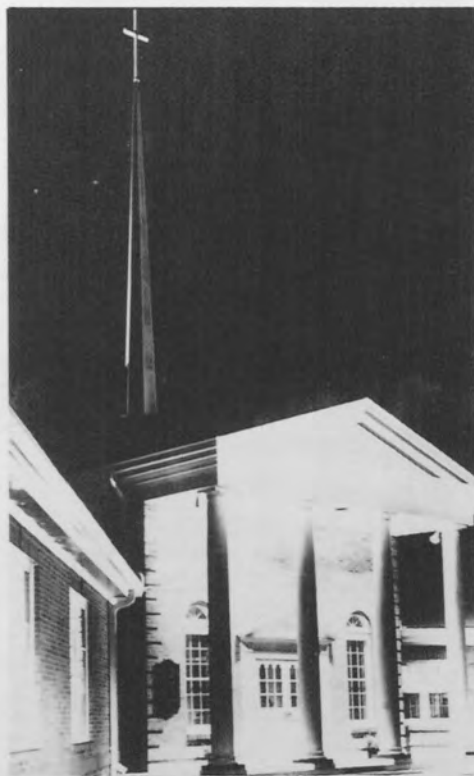
The organization of the Methodist church is made up of groups of churches collectively called "conferences". The first Minnesota Methodist Conference was held in 1858, when the first official appointments of circuit riders were made. From this body the first appointee was Rev. Chas. T. Barkaloo, followed by Rev. Wm. A. Maltby, Rev. Jesse Smith and Rev. Thomas Day, who came in 1865. It was during Day's tenure that the group was organized and plans were made to build a church.

The board of trustees appointed were John Holton, Nehemiah Miller, David Schellenburger, Elias Scofield, Irvin Church, Swan Nelson, J. Warren Furber, Steven Sproat and John Sweetland. These men resolved to build a church and finish it sufficiently to enable worship in it "comfortably this winter." On Oct. 12, 1865, lumber was ordered from Shelton & Scofield's saw mill. The site on which they were to build consisted of two lots donated by H.J. Huganin, a Baptist. The foundation stones were ordered laid without excavation on Nov. 2nd. They suffered setbacks which undoubtedly included difficulties with winter weather. They also had to obtain a \$500 loan to complete the church building early in the summer of 1866. After the church was completed, the Methodists offered to rent it to the Baptists for \$100 a year. The offer was rejected — one suspects that the fee looked too large to handle. However, the kind offer by the Methodists was remembered by the Baptists at a later date.

By August 1866, the trustees were unable to write off the \$500 debt, and the carpenters were demanding payment, causing them to borrow another \$200. Records of following meetings are incomplete, and it is not known when this debt was paid off.

A description of the church stated that it was of simple design and construction, being oblong with a gable roof and no tower. It faced east and stood in the vicinity of the northeast corner of what is now Pioneer Park. A parsonage was later built nearby, but was sold in 1874. When

Right: The Newport M.E. Church stood on Sixth Street for many years.
Below Left: United Methodist Church on 11th Avenue — 1970s.
Below Right: United Methodist Church with Red Rock at entrance



it was offered for sale, Mrs. Wm. R. Brown, widow of the carpenter who had built it, was the buyer.

Disaster struck in the fall of 1898 when the church was destroyed by fire. This revealed another large problem. The board was delinquent in payment of notes secured to pay the insurance premium, and the insurance company refused to pay the loss. It occurred during a difficult time in Newport resulting from the depression of 1893, and funds were scarce. The Baptists were no longer meeting in their church building and they offered its use to the Methodists until another church could be built. The Baptist church building was then being used for the Newport Public Library.

H.A. Jones, who was a member of the church board, refused to accept the decision of the insurance company. As he said, "no one had a surplus of cash although we recognized that it was a good time to build as materials and labor were very low in price." Jones was denied at every turn and as a last resort he "went to my old friend, lawyer Henry James" and requested help, which James gave free of charge. The case was finally settled in circuit court at La Crosse, and resulted in a payment of \$450.

At that time, Jones was chairman of the building committee. Together with Rev. William Moore, a Baptist minister, and church members G.M. Estabrook, John Army and August Noltimier, a new church was built and dedicated on the northeast corner of Sixth Street and Fifth Avenue. This building was used for

about 62 years — until it was outgrown.

The Methodists were also active in education. Toward the end of the 19th century, there was a lack of public high schools. To meet this need, the German Methodist Conference built St. Paul's College in St. Paul Park in 1889. This private "college" drew many students from a wide area including many young people from St. Paul, most of whom were from families of German background. In addition to high school teaching, the college offered courses in theology. The school became fully accredited to the University of Minnesota, Hamline and Macalester colleges. Unfortunately, it survived only 25 years, a victim of the times. Schools being taught in the German language in 1917 were closed for a lack of students. Also, many public high schools were being built.

In 1926, the Methodist churches in Newport and St. Paul Park merged. This enlarged congregation became a permanent arrangement and today Newport United Methodist Church membership is regional in scope.

Because of the stock market crash of 1929, difficult years were ahead for the Newport Methodist Church. Often there was no resident minister. There were inadequate funds to retain a full-time pastor and there was no parsonage. There were two ministers appointed in the year 1930, each serving part of the year. Other small churches were also suffering economic stringencies and so ministers' services were shared. The Newport Methodist Church shared minis-

ters with St. Paul Park, Afton, Salem and Hastings. Most of the ministers appointed lived elsewhere and remained one year.

In the 1930's the Newport Methodist Church was the only protestant church in the village of approximately

600 citizens. Regardless of their former affiliation, all were cordially received to participate in the activities of the church. A young people's interdenominational group was formed.

Because of a lack of housing in Newport, the Methodists began planning to build a parsonage. To encourage this effort, George Noltmier, an older church member, donated two lots for the purpose in 1937. These lots were located immediately north of the church building. For various reasons, the congregation did not build the parsonage until 1950.

The decade of the 1950's was a period of change in the whole area — housing developments began indicating unprecedented growth. As was recorded in "The History of Newport United Methodist Church" published in 1974 the change was noted as follows: "As Sunday attendance began to skyrocket, and Church School began to burst at the seams with services held in basements, public halls, and church choir lofts, a committee was appointed . . . to make a survey of area growth."

The committee's conclusion, based on the premise that their present location would not provide adequate space for the necessary expansion, was that the old church would have to be vacated. Their report was accepted by the congregation in February of 1959 and it was then realized that "for the third time in 100 years, Newport was to have a new Methodist Church building."

A new committee was formed to



The laying of the church cornerstone, in 1889, received attention from the media.

make preparations before a church could be built. The centennial year of the church, 1961, left them only three years to complete the building program. All was in order to submit the plan in September of 1961 at the quarterly conference where final approval was to be made.

Centennial week was designated to be in the first week of October - the dates set were 1, 2, 4 and 5, special days in the life of the Newport United Methodist Church.

Ceremonial ground breaking took place in December 1961 and the following spring building began. The church was occupied in late 1962 with a consecration service taking place in March, 1963. At that time the church building consisted of a narthex with church school rooms and offices and an auditorium, used as a sanctuary and dining hall. The main sanctuary was later completed in 1980.

The church site selected on the corner of 11th Avenue and Glen Road is historically significant. The land was first developed in 1887 by Henry James, the first mayor of Newport. He built his magnificent home there and called it Harvard Place. It stood on the rise east of the church building for approximately 20 years before it was destroyed by fire. The house which is now standing on the hill was formerly the James' carriage house. Sometime after the fire, it was moved and placed on part of the old foundation of Harvard Place, remodeled and made into a home. When the site

was acquired, it included over 5 1/2 acres of land. The home on the hill became the parsonage, the old parsonage had been exchanged at the time the site was purchased. Unfortunately the parsonage on the hill became too costly to maintain and it was sold in the late 1970's.

In the twelve months between October 1985-86, special events were held by the Newport United Methodist Church congregation to commemorate their 125th year. The celebration began with a "Heritage Sunday" service with costumed congregation members and a reenactment by Gary Gottfried, the minister, riding up the hill on horseback, typifying the early circuit riders.

One prominent feature of the Newport Methodist Church is a memorial gift donated in 1911. It is a large bell, mounted on a frame which stands imposingly in the narthex. It bears the inscription: "Donated by W.H. & L.S. Bishop - In memory of our parents - Mary Schabacker & Sarah Bishop." Mounted on the frame below the bell is a bronze plate which reads: "Belfry Bell - 1911 Presented by W.H. Bishop & Lou S. Bishop - In memory of their mothers - Sarah D. Bishop - Mary Schabacker". W.H. Bishop and Louisa Schabacker were married in 1888 in the Methodist church built in Newport in 1865. There seems to be no information regarding the Bishop family. But Louisa Schabacker did grow up in Newport. She was the daughter of Christopher and Mary Schabacker who moved to Newport with their family in 1870 where they were members of the Methodist Church. Louisa was one of six

children in the Schabacker family and her brother, William ("Bill"), was a church member and prominent citizen for many years.

The bell was originally hung in the belfry of the church on Sixth Avenue. It was removed, refinished and placed in the new church narthex by Oliver Haugen, James Knight, Herbert Peterson and other church members.

Historic items returned to Newport —

In 1963, two members of the Newport United Methodist Church, Warren Fritze and Richard Pinska, sought release of the red rock from the Board of Directors of the Red Rock Camp Meeting at Lake Koronis. They consented to its release but in the meantime, Warren Fritze had passed away, and so Pinska was left alone to supervise moving the rock back to its point of origin. Pinska hired Warren Isaac and his boom truck to go with him to Medicine Lake on Feb. 20, 1964. On that cold winter day they loaded the red rock, brought it back and placed it in front of the Newport Methodist Church, where it stands today.

The request for the return of the log cabin was next to be fulfilled. A committee of six men, members of the Newport United Methodist Church, were responsible for instigating and formulating the idea for the return of the log cabin to Newport. They were William Smalidge, Vincent K. Bailey, Herbert Ar-

nesen, Frank Scofield, Hugo Benson and Herbert Peterson. In 1964, Pastor Duane Luneman of the Newport Methodist Church wrote a letter to the board of trustees of the Red Rock Camp Meeting requesting the return of the log cabin. He offered to have the church receive the log cabin and to pay the cost of moving it to Newport, where it would be rebuilt on the church grounds. He secured its release.

In 1968 a foundation was poured which stood bare until July 12, 1969 when eight men with two trucks, furnished by Lloyd Belden and Walter Melby, went to Medicine Lake. These



The preserved log cabin is now on the Newport United Methodist Church grounds.



The red rock and legend are also on prominent display.

men were Arthur Peterson, Myron Ferris, Lee Bailey, William Melby, Hugo Benson, Gordon Bauer and Harold Bauer. There they dismantled the log cabin identifying each piece as it was removed. They loaded the trucks and unloaded them at the Methodist church site. All of this was done on a hot and humid day. Later that year, three men began placing the logs in proper order to raise the four walls to a height of seven tiers. Then they ceased work for the year. Building was not resumed until 1971 when the walls were completed and the structure was roofed over. The following summer and fall the reconstruction was completed. New windows, frames and sills were installed, two new doors were hung and the new second floor and stairway were painted. With the installation of secure locks the mission had been completed.

It is believed that the red rock has been painted only once since 1937. Sometime after it was placed in front of the Methodist church, two women — Mrs. Ruby Moseley and Frances Armstrong — repainted the red stripes on the rock. They used an old photograph as a guide.

In addition to its three locations, the cabin has had three names: “Kavanaugh Cottage” when on the old camp ground and “The Log Parsonage” while at Medicine Lake. Now it is simply known as “The Log Cabin.”

Newport Lutheran

Organization of the Newport Lutheran Church took place at the home of Collis Brandt on the evening of March 17, 1938. A small group of men and women met for a potluck supper with Rev. R.M. Christensen to make plans for a Lutheran church. These were the charter members:

Walter Meyers family
William Euerle, Sr. family
Walter Euerle family
Lester Freitag family
Collis Brandt family
Mrs. Clayton Ingvalsen
Mrs. A.A. Mace
Irvin Auers family
Herbert Boller family
Anton Modrynski family
Edward Euerle family
Mrs. Alfred Ingvalsen

A church choir was organized during the first year by Mrs. Herbert Boller. (Mrs. Ellen Zinschlag succeeded her as choir director in 1939)



The Newport Lutheran Church has grown in recent years.

Plans proceeded through the year 1938. During that time, they made application for a loan from the church extension board. But they could not obtain the desired amount, and withdrew the application until the following year.

In 1939 the congregation became a member of the Norwegian Lutheran Church. At a summer meeting that year, in the home of Collis Brandt, plans were made to build a church. The men who planned to start the excavation of the church basement were Roy Auers, Anton Modrynski, Lester Freitag, Herbert Boller and Collis Brandt. Excavation began on the corner of Seventh Avenue and Ninth Street in October. It was then that the requested loan of \$2,000 was granted by the church extension board. The church building was erected during the winter under the direction of contractor Boller.

Prior to the building of the church, the congregation met in the Newport Village Hall and held Lenten services in the home of Collis Brandt. Two years after organizing, the congregation held their first service in the new church building on Palm Sunday, April 1940. The church dedication service was held June 2, 1940. But there were no pews in the church and, until they were purchased, the men rose early each Sunday morning and carried chairs from the Newport Village Hall for use in the sanctuary. In 1942, a loan of \$800 was granted with which they bought pews and paid outstanding debts.

Rev. R.M. Christensen, who had

organized the church and was simultaneously pastoring a group in St. Paul Park, resigned in 1940. He was replaced by Reverend Wrolstad, who was installed Sept. 8, 1940.

At an annual meeting held in January, 1946 the congregation celebrated the retirement of the \$2,800 loan with a special speaker for the occasion, followed by a potluck supper and social hour.

In 1947, a new loan of \$20,000 was granted and a parsonage was purchased for \$10,000. Also, continued growth in the congregation created a need for more Sunday School space. The basement was enlarged and occupied in May 1948.

Reverend Wrolstad served the church for 14 years when he resigned, leaving it in May of 1954.

His successor was Pastor F.H. Andersen from Ruthton, Minn. Expansion was again required in 1955 when a church office building was constructed west of the church building with volunteer workers. This addition to the church facilities provided a pastor's study, more Sunday school rooms and space for other activities. It was during Pastor Andersen's tenure that three acres of land were purchased on 15th Street and 10th Avenue for the future site of a larger church building. In 1959 the \$20,000 mortgage was burned and the church was debt-free. It was time for rejoicing and to look forward to the future with confidence.

In 1960, Newport was experiencing an unprecedented rate of growth causing church facilities to become inadequate. In 1961 a building committee was formed, chaired by Stanley Lauve. This was followed by the appointment of Martin Huseby as director of a building fund drive, which secured total pledges of \$75,000 within three years' time.

Building plans were started in 1964 when architects were hired. After submitting several plans, the final one included a sanctuary, educational unit and fireside room. Following approval of the congregation, contracts were let in 1965 and by October the cornerstone was laid. Construction progressed apace through the fall and into the winter. Many men and women spent uncounted hours painting, cleaning windows and floors preparing for the first service in the new church.

On a Sunday morning, Feb. 20, 1966, a procession of church members gathered at the old church and proceeded to the new sanctuary for that service. Within a year, both the old church and office building were sold. After years of effort, including fund drives and many plans, the Newport Lutheran Church became a significant symbol of growth of the religious community in Newport.

In 1974 several things of significance were achieved. A mortgage of \$25,000 was written off, a new organ was installed in the sanctuary and the first part-time secretary, Marlys Anderson, was hired. It was also that year that

Pastor Andersen resigned, having completed 20 years of service.

For the next five years Pastor James Minor served the congregation. In 1979, he was succeeded by Interim Pastor Henry Ehlen for one year. Also, the parsonage was sold in 1979.

In 1980, the church was enhanced with the installation of 15 stained glass windows. An installation of a different sort also took place in 1980, when Pastor Jerry Malik became pastor.

A major improvement was made to the church with the installation of a new roof in 1983. Jeff R. Rohr was installed as the first associate pastor, March 25, 1984.



Mural painted in Nursery Department.

In 1987, a historic event occurred in the Lutheran church when the Newport church became a member of the new Evangelical Lutheran Church in America, one of 11,000 congregations.

A new associate pastor, Linda C. Nelson, was installed Feb. 21, 1988. She replaced Jeff Rohr.

Several people of this congregation have given many years of dedicated service to their church. Outstanding among them is Ellen Zinschlag who has shared her musical talent as choir director, pianist and choir member for about 50 years.

There is an interesting wall in the nursery of this church. It is a mural of Noah's Ark which was designed and painted by Shirley Engen and Dorothy Swanlund.

The 50th Anniversary of this church was celebrated in the spring of 1988 when they offered commemorative plates and other souvenirs.

The spiritual growth within the Newport Lutheran Church is reflected in the lives of two of its young women. They are presently serving as missionaries — one foreign and one domestic.

In 1983, Nancy Brown Bekedam, wife of Pastor Bekedam and daughter of Ralph and June Brown, went to Japan. As the wife of a missionary husband, Nancy assisted him and taught English. She has recently ceased her missionary

teaching, devoting her time to her baby.

In 1986, Judy Gimble, daughter of Henry and Muriel Gimble, made a commitment to a national association known as "Tent Makers". Her mission is youth counseling. She recently completed two years' service in Mountain Iron. She returned home the summer of 1988 and has now made another commitment, serving in Lakeland. The name "Tent Maker" refers to the life of Paul in the Bible. In the New Testament it is recorded that he spent his life teaching Christ as man's model for our lives. Paul's profession was that of tent maker and this group is committed to following Paul's example.

St. Thomas Aquinas

St. Thomas Aquinas began as a mission church named St. Patrick at Langdon in 1884. The little log church was attended by two priests, Rev. Francis X. Gores from the Church of the Guardian Angels at Oakdale and Father William Finley from the Blessed Sacrament Church in St. Paul. The first confirmation class of 27 people was administered by Archbishop John Ireland on July 10, 1888.

The congregation ceased holding Masses in the mission church in 1900 but continued them in two "stone" buildings in St. Paul Park for two years. The need for a church building was expressed in an appeal to Archbishop Ireland. Early in 1903 he approved moving the old mission church building from Langdon to St. Paul Park. It was placed on the southeast corner of Broadway and Summit, and with the authorization of the Archbishop was renamed St. Thomas Aquinas, after

Father Thomas Gleason who was also serving the parish.

The first resident pastor, Patrick J. Hart, was appointed by Archbishop Ireland in 1915. Father Hart supervised the remodeling of the old church, expanding it with an addition. He also built a church rectory.

Upon the death of Father Patrick J. Hart in 1934 a new resident pastor was appointed, Father Edward DeCourcy. Father DeCourcy remained in the parish until 1940 when Father J.L. Westfall was appointed new pastor at St. Thomas Aquinas. It was during his tenure the present church property was purchased. It is located on a large site bounded by Ninth, 10th, Holly and Laurel Avenues.

The first parochial school building was erected on the new property in 1948. The school consisting of grades one through eight, opened in the fall of 1949 when 315 children were enrolled. This building was later removed to make



St. Thomas Aquinas Church

way for a more substantial building. However, it served many purposes during its existence — dinners, rummage sales, bazaars and receptions.

Father Westfall also helped form the first Women's Council and Men's Club before he left the parish in 1950.

Father Charles Eggert was appointed at that time. The year 1950 was a turning point in the population of the greater community. Unprecedented growth began making many changes necessary. Father Eggert found the church building much too small to house all of the new parishioners. Under his supervision the school basement was converted for use as a church and the old church was sold. In 1955, the popular parochial school was expanded with the addition of six new classrooms. A new rectory was built. Additional needs were met when Father Eggert was joined by an assistant, Father William Kenney.

In 1964, Father Eggert left the parish and Father Lawrence E. Keller was appointed to cope with a membership which had grown to 1,100 families. The young parish was challenged with the need for a larger church, expanded school facilities, a new convent and an activities building. The old St. Thomas school building was removed to make way for a new and larger one. In 1967, a new building and convent were built. The nuns moved into the convent in 1968.

A new church building was necessary to complete the expansion program. A church basement was completed before plans for the building to be placed

on it had been made. And completed it was, in July 1969, when the first Mass was offered there.

But troubles were not over. St. Thomas church was experiencing a compounding of financial demands which could not be sustained by the parish with 1,200 families. It was agreed by all that the school was becoming increasingly too expensive to maintain. The final graduation was held May 17, 1971 and the school closed June 6, 1971.

The empty school building, with its 16 classrooms, has since been remodeled and converted into the St. Thomas Activities Building. It serves as a community center offering interdenominational nursery school, and adult activity center, counseling center and parish social functions.

This church has had many devoted Newport parishioners who have made substantial contributions to its growth. During the years of growth, many women volunteered their support in uncounted ways with donations, dinners, rummage sales, receptions and some expending of physical effort to clean the church, including scrubbing floors.

At one time but no longer active, two ladies' units were formed in Newport. Their main effort was directed toward contributing to the development of the expanded facilities now in use. The two units were Blessed Virgin and St. Joachim. The success of these women's effort is readily visible today with the modern and unique buildings

representing St. Thomas Aquinas Catholic Church.

Two former members of this parish are to be especially noted. Interestingly, they are brother and sister. They are members of the Nicholas Fritz family who are missionaries in the Marynoll mission field— Sister Mary Mildred Fritz in Guatemala and Father Gorden Fritz in Bolivia.

Mildred Fritz went to grade school in Newport and then attended high school at St. Joseph's Academy in St. Paul. While a student there, she heard a guest speaker from the Marynoll School in Marynoll, New York tell about opportunities for women in the mission field. She was impressed, and one day stunned her family when she announced her decision to become a nun in the Marynoll Order. She left home at 17 years of age and went to the home of the Marynoll Order where she took her vows. Her life within the Order has, in 1989, spanned 64 years. Sister Mary Mildred Fritz has taught in the mission field in Central America, Yucatan and Guatemala. She also spent an interim of 13 years in Hawaii during the 1940's. She was a school principal for a considerable time and is now semi-retired from formal classroom teaching. In 1989 Sister Mildred lived in Mixco, Guatemala, a suburb of Guatemala City. This is an extremely poor area where she and another nun lived in primitive conditions similar to that of those they taught. Their special project was to procure running water for a people who are amazed to see it flowing from a tap.



St. Thomas Aquinas Church moved in 1903 to Broadway and Summit in St. Paul Park.

Father Gorden Fritz, a younger brother of Sister Mary Mildred Fritz, is a Marynoll priest in South America. He left home at the age of 14 to take his vows and receive his training in a school in Cincinnati, Ohio. Another young man from Newport, Leo Connors, went with young Gorden Fritz to enter the Marynoll order. His mission field has been centered in Bolivia, South America. For many years he worked along the Beni River visiting the various mission stations out of La Paz, Bolivia. He then spent some time working in Marynoll, New York, the home of the Order. He later returned to Bolivia where he lived in Cochabamba and built a church. In this church are stained glass windows which his niece, Virginia Bartch, made and donated. In 1989, he lived nearby and managed a guest house. The house is a large building with accommodations for 30 people. It is maintained to provide a rest area for priests and lay families working for the mission in Bolivia.

Sister Mary Mildred Fritz and Father Gorden Fritz have had long, productive careers. They have had enthusi-

astic, unlimited support from their seven brothers and sisters, and many friends. Margaret Fritz Bailey and Helen Fritz Hedeem, two sisters, have contributed much support through their very active Marynoll sponsoring group. For many years, these two women and their friends sponsored rummage sales, with the proceeds going to the support of Sister Mildred and Father Gorden. People looked forward to the Marynoll Sale yearly until recently when it became too difficult to handle and the sales were no longer patronized. It was then that the younger generation in the family, nieces and their friends, held boutiques in their homes selling homemade items, clothing and crafts. In 1988 the sales were no longer continued. Private dinner were being held in the 1980's with the donations going for support.

These two, Sister Mildred Fritz and Father Gorden Fritz, are examples of young people who have left Newport to work in the foreign mission field.

Newport Baptist

About 1857, Baptist minister Rev. A.S. Lyon came to Newport with his wife and three children. He built a home just south of 333 5th Avenue, and a small meeting house south of his home. The meeting house was a Sunday school and church for a limited time. Apparently, the Lyons children were of school age when they arrived and the little meeting house became a classroom on weekdays. Other children in the area were also taught there for a small fee, until the common school was organized.

Rev. Lyon proceeded to organize a Baptist church with a meeting called to gather for the purpose in the home of William Fowler. A group of ten people, who had been affiliated with Baptist churches before settling here, met there to consider it. As all were in agreement, a second meeting was called. Then with the guidance of Rev. Lyon, members drew up articles of faith and a covenant, and voted to call a council. They met at Rev. Lyon's "school house" for the purpose of being recognized as a Christian church.

The Baptists used the following process for open profession of faith and joining others of the denomination elsewhere. Delegates were invited to meet with them from St. Paul, Minneapolis, Lakeland, Hudson, Prescott and Hastings. On the evening of Jan. 18, 1259, with the invited council members in attendance, 15 people came together as a church body for their first service.

These are the people and the churches from which they had come:
 Rev. A.S. Lyon and his wife Caroline coming from Natick church, Massachusetts.

J.H. Huginin and his wife Mary coming by letter from St. Paul church.

Wm. Fowler and his wife Caroline coming by letter from St. Paul church.

Giles Fowler coming from St. Paul church.

Otis V. Cowell and Mary Ann his wife coming by letter from Spencer church, New York.

Thomas Spoor and Theresa his wife coming by letter from Merideth church, New York.

John S. Mars coming by letter from (illegible) church, Ohio.

Catherine Mars (who wrote) from your church, Pennsylvania.

Sophia Norris coming by letter from Wothen St. Church Lowell, Mass.

Mart Haskell coming by letter from Skowhegan Church, Maine.

With so few people to support a minister, this group met with the Baptist Church in Hudson. "over half the time". And as they grew in numbers, locating a place to worship became difficult. In March 1860, they decided to hold meetings in Newport. A house was located there in which to hold their meetings for "a season". The rented house was fitted up for use and meetings began there in May of 1860 and continued for eight years. The membership continued growing until they voted to acquire property on which to build a church of their own. They then elected a board of trustees through which they could build a

CONCERT
Newport Baptist Church Benefit.
 Given by
MRS. ALICE HEALE, Reader
 and
MISS NELLIE FOWLER, Soloist.
 Assisted by
 the choir.

Wednesday, July 25, 1888, at 8 o'clock p. m.

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<p>FURNITURE.</p> <p>F. M. FINCH, The Down Town Jeweler.</p> <p>103 E. Third St.</p> <p>Juni Shere Union Baptist.</p>	<p>SILKS.</p> <p>Field, Mahler & Co.</p> <p>Bridge Square, St. Paul.</p>	<p>PROGRAM.</p> <p>PART II</p> <p>Edridge & Ruff</p>

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 Views to Order. at St. Paul Park Drug Store

Ticket 25 cents. For sale at Cowell & Cowell's and at E. L. Parson's, Ingot, Minn.

This program from an 1888 benefit concert is one of the few remaining church documents (front and back).

church. Under the direction of Rev. Lyon, with clerk Giles Fowler these were the men elected to the board: William Fowler, J. H. Huginin and E.M. Shelton.

During a discussion regarding the building to be erected, Capt. Fullerton, an immigrant from Maine, recommended "the house be built after the Gothic Style." On March 2, 1867 a committee was appointed "to circulate a subscription paper to raise two thousand dollars for the purpose...." By May, with their rolls swelling, the Newport Methodist Church offered to rent their house of worship, "half time," but it was rejected.

The subscriptions were small and slow in coming, a situation which hampered the progress of construction. In November 1867, William Fowler requested the trustees "to complete the house of worship and that we will aid them to the best of our ability and become responsible with them, for the amount necessary to complete it." It was completed and the formal dedication of the new church took place in a day-long event on Tuesday Feb. 17, 1868. For years the sexton was paid \$25 per year to make the fire, light the church and handle other duties.

Although the Newport Baptist Church had a short life of 29 years, three of its young people left here to leave their mark in the foreign mission field. Two of the Lyons children were Baptist missionaries; daughter Mary went to China and the youngest son, Albert, went to Burma. The daughter of William Fowler, Mary, became Dr. Mary Fowler,

medical missionary to India.

In 1870, Albert left home to attend college in Rochester, New York. In the records of the church is a copy of a letter he wrote to the congregation in which he expressed his appreciation of the support they had given him. In July 1871 it is recorded that his mother, Caroline died, and a little over a year later his father also died. About 1872 the trustees built a parsonage north of the church.

The records of the Baptist Church ceased in 1888. It is known that membership dwindled, as many people moved away and transferred to churches elsewhere. Those who remained went to St. Paul Park, where Baptist services were held in Robinson & McCall's Hall.

SCHOOL DAYS IN RED ROCK AND NEWPORT

Computers and cable television in the classrooms of the 1989 Newport Elementary School would be strange sights to the schoolchildren of the community's early days. But Weekly Readers, safety posters and parent organizations would be reassuringly familiar.

Were you a Newport and Red Rock school child who enjoyed picnics at Gooseberry Hollow? Was your eighth grade graduation held at the Newport Methodist Church, or on the pavilion located south of the schoolgrounds? Did you draw posters for Fire Prevention Week? Or were you on the school patrol?

Was your teacher Miss Van Tassel, Miss Bach, Mrs. Daub, Mrs. Olinger, Mr. Carlson? Did Mrs. Wygant stamp your library books? Was Mr. Mathiesen your principal? Or was he Mr. Miller or Mr. Jacobson? Was Officer Boudreau your school patrol officer? Was your mother in the Mother's Club? Were your parents in the Parent-Teacher Association, the Parent-Teacher Organization or the Building Advisory Committee?

Newport Township had three school districts in its boundaries. These served the three distinct communities within the township boundaries.

The Red Rock School District was organized on Jan. 10, 1855. Originally called District 4, its numerical designation was later changed to District 33. David Wentworth, Samuel Fullerton and L.C. Everett served as trustees. Samuel's sister Martha was the first teacher.

Built on land donated by Jeremiah Lamb, the Red Rock School was 24' by 24'. Its construction cost \$500.

Newport's school district was organized on June 6, 1860, and was designated as District 1. Two years later, its designation was changed to District 36. John Willoughby, A. Durand and C.N. Shelton served as early trustees. Others who served in those years included Charles Parker, Henry Monroe and William Fowler.

The first Newport School was built at a cost of \$500. It was replaced in the late 1880's, at a cost of \$1,250.

Newport Township's third school district was established in the spring of 1868, as District 48. (One has to remember that the contemporary Grey Cloud Island Township was the southern tip of Newport Township.)

Grey Cloud's first school trustees were John Turpin, Anthony Fritz and William J. Miller. Susan Kanady was the first teacher. The original Grey Cloud school was 18' by 24', and cost \$300 to build.

Prior to the formation of school districts, children were educated only as teachers and classroom space were available. In pioneer days, schools were often established with religious missions. Children of settlers and Indians attended these schools.

