



Volume 93 November 2018  
9030 Forestview Lane N. Maple Grove, MN 55369 763-494-5983 Open 2nd Sunday of the month 1-4 pm

**Maple Grove Historical Preservation Society**  
**OFFICERS**  
**President: Al Madsen**  
**Vice President: Caroline Schaefer**  
**Secretary: Joyce Deane**  
**Treasurer: Patty Reuter**  
**Newsletter Editor: Pat Ruffing**  
**Web page designer: Steve Briggs**  
<http://www.maplegrovmnhistory.org>

**Purpose:**  
**To collect and preserve information and artifacts and to educate the community of the history of Maple Grove, MN.**



**REGULAR** **EVENTS**

- ◆ **Open House:** The Maple Grove History Museum hosts an open house on the second Sunday of every month from 1:00 p.m. - 4:00 p.m.
- ◆ **Monthly Meeting:** The third Thursday of every month at 7:00 p.m. at the History Museum. Anyone with an interest in history is welcome to join us!
- ◆ **Quarterly Newsletter:**
- ◆ **May , Aug., and Nov., 2019 issues subjects t.b.d.**

**Needed: articles for Feb. 2019- in honor of Women's Suffrage Movement of 1919. Maple Grove women**

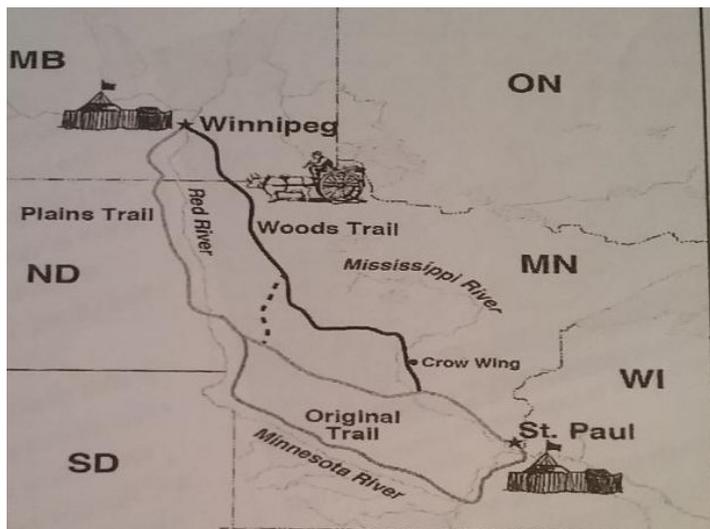
- ◆ **Ox Cart site and territorial downtown Maple Grove**  
15310 Territorial Rd (0.7 mi. w. of Fernbrook Lane
- ◆ **Pierre Bottineau House Elm Creek Park Reserve:**  
12400 James Deane Parkway, Maple Grove, MN.
- ◆ **4 history display cases at M.G. Government Center**  
12800 Arbor Lakes Pkwy N. Maple Grove, MN.

**Thursday, December 20th 6:00 p.m.**  
**At the History Center**



**Sign up at November meeting to bring food**

## Red River Ox Cart Trails



Pierre Bottineau's early years were in Pembina. In 1834 he helped bring the mail to Fort Snelling via ox cart. In 1840, he brought his family to the St. Paul area, then the St. Anthony area. He operated Mackinaw Boats for the American Fur Trading Co. up the Mississippi to Sauk Rapids and Fort Ripley. In 1849, he founded a trading post in Elk River. He was the road supervisor for St. Anthony in 1850, and finally he was able to stake out a claim by preemption and settled near Osseo in 1852. He was famous as a hunting guide and accompanied Governor Ramsey on Indian Treaty Missions. Governor Isaac Stevens chose him for a Pacific Railroad expedition.



### The Railroad in Maple Grove

From an article in May 2003 No 16 MGHPs newsletter By Jim Weber .

"Persons who have lived in Maple Grove for many years remember the old timers telling of the homesteaders walking into the Big Woods carrying their belongings . There were accounts of people coming by ox cart to the creek and building a raft to move their supplies up stream to their claim. In 1855, the road which became Territorial Road was passable from Osseo to section 4 in Maple Grove. From there persons entering the woods followed ax marks on the trees. It was impossible to get a cart or wagon through the dense forest that covered northern Hennepin County.

## Sawmills and Roads

from Osseo City website

"Utilizing the natural resources of the neighboring Maple Grove area, namely trees, a wood market was established by Sampson in 1855. Cord wood was cut, cured for a season, and then sold to Minneapolis merchants. It was common to handle up to one hundred cords per day during the wood season. Teamsters hauled the cord wood over the rough trails to the big city. "

"Some of the area was prairie, but to the northwest where were many trees, this being known as the "Big Woods"...

There were no roads, but as more families came, trails on the prairie and through the "Big Woods" became a reality. One of the trails eventually led all the way from St. Paul to St. Cloud, known to many as the Territorial Road. One very important use for this trail was to carry mail from St. Paul to the outlying settlements - on "foot" - even though St. Cloud was 70 miles away. On warm days it was not uncommon to see the children walking along barefoot carrying their "store-bought" shoes, to be put on just before entering the church or school."

## Role of Flour Mills in the Area

Minneapolis became known as the "Flour Milling Capital of the World" in 1880. Two Minneapolis businessmen built the Lincoln Flouring Mill in Anoka, Minn. The Lincoln Mill became one the largest country flour mills in the state. From the 1860s to the 1880s, Anoka and neighboring areas were in search of new industries to replace the dying lumber industry. Two of Anoka's flour men were William D. Hale and William D. Washburn, brother of General Mills founder and Wisconsin governor Cadwallader Colden (C.C.) Washburn.

In 1880, Hale and William D. Washburn built a large, state-of-the-art mill on the Rum River in Anoka. They called it the Lincoln Flouring Mill, named after Abraham Lincoln... The Lincoln Mill was not the first mill in Anoka, but it was the largest, with a capacity of 600 to 700 barrels of flour per day...A great fire swept through Anoka in 1884, and the Lincoln Mill was destroyed along with most of the town's industrial area. The mill was rebuilt immediately with an increased capacity of 1,600 barrels of flour per day. It opened in time for the 1885 wheat season. From Mnopedia

**When Horses Ruled City Streets** was an article in Minneapolis Tribune on Feb 13, 2016 by Joel Hoekstra

His theme: Self driving cars will change history but not as radically as cars did replacing horses a century ago. There were liverys and blacksmith shops. In Minneapolis and St Paul, one could see high windows on carriage houses, from which stallions peered and porte-cochere tall enough for top hatted drivers perched on spring cushioned carriages. There were hitching posts, watering troughs and mounting blocks.

Horses moved people and goods. They pulled carriages, buggies, plows, wagons, sleighs, cutters, road graders, sprinklers, fire trucks, paddy wagons, hearses, and even trollies in Minneapolis until steam-powered streetcars arrived in 1879.

Horses were ... "difficult to dislodge when they suddenly died in the middle of the street". Street sweepers picked up manure, and put straw down to soak up urine. Harold Boyce wrote in a 1908 magazine article, arguing that "a ban on horses in American cities would lessen pollution and stem disease" ....cars were the cure!

An article in the Journal likened Hennepin and Nicollet Avenues to "a country town on a Saturday afternoon" with standing teams and autos lined the street.

"The horse is out of the barn!" We are await the changes the driverless car will bring to our streets.



Ad in Osseo Review in early 1900's

**Over 100 Years Along Territorial Road in Maple Grove**

Territorial Road in Maple Grove will soon lose the country road appeal as the city housing developments are erasing the quiet wooded landscape near Rush Creek. Jim Weber in his book "Will the Chickens be with Grandma" describes his family history along Territorial Road.

The Weber's farm, along Territorial Road, which was the "Downtown Maple Grove" of the past, not like the current burgeoning Arbor Lakes and now Maple Grove Parkway areas. Territorial Road was a path in the "Big Woods" and on the Ox Cart Trail, before Minnesota became a State. It became, stage coach route and the railroad ran nearby.

People on foot, in buggies with horses, and later in cars would travel from Minneapolis to Northwestern Minnesota on this road.