The Kaposia mission at Red Rock did have a school, after it was established in 1840. According to Rev. Edward D. Neill's *History of Washington County and the Saint Croix Valley*, this school continued to operate until 1849. Miss J.S. Williamson taught Dakota and English at Kaposia during 1846-47.

Another of Newport's early schools of record was established in the late 1850's. Rev. A.S. Lyons, a Baptist minister, and his wife and three children made their home near what is now the 300 block of fifth Avenue.

A small meeting house used by Lyons' congregation doubled as a school-house during the week. The Lyons children and other area youngsters were taught at the school, until School District One was organized in 1860.

As early school districts formed, state officials tried to develop standard curricula and requirements. Red Rock pioneer John Ford, as a parent and active community resident, no doubt had much at stake in the education of area children. One interesting document preserved by Ford's family is a circular from the State Superintendent of Public Education in St. Paul. Dating from 1872, the circular was a guide for teachers, county superinten-

dents and school district officers.

In those days, the course of study started with the primer grade, which was followed by the first through fifth grades. (At that time, most children completed their school days at the age of 10 years.) Students in several grade levels were taught in one room, by one teacher. Those who finished the eighth grade were considered fortunate.

By the following year, the Newport, Red Rock and Grey Cloud Island schools were three of Washington County's 54 school districts. The county could also boast 57 teachers.

The number of organized school districts countywide climbed to 60 in 1881. At the time, Neill's history notes, the average wage was \$48 per month for male teachers and \$42 per month for female teachers.

Students who wanted to go beyond the grades offered by the local schools had few options. Attending high school meant going into the city of St. Paul. In 1889, St. Paul's College was established in nearby St. Paul Park. Organized by the Northern German Methodist Conference, the college offered what would be the equivalent of a contemporary high school education today.

By the time the college closed in 1917, St. Paul Park High School had graduated its first class. While some Newports students did complete their educations at that school, others rode the Burlington Motor into the city to attend

St. Paul schools, including Cretin, Derham Hall, Mechanic Arts, Central, Cathedral, and St. Joseph's Academy.

Trends for school district mergers were seen before the turn of the century.

Records show different dates for consolidation of the small school districts. In 1889, the Newport and St. Paul Park school districts merged. But this arrangement apparently didn't work, and Newport and Red Rock were merged to form District 68. The St. Paul Park schools were on their own.

The little Red Rock and Newport schools were hubs of their respective communities. Several classes of children were housed in the same room, with a teacher keeping a watchful eye on the pupils. While the Red Rock schoolhouse had but one room, Newport's schoolhouse had two.

Editions of the *St. Paul Park Review* give us a look at student life at Newport. In the spring of 1915, the eighth grade class of Newport held its graduation at the Newport Methodist Church. The church was adorned with



A Newport School First and second grade class from the 1920's.



A Newport School class from 1936 is shown, inside the new brick school.



Katherine Spengler, later Mrs. Vincent Bailey, posed with her first and second graders in 1932.



Mrs. Purmort's eighth graders, shown by the two-room Newport School.

“masses of bridal wreath and daisies,” the article stated. Superintendent E.N. Swanson gave diplomas to Ben Danberg, Rene Thayer, Everett Sackett, Irving Birkholm, Marian Jones, Lee Setzer, Florence Taylor, Hollister Demo, Pansy Pike, Randolph French and Agnes Moran. “Most of the number will attend high school,” it was pointed out.

But the tide was turning away from small schools. Mergers were a topic of discussion in the Sept. 17, 1925 edition of the *St. Paul Park Suburbanite*. William Fessler wrote an article favoring school consolidation. He was superintendent of the St. Paul Park schools.

At that time, a committee of the St. Paul Park Booster Club was looking into school consolidation. Fessler, who chaired the committee, favored consolidation. He noted that Newport’s school at the time was classified as a rural school. “By combining the two districts and such other rural territory as would wish to enter a strong school district could be welded together and furnish the proper type of school as this territory should

extend to its children.”

Five years later, Fessler’s favored consolidation hadn’t taken place. Instead, Newport and Red Rock citizens faced a difficult decision of their own.

Classroom needs of District 68 were changing. The April 1, 1926 *St. Paul Park Suburbanite* reported that Newport residents were preparing to act on a school bond issue on April 8. The new four-room schoolhouse planned would cost \$45,000. The newspaper reported that Red Rock area residents were strongly opposed to the idea. Although the bond issue was defeated in 1926, it was successfully passed later. The two-room building in Newport was torn down to make way for the new structure.

In 1930, the little one-room schoolhouse in Red Rock was closed. At the July 15, 1930 school board meeting, the decision of sale of the Red Rock schoolhouse was to be discussed. In late August, the sale of the property was advertised. The building was to be



Teacher Ruth Purmont shown in her classroom



Here is Miss Emma Van Tassell’s classroom, about 1914. Note the double desks.

The brick school welcomed its first pupils in the fall of 1930.

Through the columns of the *Community Life* newspaper, we learn much about the school children of Newport in 1929-31. A Mother's Club and newly organized Parent-Teacher Association were active. The younger children had a Little Childrens Club, while the seventh and eighth graders competed as Zips and Peps. A school carnival's results were "all that could be desired," with a profit of \$46.

Each class had its news published regularly. The Nov. 28, 1929 issue reported that the first and second grades "... had been discussing why we sleep with our windows open. Just at this time the windows in the school room were closed. The question was asked 'Then why haven't we a window open now? How do we get fresh air into the school-room?' Mr Brown, the school janitor, answered the question by telling the students how their room was heated and ventilated. "We found it very interesting."



This Newport school housed pupils in two rooms. It was replaced in 1930.

The Jan. 31, 1931 issue reported that the following fifth and sixth graders had received their Palmer Method pins: Mildred Feifarek, Irene Euerle, Edward Lencowski, Dorothy Johnson and Lorraine Feifarek. (The Palmer Method, for the uninitiated, was a penmanship course taught for many years.) "They are looking forward to getting their next pin," the article stated.

School board business was also dutifully reported, including this item from the Sept. 11, 1930 issue: "The school board of District No. 68 held its monthly meeting Monday evening at the Newport school. They report nothing of importance being taken up, beyond the regular routine of business."

The new school meant the end of combined classes housed in two rooms. But it didn't mean an end to crowding. During the next decade, the Newport school didn't have enough room for a growing population of children. In the early 1940s, two more rooms and temporary quonset buildings were added.

Rapid growth in the area also brought school consolidation again. Consolidated School District 102 formed in 1952, with St. Paul Park and other area schools. This became District 833 in 1958, and then South Washington County School District 833 in 1971. What began as one-room schoolhouses had become a school district including four cities and two townships, with more than a dozen school facilities.

Photo 1: The Red Rock Grade School Class of 1923-24.



Photo 2: A Newport School photo. In back, left to right are Jean Hutzel, Dorothy Munger, Gary Ingalls, Pete Arneson, Ethel Schilling. Middle row: Dwight Linderman, Betty Knight, Lucille Munger, Blanche Pike, Shirley Hubbard. In front are Dud Munger, Jim Tibbetts, Jim Knight, Belle Pike, Perry Charles Boliou, Warren Hubbard, Phylis Schilling.



Photo 3: Red Rock Grade School students. In front, left to right, are (unknown), Florence Abbott, Clarence Brandt, (unknown), Ethel Abbott, Henry Schlomka, Ruth Deicken, Gretchen DeBach, (unknown), Daisy Pike, Gordon Bailey, Sr. Middle row: John Abbott, Leonard Abbott, Virginia Bailey, —Moran, Claribelle Schlomka, — Abbott, Elanore DeBach, Vincent Bailey. In back are — Moran, (unknown), Paul Schlomka, Lavinia Strate.



Photo 4: Gladys Rentz taught these pupils in 1932. By the sign are John Sathra and Roy Smith. In the first row, left to right, are Raymond Salle, Wally McCarthy, Robert Perkins, Norman "Red" Smith and Robert "Mickey" McDonald. Second row: Maurice Spiess, Evie Berfeldt, Maxine Fritz, Virginia Diedrich, Betty Griswald and Jerry Peterson. Third row: Laura Pike, Lucille Barnholt, Lorraine Diamond, Marie Ferguson, Mary Cunnien and Mary Alice Buss. In back are Gladys Rentz, Ivan Pennington, Bob Swanlund, Noble Munger, Bob Tuman, Warren Hubbard and Perry Boliou.



Newport residents and school boosters began to wonder if the growth meant their school's needs were ignored. While other communities could boast new schools, Newport's children were still housed in temporary buildings. During the 1966-67 school years, parents asked the District 833 School Board for help.

One news account from the now-defunct *South Washington County Reporter* described a meeting at which more than 200 people showed up, petition in hand. Village trustee Gregory Sprunk and Mayor Basil Loveland spoke for the group.

"Their (District 833) own engineer's report, made in 1961 or 62 says that the temporary section of Newport School — which was built in 1945 — is just that — temporary," said Sprunk.

Bare wiring and rickety window frames were just part of the problem Sprunk described. Newport alumni of the era no doubt recall when a walk from the temporary buildings to the permanent building meant a walk through the boys' and girls' lavatories. The restrooms doubled as hallways. The alternative was to walk outside.

During that year, Newport Elementary housed 377 children and 15 teachers.

Newport residents especially questioned continued use of the tar paper-covered buildings after they helped vote in a \$6 million bond issue, said

Loveland. "We voted in favor of a \$6 million bond issue — and we never got a penny of it."

But at the time, District 833 Superintendent Frank Fox said that the district had no plans for Newport. Finally, by the end of the 1960's, the hated temporary buildings were replaced.

The battle over the temporary buildings represented one problem a growing student population presented for Newport Elementary School. A decrease in student numbers more than a decade later caused more woes.

In November of 1981, Newport Elementary was added to the list of District 833 schools threatened with closing. The others were Grove Elementary in Cottage Grove and Park Junior High in St. Paul Park. An estimated \$400,000 was to be gained from closing the schools. These monies were to be applied to a projected district deficit of \$3 million.

Then-Superintendent Richard Trumble said that Newport's school was slated for closing because it was smallest in the district. He also pointed out that the building needed \$50,000 in repairs.

Teachers, parents, students and community leaders voiced outrage over the prospect of closing the Newport school, and their reactions were detailed in articles from the St. Paul and Minneapolis newspapers, as well as in the *Washington County Bulletin*. They worried over what impact their concerns would

have. Parent Mary Betzel said, "Being from a small community, we feel we might be pushed around a bit."

"We're very proud of our neighborhood school," said State Rep. and Newport Elementary parent Mike Sieben.

Teacher Mary Garski spoke of the strong support the school had in the community. That support was evident when a group headed by Clarence Branum formed. Called Save Our Schools, group members initially wanted to secede from District 833.

Later, their tactics changed to a lobbying and information campaign. Branum and others pointed out that Newport was growing, according to the present district student/teacher ratio.

In January of 1982, the SOS group and other school boosters got good news. Newport Elementary School would stay open. School board members indicated they would not vote for such a change. It was the only one of the three schools saved from closing that year.

By the end of the 1980's, it was obvious that closing Newport Elementary would have been a huge mistake. A booming student population filled the classrooms. Further demands were placed on the old, worn playground equipment. Newport City Council members, led by council member Tim Geraghty, worked out an agreement with District 833 Schools to install modern playground equipment at the school. Donations from community groups also



The Newport Elementary School in 1989.

gave the children a better place to play.

Student numbers continued to grow. By the 1988-89 academic year, Newport's fifth and sixth graders were sent to Woodbury for classes. Two special bond issues for construction — which would have included an addition to Newport Elementary School — fell by close margins. As the centennial year continued, efforts were underway to revive the bond issues.

Schools in Newport have meant, and continue to mean, a great deal to local residents. This is demonstrated by community support through the years to improve, maintain and promote the schools and protect the best interests of the children. After all, generations of the community's schoolchildren have grown up to become active and productive citizens. Thanks to caring citizens and parents, classroom life for Newport's children can continue to improve.

MRS. OLINGER

EVERYBODY'S FIRST GRADE TEACHER

Mention the Newport Elementary School, and anyone who went there between 1932 and 1956 will say "Mrs. Olinger was my first grade teacher!"

Irene Olinger taught Newport children for 22 years. For two additional years, she was a teacher in nearby St. Paul Park. When she retired in 1956, it was truly the end of an educational era. The teacher who taught reading, writing and arithmetic retired at a time when television was making its less-than-desirable presence known. She still misses the days when students enjoyed stories told in the classroom, instead of saying "Oh, I saw that on television."

A *Washington County Bulletin* article described Irene as "a kindly woman not lacking discipline" and the "mother away from home that every child needed." At the time of her 90th birthday, Irene noted that she wished she had a list of all of her students. But what a long list that would be!

The woman who became one of Newport's best-loved teachers was born on a farm near Sacred Heart, Minn. on Jan. 19, 1892. She was one of seven children in the Neller-moe family, with four brothers and two sisters. Her parents believed that all of the children should get a good education and go to

college. All did — with the exception of Irene.

On May 20, 1920, Irene Neller-moe wed Guy Olinger. They made their home at Castle Rock, Minn., and had two children. But tragedy struck before the children got to know their father. When Jean was 18 months old, and Gordon was a six-month-old baby, Guy Olinger died. He had served his country during World War I, and the aftereffects of gas poisoning in France killed him.

Irene and the children moved home to be with her parents. Later, the entire family moved to Minneapolis. Her parents moved to the city to enjoy retirement. But for Irene, the move to Min-



Mrs. Olinger in her 80's.

neapolis provided her with a fresh start. She decided to become a teacher.

In the fall of 1928, Irene, Jean and Gordon all trooped off to school. Irene was then 36 years old, and she started her latest school days with much trepidation. At that time, it was unheard of for a woman of Irene's age to start college.

Miss Wood's School for Primary Teachers was located on the campus of Macalester College in St. Paul. Teachers for students in kindergarten through fourth grades were educated at the school. This was where Irene received her teaching training, during the regular school year as well as during summer sessions.

A part of the coursework at Miss

Wood's School, which was unique at the time, involved a considerable amount of practice teaching. In modern times, virtually all teachers spend time practice teaching.

After Irene completed her education, the hunt began for a teaching job. But finding employment in the Twin Cities area was difficult, as teachers crowded the job market. A job in Iowa came up, but Irene decided it was best not to move out of state and leave her children. She sat out one year, and continued to search for a teaching position.

Then, a job opened up at the Newport Elementary School. In the fall of 1932, the Olingers returned to classes together — Irene as first and second



Mrs. Irene Olinger stood with one of her first Newport classes. In front, left to right, are Eileen Hennen, Wesley Danberg, Marjory Berfeldt, Helen Daneen, Joan Mansfield, Faith Salle, Bruce Ferguson, James Daneen, Pat Waldner, Dick Dobie and Mona Wolf. Second row: Bobbie Elm, Lester Freitag, Molly Witzel, Etta Mae Hemingson, June Johnston, Norman Holmes, George Swanlund, Curtis Kelsey, Claria Auers and Jim Perkins. Third row: (unknown), Phil Birkholm, Rosemary Waldner, Edward Euerle, Ralph Abbott, Richard Fritz, June Wulf, Earl Swanlund and Pat Perkins.

teacher, Jean as a fourth grader and Gordon as a third grader.

Pay for teachers in those Depression years was meager by today's standards. But \$115 per month looked good in those times of poverty.

After her retirement, Irene said that first grade was "the only grade I'd ever teach." Love of little children was a strong motivating force during her years in the classroom.

Her lifelong love of the outdoors came into that classroom as well. She and her Newport students enjoyed many trips to the banks of the Mississippi River through the years.

She was an especially knowledgeable authority on birds. They were the main subjects discussed during spring and fall trips with the children. She was a member of the St. Paul Bird Club, which was later affiliated with the National Audubon Society.

She has seen many changes in education, and continues to watch those changes through her children, grandchildren and great-grandchildren. She can take pride in the fact that many of her descendants have been educated in the school system which includes Newport Elementary School.

CLUBS AND ORGANIZATIONS HAVE MADE LIVES MORE ACTIVE

As more and more settlers arrived in the fledgling communities of Newport and Red Rock, neighbors got to know one another. While churches and schools were important unifying factors, clubs and organizations also helped to draw people together

It is impossible to name the many clubs and organizations that Red Rock and Newport citizens have belonged to over the years. And, it has to be remembered that memberships in these many groups have transcended village and township boundaries. This is true today when Newport and St. Paul Park clubs and organizations are considered. (Try explaining to someone unfamiliar with the area why the Newport Masonic Lodge's Temple is in St. Paul Park!)

Common memberships in national and international fraternal organizations aided many a new arrival in finding camaraderie. In the days when Newport was young, such societies carried with them some degree of distinction. The *Newport News*, published in 1889, had a "Secret Society Directory" listed as a page one feature. At that time, the Queen Esther Lodge, Chapter of the Eastern Star;

Newport Lodge No. 118, A.F. and A.M.; and Riverside Lodge No. 153, International Order of Good Templars, were noted. Newcomers belonging to these organizations—or those interested in joining—were then given the time and day of each group's meeting.

Fraternal organizations and their sister societies were, as they continue to be, dedicated toward community service and causes. The International Order of Good Templars, which boasted many Newport Baptist Church Members among its ranks, actively campaigned against the consumption of alcohol. According to the *Newport News*, its members met every Friday evening.

Although many of the fraternal organizations with Newport's early settlers in their ranks have disbanded local chapters, some remained active in 1989. One early group that has endured through the years is the Masonic Lodge. Newport Lodge No. 118, A.F. and A.M., was chartered Jan. 13, 1876. Early accounts, including a history printed in the *Community Life* newspaper, tell us that the lodge's first meeting was held on a barge behind the sawmill in Newport.

The Masons had many prominent area pioneer family names represented in its ranks. When they observed their 25th anniversary in 1901, the group was no longer meeting on the old mill pond. More comfortable quarters—the Monroe Hall—were used. The Masons met in several places over the years, including a building known locally as "Irish Hall". (In 1989, that site was occupied by the

Rolling Stone.) A permanent home was needed.

The sum of \$50 bought two lots at the intersection of Summit and Broadway in St. Paul Park. A handsome brick Masonic Temple was built, at a cost of \$14,000, and formally opened March 18, 1914.

With the formation of the Masonic Lodge came the start of the Queen Esther Chapter No. 26, Order of the Eastern Star. The chapter was organized in April of 1889, but disbanded 10 years later due to low numbers. At the dinner celebrating the new temple, it was decided to reactivate the women's group. These organizations, and the related Bethel #53 of the International Order of Job's Daughters, continue to do a variety of philanthropic and community service projects. (Job's Daughters is a group for young women aged 13-20, who are related to Master Masons.)

Another early area organization was Park Lodge No. 137, International Order of Odd Fellows. This group, which formed in 1892, had many Newport men in its ranks.

The Odd Fellows' earliest meeting quarters were in the "brick block" building at Third and Broadway in St. Paul Park. After this structure was destroyed by fire in 1906, the Odd Fellows bought a former rooming house, using the second floor as a hall.

Sadly, this building was ravaged by fire in 1982. It was then decided to surrender

the group's charter, and tear down the hall.

The Odd Fellows' sister organization, the Northern Lights Rebekah Lodge No. 94, still continued to meet in the area in 1989. This group was formed in 1893.

Many other local chapters of fraternal groups disbanded as years went by. St. Paul Park historian Dorothy Goth has noted that the Knights of Pythias, Ancient Order of United Workmen, Degree of Honor, Woodmen of the World, Modern Woodmen, Yeomen, Royal Neighbors of America and Order of DeMolay were once active.

One 1915 edition of the *St. Paul Park Review* concluded its news item about the Woodmen of the World, Camp 112 meeting with this terse note: "The members of the W.O.W. wish that the janitor would not forget the water at the next meeting."

As some of the early community groups left the local scene, others arrived to take their place. Schools and churches provided, and continue to furnish, a focal point for many organizations. One *Newport News* item tells about the next Sunday's meeting of the Newport Methodist Episcopal Church's Young Peoples' Society of Christian Endeavor. Miss Amelia Noltimier was to lead fellow members in a discussion of the subject of "Trust, Luke: 12-32."

The Epworth League, Women's Foreign Missionary Society, Ladies Aid, children's and men's groups also were active

under the auspices of the Methodist church. Sometimes, more than one organization sponsored a function. In 1915, the *St. Paul Park Review* tells us that the church's Ladies' Aid and Boys Club were working together to hold an ice cream and cake social. (All of those young, strong arms were no doubt needed to turn the cranks of the old ice cream freezers.)

It is interesting to note the interaction among the school and community groups, as well as the young village's involvements. One *St. Paul Park Review* story tells us of how Newport Woman's Club members judged a student garden exhibit. "Miss Eunice Verrier took the first prize on a display of asters. . . Miss Dorothy French took first honors on her tomatoes . . ." That evening, all were at a social party at the school, with songs and readings by the pupils.

Once the Newport Village Hall was completed in late 1913, it too became the place where many meetings and programs were held. In fact, before the hall was officially turned over to the village, carpenter John Thayer held his own social gathering in the structure. Dances were held at the hall every two weeks, with Bob Ross playing guitar, and Frank Marko and the Chapels on saxophone.

Dozens of clubs and organizations have called the first Village Hall, and the present Newport City Hall, home. In 1919, the Newport Brass Band and Boy Scout Troop No. 15 were just two clubs meeting there. The Richard Dingle Post of the Americal Legion rented the hall for

its 1931 gatherings. Virginia Fordyce used the hall in the mid-1930's for her dance classes and recitals. It is likely that the dancers were thankful for two recent hall additions. The Newport Association had added a stage area to the building in 1924. Just three years earlier that group along with the Newport Mothers' Club and Washington County Band, presented the village fathers with a piano for the hall.

The village, in turn, made sure that the community's children were provided for. Transportation was provided to various places and activities. Parties, movies, recreational programs and refreshments served at the village and city halls have occupied Newport and Red Rock youths for generations.

Of the community's youth groups, Boy Scouts and Girl Scouts continued to be active in 1989. Newport youth also participate in Camp Fire and many church-affiliated youth groups.

The Sea Scouts, who once built as boat under the guidance of Mississippi River boatman and former mayor, Frank Marko, disbanded long ago. The Little Citizens' Club of Newport Elementary School is also but a memory now. Some organizations, such as 4-H, have had Newport youth involvement intermittently over the decades.

Organized sports have provided dozens of Newport youth with recreation over the years. In 1909-29, Newport town baseball teams enjoyed success on area ball diamonds. The village also had a

town football team. One issue of *Community Life* reported on a 24-0 football loss to the St. Paul Park eleven.

Sports for young people got a boost in the 1950's, as did an overall recreational program for youth. In 1954, all village organizations had representatives on a committee studying youth recreation. Their efforts launched a successful program. The year 1962 saw more enhancement of youth sports, with dedication of a new village hockey rink. The professional St. Paul Fighting Saints and Park/Newport Senior Team played the initial game on the new rink.

The sports programs continued to grow over the years, with softball, t-ball, baseball and tennis added. In 1971, the council gave the go-ahead for Pee Wee football. In modern times, the Newport Athletic Association, the city, and the Newport Public Library and South Washington County Schools have provided local youths with a host of activities, teams and programs.

There Was Always Time For Fun

Without the modern entertainments and availability of transportation, Newport and Red Rock residents had to make their own fun. Through the years, we see dozens of clubs and organizations with the purpose of fun in mind.

The Kill Kare Club, which existed in the 1910's, obviously was not a group with

serious pursuits. The Newport Social Club, which was present during the same era, also had enjoyable goals. In the 1930's and 1940's, many Newport young people joined their friends in St. Paul Park to march in drum and bugle corps. The Griggs Cooper Gauchos was the group for young men, and the Burlington Zephyr Girls was their feminine counterpart. These flashy marching groups, led by the even flashier Fred Goth of St. Paul Park, were an immense hit at area parades. One thrill for marchers and spectators alike was participation in the St. Paul Winter Carnival Parades.

Groups dedicated to community service also took time for fun. Basket socials, picnics dances, programs and parties were a treat for members. One 1921 newspaper item details how the "dads" - members of the Newport Association - feted the Newport Mothers' Club.

Dads Entertain-

"The gentlemen who were recently entertained by the Newport Mother's Club gave a very pleasant complimentary entertainment in honor of the club ladies, Saturday evening, Feb. 12, in the Newport town hall.

"About seventy guests were present. The men planned and executed the entire entertainment; the menu, cards of invitation, decorations and program.

"All guests were met at the door by the reception committee, who wore full dress suits, high collars, tall silk hats, gloves and diamonds of large dimen-

sions. These gentlemen took all coats and wraps, politely bowed each lady to a seat and put into her hand a program for the evening.

“The ladies who had nothing to do but receive favors decided beforehand to honor the occasion by dressing their prettiest, so the Red Rock, Newport and St. Paul Park attics were ransacked, and as a result many beautiful, old fashioned gowns and wraps were brought forth with dignity which may have been bequeathed them by the dames of former years who also fashioned these gowns. Tight basques with high collars, full skirts of many breadths worn over numerous stiffly starched petticoats, jet beaded wraps, wedding and reception gowns were in evidence.

One, an especially reception gown of grey voile and lace over grey taffeta with long train was worn by Mrs. Carl Mailand, with the grace and manner of a queen as she paraded down the hall on the arm of a dapper little gentleman; and while the couple referred to were in blissful ignorance of the fact that little (?) Paul McGeary was acting as a page carrying her train in a right royal style.

“A very enjoyable program was rendered by those termed ‘The Gang,’ an orchestra made up of some of our respected citizens who were so disguised in linnen (sic) dusters, disreputable straw hats, false wigs and noses, with war paint so artistically applied that no one of those grand dames could recognize her own husband, and we have great doubts that, after she had done so, she was over-

proud of her possession, at least for the time being...

“There were many encores for songs and recitations by ‘The Gang’ who often requested the company to join and be ‘drilled’ by the ‘Professor’ who endeavored to teach us to sing with ‘feeling and expression’ such songs as Ding Dong Bell, Pussy’s in the Well, Dickory, Dickory, Dock and Jack and Jill.

“Refreshments—prepared by the men in every detail—were served on two long tables at each side of the hall, prettily decorated in the colors of the day, and to correspond with the other decorations.

“Places were found by corresponding numbers of table and the program held by each, and every lady was presented with a beautiful large carnation.

“Lace doily covered plates were set before us with delicious lobster salad, stuffed olives, ladyfinger rolls, coffee.

“Plates being removed, ice cream with hard centre was served, with cake iced in the colors chocolate, rose, white and yellow, upon which was placed a rose of whipped cream.

“Truly, ‘a feast fit to serve before a king...’

“After a pleasant visit, and a rising vote of thanks to the gentlemen for the very enjoyable entertainment, we

took our departure to indulge in the ‘Sweet Memories’ mentioned at the foot of the program.”

Some long-ago club and organizational activities seem quaint to the readers of today. Thimble bees, box socials, smokers and booyas are entertainments less common in modern times.

Here is a Jan. 8, 1931 Community Life account of an American Legion basket social and dance:

“Reserve Wednesday evening Feb. 11th, for a real old-fashioned good time. Get your girl to fix a basket (no charge for her then) and bring her to the Red Rock Hall, over the bank, and get your friends to do the same—then the Richard Dingle Post No. 98, American Legion, has provided for some excellent music to be furnished by Vic Hunn’s famous Lakeside orchestra. If this doesn’t presage a good time, we miss our guess. Both old and young are urged to come. It’s a chance you have been waiting for to get out and get better acquainted with your neighbors. All of you who have ever attended a basket social know what genuine fun there is, and this affair includes all this, together with the privilege of dancing to the alluring strains of music that will make you trickle with new life. Remember the date: Wednesday, Feb. 11th.”

One of the most unusual forms of entertainment provided by an organization appeared in five sections of the St. Paul Park Review newspaper. Five members of the Newport Woman’s club

had decided to write a story. Each then contributed a chapter to the tale.

But as years went by, more and more of the community groups began to disband. Time constraints, increased transportation and a growing community prompted the change. The number of organizations—especially those not dealing solely in community service-related goals—dwindled. As neighborhoods changed, so too did regular groups who gathered to visit and play cards. Only the adult residents of Newport in 1989 can remember when weekends meant going visiting for cards, games or chit-chat.

Service Organizations Aid the Community

Many of the thriving clubs and organizations in Newport in modern times have their roots in community service and involvement. Some groups—such as the Newport Businessmen’s Association and groups allied with Newport Elementary School—serve both their constituencies and the greater community. The business group’s Pioneer Days, started in 1973, have long been a source of fun. And who can resist a school bazaar or program?

One of the most visible service groups is the Park-Port Lions Club. With their sister Lionesses, the Lions tirelessly raise funds. Then, the funds are given to a myriad of causes in Newport and St. Paul Park. Newport has received playground equipment, shelterhouses and even a trained police dog as donations

WOMAN'S CLUB OF NEWPORT

Back in the 1890's, women were idealistic. And, they reflected a surprising lack of provincial attitudes. This was particularly evident among the members of the Woman's Club of Newport. Members were the intellectual backbone of the developing society there. Theirs was among the oldest women's clubs in Minnesota. It was organized in 1892 and joined the State Federation of Woman's Clubs in 1895. Its membership read like a "Who's Who" of several villages in south Washington County.

In members' lives, the club replaced the old traditional afternoon tea and, to them, was a more profitable use of their time. They met every two weeks, from September to May. Most of their meetings were held in the Newport Public Library. Perhaps one or two meetings a year were held in a member's home. Through strength of numbers and dedication to intellectual pursuit they were a major reason for the long years of service which the library was enabled to provide.

Their creed as printed in the program booklet for the year 1950-1951 indicates their serious intent.

"Keep us, O God, from pettiness, let us be large in thought, in word and deed.
"Let us be done with fault-finding and leave off self-seeking.
"May we put away all pretense, and meet

each other face to face without self-pity and without prejudice.

"May we never be hasty in judgement, and always generous.

"Teach us to put into action our better impulses, straightforward and unafraid.

"Grant that we may realize it is the little things that create differences, that in the big things of life we are one.

"And may we strive to touch and to know the great common women's heart of us all, and,

"O Lord God, let us not forget to be kind."

Mary Stewart

Over the years the programs were very diversified. The club was an outlet for members with special talents and stimulating for those with inquiring minds. The program for the year 1950-1951 is an example of their meetings. Some examples:

October 4th - Dessert Lunch 1:00 P.M.
Probate Court

Edward Thelen, Probate

Judge

Hostesses: Mrs. Harold Kernkamp
Mrs. Norris Thompson
Mrs. W.A. Peck

November 29th - Desert Lunch 1:00 P.M.