James in his book pp. 55-56 talks about the game he and his brother Edward played of "Counting Cars" going by our house one Sunday afternoon in 1935 along our now well-

oiled gravel highway-Territorial Road- they counted 38 cars- first car was Jim's, second car Edward's from flivvers to Model A's- whoever had the "best cars" in their countwon.

Along Territorial Road, was the English Methodist Church, and cemetery, a blacksmith shop and two general stores. The cheese factory and creamery were already closed. District 42 was the local school. Anoka and Osseo were the booming business "metropolises" where most of the shopping was done!

James on p.14. of the book explains that the Weber farm was originally the 1855 homestead of Joseph Hopkins Briggs. His Dad bought 15 acres and the buildings in 1920. When his older sister was going off to college,( p.180) James' recalls that his Dad drove his sister to St Theresa's College in Winona. They packed the car with everything she needed for 9 months. Dad put a board on the hitch of the car and the "Leviathan" trunk slid into the trunk of the car but rested on the hitch board and was strapped securely for the ride to Winona! (Leviathan was the name of the ship his Dad sailed to France on in WWI and that is what he called his trunk) A rope, strung across the back seat of the car, hung full of clothes. Her hats on the seat! A lunch and a thermos for coffee were readied for the trip-down Territorial Road to southeastern Minnesota. For over 100 years, the Webers and their neighbors, lived, walked and drove down Territorial Road.



Wm. Cook Family in 1914



This car was on the 1st carload of Fords delivered to Kilmers

## “Next Stop Maple Grove”

By Lillian Weber Havel in May 2003 issue

I was the last passenger to get off the train at the Maple Grove depot. It was about 1944 and I was a young woman working in Minneapolis. I wanted to go home for a couple of weeks vacation, but my father wasn't able to meet me in Minneapolis. So I had no way to get home to Maple Grove. Then I thought of the train. I had taken it home to Maple Grove in 1937, when I was a high school student at St. Benedict's Academy in St. Joseph. The train hadn't stopped in Maple Grove since then, but I thought it was worth trying. I called the Minneapolis Depot and they assured me that if someone wanted to get off the train in Maple Grove they would stop there.

I bought my ticket and got on the train. It was a “local” with one of the earlier “square nosed” diesel engines. To begin with, I was a little worried about their stopping the train, but after we left Osseo, the conductor started walking up and down the aisle announcing, ‘Maple Grove, next stop!’ Just as if we were approaching a large city. When the train slowed for the stop, I heard one of the other passengers say, “What are we stopping HERE for?” It had been a pleasant, comfortable ride and I was sorry to see it come to an end. I got off the train and spent a few minutes standing on the platform looking at the old, neglected depot that had served as temporary shelter to many hoboes during the depression years. Then, I picked up my heavy suitcase and walked home.



Osseo Review ad



Lawrence Grambart's family shipped their milk to Minneapolis from Maple Grove.

Bill Curtis sheep farm 1920's, SO. of Osseo and west of Hwy 169 would get 10,000 sheep from Montana on the train to Anoka. They would move like a carpet though Osseo to their home. MG Newsletter Summer 2002

**THE "SOO" LINE**  
ANNOUNCES  
**Improved Service**  
MARCH 4th, 1906.

<b>Pacific Coast Express</b> L.S. No. 897 DAILY No. 898 At 9:25 a.m. ST. PAUL 6:00 p.m. 9:45 a.m. MINNEAPOLIS 6:00 p.m. Trains will not stop east of Hanksville in either direction, except at St. Havens, Greenwood and Fairmont.	<b>Canada Express</b> L.S. No. 897 DAILY No. 898 At 9:25 a.m. ST. PAUL 6:00 a.m. 9:45 p.m. MINNEAPOLIS 6:00 a.m. These trains stop at points of connection and are subject to the same regulations as the other lines of the Soo Line.	<b>DAKOTA EXPRESS</b> EX-SUNDAY No. 894 Leave 7:35 a.m. ST. PAUL 6:45 p.m. 8:00 a.m. MINNEAPOLIS 6:15 p.m. These trains will make fast time and give first-class service to Huron and intermediate points.
<b>\$6.00</b> <b>SETTLERS' RATES</b> Travelers to <b>March and April</b> Minnesota and Dakotas	<b>\$25.00</b> Pacific Coast <b>\$22.50</b> Kootenay Every Day To April 25th, 1906. Low Rates to Canadian Northwest Travelers to March and April, 1906.	<b>Homeseekers' Rates</b> Wisconsin Michigan Every Tuesday. Get a Home in the Clover Belt.

AD IN St Paul Globe in 1895

## The Railroad in Maple Grove

The St. Paul, Minneapolis and Manitoba Railroad was complete from Minneapolis through Maple Grove in 1881, and reached St. Cloud in 1882. The Great Northern Railroad was formed from this road and four additional small roads in 1890.

The first Maple Grove station was located in Dayton Township at the intersection of Territorial Road and the railroad. This was also called Maple Grove Crossing.

We do not know for sure why this area was abandoned as a business center and relocated to the intersection of Territorial Road and Ranchview Lane. It was probably because of the church and school. Construction of the Rush Creek Methodist Church was started in 1880 and completed several years later...

The combination passenger and freight depot was built in 1909, at the intersection of the railroad and Ranchview Lane. It was located on the southwest corner of the intersection. The depot was 12 by 34 feet in size and of wooden frame construction. The passenger waiting room was on the east end. The room was about 12 by 20 feet, and the inside was covered with wooden wainscoting. The room was heated with a large cast iron wood and coal burning stove.

There was a freight house built on the northwest corner of the intersection, along the sidetrack that was located on the north side of the main track.... The freight house was no longer used in 1925 . It was purchased by Arnold Emholtz. It was moved to Osseo and became the Osseo Feed Mill. Jim Weber

## The Locomotive Explosion

"On January 23, 1943, a Saturday morning, Minnesota had been in the grasp of a long spell of below zero weather. It was 6:30 AM when a Great Northern freight train was making its way through the arctic cold, nearing the end of the run to Minneapolis, MN. The engineer blew the whistle for a small gravel road crossing called Maple Grove.

This was only a short distance from our house and barn. In the barn near the crossing you could see the result of the below zero night. Each nail had a puff of frost on its head. Mom and Dad had finished milking the cows and were putting the hay in the manger for the cows morning feeding. They remarked that the train was unusually noisy. This can happen during extremely cold weather. The cold air is dense and carries sound better than warm air. Also, as the ground freezes deeper it carries sound and vibration better than unfrozen ground. No one knew of the disaster that would happen three to five minutes later.

In the locomotive, the engineer and fireman know that morning was near. They could see the lights in the houses and barns where farmers were doing the morning milking and associated chores. They had left their families around midnight for a usual run to Minneapolis from St Cloud, they would return on a run later in the day. It was a comfort to know that their kids were warm and sleeping on such a cold morning.

The last cars of the train passed as Mom and Dad left the barn. They were walking to the house to make a pot of hot coffee for breakfast, when they heard a terrific explosion They knew that it had to be the locomotive exploding....

The locomotive had exploded where Hemlock Lane now T's off of County Road 81. There was little left of the locomotive. Several freight cars were wrecked and piled upon each other. The crew had died in the explosion. Jim Weber pp.258-259 of Will the Chicken Be With Grandma.



Maple Grove Snowplow 1939

## History of County Rd. 81

"CR 81, between the Robbinsdale and Minneapolis border and present-day US 169 in Brooklyn Park, was constructed between the late 1940s and 1950s. Until I-94 and I-494 were built, CR 81 served as the principal route between Minneapolis and points northwest.

Formerly a trunk highway supervised by the state and known as US 52, US 169, MN 101, MN 152, and MN 218 in various segments at various times, the state turned over management of the roadway to Hennepin County in 1988 and it was renumbered to CR 81.

The portion of CR 81 from Rogers to Robbinsdale was recently signed as Bottineau Boulevard, named after historic frontiersman Pierre Bottineau. The portion of CR 81 in North Minneapolis is still signed as West Broadway."