Indian Welfare - Mrs. T.O. Hickman

Hostesses: Mrs. Arthur Woodward
Mrs. N.F. Fritz
Mrs. Lloyd McHattie

December 13th 2:00 P.M.		Mrs. H.A. Montgomery	1909-10
Christmas Party		Mrs. G.L. Hubbell	1910-11
	Mrs. Howard Wolff	Mrs. F.E. Woodward	1911-12
	Mrs. R.E. Andrews	Mrs. E.E. Calderwood	1912-13
Hostesses:	Mrs. Henry J. Bailey	Mrs. J.P. Rodgers	1913-14
	Mrs. Lloyd Belden	Mrs. L.A. Belden	1914-15
	Mrs. E.E. Jeneweine	Mrs. Adolph Anderson	1915-16
	Mrs. Herman Owens	Mrs. P.H. Foote	1916-17
January 10th - Dessert Lunch 1:00 P.M.		Miss Kit Clum	1917-18
Current Events - Mrs. John Dobie		Mrs. W. S. Wygant	1918-19
What's New in Science - Mrs. E.L. Birkholm		Mrs. John Laramy	1919-20
Hostesses:	Mrs. H.D. Fisk	Mrs. E.J. Cook	1920-21
	Mrs. Wilford Scofield	Mrs. C.B. Moran	1921-22
	Mrs. John Zelch	Mrs. C.H. Mailand	1922-23
		Mrs. Francis Daggit	1923-24
		Mrs. John Dobie	1924-25
		Mrs. H.D. Fisk	1925-26
		Mrs. C.M. Erickson	1926-27
		Mrs. J.M. Trickey	1927-28
		Mrs. F.L. Wright	1928-29
		Mrs. William Shabaker	1929-30
		Mrs. J.M. Burbank	1930-31
		Mrs. George Madison	1931-32
		Mrs. Dora McCormack	1932-33
		Mrs. H.J. Bailey	1933-34
		Mrs. W.A. Benitt	1934-35
		Mrs. A.S. Munger	1935-36
		Mrs. R.W. Richardson	1936-37
		Mrs. F.H. Hamilton	1937-38
		Mrs. C.M. Hitchcock	1938-39
		Mrs. A.I. Woodward	1939-40
		Mrs. H.T. Dingle	1940-41
		Mrs. N.F. Fritz	1941-42
		Mrs. G.N. Pabst	1942-43
		Mrs. R.A. Kortman	1943-44
		Mrs. H.A. Moore	1944-45
		Mrs. Frank Belden	1945-46
		Mrs. J.W. Ladd	1946-47
		Mrs. Ray Howard	1947-48
		Mrs. Virgil Peters	1948-49
		Mrs. Elmer Logue	1949-50
		Mrs. Ernest Feifarek	1950-

In the year 1950-1951 there were 51 active members, four associate members and nine honorary members. A list of presidents follows:

Mrs. A.A. Laramore	1892-93
Mrs. C.A. Parker	1893-94
Mrs. O.C. Moody (Resigned)	1894
Mrs. Levi Bailey	1894-95
Mrs. William Culver	1895-96
Mrs. W.G. Ford	1896-97
Mrs. P.M. Clark	1897-98
Mrs. C.R. Wilkinson	1898-99
Mrs. Frank C. Ford	1899-00
Mrs. H.M. Twelle	1900-01
Mrs. E.B. Sperry	1901-02
Mrs. W.E. Dockstader	1902-03
Mrs. Franklin DeCou	1903-04
Mrs. John Wharry	1904-05
Mrs. C.R. Cowell	1905-06
Mrs. H.C. James	1906-07
Mrs. C.P. Johnston (resigned)	1907
Mrs. J.M. Trickey	1907-08
Mrs. J.H. Crandall (resigned)	1908
Mrs. H.J. Bailey	1908-09

In 1950, many were listed in memoriam, including well-known family names.
Miss Eva M. Alcott
Mrs. Mary C. Allis
Mrs. Adolph Anderson
Mrs. E.R. Bailey
Mrs. Levi Bailey
Mrs. V. Bailey, Sr.
Miss L.A. Belden
Mrs. Rhoda Belden
Mrs. Eugene Bell
Miss Julia Bell
Mrs. Rosamund Bell
Mrs. C.A. Brown
Mrs. E.E. Calderwood
Mrs. J.D. Carroll
Miss Kit Clum
Mrs. Herma Cook
Mrs. J.H. Crandall
Mrs. Eleanor Cree
Miss Alice Cressy
Mrs. C.A. Cressy
Mrs. W.B. Culver
Mrs. F.M. Davies
Mrs. Clara Daggit
Mrs. F. DeCou
Mrs. Samuel Ellery
Mrs. H. Estabrooks
Mrs. P.H. Foote
Mrs. W.G. Ford
Mrs. F.C. Ford
Mrs. Grace French
Mrs. M.J. Gerten
Mrs. N. Hardy
Miss Ida Harner
Mrs. H.M. Haynes
Mrs. G.L. Hubbell
Mrs. J.H. Huginin
Mrs. H.C. James

Mrs. C.P. Johnson
Mrs. W. Kenyon
Mrs. Kernkamp
Mrs. A. Kennedy
Mrs. H. Lange
Mrs. John Laramy
Mrs. A. McDonald
Mrs. H.A. Montgomery
Mrs. K. Montgomery
Mrs. O.C. Moody
Mrs. John Moore
Mrs. John Moran
Mrs. A.S. Munger
Dr. Nellie Nelson
Miss A. Noltmeier
Miss C. Noltmier
Miss E. Noltmier
Mrs. C.A. Parker
Mrs. A.L. Perkins
Mrs. Ira Pickett
Mrs. G.E. Powell
Mrs. J.W. Revel
Mrs. J.P. Rodgers
Mrs. J.E. Rounds
Prof. M.L. Sanford
Mrs. W.R. Sawyer
Mrs. C.A. Severance
Mrs. E.B. Sperry
Mrs. John Swinburne
Mrs. John Thompson
Mrs. Peter Thompson
Mrs. H.M. Twelle
Mrs. John Wharry
Mrs. C.R. Wilkinson
Miss Amy Wilkinson
Mrs. F.E. Woodward
Mrs. Lydia Woodward
Mrs. John Burbank

Mrs. Levi Bailey (Lutheria), sister-in-law of Mrs. V. Bailey, Sr., was a prominent pioneer who lived on a farm in Cottage Grove Township. She was associated with several aspects of life in Newport. In addition to being among the first members of the Woman's Club, she was a charter member of the Baptist Church and a member of the Masonic Lodge #118. One of her talents was that of writing poetry. A volume of her poems were published under the title "Memories" in which she dedicated many poems to her friends and relatives. It is a remarkable semi-journal of her life and thoughts, dated between 1880 and 1919.

Her contributions to the club took the form of poetry expressed in the distinctive style of that time. This bound collection has historic value because each one is annotated with names and dates of significance.

There are 137 pages grouped as follows:

- 1 - "Poems of Thought and Feeling" - This section includes "Charity", apart of which is reproduced here.
- 2 - "Religious Poems" - One is dedicated to Dr. Mary Fowler, missionary and daughter of friend William Fowler, dated March 1892.
- 3 - "Poems of Friendship and Love" - One is entitled, "1819 - Mr. John Willoughby - 1899" on the occasion of his 80th birthday.
- 4 - "Poems of Nature and Home".
- 5 - "Narrative and Other Poems" - "Ode to Vermont" read at the home

of Mrs. C.A. Parker, Newport, Minn., February 22, 1899. (The Parkers were natives of Vermont.) Another was: "For the Annual Installation of Officers of Newport Lodge No. 118 A.F. & A.M." - Dec. 20, 1897.

- 6 - "Consolation" - Remembering the loss of loved ones.
- 7 - "Reminiscences" - Lutheria was only 23 years old when Minnesota became a state. "1858 - Ye Old Settlers - 1908" - A poem in which she wrote of the passing old ways for new, and marveled at the passing of time.

Annotation which preceded "Charities"

"The following is one of 12 toasts responded to at a Breakfast given June 1, 1898, by Mrs. Henry C. James at "Harvard Place", Newport, for the Women's Club. Mrs. James acted as toastmistress. There were 34 present, and the following ladies responded to toasts:

Mrs. L.C. Bailey on 'The Club Spirit of Charity'.

Mrs. Prentiss Clark - 'The Joys of Office'.

Mrs. A.A. Larimore - 'Western Clubs'.

Mrs. Coates - 'The Beauty of Silence'.

Mrs. Franklin DeCou - 'The Novel'.

Mrs. H.M. Twelle - 'The Study of Foreign Countries'.

Mrs. F.C. Ford - 'Our Husbands'.

Mrs. John Moon - 'The Aim of the Young Wife'.

Mrs. C.A. Cressy - 'The Church'.

Mrs. Adolph Anderson - 'My Adopted Country'.

Mrs. C.A. Parker - 'Hospitality'.

Mrs. C.R. Wilkinson - 'The Member in Opposition'.

CHARITY

Charity is of the Infinite, - the greatest of graces,
Where freely imbibed, it never debases;
Its germ is of Goodness, if on it we feed,
It broadens the soul — that is just what we need. . .

After year's pleasant labor, now finished and done
Though our History of Rome seemed scarcely begun,
Yet we sought for the Truth with grave faces, some laughter,
And this joyous occasion is now what comes after.

It is pleasant to thus eat bread here together;
These social reunions — forget them? No, never.
This gathering of the Clan on this lovely June day
Will be stamped on our memory all along life's way.

For this breakfast that's tendered to our Club is unique,
Showing charity broad by one who doth seek
A knitting of friendship in our little Club Local;
This act more expressive than thought rendered vocal.

To this toast I respond in my own given way,
For our Club Women each have their own little way.
We are noted for this, and much we believe
That our Club in this way more success will achieve.

So we're free in expression — not bound by a fetter,
Though to law parliamentary we'd live up to the letter. . .
There's a bond that is strengthening; it's been felt all along -
Its the bond we call Charity, - and it binds hearts so strong.

Though more blest is the giver, it is blessed receiving;
If given out freely, there'd be less of heart grieving.
Though one cannot give, save of that which she hath,
Let's remember soft answers often turn away wrath.

So let's do what we can for humanities sake,
There will come satisfaction for each effort we make.
There are none on earth perfect, though they ever aim high
May no golden opportunity pass our club Women by.

(Excerpts from poem by Lutheria Bailey - Bailey Place, June 1, 1898.)

Chapter Five

Amenities Make Lives Easier, Safer



The Newport Fire Department.

LIBRARY SERVICE IN NEWPORT

Newport and its library are approximately the same age, both coming into existence in 1889. The village was incorporated July 9 and the Newport Public Library and Reading Room was established with the signing of Ordinance #2, Nov. 20, 1889. Both events at that time were the result of the first mayor, Henry Clay James, and his wife, Frances Linda James. Henry James was a practicing attorney in St. Paul and Frances James was a well-educated woman with great ambitions and capabilities; among her hobbies she was an artist of considerable talent. The library was their dream!

According to Ordinance #2, the library was created for the "use and benefit" of the citizens of Newport. Almost from the beginning, library service was broadened to include all people who came from the surrounding countryside, regardless of address. The entire region, embracing most of the western portion of south Washington County, was settled as a socially integrated area. As a result of this background, free library service to all who came was the rule and Newport Public Library was the social gathering place for generations, combining service with charming appeal.

The men Henry James appointed to organize the Newport Public Library

were William Fowler, James H. Huginin, Henry C. Monroe, J.V.H. Bailey, his brother Frank James, E.N. Goodhue, H.R. Hill, M.J. Lamprey and Charles Schabacker.

The officers elected Nov. 22, 1889 were William Fowler, president; James H. Huginin, vice president; and Frank James, secretary.

The first library was an old schoolhouse. The first two weeks of December, 1889, were a very exciting time in the little village. Immediately the citizens volunteered their time and efforts in the conversion of the old schoolhouse into a library. They painted, made curtains and fitted the building with appropriate "library furnishings". All of their activities culminated in the formal opening of the Newport Public Library and Reading Room on a wintry evening, Dec. 14, 1889. Vice president Huginin presided over the evening program.

At a Jan. 6, 1890 library board meeting, librarian Frank James gave his report. Attendance in the reading room on Dec. 18 — its first evening of service — was 35 people. Average attendance was 33 1/2 readers on Wednesday and 24 1/2 on Sundays.

Frank James also let the library board know that "A dictionary, an atlas and a clock are much needed for the Reading Room." (The decision to order those items was made at the Jan. 6, 1890 meeting.)

The Reading Room was open

regularly Wednesday and Saturday evenings from 7 to 9:30 p.m. and Saturdays from 2 to 5 p.m. at which times there were 23 newspapers, periodicals and reviews regularly available. On Feb. 8, 1890, the circulating department was started with 66 volumes for loan. The number of volumes had increased by April 5 to 154, and 58 cards had been issued.

The popularity of the library and reading room grew during the early years. But the new library also faced a crisis. The people of Red Rock demanded that the schoolhouse-turned-library be moved to their community for use as a school. After a heated battle between Newport and Red Rock factions, it was decided that the little building would be moved. But where would the library and reading room go?

Early in 1897, the library moved into the former Baptist Church building. Declining numbers had closed the church.

Over the years, the story of the Newport Public Library has been a tale of a supportive community, special library friends, and, alas, meager resources. In the library's early years, librarian Frank James went unpaid. Records reveal that in its infancy, the Newport Public Library existed on a budget of \$50 per year plus donations.

The library's meager resources are all the more obvious when some past details of its operations are revealed. For its first 27 years, the library functioned

with kerosene lamps. Electricity was not to be installed until 1917.

Heating the library, for many years, was a continuous battle. Through the years, library board minutes show us the inefficiencies of the wooden stove used to heat the building. It was not only left to the librarian to put wood in the building cellar, she built and tended the fire when heat was necessary.

One humorous excerpt from the minutes about the stove:

"Mrs. Shelton (librarian) handed one dollar to the secretary (of the board) for the old stove. The library board requested same to be returned, as it was worth a dollar to have the stove removed without expense."

The last of the wood-burning stoves was carted out of the library in 1929. But coal heat, too, posed its problems. This mode of heating ceased in 1952.

The library's many patrons and supporters have provided the impetus to keep the library thriving. Many dedicated residents have served on the library board.

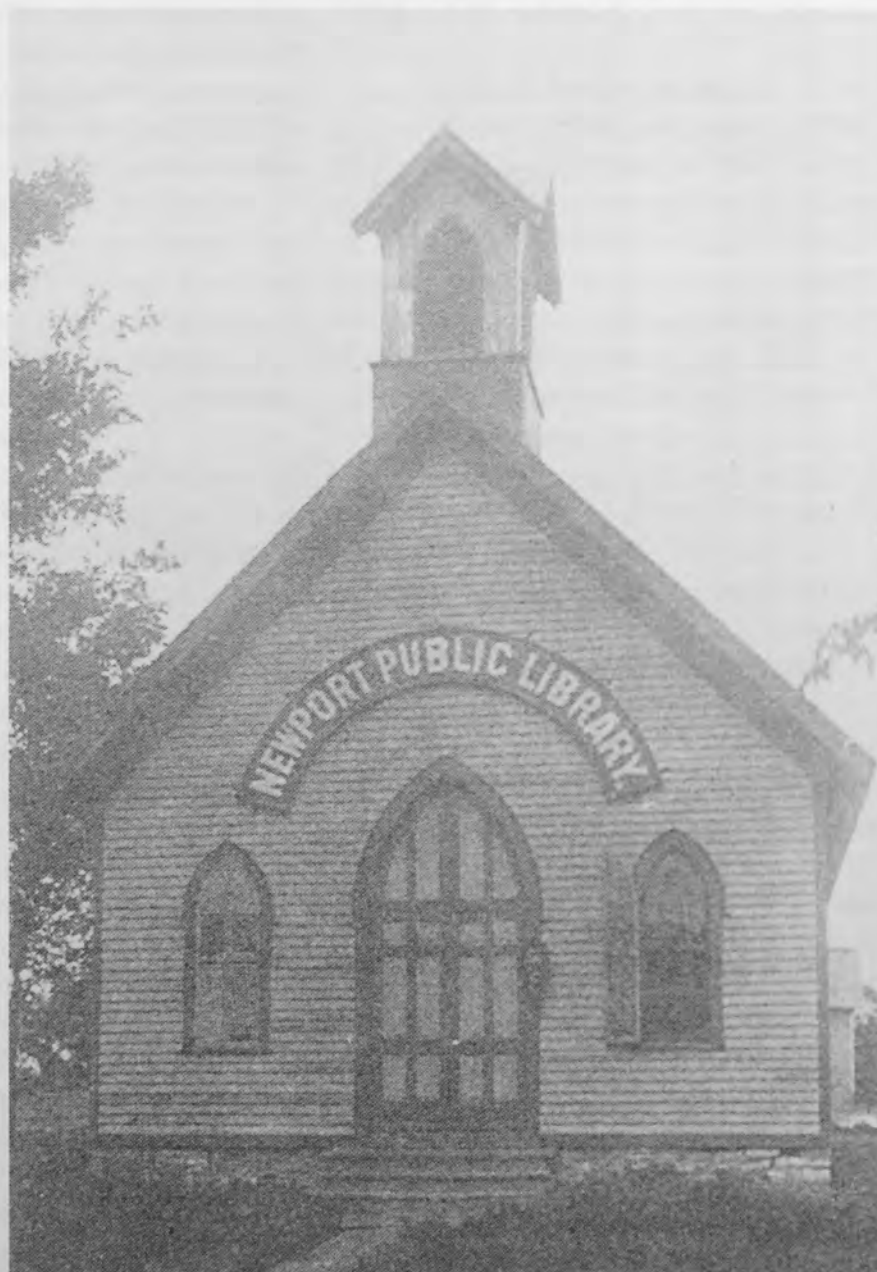
Others have been employed as librarians and library aides. Those who have worked at the library over the years include: Frank James, Robert Ross, Minna Bailey, Elizabeth Daly, Stella Wilkinson, Mrs. Levi Shelton, Katherine Burns, Lillian Trevette, Minerva Wygant, Sadie Pennel, Ella Smith, Annie Dobie, Frances Armstrong, Sally Cunnien, Mary

Jo Godfrey, Jane Mattsen, Virginia Schultz, Shirley Schultz, Agnes March, Nancy Harshman, Mary Westermeyer, Ella Doneshevsky, Gladys MacDonald, Irene Johnson, Betty Haugen, Dawn Sorenson, Kaye Kraft, Lois Arnold, Kimaree Poole, Carla Prakash and Vivian Perry.

Frances Armstrong served for 25 years as Newport's librarian — the record of service for that post.

If you would like to read more about the Newport Public Library, you are directed to [A Century of Library Service in Newport, Minnesota 1889-1989](#) by M. Virginia Yelland.

The Newport Public Library as it appeared in the early 1900's.



THE NEWPORT POLICE DEPARTMENT

CHASING CATTLE AND CRIMINALS

The earliest settlers of Newport and Red Rock had to provide their own police protection. In pioneer days, virtually every home had a gun. But with so many other conditions to struggle against, it's likely that the area's first residents thought little of crime and criminals.

Incorporation of the village of Newport in 1889 brought about change. One early amenity the village provided was a prison. In 1890, a special election was conducted. Voters were to approve a bond issue of \$1,000 to pay for the prison. Those monies, to be used to build the prison, were approved by a grand total of 19 voters.

Half of the bond issue proceeds were used to buy land for the structure, near the intersection of today's 12th Street and Fifth Avenue. Village fathers called for the prison's floor to be made of Portland cement. Building the prison cost the young community \$620.

Who was to arrest the guests for that early prison? The village council elected two constables in 1890. These men had to purchase their own handcuffs to place on local miscreants. The pair Mr. Munger bought cost \$3.75, village records tell us.

While Newport's jail — the term being changed from prison in 1891— wasn't a luxury suite, it was comfortable. The village furnished the structure with two fibre pails, two granite cups, two mattresses, two blankets, two excelsior pillows, two granite wash bowls, two bars of soap and two towels. This was done at a cost of \$9.70.

Laws governing the operation of such village jails were passed by the state. The laws in effect in 1895 stated:

"It shall be the duty of the village marshal to see that the lockup and the bedding therein is kept at all times clean, wholesome and free from vermin. It shall be his duty to cause the lockup to be swept daily and thoroughly cleansed with water at least once in two weeks unless it is unoccupied . . ."

Segregation of prisoners was ordered by the state. Male and female prisoners had to be housed separately, as did children under 16 and insane persons. The village marshal also had to keep careful record of everyone housed in the jail, which apparently doubled as a lodging place for indigent persons.

Not all of the young village's miscreants could be housed in the jail. In

1900, village officials heard complaints about animals running at large. The village's law enforcement officials undoubtedly chased more cattle than criminals in those early years.

The jail these early law enforcement officers used obviously was not a busy place. It was used at least once as an election site. By 1903, residents were deciding whether to dispose of the structure.

Who were the early guardians of Newport? Constables and village marshalls enforced the laws. They were elected to serve, just like the village president and trustees. Noble Munger, John Jenewine and Charles Schabacker were early constables. The village would elect two constables in the early years, and would pay each man the sum of \$100 per year. In the 1890's, Munger also served as Newport's "dog lister", keeping track of all of the community's pets.

1910 village records tell us that the elected constables were farmer Herman Brandt and A.H. Jones of Newport. Jones, a former railroad agent, was managing the Gipson Lumberyard.

At various times during the year, village fathers provided their law enforcement officers with assistance. In 1917, 13 special policemen were appointed to help keep the peace on July 4-5. (These people served without pay.) Halloween was also a time when extra help was needed. In 1930, for example, three men patrolled Newport, while two were at Red Rock. One year later,

village records tell us that Archie McDonald and Harold Hubbard would be chasing Newport's mischief makers, while Bill Abbott and Carl Mueller would be doing similar duty at Red Rock.

More familiar names are seen as the ranks of the constables and marshalls are studied. Carl Mueller was hired as the village's first-ever "motorcycle policeman" in 1920. His hiring was the latest village effort to stop a new problem — that of speedy and careless motorists.

Regulation of traffic was strengthened in 1919, when the village purchased three signs asking that drivers practice "moderate and lawful" practices behind the wheel. By the 1930's, those violating driving laws could pay fines of \$2.50 or more.

Village growth also brought increased duties. In 1928, the constables had to investigate reports of "promiscuous shooting" in the community. In the 1930's, complaints were made about fighting behind the Red Rock taverns.

One of Newport's more newsworthy crimes occurred in October of 1938. "Assailant and Victim Wooded," blared the newspaper headlines. "Pistol Fired Accidentally in Struggle."

A St. Paul man had kidnapped a woman in South St. Paul. He drove his victim to Newport, where he tried to attack her. Village Marshall Cadwell Knauss was called. He saved the woman, and put both victim and suspect in his vehicle.

But the suspect wasn't giving up without a fight, wrestling with Knauss as the marshall drove. Knauss drove to then-mayor Earl Pedersen's home for help — but not before both suspect and victim had been wounded during the scuffle.

But more typical of Newport's constable and marshall calls was one dating from 1935. Mischievous dogs were ripping residents' clothes from backyard clotheslines.

By 1946, the number of residents who served as law enforcement officers in Newport had increased. That year, Al Narusiewics ("Narro") was marshall. He was assisted by Theo Johnson, Perry Boliou and E.L. Birkholm.

In just a few years, the call for more police protection would be heard. The hiring of part-time policemen was discussed in the 1950's.

Joe Ostrowski was the first part-time Newport police officer hired in 1955. By this time, the village also had a police car. (One 1959 village council meeting included citizen complaints about "whitewall tires" on the Newport police car.)

A full-time police chief for Newport would not be hired until 1969. The first village police chief was Carroll Boudreau, who would serve the city in that capacity until retiring in 1978. Boudreau, who had worked as a security guard before joining the village as a part-



Carl Mueller was Newport's first motorcycle policeman.

time police officer, returned to college in the 1970's to earn a degree in law enforcement.

Other members of the Newport Police Department in 1969 were former village marshal James Knight, Fred Leimbeck, Alfred Sagstetter, Richard Nichols, Joe Ostrowski and Jerry Shaver.

The Newport Police Department was changing. The office of "constable" had been abolished in 1961. The move was on toward a full-time police department.

As the times changed, so did the crimes and incidents Newport law enforcement officers were called to quell. In the days when the meat packing industry was active on both sides of the Mississippi River, Newport's constables and marshalls spent much of their time helping chase runaway animals. Stray creatures, who wandered from homes in the days when folks in town kept a cow and some chickens, were also a problem.

The dawn of the automotive age brought its own unique challenges, as speeding motor vehicles were encountered.

More spectacular crimes have dotted Newport's past. A smattering of murders, major thefts and burglaries and robberies can be found when one looks back in time. Persistent local legend has it that John Dillinger himself held up the then-Farmer's Terminal State Bank in the 1930's; however, none of the books detailing Dillinger's days of crime

include such a robbery. (It is more likely that the robbery was carried out by an associate of the infamous Dillinger.)

On a lighter note, old newspaper clippings tell us of one Newport police officer who had to arrest himself in 1978. Officer Ted Woods, upon learning that the family dog had made a mad dash for freedom from an open door, did the only proper thing — he wrote himself a ticket for the misdemeanor. The *St. Paul Dispatch* wrote a story about Woods' dilemma.

In 1989, Newport Police Department had five members. Newport Police Chief Fred Leimbeck, who started as a part-time officer, was moved to full-time status in 1972. He was named police chief in 1978, replacing Newport's first police chief, Carroll Boudreau. Leimbeck, a native of South St. Paul, joked that he "walked across the river" to start working as a policeman in Newport. He and his wife Mitzi, who runs a very popular school of dance in Newport, have two children.

The Newport Police Department's other members in 1989 included Sgt. Veidols Muiznieks, and officers Ted Woods, Mike Perkins, Don Mullan and Brian Domeier. The Newport department shares police and fire dispatching services and other operations with Cottage Grove, St. Paul Park and Grey Cloud Island Township in the Crimestop program.

Perkins works with a canine partner, Gero. Gero was given to the

Newport Police Department in 1987 by the Park-Port Lions Club. Gero, a German Shepherd, has been an asset to the community. She is South Washington County's first trained police dog.

For dogs not as well-behaved as Gero, Newport Police Department also has an animal control officer. Retired city policeman Richard Nichols handled

those duties in 1989. An impounding facility is shared with Cottage Grove and St. Paul Park, in St. Paul Park. However, that facility isn't large enough to hold a few of the creatures captured for running at large. In the mid-1980's, Newport officials had to search for the owner of a runaway horse. (Shades of the village's early days!)



Newport's police vehicles have changed over the years.

NEWPORT FIRE DEPARTMENT WELCOMED BY VILLAGE

In a community without its own fire protection, even a small spark could create disaster. Because the Newport Volunteer Fire Department wasn't organized until 1952, the village's early blazes usually resulted in extensive property damage.

One early loss to fire was in 1898, when the Newport Methodist Church was destroyed. In that same era, flames leveled Harvard Place, the magnificent home of first Newport Mayor Henry James.

For many years, Newport's fire protection was provided by volunteers from other communities and bucket brigades of concerned neighbors. The earliest mention of the St. Paul Park Fire Department answering calls in Newport appears in the 1924 council minutes. The cost listed for this service was \$25 per call. (It is worth noting that the St. Paul Park Fire Department was not officially incorporated and chartered until 1938.)

Two years later, Newport and St. Paul Park officials studied the possibility of having a joint fire department. But the Minnesota Attorney General ruled that this was illegal. The following year of 1927 SAW the Park volunteers fighting

one of Newport's more spectacular blazes.

The Grand Hotel near the Cudahy plant was destroyed by flames. Once named the Parker House, the hotel had stood on Broadway Avenue in St. Paul Park during that community's boom years. It had been moved to Newport, and served as a hotel and eatery for truckers hauling livestock to the packing plant. Interestingly enough, the bus garage serving as the St. Paul Park Fire Hall stood on the former Parker House site.

St. Paul Park continued fire service to Newport through the 1930's and 1940's, while Newport officials studied the possibility of their own fire department.

During that time, fire claimed the home of the Earl Pedersen family. Here is how the Aug. 28, 1930, edition of the *Community Life* newspaper reported on the blaze:

"The fire of undetermined origin was discovered about 3:00 a.m. when Mr. Pedersen was preparing to go on a fishing trip.

"The St. Paul Park Fire Department was called and responded, but despite their efforts and those of the neighbors who formed a bucket brigade, the fire could not be checked. The St. Paul Fire Department also sent down a chemical engine but an error in notifying them caused them to arrive too late to be of any assistance whatever."

St. Paul Park officials also were concerned about fire service to Newport. The Jan. 4, 1935 Newport Village Council minutes note that the fire department committee of St. Paul Park appeared before the Newport officials to discuss Newport's need for more adequate fire protection.

"They advised the council that the St. Paul Park Fire Department was inadequate to cope with any very large fire that might exist, and that the St. Paul Fire Department had advised them that in the event that they were called to assist at a fire outside of the City Limits, that a charge of \$110.00 would be made for the first hour and \$50 for each additional hour they were on duty. They also advised that the South St. Paul Fire Department will not be available for either Newport or St. Paul Park, as they are not permitted to cross the toll bridge."

The Park delegation then went on to discuss the possibility of Newport purchasing fire equipment, and exchanging services if a fire occurred that was beyond the control of either department. This was never pursued.

In 1935, Newport residents and business authorized to make fire calls were W.G. Fordyce, H.A. Rau, Harry Durand, Morton's Grocery, Vincent Bailey, Herman Brandt, W.M. Shabaker, and the Cudahy Packing Company. Four years later, the village made a survey of cisterns that the Park firefighters could use when battling Newport conflagrations.

But the cost of having another community's department answer Newport fire calls continued to rise. Rates rose to \$100 per fire call, with \$25 added for each additional hour at a fire scene. Leaving a fire scene early to avoid added costs caused the risk of allowing fires to rekindle and do more damage.

Steps to start Newport's own fire department began in the 1950's. Mayor Earl Pedersen, clerk Bill Kickhafer and council members Ernest Feifarek, Irv Birkholm and Jim Connally passed Ordinance 52 on Feb. 1, 1952. This authorized organization of regulations for the Newport Volunteer Fire Department.

Later that year, village voters approved the council proposal to organize the Newport Volunteer Fire Department by a 3-1 margin.

At a Dec. 1, 1952 meeting at the Newport Village Hall, Peter Joyce began his appointed task to organize the fire department. Those at the first meeting included Francis Exe, Steve Bengston, future Mayor Norman "Red" Smith and future fire chief Wesley "Skip" Danberg.

This initial meeting provided the firemen with their first exercise in fire-fighting. The old hall furnace had been stoked to ensure a warm welcome for the meeting. As Newport's first firemen opened the door, smoke poured out of the building.

That's when the firemen made their first mistake. Grabbing a fire

extinguisher, the fire was doused — only to produce a noxious gas which drove everyone from the Village Hall. As soon as the men were able to reenter the building, they used a wash basin filled with snow to quell the smoldering debris in a furnace duct.

The fire department officially formed on Dec. 19, 1952. Officers were elected the following April. Francis Exe was the first chief, assisted by William Hurlburt and Richard Dippel. Wallace Webb was treasurer and James Knight served as secretary.