From Wikipedia



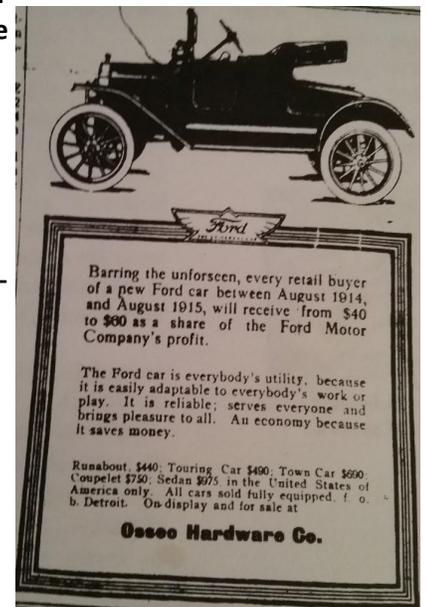
The Bottineau LRT (Metro Blue Line Extension) is a proposed light rail line extension in the Minneapolis – Saint Paul Metro area, projected to run northwest from downtown Minneapolis along County Road 81 to Brooklyn Park.

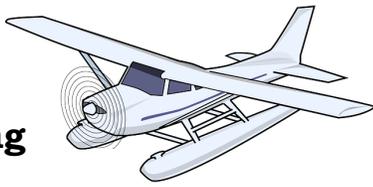
**The Jefferson Highway**, established in 1915 by Good Roads movement, was named for President Thomas Jefferson . We still see the Highway sign near Osseo.

The Jefferson inspired businesses along its route, such as cafes and garages, to reference the road in their names. The Jefferson Highway Transportation Company, operated throughout Minnesota and Iowa along the route of the highway. Established in 1920; by 1925 it was acquired by the Zelle family, which continued to operate it as the Jefferson Lines.

In 1926, the Jefferson Highway became a series of federal, state, and county roads and city streets.

Resources Wikipedia and Ahlgren, Carol. "Jefferson Highway." MNopedia, Minnesota Historical Society. <http://www.mnopedia.org/thing/jefferson-highway>





## A Soft Landing

by Emily Koehler Amann

It was late spring or early fall of “43”, the day our DeLaval milker was installed. The days of milking by hand (except of stripping) were over. The men were in the barn and I was done with my chores so I went outside. Above the pasture to the east was a small airplane flying very low. The engine was sputtering as it came even lower. The plane was a seaplane, so the pilot was hoping to make it to Weaver Lake., but he knew he couldn’t clear the power lines along what is now 89<sup>th</sup> Ave. N. He had no choice but to land in Louis Bredenberg’s manure pile in the field between the farm buildings and Weaver Lake School. A soft landing.

The plane was undamaged but I can’t say the same for the pilot’s ego.

The following day during recess we persuaded our teacher, Mrs. Schroeder, to walk over to the plane...for a closer look.

## Ray Arnold Bush Pilot and Mailman

Ray Arnold grew up in the big green four-square house at the end of Fish Lake Road (where the senior housing is now located.) He graduated from Osseo High School in 1955. He went on to become a bush pilot in Idaho and that is where his story begins...

Here is some of Ray Arnold’s story from looking him up online. He is very easy to find!!!!

“The U.S. Postal Service contracts with Arnold Aviation to deliver to U.S. Forest Service outposts and some two dozen ranches in the Frank Church–River south-central Idaho. Postal service has had contractors since before the stagecoach days. A mail pilot survives on what the postal service pays him and by also carrying passengers, cargo, and weekly deliveries.

The Idaho route is run by the U.S. Postal Service who has a universal service obligation to cover the nation, ensuring a minimal level of postal services at affordable prices. Arnold Aviation delivers mail twice a week—once a week in the winter—to ranches scattered across more than two million acres of primitive wilderness, and no vehicles can be driven on it.”

Read more at <https://www.airspacemag.com/flight-today/air-mail-pilots-in-remote-idaho-180964754/#fBQvrH6feRsSYLwd.99>

Ray Arnold has been pilot and mailman over the same route including vast expanse of snowcapped mountains, endless evergreens, beautiful emptiness and remote ranches. Same Ray up there above it all, in keeping with “the very core of that remaining pioneer Western ethic that exists out here.”

One story that seems to show what Ray Arnold has meant to the backcountry. It was in the winter, before the advent of Life-Flight, and a call comes in that a snowmobiler had missed a curve, flew through the air 60 feet, hit a tree and crashed.