Other charter members were Richard Angevine, Ervin Affolter, Jack Anderson, Steve Bengston, Francis Bilderback, Marvin Brossolt, Wayne Clauson, Wes “Skip” Danberg, Ernest Feifarek, Daniel Gnan, James Fix, Gerald Greer, Thomas Holme, Peter Joyce, Edwin Jurek, William Kickhafer, Stan Lauve, Jerome Mason, Robert North, Elmer Peterson, Melvin Shaver, Glenn Supri, Norman Smith, James Swinton, William Wilson and Robert Wurtz.

One year later, the fire department auxiliary was formed. Wives and mothers of active, exempt, deceased or retired firemen were eligible to join. Evelyn Affolter was the first president, with Joyce Webb serving as vice president. Evelyn Dipple was the secretary and Carol Peterson was treasurer. Jane Exe was the sunshine chairperson. Other charter members were Dorothy Anderson, Gladys Bilderback, Janette Birkholm, Muriel Boyd, Katherine Boyd, Marilyn Clauson, Evelyn Dipple, Mari-

etta Duff, Margaret Feifarek, Pauline Fox, Mildred Gnan, Norma Home, Marie Joyce, Lorraine Jurek, Frances Kickhafer, Mary Knight, Rose Mason, Marion North, Rita Ostrowski, Alice Peterson, Patricia Ryan, Delores Shaver, Effie Shaver, Shirley Smith, Virginia Swenton and Bonnie Wurtz.

The auxiliary charter states that the group’s main purpose “is to promote social activities.” Early photos saved by the auxiliary bear this out, as plenty of parties and social gatherings are shown. At one point, square dances for firemen and their wives were held every other week. But as years passed, the women took a more active role in fundraising and financial support for the fire department. They also continue to staff the fire station during fire calls, providing food and coffee for firemen after blazes are extinguished.

Thirty-five volunteers were mustered as the first fire department contingent in 1953. They shared 12 coats and helmets. Training in the early years was provided by Minneapolis and St. Paul Park firemen. Many drills were conducted at the Cudahy packing plant.

Passage of a \$50,000 bond issue allowed the village to construct a hall for the Newport Fire Department, and to purchase some equipment. The 40' by 60' building had to hold the equipment, offices and kitchen facilities.

A pumper truck was purchased with the bond issue. It could carry up to 1,000 gallons of water, and pumped

water at the rate of 500 gallons per minute. A portable pump, 500 feet of 2 1/2 inch hose and 1,000 feet of 1 1/2 inch hose were also provided. In 1953, the fire department obtained a second tanker truck.

Funds were needed to pay for additional fire equipment, as the village coffers couldn't cover all of the needs. Bingo games paid some costs. One funny fundraiser was held in March of 1955, when Newport and St. Paul Park firemen played each other in a charity basketball game. Bib overalls, women's bathing suits, and long underwear were just some items players wore. Monies raised were split between the two communities' building funds.

One month later, the fun was forgotten. April 13, 1955 brought the young fire department a tremendous challenge. The Red Rock Country Club building, which housed a restaurant, bowling alley, tavern liquor store and barber shop, was engulfed in flames. A basement hot water heater had exploded. Red Rock owner Gerald Weldon, bartender Loretta Conlin and barber Omar Dick were in the building when the blaze broke out. They escaped a conflagration that did more than \$125,000 damage.

"Only a few cases of whiskey were saved," noted a *South St. Paul Reporter* article.

South St. Paul and St. Paul Park firemen aided Newport. Because municipal water service hadn't been installed in the community, tanker trucks from

Northwestern Refinery and Port Oil shuttled to and from area wells for nearly five hours.

As the need for better firefighting equipment grew, the fire department and auxiliary continued to look for ways to cover their costs. In 1954, the first-ever Newport Fire Department Booya was held. Hundreds of gallons of flavorful stew were cooked overnight, and served to a crowd of guests.

When all of the booya was gone, and the money counted, the department had raised \$432 — enough to provide coats and helmets for the men. Over the years, the booyas have provided thousands of dollars for fire equipment.

The fire department booyas grew to include games of skill and chance, a parade, queen coronations, children's rides and games, dunk tanks, bingo and raffles for prizes. Prizes ranged from a coaster wagon filled with different types of liquor to a trip to Las Vegas. The day has a carnival atmosphere, as community residents and friends spend a day having fun — and raising money for the fire department.

The queen competition was eventually dropped. In its early years, young women living in the area served by the Newport Fire Department vied for the crown. The winner would represent Newport in fire department and community parades, and at the St. Paul Winter Carnival. Later, queens were selected from the ranks of the firemen's wives. One happy queen was 1967 winner Marie



Left column, top to bottom: Booya Queen Marie Joyce. Pete Tibbets was the long-time cook at the Newport Fire Department Booya. Right column, top to bottom: Before Newport had a fire department, blazes did considerable damage. This photo shows the loss of the Grand Hotel. The Callahan Steel fire was a major blaze. To the right is firefighter Bob Howard. The firemen and their wives have enjoyed many costume parties. A Newport fire truck raced to the Red Rock Country Club fire.

Joyce, wife of longtime booya cook and former fire chief Peter Joyce.

Booyas over the years have been marked by some memorable events. One year, a sudden storm and the threat of a tornado drove everyone into the fire hall. But when the woman running the childrens' pony rides wanted to bring her ponies into the building, the fire department had to say no. Instead, the ponies waited outside with their owner.

After the storm blew over, it was found that the remaining booya had spoiled. Atmospheric changes were blamed.

The main attraction of the booya, of course is the booya itself. For many years, Newport booya lovers enjoyed a stew cooked by longtime Washington County Commissioner Pete Tibbetts. He was long considered to be "official cook and taster." It was left to Peter Joyce to carry on Tibbett's tradition — with his recipe, which appears in this chapter.

Until 1975, the booya was cooked in large kettles heated with carefully cut oak and maple boards. Each piece was cut a certain way, to ensure enough heat for 15-16 hours of cooking. But finding the proper wood was difficult and the heating method was changed to natural gas. Still, booya is prepared the same way — with large, paddle-like stirring sticks handled by shifts of cooks.

As the booya celebration changed over the years, so did other matters for the fire department. Six years after its

founding, Newport firemen discarded the volunteer system. They established a pay scale based on rank, to provide firemen with workman's compensation in the event of injury.

Newport's next major fire was several years later. Just before 2 a.m. on March 16, 1962, the community was shaken by an explosion at the Black Hawk Motel. (A subsequent fire report notes that the explosion brought the village fire phone to life.) The explosion damaged eight of the motel's 12 units, and injured one person staying at the motel. Newport, St. Paul Park, Thompson Grove and South Grove (now part of Inver Grove Heights) firemen battled the blaze. Replacing the motel, much of which was built in 1950, was expected to cost about \$70,000. Motel owners James and Edna Connolly gave thanks to the firemen for all they did to save the building.

A second local business burned in October of 1963. Once the Truckers Club near the Cudahy packing plant, the building was being used by Kodiak, Inc. to house its fiberglass division. The flash fire, made more dangerous by chemicals in the building, was fought by Newport, Thompson Grove (now part of Cottage Grove) and St. Paul Park firemen.

During the same month, the Newport Fire Department made a more unusual fire run. The fire trucks were moved outside, so that the firemen and auxiliary member could run a blood drive. In the middle of the blood drive fire chief Norman "Red" Smith, who was chief

blood drive recruiter for the Red Cross, and his crew quickly extinguished a blaze in the community. The *St. Paul Dispatch* reported "Not a drop of coffee or anything else spilled. And Newport gave almost 100 pints of blood, a new record."

But Newport's worst blaze was yet to come. Before the sun rose on July 8, 1976, fire erupted at the Erickson Petroleum Corporation tank farm. Truckers were loading gasoline into their tanker vehicles when flames broke out. One of the truck drivers, Oliver Wiberg of Forest Lake, was badly burned. He later died at a St. Paul hospital.

The smoke and flames from the fire could be seen for 20 miles, according to the news accounts of the tragedy.

Fed by gasoline leaking from a storage tank valve, the fire raged out of control until Newport resident and Northwestern Refinery Fire Brigade member Daniel Bigham and St. Paul Park fireman

DuWayne "Duke" Rydberg shut it off. The men wore asbestos suits for their walk into the fire. Other firemen sprayed them with water as they went to shut off the valve.

After the fire died down, firemen continued to spray water on a blackened fuel storage tank so that it would cool down. Fortunately, the 2.3 million gallon fuel tank didn't explode.

Firemen from Northwestern Refinery, St. Paul Park, Inver Grove Heights, Woodbury, Cottage Grove and Hastings helped fight the fire.

Another major blaze the firemen fought was at Callahan Steel. The October, 1982 blaze caused more than \$500,000 damage to a warehouse and building materials. The warehouse's construction made it very difficult for the firemen to get at the heart of the fire. But the tin walls also kept the fire from spreading.

Fires aren't the only crises the Newport Fire Department must respond to. In recent years, the firemen have worked with SoWashCo Ambulance Service, which provides ambulance service in Newport, St. Paul Park, Cottage Grove and Grey Cloud Island. Motor vehicle accidents and train derailments have also sent the firemen into action. During the devastating flood of 1965, the firemen and auxiliary helped protect community residents.

Not all of the calls for help are so grim. An undated newspaper article

NEWPORT'S FIRE CHIEFS

Francis Exe	1952-1959
Harry Joyce	1959-1963
Norman Smith	1963-1965
Bill Wilson	1965-1966
Paul Rishavy	1966-1969
Wesley Danberg	1969-1980
Duane Score	1980-1981
Robert Engen	1981-1989

from the early 1970's describes the rescue of a kitten from a treetop on First Avenue. Firement Roy Taylor and Ron Leseman rescued the kitten from the treetop where it had spent 30 hours. "As fireman Taylor reached up and grabbed hold the cat," the article stated, "the meowing became fierce and possibly as a result of the long wait, she attempted to scratch her rescuer."

A look through the scrapbooks of the Newport Fire Department and Auxiliary shows a group equally devoted to fighting fires and having fun. Banquets, dances, parades and fundraising at community events have given the members a chance to enjoy themselves and become visible to those they serve.

From the Kitchen of the Newport Fire Department — Booya

Here is the booya recipe followed by the Newport Fire Department:

Ingredients

500 lbs. oxtails
350 lbs. chicken and giblets
150 lbs. turkey
200 lbs. beef bones for soup stock
300 lbs. potatoes, peeled and cut up
120 lbs. onions
4 crates (30 stalks) celery
24 #10 cans tomatoes
96 #10 cans mixed vegetables
Seasonings to taste: Salt, chili powder, celery salt, black pepper, garlic salt

Fill six 66-gallon black iron kettles with water, beef bones and celery leaves. Cook for nine hours, or until about 10 gallons of liquid remains in each kettle.

Remove bones and celery leaves; add oxtails, chicken and turkey, and enough water to fill the kettles again. Cook for 4 1/2 hours. Remove bones. Add potatoes, onions and the rest of the celery. Allow the raw vegetables to cook for 1 1/2 hours. Add canned vegetables. Add seasonings to each kettle to taste.

Reduce heat; cool booya until simmering. Skim excess fat and serve! Feeds a large crowd of booya eaters.

Water ball competition between the Red Wing and Newport auxiliaries was held in 1965. The Red Wing newspaper reported that the Newport women issued a challenge to other auxiliaries, during the Red Wing July 4th celebration. "Women: How About a Water Fight?" was the caption of an article describing the Newport challenge.

The women of Red Wing took up the gauntlet, but lost to the Newport team of Ruth Score, Shirley Howard and Ruth Dobin. (Newport member Pat Rishavy crossed the line to aid the short-handed Red Wing squad.)

Parties — from costumed Halloween affairs to "hard-times" theme gatherings — provided firemen and their wives with a chance to get together. Christmas gathering pictures also fill department scrapbooks. Fire poster contests and demonstrations at the Newport Elementary School have provided countless children with educational opportunities.

The Newport Fire Department and Auxiliary members enjoy close friendships, sharing each others' joys and sorrows.

Wesley "Skip" Danberg, a charter fireman, was one of the department's best-liked members. He was a regular at the department outings, parties and events, and was always ready to do his duty as a volunteer firefighter.

Pictures of his June 17, 1967 wedding are labeled "The Day!", and

appear in one fire department scrapbook. Photos of the event show many firemen and auxiliary members in attendance.

Danberg's dedication to the fire department involved a number of projects. Both Newport and St. Paul Park firemen were grateful for his repair skills, which saved their departments countless dollars. Former St. Paul Park Fire Chief David Kemp recalls Danberg's refusal to accept payment for the services.

Danberg served as Newport Fire Chief for 10 years, during some of the department's most dangerous fires. But during December of 1978, Danberg died. A worker at Ashland Refinery in St. Paul Park, he'd been fatally injured falling from a tower at the facility. A valve he had been adjusting on the tower blew up. Firemen throughout the region and Newport residents mourned his death.

Danberg's tenure as chief also spanned years of growth for the fire department. Newport's population was climbing — and so were its fire protection needs. During the 1970's, the need for additional fire hall space grew. Firemen and auxiliary members hosted two open houses in spring, 1976 to explain the need for a \$110,000 bond issue. Those bonds were to be used to pay for a two-story addition to the original fire hall on 20th Street. Also sought was a second fire station east of Highway 61.

The fire department's growth continued into the 1980's. In the mid-1980's, Newport firemen joined other

fire, police and ambulance services in Washington and Dakota counties in organized emergency response training. Drills were held at different area sites, including Ashland Refinery and the 3M Chemolite plant in Cottage Grove.

When Newport marked its centennial of incorporation, the Newport Fire Department marked 36 years of community service. Chief Robert Engen and the department's 28 members have two pumper fire engines, one tanker truck, one rescue truck, two grass rigs and a chief's vehicle at their disposal. Their ranks are made up of a variety of community residents, including 1989 city council members Jeff Anderson and Tom Ingemann. Business owners continue to be active in the fire department, with Newport Amoco owner Bob Howard and recent fire department retiree Bill Knauff of Bill's Auto Parts tallying many years of service.

Sons have followed fathers into the Newport Fire Department. The successful auxiliary, at a time when most women work outside of their homes, continues to grow. Their booya, with its food, fun and noisy parade of fire trucks traveling throughout the community, still provides the community with a chance to gather. It is this record of service and commitment, with a sense of togetherness and fun, that will continue the good works of the Newport Fire Department and Auxiliary.

Chapter Six

Times of Calamity and Crisis



Scene from the 1965 flood.

NEWPORT GOES TO WAR

Times of war have never been easy in communities whose citizens have left to serve their country. At the time Newport celebrated 100 years of incorporated status, the community had seen its men and women involved in six wars. Newport residents have always done their duty to God and country, starting with the first group of Civil War volunteers. That was followed by the Spanish-American War.

By the time World War I was in progress, improved communications brought battle and casualty reports home much more quickly than in years past. When the war ended in 1918, it was a happy time in Newport.

"Our news of the Armistice came during the night," recalled Edna Fordyce Marshall. "We were hilarious and soon everyone in town who owned a musical instrument of any kind was routed out of bed to form a little German band, which marched noisily through town to announce the welcome news to every available citizen."

Not all thought the news of victory was good. "Only one middle-aged man, a German, refused to be happy at the great news," she continued. "Nonetheless, the marchers — many of whom were banging pots with spoons, were invited into our home for a breakfast celebration. 'We all ate while listen-

ing to the Victrola play 'Stars and Stripes Forever' and watching a quickly-made dummy of the Kaiser swinging from a door."

The end of World War I meant more celebrations, as the men returning home from military duty were honored. It also meant an end to Newport efforts for the boys "over there" — bandage rolling for the Red Cross and the sending of news and cookies overseas could cease.

The war years had changed the community. The absence of men was felt in many quarters. In nearby St. Paul Park, the high school was unable to field a football team, as there was no coach. The boys coached themselves in basketball. Older men and young men found themselves outnumbered by women, whose roles became more active.

One's loyalty to the United States was expected. In 1918, Newport Village Council members set up a Loyalty Committee, with representatives of all village clubs and organizations. It is ironic that Edna Fordyce Marshall remembers the victory celebrants as making up a German band, as things German were quite unpopular during the war years. Speaking of the German language was forbidden. St. Paul's College, a Methodist institution with close ties to Newport's lone church at the time, was rich in German background. For several years, its publications appeared in both English and German. The shortage of students caused by the war, along with the waning

desire to support anything deemed German, forced the college to close during World War I.

The end of the war and return of veterans prompted the founding of Richard Dingle American Legion Post No. 98. Dingle, a St. Paul Park native, died in battle in France in 1918. The post named for him was formally chartered in 1921. After meeting in various Newport and St. Paul Park locations over the years, the post found a permanent home on Broadway Avenue in St. Paul Park. Many Newport residents belong to the post, and participate in its numerous patriotic, community service and social activities.

When World War II broke out, Newport residents again found their lives changed. Saving materials needed for the war effort's scrap drives became a way of life in households in the community. Rationing was practiced by everyone. At one point the U.S War Department requested use of the village trucks, should a local emergency arise.

On the lawn of the Newport Public Library, a large sign listed the Honor Roll of Newport. The names of the men and women in military services were prominently displayed. Those who had died in action were saluted with a star by their names. Village records tell us that Mrs. Orville Knauss took charge of this tribute. Three Knauss family members had their names listed on the sign, so the project was special to her.

One name started on the sign was

that of Kenneth Spiess. The Newport native died in action on Saipan in 1944. He and St. Paul Park casualty Vernon Spilker were honored in the fall of 1945 when the Spilker-Spiess Veterans of Foreign Wars Post No. 4450 was named for them. The post, which held its first meeting Oct. 14, 1945, was founded in the basement of Pete's Bar in St. Paul Park. Well-liked area residents Pete and Bill Tibbetts were among those behind the new post. The first-ever post commander was Wilford Scofield.

Originally, the post was to be located in Newport, with meetings to be held in both villages. But the post, built during 1948-54 as funds and volunteer labor were available, ended up just south of the Newport-St. Paul Park border. Like the Legion post, the VFW is also active in patriotic, community service and social activities. Every Memorial Day, members of the two groups fill buses with members, flags and flowers, and visit area cemeteries. There, tribute is paid to each cemetery's war dead.

One curious reminder of Newport residents' at-home war efforts survives. As it did during World War I, patriotic feeling ran high in Newport during the Second World War. Letters and packages were sent overseas and to stateside military bases. Everyone "did without", so that needed items and materials could be devoted to the war effort.

One group that worked to aid servicemen and women was the Newport Service Men's Club. One duty of club members was to write to men and women

in the military. But because of concerns over leaking of military secrets and national defense, service members wrote to persons who used assumed names. This letter, from a young man in a U.S. Navy torpedo school in San Diego, is written to a now-anonymous "Aunt Minnie".

"Dear Aunt Minnie,

"This is my second letter to you. I don't know wether your (sic) male or female but that doesn't make any difference, its the good work your (sic) doing that counts.

"I got back to Farragut Idaho July 10 after a 15 day leave. I stayed on O.G.U. (outgoing unit) for one day. My name appeared on the torpedo draft the next day. We didn't know where we were going. We had a 5 day ride through Idaho, Utah, Nevada, and a few other states, just the tips of them.

"This is a swell place, the barrack are just like a home. Easy to keep clean. This doesn't seem like a Navy camp except for the displine (sic). And that they have plenty of there."

The writer goes on to describe the strict atmosphere, noting that it even governs "the way you wear your clothes."

". . . We get haircuts every day — oops — thats not right, every week. I'm trying to write and listen to the radio at the same time it doesn't work so hot.

"We go to school 6 days a week

from 8:00 to 12:00 then 1:00 to 4:30. But we march to school and back again. So we fall out early, usually 15 minutes. We march everyplace, haircuts, chow, excerices (sic) etc.

"Torpedo School is the Navys second hardest school. Its a 16 week school. And its plenty tough. You sit all day and take notes. Sometimes you work on the parts your studying so it makes it rather interesting. The class that graduates there's 25 percent get 3 @ Petty officer ratings, and 40 percent 1st class seamen. These torpedos are worse than the inside of a watch.

"Well I have to fall out for chow. If you have any spare address around just drop them my way. Any fellows around 18-19 years old that live in Newport. Well bye.

Bob"

The letter is postmarked Aug. 2, 1943, U.S. Navy. There is no stamp — just the notation "Free". It is quite typical of the letters of the period.

Newport again went to war in the 1950's, when United States troops were sent to Korea. Again, families and friends worried about loved ones. Unfortunately, some families did receive the sad visits from the defense department, advising them of loved ones who died in action.

The American Legion and VFW were primary support-givers for those in active military duty, during both the

Korean and Vietnam wars. Those were times when not everyone felt the same sort of patriotic spirit displayed during previous wars. As the members of the area's World War I "Last Man's Club" dwindled, so too passed an era when support of country was given no matter what the circumstances.

The following veterans are honored each Memorial Day at the Newport and Red Rock Cemeteries:

CIVIL WAR

Newport Cemetery

John Banyer
Andrew Blackman
William R. Brown
J.A. Churchill
Charles Cressy
John Denzelle
Henry A. Durand
James Galbraith
Nicholas Gilard
Henry Monroe
Charles Parker
Isaac Ross
Robert Ross
Ira H. Short
William L. Silvis
Joel Stacy
Franklin Tibbetts
Charles Wilkinson

Red Rock Cemetery

Gilbert Bigelow
John Jenewine
John Wentworth
David Wentworth

Spanish American War (Newport)

Jackson Parker
Henry Williams

World War I (Newport)

Jasper Berfeldt
Stephen Boyd
Sherman Clark
Lloyd Dare
Earl Fourt
William Hartigan
Lawrence Hill
Ed Jensen
Victor Jensen
Harold McDonald
Richard Moss
Fre Neuburgh
Milton Seamon
James Tibbetts
Carter Tippie
Herman Trippe
Jacob Van De Linde
John Jager

World War II (Newport)

Erwin Affolter
Albert Anderson
Lee W. Borchardt
Matthew Borsheid
Duane Bartch
Matthew Burcheim
Richard Brunotte
Frederick Brunotte
Carl Carlson
Orwin Cook
William Cunnien
Edwin Dickey
Gilbert Froelich
Donald Froelich
George Gerry
Walter Graber
Mark Harlan
Clifford Heffron

Fred Holtz
Lewis Humfeldt
Harold Hoppe
Stanley Hruske
Clarence Huffman
Stuart Keith
Phillip Korkendorfer
Kenneth Laust
Everett Lind
Arthur Peckman
George A. Pennington
George H. Ray
Lester Reagan
Charles Reil
Royce Spilker
Herman Siegert
Virgil Spilker
Donald Smith
Mark Schmitz
Stanley Schnebelen
Wallace Stockwell
Allan Volstad
Otto Webbey
Charles Whitbred, Jr.
Lawrence Willett
Homer Willis

Korean War

Wallace Barry
Charles Bilderback
William Knaus
Robert Lauer
Robert Hamm
Lyle Krienke
Hon French
John Rogers

Viet Nam War

Arnold Ades
Anthony Balsimo
Robert Euerle
John Knutson

Guy La Chapelle
Donald Phillips
David S. Opp
Frank Schaeppi

Letter from Cuba

A soldier fighting in the Spanish-American War wrote a letter home to his sister in St. Paul, who is a member of an old Newport family. It is a curious package of very yellow parchment folded around the letter and is two and three-quarters by four inches in size. The ends of the sleeve of parchment were folded and stitched with coarse black thread. On the face of the package is written in pencil: "Soldiers letter certified - 12th Infty 3rd Brig. — 5 Army Corps" followed by, "Mrs. Lillie Mialand" (his spelling of the name Mailand) with the street address in St. Paul, Minnesota. It was sent with a two cent postage due stamp. Inside, on an irregularly cut sheet of parchment, is the soldier's letter.

Santiago de Cuba

July 17, 1898

"Dear Sister Lillie

"I will write you a few lines and I suppose you will be very glad to hear from me. I tell you that we have had a very hard time over here in Cuba. We landed here on the 22 of June after driving the enemy back and landed and camped that night. The next day we marched about five miles when the enemy opened fire on us and we lost about thirty killed and wounded. Most of them belonged to the Texas Rough Riders. The first cavalry of the Spanish

lost over one hundred. But we drove them back and the next day we marched further on the Spanish line, but we had no more battles until morning of the first of July for the night before the fight. We had to march all that night and start that morning in to battle at six o'clock the first of July. We fought all that day until dark when we captured the town (illegible name). We lost very heavy that day. But the company that I am in lost one killed and three wounded. The rest lost heavier. That ended the battle. Then we got into line and marched all that night and at daybreak we started to fight again. That was the second of July and we fought all that day until night when all firing stopped. At about ten o'clock that night the Spanish army made an attack upon our lines. We drove them back with heavy loss after four hours of heavy fighting and we did not get any rest that night. At daybreak the fighting began again and we fought until 12 o'clock of the third of July when they sent a flag of truce over to our lines for to bury their dead and pick up their wounded which were very heavy. The report is that they lost three thousand killed and wounded and their commanding General was wounded from which he died a few days later and then our troops surrounded the city of Santiago de Cuba. Nobody could get into the city or come out. We cut all their water supply off and they did not have very much to eat and our General asked them to surrender. But they would not surrender to it. About four o'clock the fighting began again and lasted until dark. The next morning the flag of truce came over to our line again for time to send a message to Spain for permission

to surrender which was two more days to wait. But the surrender came and twenty thousand Spanish soldiers in this part of the island of Cuba surrendered on the fourteenth of July and the troops of Spain will be taken back to Spain as fast as they can get them. We are all in a very good camp now but it is so very hot here. It rains every day and at night there is very heavy dews. We only get about half enough to eat and when we get wet we have not got dry clothes to put on. We have a lot of suffering due to our loss of killed and wounded was about two thousand. We do not know whether we stay here or go somewhere on the island. So when you write to me you can address as I put it down for I don't know whether I will get it correct. This is about all I have room to write and so I must close for this time for paper is scarce here. I hope that I will find you and all the folks just as well as the lines leave me. This with love from me to you all. Will write more next time."

Your brother
Henry J. Meyer



This *Honor Roll* of men and women in the armed services stood near the Newport Library.

THE MISSISSIPPI RIVER BRINGS JOY AND SORROW

The Mississippi River, with its scenic beauty and recreational opportunities, is one of Newport's assets. But it hasn't always flowed harmlessly. It is a mighty river, and in times past has caused loss of life and property in Newport. Efforts in recent years to control its devastating power have resulted in some success.

The river was a free-flowing stream until efforts were made to control it around the turn of the century. It ran swift and deep in the spring. As summer came it slowed down, depositing silt and creating dangerous shallows. To maintain a navigable boat channel deep enough for commercial travel, government engineers built wing dams. These were rock walls projecting out into the river, which deflected the water to create a man-made channel within the course of the river. This channel was the fast-moving water course within the river which ran deeper — less silt was deposited there and negated continual dredging.

But increased unabated flow formed whirlpools with tremendous hydraulic power. There wasn't much commercial boat traffic in those days, but

pleasure boaters found it risky to navigate the unseen channel. Tales were told of overloaded rowboats caught in the whirlpools, that were literally upended. No rescue was possible.

The lock and dam were built at Hastings in the 1930's to better control the river. After it was in place, the water level was raised submerging the wing dams. These became unseen hazards where many a boat foundered. There is great competition for the use of the river today and many a novice without knowledge of the river's idiosyncrasies and hazards runs into trouble.

The main river channel is on the Newport side, where water depths drop off very quickly. In those areas children have slipped on a rock or otherwise fallen in. Rescue there is virtually impossible.

Twice in this century, the mighty, destructive force of the Mississippi River has caused losses of property in Newport — once in 1952 and again in 1965. The costly flood of 1952 was a surprise, but that of 1965 was shockingly devastating. Both were the result of heavy snows with run-off simultaneously coming from the Minnesota and Mississippi rivers.

In April 1952, the record-breaking flood was a rolling mass of debris laden water which flooded all the lowlands (including the St. Paul airport), many industries and the Pig's Eyes disposal plant. It was an ugly sight and smell. The lowlands across the Robert Street bridge were awash, and people were boating and fishing on Robert

Street. In Newport the river reached 13 feet four inches over flood stage. The northern end of town is lowest. There, some houses and lands around Cudahy's packing plant were sandbagged for protection. When the river receded, sandbags were removed and levees were built to avoid further damage from the river. That was thought to be the ultimate solution.

On April 10th, 1965 the river reached flood stage with ominous predictions by Joseph Strub, weather bureau river expert, that it would rise quickly and much higher than in 1952. From that time on, newspapers headlined and pictured events of the flood through April 18th.

On the morning of April 12th the *St. Paul Pioneer Press* headlines stated "39 COUNTIES PROCLAIMED FEDERAL DISASTER AREAS, President orders 'Necessary' Aid." The following day, the *St. Paul Dispatch* reported the Mississippi "stood at 21 feet here this morning." (Flood stage is 14 feet at St. Paul.) "But the river is rising fast here today and is expected to reach 25 feet by (tomorrow) morning." The airport was rapidly flooded. Ice was coming down the Mississippi River causing fluctuations in water levels as it jammed up against bridges, then broke up or took a part of a bridge with it. And there was still plenty of snow in northern Minnesota. Most of the tributaries in the state were flooding lowlands. After the crest reached Chaska, the Minnesota River rapidly disgorged its silt and debris into the Mississippi at St. Paul.

On the morning of the 13th, Robert Williams, staff writer for the *St. Paul Pioneer Press* wrote "it came up angrily, its fury mounting each hour, this shapeless enemy, boiling, turbulent, swirling, murky, contemptuous, swallowing all in its path."

Staff writer Dick Hatfield wrote "Lowlands Flood is a Grim Scene of Contrasts" in which he referred to the Newport-Inver Grove area along the Mississippi River. "Homes stood empty and forlorn, flooded by dark water and bright sunshine. . . the Mississippi was covered with diamond-like chunks of ice floating alongside debris of all sizes and origins. Most extensive damage to private dwellings in Newport is located in the northern part along Cedar Lane. Sixteen homes are evacuated, about 60 persons affected. Barricades were erected today closing the Rock Island bridge. Water was running about six inches over the bridge."

Wednesday April 14th, the *St. Paul Dispatch* reported that President Lyndon Baines Johnson flew over the flood area, accompanied by Karl Rolvaag, Senators Walter Mondale and Eugene McCarthy.

Sandbagging of homes along Cedar Lane and around St. Paul Cold Storage buildings began April 10th. On the 14th, bulldozers were "also grinding away around the cold storage plant, where drain hose had been rigged up to funnel seepage from the low-lying company grounds back to the river."

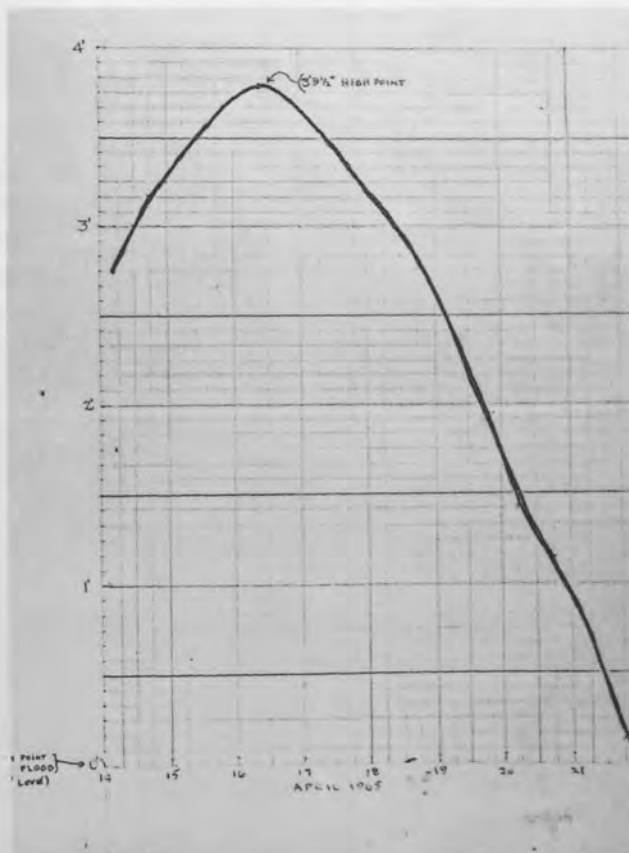


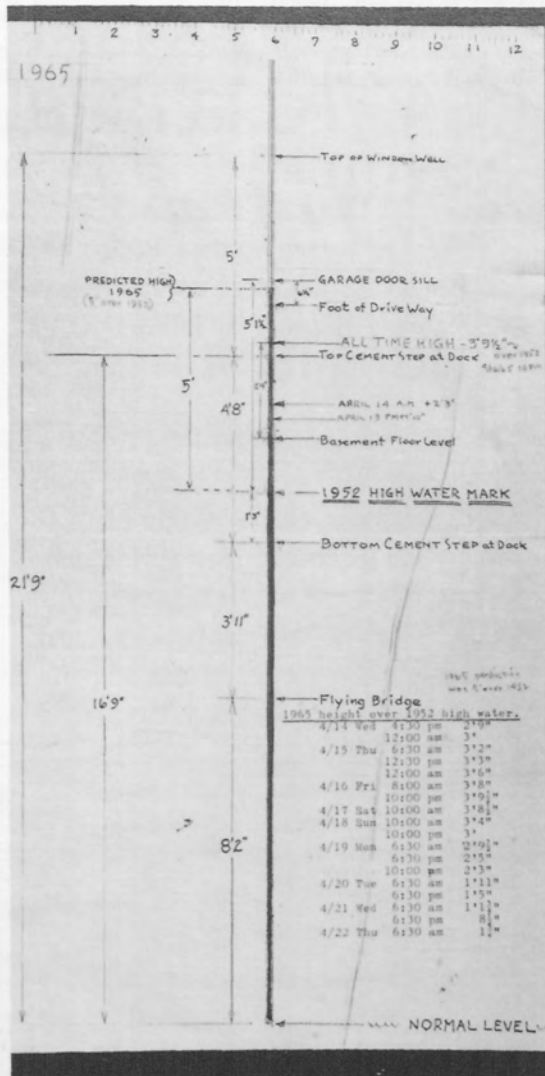
The 1965 flood covered the Marko's beautifully landscaped riverfront and boat house. The Paul and Mary Mazar home on Cedar Avenue was marooned by the 1965 flood. Cedar Lane homes became islands. The Oliver Haugen home on Cedar Lane had ponds form in the yard. The Haugen riverfront is shown, with the depths of the 1952 (bottom arrow) and 1965 (top arrow) shown.

Meanwhile, the river continued to rise until it crested five feet above the 1952 foot level.

At the beginning of the flood, homeowners thought they could remain in their homes. But the river kept rising. It first flooded basement floors, then the water permeated walls and was soon cascading down the walls, due to the tremendous pressure exerted from the outside. Sump pumps were used to keep furnaces and other equipment dry, but soon it was a losing cause. When yards became flooded, the murky water found its way into basements. People were ordered to evacuate. Lest the water collapse the walls in those basements not already filled, the fire department was ordered to fill them with clean water.

Mayor Basil Loveland reported some 40 homes on Cedar Lane had water on the first floors. Only the roof of one could be seen. Twenty homes were flooded, and 20 more were evacuated because wells and septic tanks were inoperable. Residents who remained in their homes got water from the Newport fire station. Loveland said "sightseers are getting to be our biggest problem," and added "all roads off Second Avenue will be blocked off." On the 18th of April, the river began slowly to recede. It was months later before some residents were back in their homes again. Sandbags were gradually removed and replaced with higher permanent levees. In 1969 the flood disaster group in Newport was reimbursed \$45,000 for rehabilitation.





Oliver Haugen charted the 1952 and 1965 floods, which affected his Cedar Lane home.

This graph and those on page 268 reflect his analysis of the flood.

Chapter Seven

People Now and Then



This old settlers' group included many Newport and Red Rock residents.

JASPER BERFELDT

JASPER BERFELDT recorded and commented on events in his life in diaries beginning at the age of nine in 1903. He did not develop the habit of making daily entries until Jan. 1, 1917.

The Wednesday, Jan. 1, 1941 entry began this way: "Raining all day, 31 to 35 above — Jap starts the 25th consecutive year recording daily events. Not missing a single day in 24 years." This included the two years, 1918-19, when he was in the army in Europe, writing daily entries and periodically mailing them home to his sister (in whose hand each one has been carefully transcribed).

Jap's interests, as recorded, are a composite of world and local events. There are 24 volumes in this collection — Jap called them "chronicles"— which ended in the 85th year of records.

Jasper was the tenth child of Irene and August Berfeldt, who were married in Gothenburg, Sweden in 1876. A few years later August came to America to start a new life. He got a job with the railroad and settled in Newport. Then he sent for his wife and three children. There were nine more children born in Newport. August and Irene first lived in a small house near the depot, but in 1888 they built a large house near the south end of Newport, east of Seventh Avenue.

Jap was born there on April 8, 1894. He went to the old two-room schoolhouse and said that only one room was used because there were only 50 students. However, by the time he reached the seventh grade there were enough students to fill both rooms. School was a lot different in those days, according to Jap. "The windows in the school were not insulated so sometimes it would get as low as 50 degrees in there. Then we'd all crowd around the old blast furnace and cough in one another's faces and all get colds. I remember one incident that happened in school very well. We sat two in a seat then, and I was sitting with Isaac Smith, who was kind of a rascal. Well, we were pulling the hair on the girls that were sitting in front of us. The teacher told us to stop several times, but we didn't, and so the teacher took me into the next room, took off her belt and hit me a few times. She did the same to Isaac. When she finished with Isaac she told him to send me into the other room again, and when I got there she kissed me! She did the same to Isaac. I guess she did this to make amends, but I would have rather had another spanking!"

Jasper finished the eighth grade, which was high as public school went at that time. He said "We really had to work at home in those days, and we didn't get an allowance, either. Today it's just the opposite, the kids get an allowance, but don't do a thing."

When Jasper was 12 years old he went to work for J.V. Bailey. "They raised asparagus and berries in those days," he explained. "I worked ten hours for 75 cents a day, and I walked to and from work."

Jasper Berfeldt went to work for the railroad with his father as soon as he was old enough. For about five years, he worked intermittently in various railroad stations. In 1917 he went to work for the Rock Island line in Ellendale, Minn. where he met a school teacher, Mabel Berg. He courted her for 5 1/2 years, and then they were married on Dec. 9, 1922. A fact that amused both partners was the fact that Mabel was also the tenth child in her family.

Jasper and Mabel had four children: Evelyn Berfelt Monson, Andrew, who drowned in Fritz's Lake when he was 11 years old; James and Marge Cerney.

Jasper left the Rock Island Railroad in the 1930's because of problems with circulation in his legs. He then worked for the U.S. Postal Service, Cudahy Packing Co. and the village of Newport. One of his most difficult jobs for the village was flooding the ice skating rink on the west side of the school grounds. There was no city water in those days. A pump had to be placed in the river, 3 1/2 blocks away and long pipes laid to convey the water. The flooding was done at night. It was a most difficult time, keeping the lines from freezing.

Jasper lived in his family home for 50 years. They then settled in a cozy, petite home overhung with climbing red flowering trumpet vines on the corner of 10th Street and Seventh Avenue. It stands on one-third acre of land, which is lush with growth. There were gardens of various shapes and sizes, where a large variety of vegetables and fruits were grown and extensive flower gardens were tended.

In an interview, Jasper commented, "I also was a baseball nut and compiled a voluminous and maybe useless set of facts, figures on baseball teams, players and all their records." This interest began, when at the age of nine, Jasper started his first journal. It is a long slender book in which every inch of every page is filled with all he could find in print about baseball. The baseball season of 1910 is covered in every detail — baseball summaries, standings of all the clubs, the outstanding players of the year and the final results of the season. He added a picture titled, "Fat Mens Amusement Baseball Team" — all of the men were grossly overweight.

When Jasper was 80 years of age he told an interviewer, if he had his life to live over again, "I would have gone to Philadelphia to play with the Athletics. I wanted to play baseball, but I had to work." In those days baseball wasn't considered work. His parents didn't want him to go, but if he had it to do over again, he said, "I

would have gone against their wishes.”

Journal number two was the beginning of personal entries, but not on a daily basis. There were three main subjects of interest: the passing trains, the shenanigans of young boys and baseball.

The time schedule to catch the Motor in 1909 follows:

Burlington & Quincy Motor	
North Bound for St. Paul Due at Newport	
Due at Newport at 7:20 A.M.	
Due at Newport at 9:10 A.M.	Week days
Due at Newport at 12:35 P.M.	Week days
Due at Newport at 4:00 P.M.	Week days
Due at Newport at 5:45 P.M.	Week days
Due at Newport at 7:30 P.M.	Week days
Due at Newport at 9:30 A.M.	Saturday only
Due at Newport at 5:45 P.M.	Sunday trips
South Bound for Pullman Avenue Due at Newport	
Due at Newport at 8:25 A.M.	Week days
Due at Newport at 11:25 A.M.	Week days
Due at Newport at 1:50 P.M.	Week days
Due at Newport at 5:20 P.M.	Week days
Due at Newport at 6:40 P.M.	Week days
Due at Newport at 11:30 P.M.	Saturday only
Due at Newport at 1:20 P.M.	Saturday only
Due at Newport at 6:40 P.M.	Sunday trips

An unusual number of pages in the diary are devoted to logging trains passing through Newport. The data recorded for 1909 lists engine and caboose numbers, number of cars per train (passenger or freight) and the direction of travel, eastbound or westbound. On Feb. 7, 1909, 24 hours of traffic is shown according to rail-

road company as follows: Chicago, Milwaukee and St. Paul had six trains westbound and six trains eastbound; Chicago, Burlington and Quincy had four trains westbound and four trains eastbound; Chicago, Rock Island and Pacific had two trains westbound and three trains eastbound. As a boy, he counted 150 trains passing through Newport in a day, and in 1975 noted that “now there are 40.”

When he was 11, Jasper fancied himself as a storyteller. He wrote of boyish exploits in poetry and prose. This is an example of his narration in prose: October the Tenth 1906

J.A. Berfeldt with Hand Cuffs on.
“Coming home from school on the afternoon of the above date Fatty Fergusson who was working for Ross & Silvis as clerk caught Berfeldt and slipped a pair of hand cuffs on him and tying him to a post so that everybody that chance to pass by would get a glimpse at him. He with the aid of Eugene Barrons broke loose from the post. Eugene taking him over to his house and tried to file them off, but it being more of a job than he figured it to be, gave up the task. Berfeldt then runs home — his folks before he could explain himself that he had been pinched. But after telling them how it occurred they took it as a joke with the exception of his sister Julia. She sure was mad and went down to (see) Ferguson. Jasper went with her with

hopes of being released from the iron clamps but found himself entirely out of luck for Fergusson could not locate the key to unlock them although he searched the store over and over. The only hope that remained was to saw them off and Fatty sent Dave Barrons down for a saw. Christ Franson performed as lock smith while dozens stood around and witnessed the cutting. Berfeldt had a few tears in his eyes, the spectators kept poking fun at him . . .

“After being released Berfeldt runs home quick as possible being tickled to death to be free from the bracelets.

cuffed

Your hand

Jasper”

The Newport baseball team filled over a hundred pages. There was the lineup, line score and a complete account of each game and, as he said, it was reported “to the best of my belief.”

“Newport’s Remarkable Record of 1914

“Newport won 18 out of 22 games played making a ground run of 13 straight wins which was broken by the Midway Merchants owing to a crippled line-up.

“Newport scored 161 runs to their opponents 88 showing they were never asleep on the bases. Temple and Berfeldt brought in 43 of the total and have a good batting average.

“Never again is it expected that another ball team of its kind will develop in Newport. Too much credit can not be given them for the grand showing in putting forth the greatest . . . ball playing ever known in Newport” and he added, “for many years.”

Those who played on this team were R.C. Temple, pitcher, J.A. Berfeldt, center field, L.W. Ferrand, G.N. Bessette, L.O. Roberts, F.G. Fergusson, H. (Harold) McDonald, F. (Frank) K. Fritz, C. Jackson, L. (Louie) Fritz and D. (Dana) McDonald.

Among others who played were Bennie Setzer, Lou Humfeldt, Heine Rau, Rudy French, Ted and Ben Danberg, Mack Munger, Chas. Wygant, Don Dobie, Bob Wolterstrorf, and Percy House. Those listed by last name only were Hilgardner, Kostka and Burke.

On July 3, 1921 he wrote: “Newport defeated the fast American Railway Express team in one of the best played and most exciting games of the season.”

Jasper’s remarkable diary reveals a man whose interests were not limited to Newport and family, but included historic events of national concern. “Thursday July 5, 1937 — No trace has been found of Amelia Earhart who was forced to land somewhere in the South Seas last Friday. Hope for finding her and her pilot grows dim.” On Dec. 7, 1941 he noted springs, was a cold place for a warm boy to be and this contrast resulted in a broken blood vessel which caused

his death, according to Dr. Robert Ewald.

“James came all the way back to break the sad news. Even had help been nearby, chances are it would have been to no avail.

“(Monday July 8, 1935) Andrew is back from the undertaking parlor and placed in his little casket in the breeze-way, which was his sleeping quarters in the summer months. Many have come to our house tonight to pay their respects and not ashamed to tear shedding.”

In Jasper’s volumes of chronicles are obituaries of Newport residents, covering half a century. Of this collection Jap said, “This is probably my most valuable contribution to Newport history and one which I get calls about more than anything else.”

But one ledger book is almost full of Jap’s life as a telegrapher elsewhere in Minnesota and South Dakota. Entries cover his enlistment and service in France for two years, 1918-19. Jasper commented on the latter when he said, “One thing when you keep a diary, your war stories never get any better with the passage of time.”

Jap knew one had to be a “compulsive, disciplined individual, who likes to remember something and put it down on paper” to keep a diary that has never skipped a day in seven decades. It continued for six more years. “I’ve sort of got it down to where I always include certain details, like the high and low temperatures, the weather — sunny,

cloudy, cold” he explained. “Then I mention whatever happens to our family and work other things around us in Newport and outside.”

These are examples of entries:

“Sat. Dec. 28th 40, Somewhat unsettled, light snow — 31 to 34, Jap at home with a bum headache. (Wife Mabel, and daughter Evelyn, leave for the evening to separate destinations.) While Gordon Ferguson was in their garage early last night someone knocked him cookoo and began relieving him of his attire and no doubt would have come to naked had his dad not appeared on the scene in time to scare away the hoodlum. Gordon suffered no ill effects.”

“Sun. Dec. 1st 1941 . . . Jap listens to six straight hours of football broadcasting. . . . To begin the day right Mabel takes a tumble down the cellar steps for herself. She started out head first but came to a stop in reverse two thirds the way down. She suffered a bad bruise on the knee. Jap was at the bottom just coming up with a handful of eggs and was more surprised than Mabel.”

One Tuesday in the January of 1936 was one of those below zero days that “gave winter an unbroken string of sub-zero weather never equaled since.” Three sentences follow: “Jap cuts up a little wood. King George of England died last night at 6 o’clock and the Prince of Wales takes the throne. Margaret, Mabel and Jap do the washing.

“Wed. Jan. 6, 1960—24 above at 3 p.m. which answers to a 35 degree

warm up in 12 hours — We send off a few lines to Margie and Bill (daughter and son-in-law) to begin the day and then Jap writes in his diary. . . . Bill Shabaker dies at the ripe old age of 94 and the last of the old-timers of Newport to pass away. It leaves Jap with no one to go to now to get the low-down on happenings of the long, long ago. Sad but true. Now the oncoming generations must come to Jasper for past events. And thanks to the many old-timers, he will be able to oblige as he has many events of the past recorded by virtue of receiving such by men who were responsible in founding this village of Newport 100 years ago. Following are recalled to the best of my knowledge: H.A. Durand, grocer; Willoughby, real estate and grocer (here before Durand); Silvis blacksmith; C.A. Parker farmer, real estate and federal booze inspector; H. Trevette our first oil man; Cressy army chaplain and our first Methodist parson; Haganin oldest resident at time of Civil War; H. Leyde retired Civil War veteran; Col. Wilkinson. The retired farmers and all Civil War vets to take abode here were Churchill, F. Tibbetts, H. Monroe (brother of first Mrs. Parker) and Mr. Stacy. Of course there were others too. My father for instance made his way here from Sweden as early as 1880 and several others settled here about that time but could hardly be classed with the foregoing in regard to first here or Civil War days.”

When he was a young man, Jap’s summers were for hiking to Fritz’s Lake, riding a Milwaukee freight to Hastings for a big night on Main Street and maybe

a pause in the Gardner Hotel to wash up after the grit of the trip. In his senior years, summers were more tranquil. In his diary he noted how the garden grew, the date he harvested the first tomato or the first bunch of grapes from the arbor.

Interestingly, he never drove an automobile — he always walked. He mentioned how he managed to walk eight miles a day — six times around the world — without leaving the yard. He got up at 3 a.m. and walked two miles before dawn — all in the house.

Jasper had no set time for writing in his diary. “Usually though, I wait until I get up at 3 a.m. to put down what happened the previous 24 hours . . . if I did it before bedtime, which is 8 or 9, I might miss something.”

When Jasper was in his 81st year, Gareth Hiebert, Oliver Towne columnist for the *St. Paul Pioneer Press*, wrote about Jap and “his remarkable diary.” At the conclusion of the article, he told of his final meeting with Jap. “I had an occasion to go back to Jasper’s house several days after our chat to return some of his valuable diary books. ‘Hardly seems as if I were here only last Wednesday’. I said. ‘You were here Tuesday’, said Jasper. ‘Wednesday’, I said. ‘I’ve got it all written down here’, he said, bringing out his current diary. ‘I was there on a Tuesday. You can’t fool Jasper Berfeldt.’”

Jasper told Hiebert, “My life is in that pile of huge, thick legal ledgers”, and that is when Hiebert dubbed him the

“Living Historical Society, Information Center and Oracle of Newport”.

Mabel Berfeldt died May 16, 1987 at the age of 89 and Jasper Berfeldt died April 18th, 1988 at the age of 94. They had been married for almost 65 years, and their life together has been documented as no other couple's has. Although they are gone, the pile of huge, thick, legal ledgers remain — a tribute to Jasper Berfeldt, with their invaluable perceptive view of life in Newport during most of the twentieth century.

P.S. In his diary, Jap listed every student in Newport school during the eight years he attended there, 1899 to 1908 inclusive.

Isa[ac] Smith, Joe Gibbons, Frank Fergusson, Mell Boise, Robert Tibbetts, Clem Hutchinson, Alonzo Ferguson, Jim Bibbons, Paul Wigham, Pat Saunders, Dale Boise, Robbie Pue, Frank Fritz, Leon Wood, Godfrey Fritz, Henry Pointer, Louis Fritz, Clayton Smith, Ralph Rode, Percy Williams, Harlow Shaw, Bert Craven, George Shaw, Tom Craven, Herman Siegert, Reine Thayer, Jessie Bunnell, Harold McDonald, Harold Hulsick, Richard Hulsick, Charlie Popp, Joe Johnston, Henry Alquist, Irving Luccis, Rollin Temple, Jimmy Rockwell, Bart Hess, Clarence Cowell, Lester Foreman, Paul Rogers, Dana McDonald, Holden Siegert, Irwin Birkholm, Lavene Anderson, Howard Birkholm, Claude Libby, Eugene Norton, Louie Norborn, Fred Norton, Walter Frick, George Stoneman, Norman Roberts, Lyle Roberts, David Barrows,

Eugene Barrows, Jay Root, Julius Berfeldt, Dana McDonald

On the following page he wrote:
“Here we have the feminine gender who attended school during Jap's time”.

Eva Smith, Mary Alquist, Marie Burns, Susie Burns, Kate Burns, Hazel Wood, Ruby Ross, Fay Ross, Lucci Ross, Ruth Ross, Minnie Ross, Ella Smith, Marnie Egan, Katherine Egan, Ruth Barrows, Lula Blackman, Ethel Ferguson, Irma Williams, Alice Craven, Harriet Cobb, Lydia Cobb, Lydia Alquist, Ruth Stevens, Esther Stevens, Frances Stevens, Hallie Foreman, Gladys Foreman, Marjorie Rode, Helen Rode, Marjorie Army, Evelyn Army, Mabel Army, Florence Shabaker, Marian Jones, Fannie Fast, Lucille Fast, Susan Johnston, Erma Thayer, Ernestine Siegert, Mary Siegert, Susie Fritz, Nettie Norborn, Laurine Smith, Frankie Hutchinson, May Brown, Alma Painter, Grace Chapel, Jessie George, Harriet Rockwell, Pauline Popp, Cecil Norton, Willma Wigham, Josephine Saunders, Theresa Fields, Mildred Fields, Venna McDonald, Hattie McDonald, Mary Fritz, Josephine Stoneman, Julia Berfeldt, Katherine Berfeldt, Alice Berfeldt, Agnes Anderson, Ethel Wood, Verna Ross, Ida Jackson, Mabel Munger, Margaret Gibbons, Margaret Berfeldt.



Above: Jasper Berfeldt was dressed in his Sunday best when this picture was taken. Bottom: As the years went by, Jasper Berfeldt's pile of chronicles grew.

WOMEN OF NEWPORT

WOMEN OF PERSEVERENCE

The **HOLTONS, JOHN and SARAH**, with their daughters Mary and Elizabeth and son David, came to Minnesota from Pennsylvania in 1837 and settled in the wilderness at Red Rock. They were an isolated family during their first four years here. During that time their only neighbors were the friendly Indians around them. Sarah and her family formed close friendships with them, and the association continued through three generations of the family. Their comparative isolation was broken when the Kavanaughs settled nearby on Holton land in 1840. The next ten years saw the gradual arrival of others in the area. Sarah's daughters married immigrants from the East and settled at Red Rock. Sarah lived to the age of 72, and died at Red Rock in 1868. She is buried in the Red Rock Cemetery.

Courageous Sarah is especially to be noted, not only as the first woman here, but as the first of five generations who have lived in Newport.

The **KAVANAUGHS**, like the Holtons, were sent to Minnesota by the same Methodist mission group, settling here in 1840. Reverend Kavanaugh built a cabin for his family at Kaposia. Mrs. Kavanaugh spent three tragic years here when she lost her two children. Her infant daughter died of an illness, and her son drowned while getting a pail of water

for his mother. His body was recovered five days later at Red Wing by Indians, who returned it and assisted with his burial next to his sister's grave near the cabin. The cabin stood near the riverbank overlooking a small lake in the area now occupied by the oil tanks at the end of 21st Street.

In 1843, the Kavanaughs were recalled to Illinois, closed the mission and sadly left the two small graves unattended. However, the graves were cared for — remembered by Indian friends, John Holton, and later by the Red Rock Association, which enclosed them with a small iron fence. One day every summer, the Children's Missionary Band from the camp meeting visited the graves to hear the story of the Kavanaughs and to decorate the graves with flowers. It is said that Mrs. Kavanaugh, in later life, returned to Red Rock to see her former home once more.

MARY HOLTON and JOHN FORD were neighbors at Red Rock, where he settled near the Holton home. In 1843, John and Mary took a steamboat to Fort Snelling where they were married. They returned to make a home in John's house, which stood on the banks of the Mississippi River. There a family of three children were raised— Franklin, Harriet and Willis. These three were educated in a little log schoolhouse at Red Rock. Mary Ford's sons received further education in some of the earliest available schools of higher learning in Minnesota. All three of her children married. The two sons remained in Red Rock and Mary's daughter moved to

New York. Franklin and Willis had no children but they and their wives raised orphaned children in their homes. Their sister, Harriet Ford Watson, died in childbirth. However, her son survived.

Harriet had been a neighbor and friend of **ADDIE WITHERSPOON** in New York before Addie married Franklin Ford. Franklin and Addie adopted their nephew, Frank Henry, and raised him at Red Rock. When Willis Ford was 46 years old, he married Jennie Witherspoon Fromer, a widowed sister of Addie Ford. Jennie Ford brought her daughter, Harriet Fromer, to live in their home at Red Rock.

In 1900, Willis and Jennie took a boy from the Owatonna Orphan School to raise. The children in the Willis Ford home, Harriet Fromer and the adopted son Martin Swanlund, grew up together as brother and sister. John and Mary Ford lived out their days at Red Rock and are buried in the Red Rock Cemetery.

Addie Witherspoon Ford came to Red Rock in 1870 as the bride of Franklin Ford, from Clinton County, New York. Their family home stood on property facing Hastings Avenue, in the block now occupied by Fritz Company between 20th and 19th Streets.

She was an honored member of the Newport Woman's Club and its president in 1899-1900 (as her sister had been in 1896-97). Addie's prime concern was that of raising her nephew, Frank Henry. He attended grade school at Red Rock. Then he continued school at St.

Paul's College in St. Paul Park when it was basically a high school. He graduated with honors in 1897. Two years later he graduated from the Northern Institute of Osteopathy. He was taken ill six months after beginning his practice and died in October 1900.

The Franklin Ford home burned down about 1920 and they retired to southern California.

ELIZABETH WRIGHT was born March 15th, 1841 in Toronto, Canada. When she was five years old, her parents moved to Porter, Wisc., where she grew up. In 1861 she married Alonzo Smith in Porter. As a young married couple, they lived at Blue Earth, Minn. At the time of the Indian uprising in Minnesota, they were forced to live in caves without fire except at night. Corn ground with a coffee mill was practically their only nourishment. After the uprising, they lived in a sod hut built into the side of a hill with an ax at the door. Under these conditions, Mrs. Smith was alone when she had her four children—her husband was away.

Mr. Smith died, and in 1883 Mrs. Smith married Edward Siegert in Motley, Minn. The Siegerts made their home in Newport. Their small house stood on the southwest corner of Second Avenue and what is now Park Place. There were farm buildings west from the house where they kept cows, horses, pigs and chickens. The pasture for the cows and horses was in what is now Pioneer Park. There was a vegetable garden west of the house, and Mr. Siegert raised alfalfa in a field just

west of the schoolhouse.

In 1907 Mrs. Siegert's youngest son died leaving two children, Ernestine and Holden. The Siegerts adopted them, changing their names from Smith to Siegert. They were raised in Newport and then a great-granddaughter, Rosamund, came along. She was being raised by them when Edward Siegert died in 1927.

Rosamund has many memories of her life in Newport. She remembers a large ring in the rock bank along the river property where boats once tied up. Her great-grandmother used to feed the boatmen and Rosamund said she probably held a church service for them too, as she always went to the Red Rock camp meetings. She had other ideas strange to Rosamund — one never worked or traveled on Sunday. That was the day you washed the horses. She had four small horses she drove which she called Cayuses (Indian name for "pony"). Sometime after coming to Newport, the Siegerts made a trip to Montana in a covered wagon which took six months.

Elizabeth Wright Smith Siegert was the member of a famous family. She was the aunt of the Wright brothers, Orville and Wilbur, who made the first airplane flight at Kitty Hawk, North Carolina.

Mrs. Siegert was a midwife for many years in Newport and brought her own great-granddaughter into the world. She had 19 grandchildren and 25 great-grandchildren when she died in 1929.

LITTLE KNOWN WOMEN

ELIZABETH HOLTON, the second daughter of John and Sarah Holton, married early settler David Wentworth. They lived at Red Rock. The long lineage of the Holton family can be traced through five generations as follows: John and Sarah Holton, David and Elizabeth Holton Wentworth, Mary Wentworth Van Vleck, Ella May Van Vleck Smith and Ella Smith Huron. The last mentioned, Ella Smith, was librarian in the Newport Public Library from 1934 through 1942. She married late in life and moved to Montana, where she lived for the rest of her days.

Elizabeth Wentworth lost her husband in the Civil War, one of the few wives in Newport to be widowed by the war. She lived in an old home in Newport on the corner of Second Avenue and Main Street. At that time, her neighbors were the A.T. Verriers who referred to her as "Grandma Wentworth". Her Indian callers during the early years of the 20th century were long remembered by local residents.

MRS. JOSEPH IRISH came to Newport with her husband in 1851. Unlike other women of her time, she participated in her husband's business of cheese-making. The Irishes were childless, but they adopted two children who they raised here and educated in the district school.

A woman who came to Newport in her late years was **MRS. MARY**

NOLTIMIER. She immigrated from Germany to St. Paul at the time when there were “a few buildings scattered along the river front and the only building on the West Side was the small cabin of a wood chopper, hidden in the woods.” She worked for A.L. Larpenteur, the first postmaster in St. Paul, at a time when the postal receipts for one year were 35 cents. Mrs. Noltimier was married in 1853, at which time she and her husband moved to a farm in Woodbury. She was a charter member of the Woodbury German Methodist Church and lived to attend the 70th anniversary of its founding. In 1863, the Noltimiers moved to a different farm in Newport Township, later a part of St. Paul Park. In her last years she moved to Newport where she lived with her son George and daughters Elizabeth, Amelia and Carrie. This home stands on the west side of Fifth Avenue, south of Fourth Street.

MRS. JOHN WILLOUGHBY settled on a farm in Newport with her husband and family in 1855. It was virgin territory — “they opened up a new farm in . . . almost wilderness.” Sarah Parker Willoughby was an older daughter of Ruel and Emily Parker and sister of Catherine Parker Monroe and Charles Parker, all of whom moved to Newport after her arrival. She was described as a woman “possessing one of those quiet, loveable dispositions that drew everyone to her.” A member of the Old Settler’s Association, her death at 74 years of age was deeply lamented.

MRS. JAMES HUGANIN was the wife of a man who dominated all

aspects of the early development of Newport. In fact, he helped to ultimately shape the little community that was to come. Almost nothing of Mrs. Huganin’s life here has been recorded in the annals of the village except that it was she who gave Newport its name, which had been the name of her childhood home in New York State. Hers was undoubtedly a more privileged life, and it was probably a challenge to her to live in one of the largest houses here at that time. It has been noted that she joined the Baptist church when she was 15 years of age, and that during the rest of her life she was active in the Sunday School and church. She was recognized as a leader with quiet dignity and reflected the quality of earnest purpose then expressed by the Baptists of that time.

MRS. LEVI SHELTON was the wife of one of the Shelton brothers, who came to Newport in 1857. She lived in a small two-story house on the corner of Main and Third Streets, facing what is now Pioneer Park. The house has been remodeled, but until the 1950’s it had a special charm. There were open front and back porches and a summer kitchen (a room one seldom knows today), which extended south from the winter kitchen, used for a dining room in alternate seasons. Mrs. Shelton had an active concern for the Newport Public Library — she was librarian there for 12 years. After her husband died, she worked at the library and Mrs. Pennell, her sister, lived with her.

WOMEN ENRICHED COMMUNITY WITH CONTRIBUTIONS

Women have had a considerable influence in the development of Newport. Yet, their presence and influence has gone largely unnoticed. Their unusual capabilities and major contributions to the “good life” in Newport is recorded in this section.

FRANCES LINDA JAMES, wife of Henry Clay James, the first mayor of Newport, was a remarkably capable woman and probably the most influential one the little town has known. Henry James, an attorney in St. Paul, came to Newport in 1887, where he platted a new country suburb called Newport Park. He constructed a large home there for his family, a wife and five daughters. The family were of English descent and their immediate background was based in Massachusetts. Frances’ love of the intellectual life dominated all she did. At the outset, the James were anxious to establish an atmosphere beneficial to the growth of the little community. Following the election of Henry as mayor, Frances urged the creation of a library — a small institution which added a great deal to life in the village. It has endured for 100 years. In the early years of Newport, it was considered a luxury to go to St. Paul for entertainment and so a library within walking distance filled the need as a place to go, meet one’s friends and read.

Frances James, forever interested

in the betterment of all her fellow citizens, started the Newport Woman’s Club with other women of the area. This club encouraged intellectual growth and was a strong advocate in the maintenance and support of the library. Her farsighted ideas created very high standards for the little village.

The James family were an avant-garde group whose influence would have continued here, but in 1899 they left Newport and returned to live in St. Paul. About 1910 their magnificent home was destroyed by fire.

Frances James was also a talented artist. Several of her pencil sketches and watercolor paintings are in a collection at the Minnesota Historical Society. Her drawings were titled, and this interested a man who came to Newport from the society to research them. Fully 60 years had elapsed between their creation and his arrival — the sketches were scenes of the area and identity had been erased by time. He was advised that those places don’t look like that anymore but they did exist at one time, and are identifiable by the titles.

There were five daughters in the James family, who in later years called themselves “the James Girls.” Two of the daughters were married and lived in the East. The other three were married and lived in this area. Helen James Sommers was much like her mother. She enjoyed life in the city— at least its advantages. She married Harry Sommers, a descendent of the G. Sommers & Co. mercantile family of St. Paul. They

lived in St. Paul and later established a home in Hudson, Wisc. Linda James Benitt, the youngest daughter, was very different and she chose a life in the country. In 1930 she married William Benitt and eight years later they started "Apple Acres Farm" in Denmark Township. An interesting view of their life there is shown in letters and photos of the Benitts in "Bring Warm Clothes" by Peg Meier, a reporter for the *Minneapolis Tribune*. The Benitts were extremely well-educated: William had a law degree from the University of Minnesota; Linda was a graduate from Harvard and the Massachusetts Institute of Technology with a degree in public health. Both did postgraduate work in agriculture at the University of Minnesota. The Benitts retained a close association with the university during their years on the farm and employed many advanced ideas being developed there. In the 1930's their farmlands were distinctive — they had the only contoured fields in the vicinity. Linda was also a member of the Newport Woman's Club and was its president in 1934-35.

A third daughter, Margaret, married A.M. Burt. They lived in St. Paul. She inherited her mother's talent as an artist and in the late 1920's she lived in France where she studied art for two years.

Cornelia James Cannon, one of the daughters who lived in the east, raised a talented daughter who was like her grandmother, Frances James. This granddaughter wrote and illustrated children's books. Her husband was

Arthur Schlesinger, Jr.

MARY CHARLOTTE

DONAIS, daughter of Wilford (Bill) and Charlotte Donais grew up in Newport. As a little girl, she was a tomboy who loved to climb the apple tree in the side yard.

Hers was a questing spirit. Early in her young life she became acquainted with the Sisters of St. Joseph, who often visited her home as friends of her mother, a graduate of the College of St. Catherine. Mary Char, as she was known in the community, became a student at Derham Hall High School which was then on the college campus. She came to know the Sisters there well.



Lillian Trevette

In September of 1950, she joined the Sisters of St. Joseph in St. Paul and remained to take her final vows on Aug. 15, 1958. She became an elementary school teacher where she loved the children and delighted in their growth. She had many talents as a painter, sculptor, calligrapher and poet. But her greatest attribute was a love of people, regardless of age. This quality especially fitted her to be a staff member of the Derham Personal Growth Community and as a spiritual director.

She continued to grow in her chosen work, and from 1976 to 1980 she served the Church in the Archdiocese of St. Paul - Minneapolis as Associate Director of the Permanent Diaconate Program. With Father Michael O'Connell she helped establish a nationally recognized diaconate program and was a vital part of the churches' program in 1986 at the time of her death that year.

Sister Mary Charlotte Donais was a worthy daughter of Newport.

JENNETTE KENDALL COOLIDGE was descended from John and Mary Coolidge, who came to America from England in about 1640 and settled at Stowe, Mass. These were also the ancestors of Calvin Coolidge, 30th President of the United States. His branch of the family later moved to Vermont, while hers moved to central New York State, near Utica.

Jennette Kendall Coolidge was born there in 1845. There, she spent her childhood. When she was about 16 her

family set out for the West. They reached Chicago when the Civil War broke out and they then changed their plans. They settled in Belvidere, Ill. and began raising sheep. But all of the men went to war, leaving the women and children to carry on as best they could. Miss Coolidge attended high school there and joined the Baptist church. In 1864 the family moved to Benton County, Iowa where they lived on a large farm. Following her high school training, Jennette began teaching in rural schools and graded schools of Des Moines and Vinton.

She met Mr. Wilkinson in Vinton. He had just returned from the army as a lieutenant. There his father was principal of the School for the Blind and his mother was its matron. Lieutenant Wilkinson managed the local newspaper, the *Vinton Eagle*, for about eight years.



Jennette Kendall Coolidge Wilkinson as a young woman and in later years.

In 1872 they were married at Vinton. They then purchased a newspaper of their own and operated it for some time. This was Mrs. Wilkinson's learning period in various aspects of newspaper work. They left Vinton in 1883 and Mr. Wilkinson joined a newspaper at La Crosse, Wisc. The year Newport was incorporated, 1889, the Wilkinsons came to live in the village.

There were three daughters: Dr. Estella Wilkinson, Amy Wilkinson and Mrs. Cordelia Crawford. Dr. Wilkinson practiced in various state hospitals. Her last residency was in Duluth. Amy Wilkinson was a teacher and principal of the McKinley school in St. Paul. Mrs. Cordelia Wilkinson Crawford lived in Smith Center, Kan. where she was cashier and secretary in the general store of Coolidge & Co. A.C. Coolidge, the senior member of the firm, was Mrs. Charles Wilkinson's brother.

Mrs. Wilkinson was featured in *Community Life*, Jan. 16, 1930 where Mike Mueller, the editor, commented on her admirable qualities. "Mrs. Wilkinson is a born leader, a deep thinker, and has always had a firm conviction and positive purpose throughout her career; but she seems to be able to see both sides— her views and others." She was "one who had the remarkable faculty of being able to make her work her hobby" and she continued for many years with a youthful determination. She was Midway and suburban news correspondent for some of the leading Twin Cities daily newspapers. At home, she was a charter member of the Newport Woman's Club and

its president, 1898-99. During World War I she organized the Red Cross in Newport and effectively managed it.

Dr. Wilkinson retired shortly before World War II and set up an office in the front room of the house across the street from Newport City Hall. She was called away during the second world war to work in a hospital in Duluth. At the conclusion of the war she returned to her little practice in Newport. The Wilkinson home still stands on the corner of Sixth Avenue and Eighth Street.

ELIZABETH ANNA BIERY BAILEY, a mother of five, was an intelligent, well-educated woman of her time. In her long life, enjoyed the privilege of knowing three following generations of her family before she died at the age of 94 in 1970.

Among the various newspaper accounts of her life, the wedding of Elizabeth Anna Biery to John Vincent Bailey on March 25th, 1902, was reported as follows:

The wedding of Miss Elizabeth Anna Biery and John Vincent Bailey of Newport, Minn., took place yesterday afternoon at 4 o'clock in the ladies' hall of the state agricultural school. Dr. A.B. Meldrum of St. Paul read the service. An orchestra composed of a group of the bridegroom's friends, played the wedding march. Miss Edith Staples was maid of honor and Henry Bailey was best man (Henry was John Vincent's cousin). The bride wore white mousseline de soie over white taffeta. Mrs. J.M. Blair (John Vin-

cent's sister), and Mrs. Virginia Meredith assisted in receiving (namesake of the Bailey's first daughter, Virginia M. Bailey Koch). Among the guests were Miss Andres of Fairbault, Miss Matthews of Indiana, Miss Rowe of Hewitt, Minn., Mr. and Mrs. J.H. Bailey (parents of the groom). Governor and Mrs. Van Sant, Professor and Mrs. S.B. Greene, Dean and Mrs. Liggett, Professor and Mrs. McIntosh and Mr. and Mrs. Andrew Boss."

It is interesting to see another memento of the occasion. Here is the bill for Miss Elizabeth Biery's beautiful wedding dress:

To Mrs. M. Rowlen, Dr.
Children's Costumes Layettes and Trousseaus
Made to order
Room 36 New Mannheimer Building

1 white dress			
\$10.00			
12 lawn	32	3.84	
9 lawn	20	1.80	
6-1/4 ribb(on)	60	3.75	
5 dy. lace	65	3.25	
3 ins(ertion)	65	1.95	
1 pc. lace		.50	
plaiting		.50	
1 shields		.25	
Silk cotton hooks		<u>.75</u>	
		<u>16.59</u>	
		26.59	
Cash		<u>5.00</u>	
		21.59	

ANNA ESTHER STONER was the daughter of pioneers who came to Minnesota in 1846. Her parents were members of the second generation of American ancestry. These Quakers left their native state of Pennsylvania, came by boat from Pittsburgh down the Ohio,

up the Mississippi and the Minnesota rivers to land at Mankato after a month of travel. They settled near the place later called Winnebago City. The townsite was named for the Winnebago Indians whose reservation was nearby — it was named "City" to avoid confusion with the Winnebago Agency near Mankato. — (The 'City' was dropped in 1905.) Their nearest town was Shelbyville now known as Amboy, which became the railway village of Shelby Township in 1879. When Annie was a schoolgirl of ten, she remembered when the Omaha railroad was built in the territory and how it changed the little settlement. When the village of Winnebago was organized in 1858 the Stoners left the farm and made it their home. Here Anna went to school, graduated from high school and later taught school for about five years.

In 1896 she married John Dobie whose parents were also pioneers who arrived in Faribault County one year after the Stoners. The Dobies came from New York State, but were natives of Scotland.

During their married life, the Dobies lived in Winnebago, Mapleton and South Dakota. Their two children, Esther A. and Donald S. were born before the family came to Newport about 1918.

Mrs. Dobie was a member of the Woman's Club and president 1924-25 for six years; was a member of the school board until she was appointed postmaster in 1927; for several years was a member of the board of directors of the Newport Public Library and its librarian for about

2 1/2 years. It was during World War II, when manpower was short, that Mrs. Dobie served as librarian while assisting Elsie Mueller. Although she was no longer young, Mrs. Dobie found the courage to help solve the problems of the day. She exhibited qualities of patience and endurance which marked her accomplishments throughout her life. She had excellent organizational ability; she was tactful and conservative; her compliance and humor made her a very popular citizen. Above all, she loved to be active and make the most of her time.



Anna Dobie

CHARLES AND FRANCES PARKER

CHARLES PARKER and his daughter FRANCES left a lasting impact on south Washington County. Their residency in Newport spanned the 19th and 20th centuries.

Like many other area pioneers, Charles Parker was a native New Englander. Born in North Clarendon, Vt. on Dec. 23, 1845, Charles was one of Mr. and Mrs. Ruel Parker's many children. (Historical documents disagree on the number of Parker children, placing it at both 12 and 13.)

Fifteen-year-old Charles enlisted in the U.S. Army, as part of the famous "Green Mountain Boys" contingent from Vermont. In a 1937 *St. Paul Daily News* interview, a 92-year-old Charles recalled the arm injury that forced his discharge from service. Shot while fighting in Louisiana, Charles was told his arm would have to be amputated. But he didn't listen.

After coming to Newport to join his family in 1863, he went to the old St. Joseph's Hospital in St. Paul. The hospital, then a 22-room frame building, was accessible by walking on planks covering a swamp. Charles had his arm bone scraped, and that procedure saved his arm.

Just a few years after that operation, he married Eliza Perkins of Cottage Grove. Their 1868 marriage was soon followed by the birth of two children: Jackson Van Buren Parker and Frances Pratt Parker. (Frances also used the middle name of "Perkins", correspondence saved by the Minnesota Historical Society shows.)

Charles Parker settled into the life of a farmer. His Green Valley Stock Farm became a thriving enterprise. It was the first Washington County farm to have a herd of Holstein-Friesen cattle. Parker's farm record books, also preserved by the Minnesota Historical Society, show such notations as two pigs sold for \$400, and a 50-cent expenditure for wizard oil in 1875.

But after 1887, Green Valley Stock Farm was no more, as Parker sold much of his land. He and others formed the St. Paul Park Improvement Company, to develop the community of St. Paul Park. Papers of the company list Charles Parker as its manager, with a Mr. M.D. Miller serving as president.

The founding of the new community, in the middle of what was then Newport Township, was not universally popular. Newport successfully fought off attempts by the St. Paul Park boosters to make their community a part of St. Paul Park.

During the same year that Newport incorporated, Eliza Parker died. Charles married Helen Bell the following year. An undated newspaper clipping de-

scribing the Parker-Bell nuptials also lets us know what happened to the land development venture.

“Nothing in our pretty, quiet suburb since its history began was of greater surprise to its citizens than the above wedding,” the article stated. Bell, also a Vermont native, had lived and worked in South Dakota. After her move to St. Paul, she had visited the Parker family.

Included among the “rare and costly presents” at the wedding was a “gold-lined salad dish, one of the presents of the groom to the bride.”

The article then noted that Charles Parker “. . . has been on the grounds and taken complete charge of the business formerly known as the St. Paul Park Improvement Company.” His work was called a “mammoth undertaking and a great success.”

But the success would not last. The Panic of 1893 took away most of the Parker’s fortune.

That loss was followed by the death of his mother. One memento the Parker family gave the state was a poem about Parker’s mother. It was written by Mrs. L.C. Bailey.

Charles Parker didn’t let financial ruin and personal tragedy slow him down. He continued to be active in civic and community affairs. A Republican, he was elected to the state legislature in 1895 and 1897. He also served as New-

port village treasurer, as a county commissioner and on the Newport School Board. He put in 21 1/2 years working for the federal government.

He also continued to be active in area development. One item saved in his papers is a 1902 letter protesting the Chicago, Burlington and Quincy Railroad’s demand that he remove his private railroad platform.

At age 80, Charles was saluted by the *St. Paul Park Suburbanite*, which praised his garden full of peonies. “Even in the wintertime Mr. Parker is not idle,” the article stated. “He works around the premises, putting things into shape.” The article then detailed how he regularly climbed an old, rickety ladder to check his birdhouses.

“A man who can do that at age 80 is good for another 80 years,” the article declared.

A few years later, *Community Life* featured Charles. By that time, Helen Bell Parker had passed away. Charles had made a return trip to his native Vermont, and found that he was the only member of his family still alive. He was also the lone survivor of the Green Mountain Boys of Company B., Seventh Vermont Regiment.

At age 92, two years before his death, Charles gave the *St. Paul Daily News* an interview. “Everything in our house is antique, and even we are,” he told the reporter.

When Charles Parker died in September of 1940, his daughter Frances survived him. Son Jackson, a Spanish-American War veteran and insurance salesman, had died four years earlier.

FRANCES was a lifelong Newport resident. She became a teacher and principal in the St. Paul Schools, after her graduation from the St. Paul Normal School in 1896. She taught at Normal and Neill schools, and was a grade supervisor, before becoming the principal at Irving School. She retired as the principal of Mattocks School.

State historical society files of the Parker family contain Frances' papers from 1900-18. One item saved is a journal, full of teaching tips, clippings of

poems and stories, and a recipe for face cream.

Frances also saved the menu from her birthday dinner of Nov. 10, 1934. The menu included Cocktail a la Clarendon, Vermont; Turkey Stuffed a la Rutland; Spanish-American Salad with 61 Dressing; Washington County Vegetables and, of course, Parker House Rolls. In the margin, Frances carefully penned such notations as "Papa's Birthplace in Vermont", "Papa", "Jack", etc. by each menu listing.

Until her death in 1957, Frances remained active. A founder and officer of the Washington County Historical Society, she made many contributions to its museum.



Charles Parker.



Francis Parker as a young girl.

J. V. BAILEY AND FAMILY

JOHN VINCENT BAILY

came home to Red Rock in 1897 with a degree in horticulture from the University of Minnesota, prepared to farm. In 1902, John Vincent Bailey married Elizabeth Anna Biery who was also a graduate from the University School of Agriculture.

ELIZABETH BIERY had the honor of being the first woman to graduate from the University School of Home Economics in 1901. One of her instructors was Margaret Bailey Blair, sister of John Vincent. Blair started the sewing department in the School of Home Economics, where Elizabeth assisted her.

Elizabeth Anna Biery was born in Canton, Ohio in 1875. Her parents, Gottlieb and Susanna Katherine Matty Biery, were natives of Switzerland. Their family consisted of four girls and three boys. The family moved to Minnesota in 1885 where they settled on a farm near the Swiss village of Bern in Dodge County. Bern was named for the capital of Switzerland. There is no longer a town of Bern, but every summer a Swiss festival is held there by area farmers.

To all who knew him, John Vincent was "J.V." He and Elizabeth were active participants in the affairs of Newport for many years. J.V. was on

the village council for 15 years—seven years as trustee and eight years as mayor. Elizabeth was a loyal member of the Newport Methodist Church. She served on the local school board through some trying times. It was during her presence on the school board that the grade school at Red Rock, which her five children had attended, was closed in 1930.

The children of J.V. and Elizabeth Bailey were, in order of birth: Vincent K., Virginia M., Gordon, Elizabeth and Margaret. They were born between the years 1903 and 1911. As they completed eighth grade at Red Rock, each took the Burlington Motor to attend Mechanic Arts High School in St. Paul. They trooped down the hill on the gravel road to catch the early "motor" to St. Paul until Vincent was allowed to drive a car. Then, they rode with him.

Three years after Vincent joined his father in J.V. Bailey Nursery he married Katherine Eleanor Spengler of St. Paul in a garden wedding in 1932. He later built a home just east of the old home place on Bailey Road.

Vincent was particularly able at public relations. He participated with the University in the establishment and early development of the Minnesota Landscape Arboretum and became one of its trustees. One of his special interests was in the field of education. He served on the horticulture advisory committee for many vocational-technical schools and colleges in Minnesota.

As an active member of the

Newport Methodist Church, Vincent served on several committees and commissions. He also participated in many civic affairs: three terms on the village council, was a member of the Newport Public Library Board for three terms and contributed to additional county and national advisory boards. He attended a reception at the White House where he was honored as a member of the President's Citizen's Advisory Committee on Recreation and Natural Beauty in 1970. He died of a heart ailment in 1974.

Virginia M. Bailey attended the University of Minnesota where she received a B.S. in Dietetics in 1926. She then served internships of one year each at Johns Hopkins University in Baltimore, and at Montefiore Hospital in New York City. She then returned to Minnesota where she worked at Gillette Children's Hospital in St. Paul for 15 years. In 1943 she entered the U.S. Army for three years during World War II, and was stationed in large hospitals in England and Paris. When she returned to St. Paul in 1946, she worked for the Veteran's Administration. There she spent one year at the hospital, and then served in an advisory capacity as a clinical dietitian until her retirement in 1968. In September 1977, Virginia Bailey married dentist Paul Koch, with whom she had a few pleasant years before his death.

After Gordon joined the business, he married Margaret Fritz in June 1933. Margaret and Gordon were blessed with five children: Gordon Jr., Virginia, Rodney, Mary and Joseph.

Elizabeth Bailey followed Gordon and went to the University of Minnesota, majoring in business. Upon her graduation, she joined Gordon in the office at the nursery, working as a secretary and bookkeeper. In December 1932, Beth married Joe Fritz, brother of Margaret Fritz. Joe and Beth adopted three children: Jim, Veronica and Marie, natural siblings. The Fritzes had achieved a good life when Beth died in 1961.

Margaret Josephine Bailey, unlike her brothers and sister, attended Iowa State College at Ames where she received a degree in Landscape Architecture. After graduation, she worked in a Texas nursery in Tyler. She married Thomas G. Scott, a classmate at Iowa State in June, 1937. They settled in Urbana, Ill. where Scott worked at the University of Illinois. Margaret developed her own business, raising and selling African Violets. Margaret died in March 1959 at the age of 48.



J.V.H. Bailey with Vincent K. (5 1/2) and Virginia M. (4) in 1908.

THE INGALLS FAMILY

Members of the Ingalls family lived in Newport for more than 35 years. There were three generations who called the village of Newport home, beginning with **EDGAR** and **MYRA INGALLS**, who retired here in 1919. Edgar built a home on the corner of Seventh and Third Street, which is still standing.

Edgar Julius Ingalls was born March 11, 1841 at Brandon in Rutland County, Vt. — the same area other Newport pioneers came from, the Green Mountains. Edgar's family came to Dodge County, Wis. near Fond du Lac in 1853. One year later, they went to Dodge Center, Minn.

Edgar Ingalls began working at a young age. He regretted that at the time of his boyhood he did not appreciate his happy home surroundings. Instead, he accepted a position as driver for the Minnesota Stage Company. It was the only one in the state at that time, and ran between Winona and Rochester.

On Feb. 13, 1865, Ingalls enlisted in Battery K, 1st Minn. heavy artillery. He became a sergeant during the service and was honorably discharged on Sept. 27, 1865. He then farmed and worked on the old Wabasha and St. Peter Railroad (later named the Northwestern) as brakeman. He also did construction work for the Minneapolis and St. Louis Railroad, known as the M. & St. L.

Edgar Julius Ingalls married Myra M. Taylor in 1875 at Millersburg, Minn. Myra Taylor was born in Illinois in 1854 and came with her parents to Rice County as a baby. (Her father Franklin Taylor and Franklin Tibbetts of Newport served together in the same company during the Civil War.) Her family had many experiences with the Indians. They survived the uprising near New Ulm.

After they were married, the Ingalls farmed at Millersburg for about 10 years. They then moved to Northfield where Edgar was chief of police for four years. Following that the Ingalls moved to Hastings where he was chief of police for many years. There were five children born to Myra and Edgar Ingalls: Gladys (Mrs. James H. Boyd), Goldie (Mrs. Pascal A. Beckjord), Georgia (Mrs. Peterson), Clyde W. Ingalls and Gerry. Clyde Ingalls was a show manager for Ringling - Barnum - Bailey circus.

Gerry G. Ingalls married Miss Schoenwald in 1916 in Oregon and they settled on a farm in Albert, Canada where their two children, Betty and Gerry Jr. were born. In 1921, the family moved to a farm in Cottage Grove and three years later moved to Newport. They lived in a house on the "Toll Bridge Road" (Third Avenue between Fourth and Fifth Streets).

In 1929, Myra Ingalls died at the age of 75. Five years later, Grandpa Ingalls died and the Gerry Ingalls, Sr. family moved into his home.

Betty and Gerry, Jr. attended grade school in Newport and St. Paul Park High, graduating in 1936 and 1938 respectively. Betty remained at home and worked in St. Paul until 1946 when she moved to Long Beach, Ca. In 1949, Betty Ingalls married Harvey Herron and they raised two children, Gary and Mellis. Gerry Ingalls, Jr. attended Hamline University until he entered the army at the outbreak of World War II. Following four years of service, Gerry, Jr. returned to Newport. He went to the University of Minnesota and graduated in 1947 with a degree in business administration. In 1956 Gerry G. Ingalls, Jr. married Alice Weber and they raised

three children: Craig, Jayna and David. Gerry, Jr. entered business with other associates in Rayven, Inc., producers of light sensitive plastic film and other related products. He bought out his associates and now Rayven Inc. is a family-operated business in which his children are participating.



Edgar and Myra Ingalls.

HERMAN BRANDT

HERMAN BRANDT, a native of Germany, was born in Berlin May 21, 1861. There, he was educated and learned the blacksmithing trade.

When he was 23, he sailed to America, landing in Philadelphia. He went to Altoona, Wisc. where he was employed by the Omaha railroad. While there he married Martha Rahn. Brandt's work was terminated there because of a railroad strike and the couple moved to Spooner, Wisc. in 1894. He operated a blacksmith shop in Spooner until the couple moved to Newport in 1900. In 1902 Martha Brandt died.

He worked with American Hoist and Derrick Company for five years and then became a farmer and truck gardener. He married Lena Schwartz of Minneapolis in 1904. They had one son, Clarence.

The Brandt home stood where Tinucci's parking lot is now located, on the corner of 21st Street and Fourth Avenue. It was next to the Red Rock Camp Grounds. Many of the campers there used to walk over to buy fresh vegetables from Mrs. Brandt.

Herman Brandt was very proud to become a citizen of the United States. He was a member of Modern Woodmen for 41 years. He made the work of local government his hobby, and served 18 years on the village council.

In 1895 he revisited Europe and traveled there extensively. Traveling was one of his favorite pastimes, and he visited various cities on both coasts of the country.

To sum up the life of Herman Brandt, Mike Mueller wrote of him in *Community Life* of Jan. 9, 1930: "We asked (a) person what he knew of Mr. Brandt. He replied that he knew considerable — every bit of a complimentary nature, but that it could be summed up thus: 'I've always found him to be conservative, honest, sincere, generous, and one of the real progressive men in Newport.' What better could be said?"



Herman Brandt.

THE DOBIE FAMILY

DONALD AND ESTHER

DOBIE were teenagers when they came to Newport with their parents, John and Anna Dobie, in 1918. That year, Don Dobie began work as a rural mail carrier out of the Newport Post Office. It was his life's work, from which he retired in the early 1960's.

He had Rural Route Number 2, the longest out of Newport. He delivered all of the rural mail addressed to the Newport Post Office for many years. Cudahy Packing Company was the only mail delivered in the village, until a second rural route was started in the late 1940's. His first deliveries were made with a Plymouth Touring Car, equipped with isinglass side curtains. When winter snows made travel too difficult, he hitched horses to a bobsled and always got through with the mail. The route was so long that halfway through he changed teams on a farm where he boarded relief horses.

The weekly trip was hard on his conveyances. He made all kinds of changes to them to cope with the weather and the poor country roads. When cars got better (but not the roads), he had Bert Schilling remove the front wheels on his Model A Ford and replace them with skis. He placed extra-large tires on the rear to get through the heavy snow drifts. When spring made muddy morasses of the road, he drove a horse and buggy

with high, thin wheels. Then came a time when replacing a worn-out car was almost an impossibility. There were few on the market. He bought a little Austin, British-made. It was very small — and Don was a portly man. He filled the car well, leaving little room for the mail. At that time he made two starts from the Newport Post Office, one to the packing plant. He then returned for the rural deliveries. It was an incongruous sight to see him enroute to the packing plant — the driver was almost invisible under the mass of baggage!

In 1924 **DONALD DOBIE** married **FLORENCE CABLE**, a rural school teacher from the Valley Creek Road area near Afton. They took a memorable wedding trip into the wilderness of the Boundary Waters Canoe Area in northern Minnesota. At that time it was truly a wilderness. In those days there were few custom-made women's clothes for "roughing it". Florence prepared for the trip by making a skirt and shirt of canvas, and donned some tough old boots. There were three on that trip — Don, Florence and Don's dog.

Ever after, the Dobies adapted to every unfavorable situation with good humor. They came home to live on a farm near the edge of Newport for a short time. Then Don rented a summer home on Second Avenue, which was difficult to heat. That winter their first child, Doris, was born. Florence kept her bundled against the cold wind whistling up through the cracks in the kitchen floor. Don soon bought their permanent home, situated north of 12th Street on the

edge of town at that time.

In the early 1920's their place consisted of a warm house, barn, chicken house, carriage shed, tool shed, well and yes, an outdoor "biffy". (This was typical of residences at that time.) They kept horses, a milk cow and chickens, and raised a generous garden of fruits and vegetables. Florence churned, canned, pickled and baked breads, pies and cakes. She always set a sumptuous table and it made no difference how many were present at mealtime.

In time all of the outbuildings were taken down and a small chicken house was built for Florence's Bantams. They followed her around the yard eating insects. When she stepped into the yard she always called, "Where are the girls?" Guess who came running, with wings outstretched? — The little cockrell leading "the girls". One cold fall evening the chicken house caught fire. The bedding straw was ignited by a kerosene heater and all was lost.

Don and Florence's children, Doris and Dick, walked to the Newport School five blocks away, cutting across the open fields between. There were several pets in the household, indeed all of the birds and animals were so treated. They had a dog or two, cats, a pet Bantam rooster and "his girls" as Florence called them.

Once an errant crow came to stay with the Dobies. He followed Florence and the children everywhere. The crow went to school daily with Doris and Dick

and returned home to get into mischief, like picking clothespins off the line or picking seeds out of the garden as fast as they were planted. He was always waiting for the children at noon to escort them home for lunch. The crow repeated the procedure in the afternoon. Summer came, and the family prepared to go camping at a northern lake. What were they to do with the crow? Don fixed a box for him to travel in and Florence cut his feathers to prevent his flying away from camp. When they were loaded for the trip, it took a car and trailer. There were four people, two dogs and the crow all loaded plus tent, outboard motor, food and cooking utensils.

They lived well at camp, picked berries, and fished. Florence cooked everything one could have if at home. She rigged up a reflector oven and baked biscuits and fruit pies before the campfire. They often took relatives or friends with them which meant there were from five to eight mouths to feed.

In the 1940's Doris graduated from St. Paul Park High School, and soon found herself working at the Middletown Air Base in Pennsylvania during World War II. She later worked for Collins Electric, ultimately supervising the office and doing bookkeeping. She has since retired.

Her brother Dick graduated from Cretin High in St. Paul. He rode with Murphy's truck drivers and later drove. But he was drafted into the U.S. Army and sent to the Police Action in Korea where he was killed.

The Dobies were very generous with a genial sense of humor. Many people mourned their loss when Don died

on Jan. 1st, 1974 at the age of 73 and Florence died Jan. 2nd, 1974 at the age of 74.



Dick, Florence, Don and Doris Dobie, at Don and Florence's 25th anniversary.

ADDITIONAL MEMBERS OF THE FRITZ FAMILY

Let's meet some of the descendants of Dorothea and Peter Fritz, who settled in the Newport area in 1875. Among their numerous descendents, many of who are scattered throughout the United States and Central and South America, are representatives of four generations living in Newport and elsewhere in Minnesota.

The line of descent here indicated is from the son of Dorothea and Peter Fritz, Nicholas Fritz. **NICHOLAS FRITZ** married **GEORGIA MAUDE DORLAND** in 1901. They lived on a farm just east of Newport, in a home Nick built on an 80-acre tract. There they raised nine children: Edith, Joseph, Helen, Mildred, Margaret, Lorraine, Gordon, Louis, and Donald. All walked down Glen Road to attend Newport Grade School. Among these children were four who raised families in Newport — Joseph, Helen, Margaret and Donald.

Nick Fritz was a market gardener who raised apples, garden vegetables, raspberries and strawberries. The home property was marked by steep hills and shallow valleys, not well adapted to crop farming. Some of the produce was raised on 40 acres rented in Newport adjoining Glen road between 11th and 10th Ave-

nues and running south to about 13th Street.

Joseph Peter Fritz, the oldest son of Nick and Georgia Fritz, was born in 1906. In 1933, Joseph Fritz married Elizabeth Bailey. After about seven years traveling the country selling candy, they returned to make their home in Newport. About 1947, Joe and Beth adopted three children who had familial ties to one another — James, Veronica and Marie.

After Beth died, Joe married Lee M. McKasy.

The third child in the family was Helen Emily Fritz, born in 1907. Following graduation from St. Joseph's Academy, she worked for a time in St. Paul. In 1929, Helen married Archie Randolph Hedeem. Archie had come to Red Rock from his home in Lake City to get employment at Cudahy Packing Company. The young couple lived in Grandma Fritz's little house on Park Place and Second Avenue. They moved into their new home in 1939 with their young child, Gerald (Gerry) Hedeem who had been born in 1931. Their second child, Kent, was born in 1952. Archie continued working at Cudahy's until it closed in 1954. He was then employed at the Fritz Company until retirement.

Gerry Hedeem was an aviator in the United States Air Force, when he married Delores Fiebach in 1956. While he was living in Everett, Wash. he bought a fruit ranch near Wenatchee, Wash. The couple settled there with their four children — Kevin, Kurt, Valerie, and Eric.

Following his return to the Newport area, Kent Hedeem entered a partnership with Thomas Westman, a Newport resident. The business was established as Minnesota Greenery. They sold garden supplies, seeds, plants and shrubs, locating their store in the former Fritz Gardening Center. In 1987 the partners moved to establish Minnesota Greenery's Wild Bird Store around the Twin Cities area. One shop is in Newport Center. One of their best methods of advertising is their publication Minnesota Greenery's Wild Bird Newsletter. Each monthly issue features a lengthy article on one Minnesota bird.

Donald Fritz, youngest in the Nick Fritz family, was born in 1920. He grew up working in the family enterprise. He maintained it for many years, and lived in the old family home on Glen

The Fritz children rode in a sleigh to travel to Newport Grade School. Louie Fritz next to a gas pump. The Fritz produce stand was a landmark in Newport. Donnie Fritz at the fruit stand counter.



Road. In 1942 he married Mildred Roubik. They raised eight children: Kathleen, Charlotte, Connie, Donald, David, Barbara, Gordon and Margaret. The ninth child, Paul, was accidentally drowned in the family pool at age 1 1/2.

Following the death of their son, Paul, Donald and Mildred were divorced. Without adequate flat acreage to produce vegetables in quantity, Donald converted his business to the Fritz Gardening Center.

Donald went to Omaha, Neb. where he married Mary Palecheck. They were living in Orlando, Fla. in 1989.

(Helen Fritz Hedeem has generously served as a source of information for the authors. We wish to sincerely thank her for her invaluable assistance throughout the preparation of this book.)



THE WILLIAM FERGUSON FAMILY

WILLIAM FERGUSON was born in Bellville, Ontario, Canada on July 21, 1857. His parents, William and Margaret Michie Ferguson, were natives of Scotland. The family moved to Madoc, a few miles from Bellville where young William grew up. He was determined to emigrate to the United States, and went to Minneapolis where he was employed by the Milwaukee Railroad.

William Ferguson's wife, **CATHERINE ELLIS**, was born at Madoc, Ont. on Aug. 5, 1860. Her parents were Alonzo and Jane Ellis, an old Canadian family. A few years after William Ferguson came to Minneapolis, he returned to marry Catherine Ellis on Jan. 22, 1885. They made their home in Minneapolis for about 12 years. During this time their children were born: W. Alonzo, Frank and Ethel.

When the family moved to Newport, the children attended the two-room schoolhouse, where they made lasting friendships. Frank and Ethel (Mrs. C.C. Dingle) later made their homes in St. Paul. Alonzo married Maud Benjamin from Hastings. They later made their home in Newport at 251 Seventh Ave.

William Ferguson spent 48 years as an employee of the Chicago, Milwaukee & St. Paul Railroad — 16 years in

Minneapolis and the rest in Newport. He was dispatcher at the Newport switching tower until 1925 when automatic signals were installed. He spent an additional four years as crossing watchman at the Newport Depot (the 12th Street crossing) before he retired.

His hobby was gardening and raising flowers. While at the depot crossing, his flower garden was the show spot of Newport for thousands who passed through on trains each summer. He maintained his hobby throughout his retirement years.



Mr. and Mrs. William Ferguson.

Ferguson always took an active interest and participated in local and civic affairs. He was a charter member of the Newport Association, men's booster group promoting the village. He served as treasurer of the Newport school board for three years and was village recorder for the same number of years.

Mrs. Ferguson was a member of the Newport Woman's Club. She also took pleasure and interest in church

work, and in the Ladie's Aid of the Newport Methodist Church.

W. Alonzo and Maud Ferguson raised three children in Newport: Marie, Gordon and Bruce. Lon, as he was known, was also a railroadman. He worked many years at the St. Paul Bridge and Terminal in St. Paul. Marie spent many years as a private nurse in Minneapolis. She returned home to take care of her mother in the late years of her life. Maud Ferguson died at the age of 100 in 1989.

ENTHUSIASTIC BOATMEN

GEORGE E. TAYLOR was born on a farm at Port Byron, New York in 1866. During his childhood, the family moved to Oswego, N.Y. on the shores of Lake Ontario. There he grew to love the water, playing with other children on homemade rafts.

In 1891 he came to St. Paul with his mother and brother, to live with his sister Edith B. Taylor. She was principal of Hancock school for 40 years, from October, 1897 until her retirement in June, 1937. Edith was a person of estimable quality and education — as was George.

In 1904 a friend took George for rides on the river in his launch. He was immediately taken with the sport of boating.

George's enthusiasm led him to

build his first boat in 1908. He named it the Night Hawk. It was a 25-foot long hydroplane powered by an American British engine and because of its placement, he later added five more feet to its length.

There was no safe place to harbor his boat in St. Paul. So he bought 13 riverfront lots on the channel at Newport in 1912. There he built his cottage (a garage, intending to provide better housing later) and a boathouse on Second Avenue between Fourth and Fifth Streets. He secured an old barge, did his own dredging for a harbor and used the dirt to build up a headland. This he protected with a limestone revetment.

In 1937 he began extending the headland, working on it yearly, to protect his boathouse against ice, drift and debris — including trees floating down out of

the Minnesota River in the spring. Along the edge of the dredged-out area, he built a seawall constructed of piling, boulders and pipes. Increasingly, there was another reason he maintained the seawall. He complained about the ever-growing number of more powerful commercial riverboats that were eroding his shoreline as they passed.

By 1923 he had worn out the Night Hawk and began building another hydroplane. That one was 18 feet with a five and one-half foot beam. It was named Firefly by his nephew, John R. Taylor. The engine was a Mercury V-8 with a high compression aluminum head which generated about 125 horsepower.

George and his Firefly were a great favorite with children of the neighborhood. His friends from all over the country came to ride with him. On the day George took the Firefly out an audible message was sent to all the neighborhood, when he revved up his powerful engine. He would take several fast turns up and down the channel, asking the engine to give all it had. By that time he would return to find the outer deck on his floating boathouse lined up with children waiting to be asked for a ride. In the 1930's there were still partially submerged deadheads (trees) in the channel and as much fun as the speed created, the threat of hitting one and capsizing was there. It gave that added thrill to the children and extreme nervousness to the parents.

When George was 86, Dorothy Warren wrote in the *St. Paul Pioneer*

Press under the title, "Youngest Kid on the River".

"If you haven't seen George Taylor of St. Paul skimming the waters of Ol' Man River in his hydroplane, Firefly, at a clip of 30 miles an hour then you don't know your waterfront."

In 1952, George Taylor was an 86-year-old wiry little man. Keenly alert, he knew all the latest trends in engines. One day he had pulled Firefly out of the water, placed it in the shed and removed the shining big propeller. When asked if it needed repair, he indicated that he was thinking of getting one of another design to make the hydroplane move faster over the water.

Often in the summer or fall there were picnics on the terraced hill, when George was a great host. He recited poetry, read the constellations and reminisced about his acquaintances and friends of the past. One of his best friends was Robert Cary, a poet, and he remembered Gar Wood when he had a shop on Third Street in St. Paul.

Taylor was rarely on the river weekday mornings. Then he was busy with his job at St. Paul Electro Plating Works, where he was part owner. But afternoons about four o'clock he appeared and took a spin in his Firefly. Through the warm months he stayed in Newport, more or less abandoning his home in town and only checking on it occasionally. But he came to Newport 12 months of the year to regularly fill a half-dozen gallon jugs with water from the well, as

he didn't like the city water.

George's sister Edith spent the summer months in Newport, where she raised prize-winning flowers and maintained interesting flower beds. In the May 8th, 1930 issue of *Community Life*, Miss Taylor's hobby was noted as follows: "Indications are that Newport will have an increased number of beauty spots this summer. A large pile of rock and other preparations being made in Mr. George Taylor's yard would seem to point out that Miss Edith Taylor is going to build a rock garden and if she does, it will be a beauty." When Miss Taylor began spending the summers in Newport, George provided another building south of the garage which they called the "sleeping shack". It had a screened porch facing the river and the garage then became the "cooking shack".

Included with his energetic work at Newport, George was also a gardener. He raised all the common vegetables, some on the terraced hill and others on a small island close offshore. After the locks were built at Hastings, his island disappeared temporarily in each spring runoff. He waited for the water to recede and the soil to dry out. Then he cleaned off the accumulated debris when he could finally plant his favorite variety of corn. But with each year's flood the island was increasingly eroded. So George got out the old barge and hauled dirt to fill before planting could begin. He knew it was a losing battle, and one spring the island was gone.

The erosion of land by the river

was always a problem. In the 1930's he said, "There was once a block of land extending out into the river when I first came here."

FRANK A. MARKO was attracted to Newport by the presence of the Mississippi River, the beauty of the town and its proximity to St. Paul. He was an avid boatman, and a man of creative and artistic talents.

Frank Marko was born in Landstrassen, Germany on Jan. 29, 1889. His parents brought him to America when he was a baby, and settled in St. Paul. As a young man, he began his career painting railroad cars for the Northern Pacific. That was no challenge, but his interest in painting led him to sign painting. In 1912, he started his own business, F.A. Marko Sign Co., in St. Paul.

He was fascinated with the river and its potential for healthy recreation. In 1913 he moved his first boat, Blitzen I, from White Bear Lake to the Mississippi River. It had a one-cylinder engine and was soon replaced with Blitzen II. By 1922 he had a 12 cylinder boat of his own making on the river named Blitzen III. He designed and built this boat in his shop at 313 Wabasha Street in St. Paul. When he prepared to launch it, there was the problem of getting it through the doorway — there was only one-half inch clearance space to ease it out. With the Blitzen III, Frank won a silver cup in a motorboat race at St. Croix Beach awarded by the *St. Paul Daily News* on July 18, 1925. His fame on the river was well-known. He was a charter member



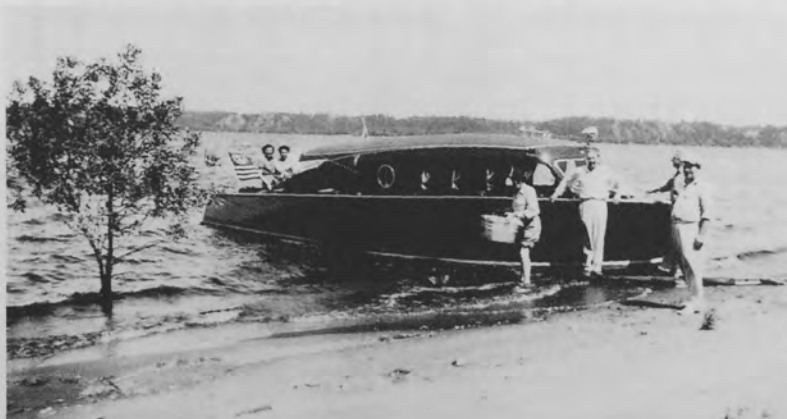
George Taylor and his *Fire Fly* were familiar Mississippi River sights.



George Taylor didn't always ride in boats. This photo of Taylor and a companion water-skiing was taken in 1913.



George Taylor in a rare shot taken when the *Fire Fly* was idle.



Frank Marko, his family and friends, often cruised to picnics in *Snuggs*.

of the St. Paul Motor Boat Club (later known as the St. Paul Yacht Club). He was also its commodore for five years.

Back in 1913, Frank yearned to live on the banks of the Mississippi River. That year when passing Newport on the river, its ideal location and beauty attracted him. That summer he built a cottage on Newport Island. He cleared the woods of underbrush and tied Blitzen III to the riverbank. This proved to him the natural advantages of living permanently in Newport. In 1921 he built his home on the riverfront.

His property, which stretched a block along the riverfront, was formerly an abandoned government quarry. The rock had been used to make wing dams in the 1890's to control the channel for navigation. Frank had 100 truckloads of dirt hauled in to terrace the sloping lawns. At the water's edge, a retaining wall of cobblestones and limestone was built. Later when the Hastings dam was built, the wall was heightened to rise five feet above the water level. The water level was raised six to eight feet.

His home facing the river was landscaped and decorated with pergolas and flower gardens. It became a showplace to all boatmen, and to the townspeople who often walked or later drove down Tenth Street (ostensibly to see the river).

Frank Marko and George Taylor were very good friends. Taylor, who was a fellow member and former commodore of the St. Paul Motor Boat Club, lived a

short distance downstream from Marko. When his property was also threatened by high water levels created by the Hastings dam, the two men loaded George's old barge with rocks collected along the river banks and built retaining walls on their respective properties.

Taylor had a small repair shop on the lower level of his property, with easy access to the river's edge. In 1935, Marko built a larger shed connected to Taylor's, where he began construction of the second boat he built. It was a 31-foot cabin cruiser built entirely of Honduras mahogany. In this boat he placed two Kermath engines of 85 horsepower each. Reduction gears gave it a cruising speed of 20 miles an hour. Its fittings were all of stainless steel. Launched in 1938, it was a thing of beauty.

A new boathouse was built in front of his property at the water's edge for the new cruiser. It measured 16 by 40 feet. While the first boathouse was mounted on barrels for bouyancy, the second was mounted on a concrete foundation poured six feet below the river. When the devastating floods of 1965 occurred, the boat house disappeared under the rushing torrent. But when the water receded the boat house emerged still secured to its moorings. Although Frank's property was strewn with debris left by the flood, his boathouse and remarkable cruiser Snuggs survived.

One night late in September 1974, vandals broke into the boathouse, slit all the cushions, doused it with a flammable

liquid, ignited the blankets by tossing lighted matches into them and while they were smoldering pushed Snuggs out of the boathouse. They expected the boat to float downstream in the current. But there was no current behind the boathouse and it burned to the water's edge in front of the property. That night Frank lost his Snuggs, valued at about \$40,000. He was then 85 years old. Somehow, at that age, Frank began building another

boat in his garage — which was never completed.

Frank and Clara Marko were well-known and well-liked in Newport. They raised one son, James, here who when he grew up, joined his father in the sign painting business. Frank Marko's grandson, Steve Marko is proprietor of the family business, Marko Sign Co., in St. Paul.



Above: The Marko riverfront has long been a showplace. Below: The Marko's once lived in a cottage on Newport Island.

R. W. RICHARDSON, SR. AND FAMILY

RALPH RICHARDSON'S
grandmother came with her parents and other family members to settle in Lenora Township, Minn. in the 1850's.

Family members on the paternal side of the family were Huguenot refugees who fled to England and later sailed from there to arrive in New York Harbor in 1665. Several generations later, a group of this family immigrated west where they also settled in Lenora Township in the early 1850's. Both families farmed in Lenora Township, Fillmore County, Minn.

Ralph Richardson's father, John Asa Richardson, enlisted in the Civil War where he served in the Third Regiment of the State Militia. He returned to Lenora where he married Nellie M. Stevens on Valentine's Day, 1864.

Francis Gillis Richardson and Grace M. Richardson were born to John and Nellie Richardson in Lenora. About 1875, the family moved to Mason City, IA. There, Grace contracted scarlet fever, and died in 1880. In 1882 Ralph W. Richardson was born in Mason City, and two years later, Gladys A. Richardson was born. When those last

two were young, the family moved to a farm north of Mason City. They were there only a few years when the barn and its contents burned down. They then returned to a small acreage on the north edge of town. There John was a market gardener, raising fruits and vegetables. John Richardson died in 1907 and Nellie Richardson died in 1910.

Ralph Richardson graduated from high school in Mason City about 1900 and then attended Ames College (now Iowa State University) in Ames, where he studied electrical engineering. He worked for Edison Electric in Nashville for a number of years before returning home, where he married Cora Yelland.

(This interesting sidelight should be added here. Cora was author Virginia Yelland's aunt. Also in the generation before, Ralph Richardson and Gladys Richardson Yelland had double cousins in the Richardson family. Their aunt and uncle were brother and sister of John and Nellie Richardson.)

Ralph and Cora lived in southern Minnesota for a time and then moved to St. Paul. Ralph and Cora were expecting their first child when both mother and baby died in childbirth.

Edison Electric left St. Paul, and Ralph opened an office in St. Paul as a consulting engineer. In 1917 Ralph W. Richardson married Margaret Horgan from Pembina, N. Dak. They lived in St. Paul where three children were born: Ralph W. Richardson Jr., Priscilla M. Richardson and Downey Stevens

Richardson. They moved to Newport in the early 1920's.

During their first years here, Ralph commuted to his office driving an Oldsmobile convertible. When it wore out, he parked it in the backyard where it stood for many years. As the children were growing up, it became a great thing to climb and to pretend driving.

Family activities were centered in Newport. They participated in school and church activities. Boy Scout and Girl Scout camp outs, camps and meetings also occupied their time. When summer came there was sleeping in the pup tent put up in the yard, hiking in the woods (particularly along the river through what is now private property along Cedar Lane) and once in awhile, an excursion to Tanners Lake for a picnic and swim.

The family members were all active in the Methodist church when they were young. While Margaret Richardson was busy raising four children, she participated in the P.T.A., was a member of the Ladies Aid and Newport Woman's Club, and she found time to become associate editor of *Community Life*. Her name was on the masthead beginning with the May 8th, 1930 issue.

It is not commonly known that following the death of the editor, Mike Mueller on March 8th, 1931, she and Bertha Mueller continued publishing the paper. The women produced several more issues before the last one appeared Dec. 17, 1931.

THE FAMILY

Ralph William Richardson Jr., the oldest in the family, graduated from St. Paul Park High in 1936. He did start college, and in the fall of 1941 he married Amy Serier in Bayport. They were both attending school when World War II broke out. Ralph enlisted in the Navy and Amy continued her nurses' training which she completed during Ralph's Navy indoctrination and training.

They returned to Newport in 1945. To provide housing, Ralph built a quonset building over the old excavation of the Bixby Building which was on the Richardson property. Ralph attended the University of Minnesota on the Agricultural Campus, there earning his bachelor's, master's and doctorate degrees in horticulture, with a major in genetics in 1951. During that time two little girls were born: Kim and Constance (Connie) Richardson.

Ralph and Amy then packed the car with their belongings. Early one morning Ralph delivered his thesis, returned for his family and left Newport. A year or two later this item appeared in one of the St. Paul newspapers: "Newport Man Takes Rockefeller Post". "Dr. Ralph W. Richardson Jr. . . . has been appointed assistant director of the Rockefeller Foundation's agricultural program in Mexico . . . Dr. Richardson has been associated with the foundation as a geneticist since his graduation . . . He lives in Mexico City with his wife and three children."

By that time their son, Bill Richardson, had been born. After living there ten years, the family moved to New York where Ralph later became director of natural and environmental sciences for the foundation. He retired in 1978 and moved to State College, Pa. In 1979, Dr. Richardson was serving as an adjunct professor at the University of State College and as a private consultant.

Priscilla M. Richardson was very young when she started going to grade school. Although two years younger than her brother Ralph, she started school with him. The two graduated in the same class. Following graduation, she went to a commercial art school in St. Paul and then took up photography. She was a photographer on the staff at Northwest Airlines through the Second World War.

R. W. Richardson, Sr.
and M. Virginia
Yelland.

After leaving the airline she started her own business as a candid photographer, taking pictures at weddings and parties.

Priscilla Richardson married Warren Bjorklund, who was co-owner of Minnesota Wood Specialties with Bill Axelrod of St. Paul Park. Bjorklund and Axelrod started business in Jenkin's old garage on Broadway in St. Paul Park in 1946. They manufactured folding stairways to be used for entrance into attic space in homes without other access. In 1951 they built a factory in Newport near the south end of Seventh Avenue. In 1963 Bjorklund bought the business. He sold the business in 1986.

Warren built a home on Second Avenue at the end of 12th Street along the river front. Warren and Priscilla Bjorklund were parents of three children:



Marta, Kurt and Peter. Before the children were all grown, the family moved to a new home which Warren built in North Oaks. It was there that tragedy struck the family. Marta, the oldest child, was attending Arizona State at Tempe, Arizona when three months before graduation she was killed in an accident. In June of that year, Peder graduated from Mounds View Senior High School. Shortly after graduation, he died in an auto accident. The family was reduced to two members when Priscilla died in 1977. This was the loss of a talented artist who painted many children's portraits done in oil, water color and pastel in the last years of her life.

Downey Stevens Richardson has had an interesting career as an engineer. His unusual name reflects his heritage. Downey was his maternal grandmother's maiden name and Stevens was that of his paternal grandmother. When he was growing up in Newport, he was known as Downey. Professionally he has used the name Steve.

Steve Richardson worked at Cudahy Packing Company following his graduation from St. Paul Park, preparing to go to college. But World War II intervened and he enlisted in the U.S. Navy.

Upon his return he married Harriet Schilling, a local girl he had gone to school with. He returned to the University of Minnesota in the School of Engineering. After graduation he was employed at 3M and planned to live in Newport, where he built a home in the

1600 block on Third Avenue. It was in the last stages of being completed when he was transferred to Southern California.

D. Stevens and Harriet Richardson have four children: Margaret, Katherine, Stephanie and D. Stevens Richardson Jr.

Janet Ann Richardson was the youngest child of Ralph and Margaret Richardson. She is the wife of Barton T. Setchel, who holds a number of patents in the field of electronics. Today she is president of an electronics manufacturing business her husband set up called Solidstate, Inc. It is located in Boyton Beach, FL.

Mrs. Setchell is the mother of two daughters, Ann and Jan.

This is the story of the Richardson family to 1989. Ralph Richardson, Sr. died in 1969 at the age of 87. He left a lasting memorial to his presence here in the form of a large map of Newport he drew in the 1920's which is presently in use in the city hall. Margaret Richardson left Newport about 1980, having lived here for 59 years. She died in 1986 at the age of 94. She also left a lasting memorial in her *Community Life* works, which can be seen in the Newport Public Library and in the Minnesota State Historical Society.

NEWPORT THE COMFORTABLE RETREAT

Newport's population grew in very small increments over the first 80 years of its existence. From 1890 to 1920, the population only increased by approximately 150 people.

In the next 30 years there was a marked increase when about 420 people were added to the census figures. This was the period when many families moved out of the city to settle here, and they revitalized the village. They had a deep interest in a wholesome environment for their families, enjoyed the passively restful change of pace from the business world of the city and had a love for the out-of-doors. It was they who became the enthusiastic supporters of the development of the village, school and church. Newport was their comfortable retreat where a great spirit of camaraderie existed and all were well-acquainted.

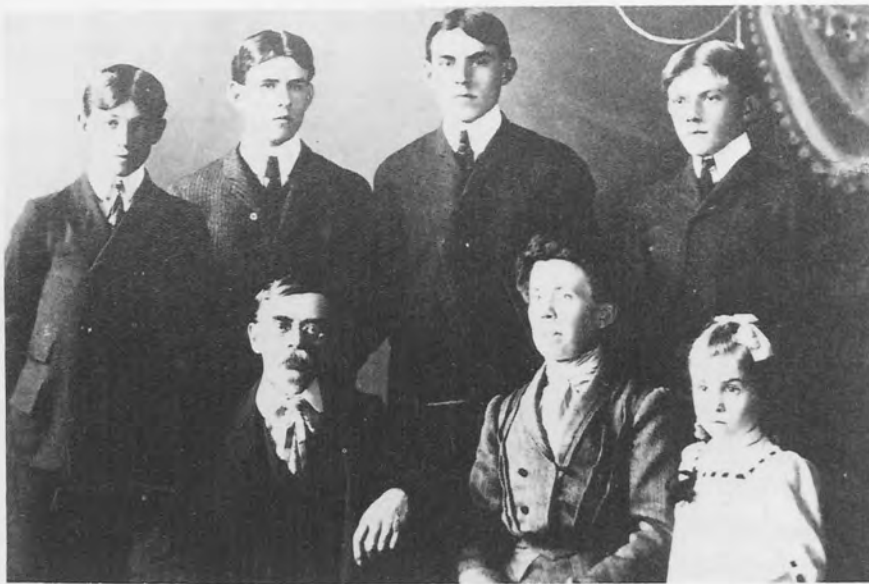
Among those who settled in the partially developed old village limits (from 12th Street south and Seventh Avenue to the river) between 1920 and 1940 were these families: Moseley, Richardson, Brown, Knight, Arnesen, Kortman, Ladd, Donais, Huseby, Yelland and Hedeem. The last family mentioned came from Red Rock, but they were part of an invigorated neighborhood.

Among the families named above

all but one had young children. They were: George and Linda Moseley; Ralph Jr., Priscilla, Steve and Janet Richardson; Donald, Elaine and Richard Brown; Betty and Jim Knight; John and Ruth, twins, and Herb (known as "Pete") Arnesen; Beatrice and Marian Kortman; Patricia and Joanne Ladd; John and Mary Charlotte Donais; Shirley and Barbara Huseby and Jerry Hedeem.

There were those families who were particularly compatible that gathered almost every Saturday night where one or two tables of bridge was played in one of their homes. Some of the families who met frequently were Moseleys, Richardsons, Swanlunds, Woodwards from Langdon and Dingles from St. Paul Park. There were similar groups who gathered to play five hundred.

THE MOSELEYS, were a couple who were born and raised in Kentucky. They came to St. Paul, the center of Hodge Moseley's sales territory where he sold grocery products such as baking powder. The house next door was rental property belonging to the Noltimiers, George and his sisters. They told the Moseleys about Newport. In 1921, Hodge and Ruth Moseley with their children, George and Linda, moved to Newport. When the children reached school age they started in the two-room building in Newport. About 1926, Hodge quit his job and moved the family to Oakland, CA, where his father was in ill health. The family returned to Newport in 1930, following the death of "Grandpa."



The Mailand family.



The Mailands were well-known bee keepers in Red Rock Park.



The Mailand home underwent remodelling in the 1930's.

Hodge was then employed as janitor and building maintenance man at the Newport school, where he remained until getting a job at the arsenal in New Brighton. In 1941 he began working for government contractors at various Air Force bases. He was first in Newfoundland, then Hudson's Bay and finally in the Aleutian Islands. Later he took a civil service job at Elmendorf Field in Anchorage, AK, from which he retired in 1959 to make his home in Oakland, CA.

Soon after the family's return to Newport, in 1930, Ruth Moseley was employed at Schuneman's Department Store in the housewares department. She was a staunch supporter of the Newport Methodist Church and through the years was a strong singer and leader in the choir. Her love of music permeated her life. She sang her way through all of her household chores.

Son George Bondurant Moseley, first worked at Cudahy Packing Company and later drove trucks for Murphy Transport. In 1940 he married Ruby LeJeune from Cumberland, WI. In 1941 George enlisted in the United States Army where he served in the European Theater to the end of the war. Upon his return, he had several jobs among which he was employed by the Great Western Railroad. In 1948, when rural free mail delivery was begun in Newport, George became a mail carrier out of the local post office. He retired in 1977.

George and Ruby had one child, George Wynn Moseley, born shortly after George entered the war. Ruby was

an anesthetist and although finding housing was difficult, she managed through the war years and raised her son in Newport.

Linda Moseley graduated from St. Paul Park High in 1936. In 1944, Ruth and Linda moved to Oakland, CA, to care for Mamma (pronounced "Mam Maw") Moseley in her declining years. At that time Ruth terminated her job at Schunemann's Department Store and Linda was fortunate to secure a transfer to the San Francisco office of St. Paul Fire and Marine where she worked until 1963. At that time she married Harold Duncan.

Hodge and Ruth died in Oakland, CA when they were in their 90's.



Aunt Helena Mailand with a niece and nephews.

MAILANDS OF RED ROCK, THEIR HOBBIES AND TALENTS

The CARL H. MAILANDS were among the forerunners of those who first sought to leave St. Paul for a more tranquil life in the country. They, and others like them, brought a fresh influx of vitality to the area. The Mailands were a prominent family in Red Rock and were well-known in the greater area.

Carl and Almira Mailand were the parents of four children — two daughters and two sons — all of them interested in Carl's hobby of bee keeping. Carl's interest in bees began long before he was married. He started with a few hives which in time developed into an apiary with 100 hives, and approximately 25,000 bees in each one. Then the bees were producing two to three tons of honey each year. Straining that quantity of honey must have involved all of the family, when it was being prepared for marketing.

The hives were located in an orchard east of the house at 793 21st Street and in the fall were moved to the Mailand basement, where they hibernated until spring. Even then, they occasionally strayed from the hive to sip a little sugar water the Mailands placed there for them.

Mrs. Mailand was a member of the Out-Door-Life club in St. Paul, to whom she presented a paper on the life of the bee. Her oldest daughter, Margerie, also wrote a paper on the life of the bee when she was attending the University of Minnesota.

They believed that their variety of Italian bees was gentle — and yet without apparent provocation one could be surprisingly stung.

Sometime in the 1940's the Mailands remodeled their home which was almost a half century old at the time. The architect was daughter Margerie, who had studied interior architecture at the University of Minnesota. The result was an attractive showplace at Red Rock.

Almira Mailand was a very talented person and active in many women's clubs. She was first recognized for her vocal ability, having been a member of the first sextet of the 4th district, Minnesota Federation of Woman's Clubs. She was its art chairman over 11 years. Almira was a member of the Newport Woman's Club for many years and its president in the 1922-23 season. She held a membership in the Schubert club and was its president in the St. Anthony branch in St. Paul. When her children were young she helped to organize the Newport PTA and was president for three years.

KNAUFFS, SENTINELS OF THE CITY

WILLIAM F. and BARBARA KNAUFF came to Newport in 1959 with their three children, Elizabeth, William and Robert. (Daughter Leisa and son Tom joined the family in 1968 and 1970.) Bill bought an established business from "Tex" and Willie Edwards and Dud Munger known as Edwards' Parts in August, 1959.

William F. Knauff was born in South St. Paul. His father, William O. worked in the beef-kill at Armour's Meat Packing Company for many years. Bill and his two sisters attended school in South St. Paul, but he transferred to St. Paul Vo-Tech where he graduated. He was first employed at American Hoist and Derrick in St. Paul, and later became a journeyman machinist at Northwest Airlines. In 1952, William F. Knauff married Barbara Benham Toll in St. Louis Church in St. Paul.

Barbara Benham Toll was born in Minneapolis. Her father, Frank Toll, was a foreman for Northwest Airlines at Holman Field in St. Paul. During the Second World War, Frank and Elizabeth Toll took Barbara, her sister and brother with them as they transferred around the country working at other airfields. When asked where she lived during that time she said, "I don't know, I was too small to remember." Following the war, they

returned to St. Paul where Barbara graduated from Mechanic Arts High.

In 1954, the Knauffs bought a house at 821 Fourth Street in St. Paul Park where they lived for five years. Bill and Barb were stock car racers in the 1950's. They attended a Winter Carnival event in St. Paul at which Jack Bailey emceed his popular television show, "Queen for a Day". Barb entered the competition to participate as a contestant by writing across her ticket "Stock Car Racer". She was among the finalists and during her interview said that Bill was an employee of Northwest Airlines. When asked what she would like to have if she won her reply was, "I'd like to buy a new suit for Bill." Needless to say, Bill didn't get his new suit. But that nationally televised show received many calls and one in particular came from Eastern Airlines, who thought that Northwest Airlines must be paying very low wages if Bill couldn't buy a new suit.

When the Knauffs came to Newport, along with the business they also purchased the "Tex" Edwards house at 760 Sixth Street, a small home behind Newport City Hall. With that purchase they acquired seven lots and a small shop of 1200 square feet. Ten years later, the shop was doubled in size. Gradually through the years, Bill has acquired more adjoining property until now in 1989, he owns six acres — most of which is filled with junkers. He recently leased his first garage to Cary Kissner who runs Kiss's Auto Body Shop. Today, Bill owns a sizeable piece of land on the east side of Seventh Avenue. The only exclusions

are City Hall, a home belonging to Willie Edwards next door and a section of land beyond his fence to the south, which is owned by Ashland Refinery.

Bill has always been interested in cars. He has treated his work as if it were a hobby. Before he came to Newport, he was buying old cars and selling parts while working at Northwest Airlines. In his large storage area are cars dating from the 1930's. He is the proud possessor of a 1937 LaSalle convertible with side mounts (spare tires mounted in the fenders). He rues the day when he first started business, when he made the mistake of cutting up one of the most valuable cars he has ever bought.

What about business? "We buy junk and sell antiques." The theme at Bill's is cars of all kinds, except new ones. He collects them made of glass in the form of bottles, vases, planters and just objects of interest. But he hasn't stopped with collecting cars. Tucked away in various places are many more collectibles.

Bill has always kept dogs in the storage yards to cut down on pilferage, but in spite of that some things do disappear. Not long ago, he found the tire and the wheel missing from one of his trucks. It was standing next to his house. About a week and one-half later, he found they had been returned and placed back on the truck.

In addition to selling used auto parts, there is a lot of scrap metal left. Most of that he sells to North Star Steel

in St. Paul along with flattened auto bodies.

For most of their years in Newport, Bill and Barb have attended most of the bi-weekly council meetings held in City Hall. Their interest and participation in civic affairs has far exceeded that of anyone else. They have served as sentinels of the City of Newport. They have participated in numerous community committee meetings, have been appointed to special commissions and are still involved. Published in the Wahington County Bulletin of Feb. 14, 1985, columnist Jane McClure called them the "Unsung Heroes" of Newport. She wrote: "Bill is on the Newport Public Library Board (he has served several years). Barb has been active in the Newport Elementary School Boosters and other related groups." She was a fighter when the school board threatened to remove Newport Elementary School from Newport. Bill was a member of the Newport Fire Department for 25 years when he retired in August, 1987. At that time he was first assistant to Fire Chief Bob Engen. Barb was active in the fire auxilliary and both participated in the many activities of the fire department, from the bingo booth at Pioneer Day to the Booya Festival.

The Knauff's suffered a severe fire in their home on Sept. 14th, 1988. Due to Bill's knowledge of fighting fires, they were able to save the house and are busy putting their home back together (although they lost many irreplaceable items).



Bill Knauff

Mary Knauff, Bill's mother, lives at Red Rock Manor. In December 1988, she celebrated her ninetieth birthday and to mark the occasion, Bill took her a huge cake to share the honor. He tied 90 candles together and stuck them in the middle of the cake. He lit the candles directly below a fire sensor mounted on the ceiling, not knowing it was there. Automatically a fire call was sent to the fire department and his old "buddies" responded. No fire ensued — but it was a hot day for Bill.

NEWPORT'S NOTRE DAME CONNECTION

In a house on Cedar Lane, one of Notre Dame's legendary gridiron stars spent his retirement. PAUL CASTNER, SR. died in 1986 at age 89. But in 1989, two of his Fighting Irish football records were still standing.

Castner graduated from St. Thomas Military Academy in St. Paul in 1915. He was an honor student, who played baseball and hockey. Because the Academy had no football team then, Castner played with the College of St. Thomas intramural squads.

His football kicking ability was related to Notre Dame coach Knute Rockne, and Castner entered the South Bend school in 1919 at the age of 22. Soon, he was elected president of the freshman class.

Castner learned how to play football, and became the fullback and blocking back for Notre Dame legend George Gipp. Illness took Gipp away from the team, so Castner then was tabbed as kicker and primary ball carrier.

Castner went on to three more banner years for Notre Dame. He was the initial fullback of the famed "Four Horsemen" backfield. He also won Walter Camp All-American honors as a

senior.

Football was not Castner's only sport at Notre Dame. He starred in baseball, and as a player-coach, started that school's hockey program.

After graduation, Castner turned down a Chicago Bears' contract to pitch for the White Sox. He then returned to his native St. Paul, where he was active in business. He later moved to Newport, where his home was one of many devastated by the floods of the mid-1960's.



CHESTER JONES

CHESTER JONES, son of Arthur H. Jones, was born in Newport on June 20, 1910. His family of nine lived at 621 12th Street, in the middle house of a group of three. Mrs. William Moore and her sister lived east of them at 649 12th Street. On the other side of the Jones house, at 609 12th Street, Robert Ross lived. Later, it was the home of the Varnums.

“Bob Ross called me Bimbo Pete. He had a wooden leg and he used to take me fishing,” said Chet. “He told me once not to worry about going out in a boat with him. He wouldn’t drown because, he said, ‘I’ll float upside down’. I was pretty small then but I never forgot the story.”

Chet went to the old two-room grade school in Newport. He and Denny Triplett used to haul Irene Verrier, who was crippled, to school in a wagon. Then they would carry her up the steps to the classroom.

Chet told of playing on the Newport baseball team. His brother was a pitcher, and others were Frank Fritz, Jap Berfeldt and Roland Temple. He said, “That was a good team and Jap had a stupendous record.” His hunting and fishing friends were Bud Mace, Benny Setzer, Dennis Triplett and Rene Thayer. (His brother John built the Village Hall.)

He and his brother Bill were in the Newport Brass Band. Others were

Matt and Bob Ross, his father, Otto Metzger, Rene Thayer and Orrin Ross.

Another tradition was having private “booyas”. He recalled one at Leyde’s where the baseball field was located.

While he was having all this fun, his father was supervising the Gipson Lumberyard. Those were team and wagon days when, among others, Archie McDonald and Al Smith hauled lumber.

When Chet was about 14, his family moved to Howard Lake. He graduated from high school there in 1929.

In 1937 he returned to Newport, where he got a job working at the Cudahy Packing plant. Chet said, “Old man Brandt helped me get my first job there that year.

“That was pretty nice because us kids used to swipe watermelons out of his garden,” Chet added.

He then worked for the Ramsey County Land Commissioner while he went to a school for carpentry. He has since built houses in Dakota and Washington counties. Through the years he built some houses in Newport including one at 549 12th Street and another in the 1400 block on Third Avenue.

Back in 1936 he bought a lot in the old Red Rock Camp Ground area when the land was first put up for sale. He paid \$125 for it, but he also bought a

second-hand car that year and didn't build on the lot at that time. In 1981 he built his present home there.

At one time Chet's father, A.H. Jones, was village assessor. Chet said, "Strange dogs were a problem and they got him on the leg twice!"

He talks about the wild place Red Rock was at one time as he mentioned the businesses there in the 1930's. They weren't all wild but it *was* an active

place. In the little business area were Wright's Eat Shop, Godfrey's grocery store — piled high with a lot more than groceries, the Muellers with their filling station and garage, Mrs. Randall with her little cafe (about where Newport Amoco is located now) and the Farmer's Terminal State Bank. George Mueller's display room was Jerry Weldon's beer and liquor store. Down the hill on Mississippi Street by the railroad tracks was "Bozo" Bennett's shoe repair shop in a little old shack.



The Jones children at play, with the Newport Depot in the background.

CHILDHOOD MEMORIES

As they remember . . . childhood memories of the community and its people—

It was a time when:

*A penny spent on candy went a long way at Durand's Store.

*Youthful mischief-makers overturned outhouses and dropped cherry bombs down the chimney of the old Red Rock School.

*First-hand stories of the Civil War could be heard while picking up the mail.

*A dance pavilion drew rowdy cowboys and led to a brief period of local depravity.

Today's Newport children live in a community very different than the place children enjoyed years ago. "It was a great life," recalled Edna Fordyce Marshall, "best anywhere, and I'm proud to have been part of it and to have reaped its benefits."

Born in Red Rock, Edna notes that her father, Walter Fordyce, developed a friendship with an Indian chief whose tribe lived near the sacred rock. "He told us many tales of their love for the white baby (me!), for whom they made gifts of leather, beaded tiny mocca-

sins . . . The chief made our dad an authentic peace pipe which I still have."

Later, home for Edna was at Sixth Street and Fourth Avenue, with the Leydes, Benjamins and Lulu duVerne as neighbors.

Ralph "Billy" Richardson, Jr. lived by the Mississippi River, where steamboats would tie up overnight. "One time, a big black cook invited me to have some johnny-cake. It was so good."

Big metal rings and pins were embedded in stone north of the Richardson home, where more boats used to tie up. "No one ever used it when I was young, but we imagined what it must have been like before."

Ethel Schilling Johnston lived east of the Newport School. She could walk to classes there, but recalls one year of being transported to attend the old Red Rock School.

Leslie Setzer, her parents, sister and three brothers, arrived in Newport in 1913, to move into a home near the Newport Library. She was 10 years old, and her sister Lois was two. "We came down on the Burlington Motor — the first time Lois or I had been on a train."

There was no paved highway between St. Paul and Setzers' new home. Archie McDonald, his wagon and team of horses took an entire day to bring the family's belongings.

SCHOOL DAYS

The Newport and Red Rock schools Edna, Billy, Ethel and Leslie remember were small wooden buildings. Ethel and Billy were among the children who attended classes in both schools. Both schools made way for change, with the Red Rock School closing in 1930 and the Newport School replaced with a modern brick structure.

“The old two-room schoolhouse was being used then,” Leslie said, “with two little houses in back.” Indoor plumbing was years away.

Four grades were housed in each room of Newport School when Edna attended it. The school was near the post office run by sisters, Miss Lillian Trevette and Mrs. Mary Keck. They provided penny snacks for the children at recess time.

Leslie was in fifth grade when her family moved to Newport. Her fellow pupils were Eunice Verrier, Amanda Euerle and Howard Birkholm. A roster saved from 1914 lists a total school enrollment of 54 pupils, including four of the five Setzer children. “We had double seats or desks and I was paired with Amanda.”

The community schools offered courses through the eighth grade. “In order to graduate from eighth grade, pupils were required to pass state exams,” said Leslie. “If you passed, you no longer had to study that subject in the higher grade.”

Leslie recalls passing history in the fifth grade and jokes, “Smart child, wasn’t I?”

Footpaths made by children en route to class crossed the town. “One of my clearest memories is of walking to the old elementary school — through the wire and across Mr. Siegert’s cow pasture,” recalled Billy. That shortcut is now Pioneer Park.

Construction of the new brick school in 1929 was a big event. Billy recalls taking “great interest” in the excavation, which was done entirely with two horse-teams and drag buckets.

Construction of the school also meant a shift in classroom locations. “We (my class) went to the Village Hall for one year, then to the little red schoolhouse in Red Rock for a year,” Billy said. “At that time, it was the last building on the right up the street from the Farmers Terminal Bank.”

That school was the scene of one of Billy’s remembered pranks. “We dropped cherry bombs down the chimney one time when the coal stove was going.” This caused lots of trouble, and made Miss Spencer, the teacher, very angry.

Billy harbors another memory of those school days. “Bobby Scofield always had squirrel sandwiches in those days, and his aunt had a squirrel coat.”

AROUND TOWN

The children of yesterday’s New-

port lived in a community where everyone seemed to know everyone else. Kindly neighbors, active businesspeople and colorful characters stood out. The only danger Edna remembered is when the gypsy caravan made its annual trek through town. Then, children were ordered to stay inside their homes.

Long-gone places are still special. The place to hear the men tell tall tales, according to Ethel, was at Schabacker's hardware shop. Another pleasure was that of watching horses shod at Gotz's blacksmith shop, or riding boats after her father repaired them for George Taylor and Frank Marko. Repairs by father Bert Schilling would always mean a ride on Mr. Goode's ferryboat, too.

Hanging around the railroad switching tower behind Gipson's Lumberyard was a fun pastime for Billy. Watching the switchmen throw the big levers was exciting. "We also were always interested in the torpedoes they strapped to the train tracks, to warn the engineer of trouble ahead."

Billy also harbors vivid memories of local residents. Mr. duVerne, a Civil War veteran who lived near the Methodist Church, had a small barn full of war mementos. He gave the boy a powder pouch and a cow's horn bugle with stickers on it.

Another man is recalled for emotional problems. His use of a butcher knife to peel off wallpaper was a topic of local gossip. A third drove one of the last horse-drawn rigs in town. "He had a

team of black ponies and a four-wheeled buggy for transportation," said Billy. "He wasn't a nice person, black hat and whip for the ponies."

Mr. Siegert and his farm animals are also remembered by Billy. "He was a busy farmer until he died. Those were the days when cancer was treated, by some people, by eating crushed eggshells."

Another memory of the Siegert farm: "They had a big butchering day one year — I think that was the last of the hog-raising. We couldn't go over and watch, however."

Albert and Harry Durand's Store figures prominently in many memories. The old Civil War veterans and "Grandpa" Walter Stacy, gathered at the store to await the mail, said Leslie. They often told stories from the past.

Most of Ethel's family's grocery shopping was done at Durand's Store. "If I was sent for something special, I would get a penny. (And a penny went a long way for candy.)"

"When Al Durand's brother came to town and took over the store," Billy said, "a lot of things changed." He was from Chicago, the "big, bad city", and was the first "city slicker" Billy had ever seen.

The new storekeeper took all of the Indianhead pennies spent at Durand's, which ended Billy's own collection. He also worked with land

developers, with his own home and others built north of 12th Street. That led to development in what had been a woods and hiking area for local youngsters.

Not everything used in the homes of Newport came from Durand's Store. Families were known for the goods they provided, Edna said. The Bemis family sold fresh chicken, and Mrs. Dobie made fresh cottage cheese, sugar cookies and beautifully sewn items. The Sheas provided fresh milk.

"Mrs. Marie Brown — Brownie — baked such good things, and each week her little son Donald would pull his coaster wagon filled with loaves of fresh bread and the best doughnuts ever!" said Edna. "He'd go from house to house selling the goodies and we loved it!"

Another treat came when the iceman from McNerney's in St. Paul Park came around, delivering ice for the icebox. Ethel recalls always getting a chip of ice to chew on.

"I can still almost hear the harsh call of the rag picker for 'rags and old iron' as he prodded his poor, sagging horse up and down the streets," said Edna.

CHILDHOOD CHORES

Even the smallest children had tasks to do in yesterday's households. Ethel recalls pumping water from the pump in her family's yard, to fill the wash boiler on wash day.

And after McNerney's and Gipson Lumber would deliver a supply of fuel, she and sister Phyllis hauled the coal up in buckets to fill the stove.

Working for others was one way children could earn a few pennies, or help out a neighbor. Ethel helped Mike Mueller put out the *Community Life* newspaper, learning to set type and do page makeup. She also toiled for Fritz's, Madison's and Frieboldt's, weeding and picking strawberries and raspberries.

Leslie took care of the McNamera boys, Clifford and Johnny, who lived in the old Silvis store building on Sixth Street. Johnny had to take big spoonfuls of cod liver oil, which Leslie gave him. "I couldn't stand the stuff but he could hardly wait for it, and he licked the spoon clean."

Billy sometimes took care of chickens and cut the grass for "Auntie" Verrier. "One time she gave me 25 cents for mowing her lawn and I bought one quart of hand-packed ice cream, vanilla, from Al Durand," he said. "Almost got sick eating it all."

He also cut the grass at the "new" school for a couple of summers. When he cut grass and pruned shrubs for Mrs. Parker, Billy got to hear the story of prominent Newport resident Charles Parker's return from the Civil War. He "came home from the Civil War walking across the meadow, coming up from the steamboat landing at the foot of Main Street near our house. No advance notice

— just walked in. I loved that story.”

FUN TIMES

The Mississippi River and its backwaters, Fritz’s Lake, the woods and hills, the Newport Library and Methodist Church, and school and community events provided the entertainment for children in years past.

New-fangled fun was entering homes of Newport. “Dad always made our own radios,” said Billy. He’d use test tubes with batteries in the basement over the coal bin for power. The Richardsons had a crystal set, and then a “super heterodyne with two pairs of headsets so friends could listen in.” He recalls the Dempsey — or was it the Tunney? — boxing match, with Hodge Mosely and others all trying to listen in.

Organized groups also entertained youths. Newport had both Girl Scouts and Boy Scouts. A Sea Scout troop was led by Mr. Frank Marko, with Billy as assistant. “We made a wooden (large) row boat in George Taylor’s shop. It took forever to build because Marko was so fussy over details. I think half the troop lost interest during that period.”

The Newport Village Hall housed the annual minstrel show. Edna’s sister Ginnie taught tap and acrobatic dance classes. Edna provided music on the piano.

Ethel remembers riding the horses at McCue’s Riding Academy. The academy didn’t last long, Billy said. He

recalled the academy had a “large barn and crazy horses”.

In the winter, sleigh rides, skiing and tobogganing on the hills of Newport was also fun. After one child was injured, Ethel said that Ralph Knight built a ski slide in his yard and the Schilling’s yard. “We could go from one end of the block to the other.”

The old mill pond was a skating party site, said Edna. Billy still wonders how the pond was formed. “It was so large, but no water really flowed into it — just a little runoff.”

He had a close call of his own at another area near the river, in a spring hole. Billy and other youths were skinny-dipping at the spring, which was near a pasture Cudahy’s used for cattle. “A group of steers came running down the path toward me. I jumped in — couldn’t swim.” Don Peterson, an older neighbor, rescued Billy. (Sadly, Donald was killed years later when a tractor-trailer he was driving jack-knifed.)

One other place Billy and other boys loved to visit was the local dump. “The treasures one could find in Verriers’ dump never ceased to amaze me as a boy,” he said. “Old pinch spectacles, etc.”

CATTLE, COWBOYS CAUSED EXCITEMENT

One of the community’s liveliest places was a dance pavilion, which stood at the corner of Fourth Avenue and

Seventh Street. Many older community residents may recall Newport School graduations held on the pavilion, which was decorated with flowers for such special occasions. (Its site is now across from the west end of the Newport Ele-

mentary School playground.)

A large, square wooden platform was reached by climbing steps. "It was an outdoor thing," Edna recalls, "but it drew crowds — I think on Saturday nights mostly."



Clowning around in front of the Newport Grade School is a childhood memory. Jean Olinger McCarthy balances the ball on her head.



These boys at play in the 1940's are Jim Haugen, P.G. Schock and Alex Purvis.



This "wagon train" provided Stanley and Chester Noltimier and passenger Alice Thompson with lots of fun.

She and sister Ginnie were too young to go, but they could hear the band music from their house. "It was for the older people — mostly over teenage." Ginnie does remember going to the pavilion the morning after dances, and finding money on the ground beneath the structure.

Alas, the dances became too rowdy. "Cowboys" from the area stockyards came with their beer and cigarettes, sneaking beneath the pavilion for illicit activity. "It didn't last long and it was not anything to be proud of," said Edna.

The stockyards and slaughterhouses also provided a different type of excitement from time to time. Sometimes, a train full of livestock would derail, sending cows and pigs roaming the village.

Herds of cattle en route to South St. Paul also kicked up plenty of dust, mooing noisily past the Fordyce house.

One day, the cattle provided a close call for little Irene Verrier. The tiny girl was walking slowly up Sixth Street, aided by her crutches. Ginnie saw the girl, then saw a large herd of cattle headed that way.

"Ginnie held her breath, and she didn't have time to think of a way in which she could protect Irene," Edna said. "By then, they met, the cattle parted and went on each side of her, and all went well! Ginnie never forgot it."

But the Fordyce family's most-

remembered calamity was when their home was flooded. They were the first in Newport to have running water, with a windmill-powered well. When the wind blew, a tank in the attic was filled with water.

One day, they left the house without shutting off the windmill. "On arriving back home and, as usual, through the front door, we entered the house through a veritable downpour!" All three floors of the home were flooded, making it necessary to repaint and repaper the walls.

"Never again was the windmill neglected — but it did figure in a mischief night when all the townfolk were attending a program at the Methodist church," Edna continued. Older, fun-loving mischief makers were then free to disrupt the town completely.

The Fordyces found a coaster wagon implanted securely at the top of their windmill, on the fan. An old buggy also found its way onto the top of the jail, and outhouses were overturned. It took the menfolk days to have the town livable again.

A house fire ranks as one of Billy's most exciting childhood memories. "The volunteer fire department of St. Paul Park came and began chopping holes in the roof," he said. The firemen also carried out pieces of furniture — which the homeowner threw back in through the bay window as fast as he could, until the firemen caught onto what he was doing.

SALUTING THE BENEFACTORS

The unusually large number of 61 donors listed below reflect the generosity which has always prevailed in Newport. Their contributions to the work of the Newport Centennial Committee and the production of this book are hereby saluted.

CENTENNIAL DONATIONS - 1989

A & W Drive In
American Legion Post 98
Ashland Petroleum

Bailey Nurseries
Bartl John Trustworthy Hardware
Bauer Enterprises
Bill's Auto Parts
Black Hawk Motel
Boyd's Motel

Carpet Values
City of Newport
Cloverleaf Liquor

Dahlen Transport
Danberg, Margaret

Eagle Sanitation

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Gopher Disposal

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Johnson Retirement Home

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Lock Shop (The)
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M-B Tire Co., Inc.
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North Pole Restaurant

Overnite Express

Park-Port Lioness Club

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Transport Corporation of America

Warehouse Sales Company
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Westlund Provisions
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THE WHITE HOUSE

WASHINGTON

June 26, 1989

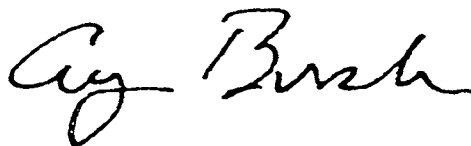
To the Citizens of Newport, Minnesota:

You have my warmest congratulations as you celebrate your 100th anniversary.

As you well know, Newport is more than a collection of buildings, it is more than a place on the map. From its earliest days, it has nurtured the lives and accomplishments of countless individuals -- individuals united through the years by a common love for the place they call home. That deep sense of community, of responsibility toward one's neighbor and the common good, resonates through all cities and towns across America. It is one of our nation's greatest strengths.

This milestone gives you a splendid opportunity to reaffirm that community spirit, taking just pride in the past and rededicating yourselves to the promise of a bright future.

Barbara and I send you best wishes for a joyous celebration. God bless you.



Office of the Mayor

Newport, Minnesota

Proclamation

Newport Centennial Day - July 9, 1989

Whereas, The Village of Newport was founded on July 9, 1889, by courageous and dedicated citizens of this area, and,

Whereas, In the words of the first president of the Newport Village Council, H.C. James: "Newport had its inception in that best promoter and protector of American institutions, the Spirit of Independence and Intolerance of Oppression," and,

Whereas, Newport is the citizens of our special city, and,

Whereas, Newport is proud of its heritage and is thankful of the contributions by its citizens during the past 100 years.

Now, Therefore, We, Gerald Fritsch, Mayor; Jeffrey Anderson, Jeffrey Burgoyne, Timothy Geraghty, and Thomas Ingemann, Councilmen; do hereby proclaim, "Today, July 9, 1989, as Newport Centennial Day."

In witness whereof I have hereunto set my hand and caused the seal of this city to be affixed.

Mayor *Gerald Fritsch*

Date *July 9, 1989*



Proclamation

WHEREAS: The City of Newport, Minnesota was first settled in 1837; and

WHEREAS: It is believed to be the second oldest community in the state established on the Mississippi River; and

WHEREAS: Its citizens assisted in petitioning Congress to establish a territory called Minnesota in 1849; and

WHEREAS: Newport Township organized within Washington County when Minnesota became a state in 1858; and

WHEREAS: On July 9, 1889, the incorporation of Newport was announced;

NOW, THEREFORE, I, Rudy Perpich, Governor of the State of Minnesota, do hereby proclaim July 9, 1989 to be

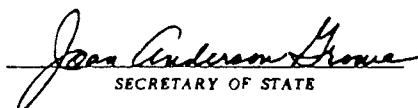
NEWPORT CENTENNIAL DAY

In Minnesota in honor of the 100th anniversary of the city's incorporation.

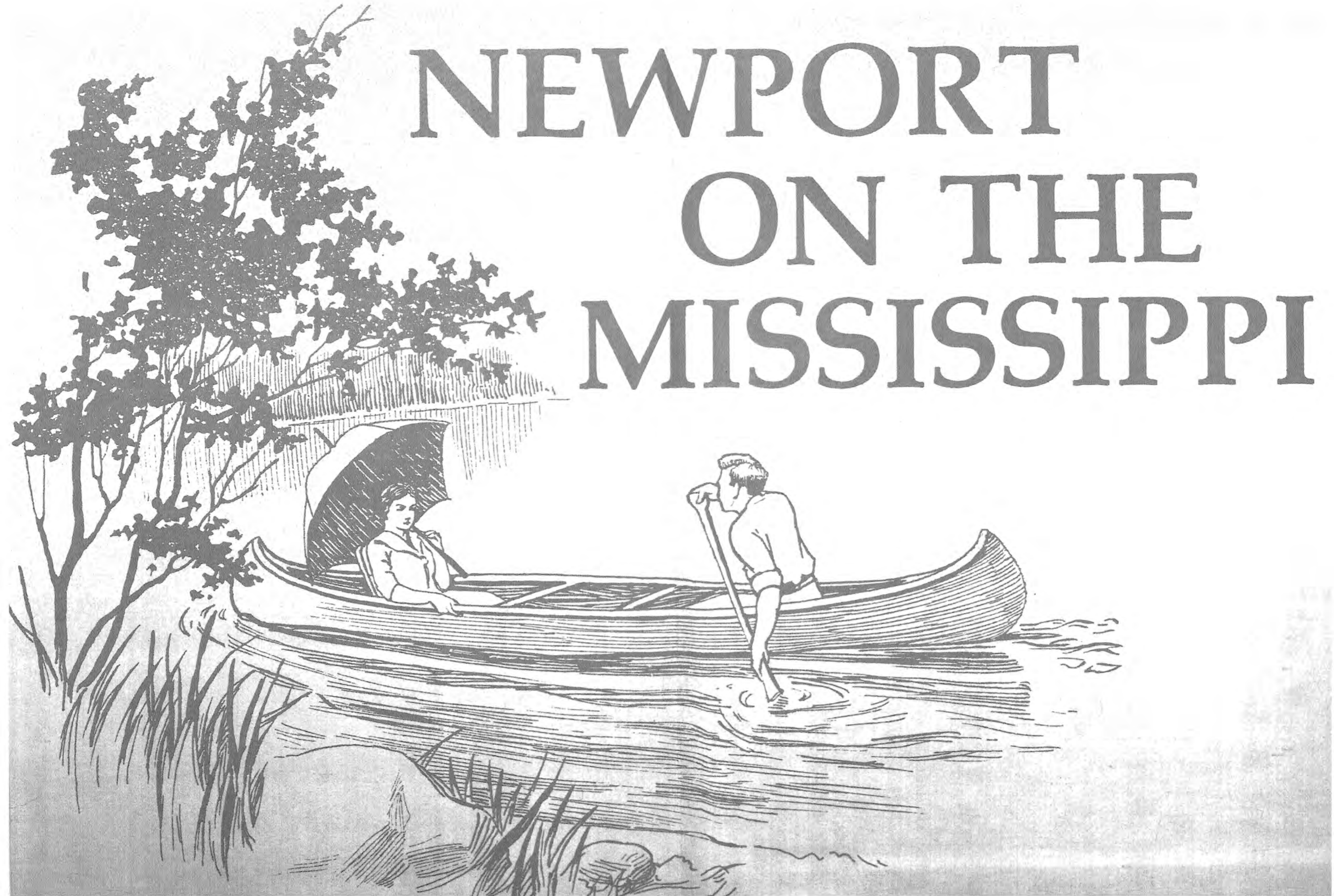
IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Minnesota to be affixed at the State Capitol this fifteenth day of June in the year of our Lord one thousand nine hundred and eighty-nine, and of the State the one hundred thirty-first.




GOVERNOR


SECRETARY OF STATE

NEWPORT ON THE MISSISSIPPI



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