"So we took off with one EMT, and headed to Yellow Pine. We were at the Yellow Pine airstrip before the ambulance. They moved him several miles by snowmobile and they got him there. It was close to 10 o'clock at night before we could get him ready to move. I went out in front of the airplane, shut my eyes, trying to get accustomed to the dark."

"And then I had two snowmobilers go down to the end of the runway and the rest of them spread themselves out over the road going to Yellow Pine. My theory was, if I stayed above those lights which were on the road, I'd be clear of the mountain. So we took off that way, and I brought him back to Cascade, and they took him down to Boise."

"The next day I get a phone call from the FAA and they told me, 'don't you know that under Part 135 for Operation at Night you have to work off of a lighted field?' I said, 'Yeah, but why don't you go and explain that to the guy who's in the hospital, who the doctor said would have died that night if we hadn't gotten him out.'"

Flying Idaho from public television.



Eldon Tessman donated his buggy to the Museum – volunteers putting it back together for display

## From Our Archives

Notice the development of the roads through and around the Gravel Mining Area  
Now downtown Maple Grove!!!

Minnesota State Highway 610 (MN 610) is an east-west freeway in the Twin Cities The freeway connects Interstate 94 (I-94), County Road 81 (CR 81) and CR 130 in northern Hennepin County .



County Road 18 was a former county route that ran from the Bloomington Ferry Bridge northbound to Osseo. It was renumbered in 1988 as part of the new alignment of U.S. Highway 169 in the Minneapolis area. U.S. 169 was rerouted along the former route of County 18

County Road 109 is 85th Avenue North from State Highway 252 (MN 252) in Brooklyn Park to Zachary Lane in Maple Grove, then Weaver Lake Road from Zachary Lane to Interstate 94 in Maple Grove.





## Osseo Rod and Gun Club/ Osseo Conservation Club

Born 1934

Passed Away 2018

The final order of business was to file dissolution Papers at the last meeting of the Osseo Conservation Club August 21, 2018. In so doing, the organization ceased to exist. The Osseo Rod and Gun Club was formed in 1934 and became the first affiliate of the Minnesota Conservation Federation.

In 1968 the name of the organization was changed to the Osseo Conservation Club to more accurately define the purpose of the club. In the beginning the club had a limit of 200 members. There was a waiting list of people wanting to join the club. At the final meeting all six remaining members attended the last meeting.

Over the decades the Club has been recognized many times for their successful projects in the area of Conservation of our Natural Resources. The farmers that formed the original "Rod and Gun Club" were true conservationists. Back when Maple Grove was known as Rural Route 2, Osseo, all one had to do was drive around the fields at harvest time and see the rows of standing corn left by the farmers to help wildlife make it through the winter.

Times have changed and so has Maple Grove. No longer do farms dot the countryside. Corn, oats and alfalfa fields have given way to housing developments. One day a long time ago I was sitting outside of the Gilbert and Bill Koehler farm talking with Bill Koehler. Different birds were singing. Bill would quiz me and ask if I could identify the bird. A short time later we heard the sound of heavy equipment to our east. Bill asked me if I could tell him what that sound was. I wasn't sure what it was so Bill helped me. He said, they call that progress. He was right. Goodbye Osseo Rod and Gun only six old survivors will remember you. Rest in peace old friends.

Submitted by Jim Sable as a paid advertisement in the Thru Sept 6, Press News for MG and Osseo.



**Renew your Membership in January**  
— Sign up your neighbors and



MAPLE GROVE HISTORICAL  
PRESERVATION SOCIETY  
P.O. Box 1180  
Maple Grove, MN 55311

### MEMBERSHIP FORM (Renewable each January)

Annual Membership: (tax deductible)  
\$15 Individual/Senior  
\$30 Family  
\$100 Supporting Member

I am interested in helping with:  
 Writing articles  
 Historic site maintenance  
 Displays  
 Educational Programs  
 Publicity  
 Cataloging artifacts  
 Calling

Name: \_\_\_\_\_  
(Please Print)

Address \_\_\_\_\_  
\_\_\_\_\_

Telephone: \_\_\_\_\_

E-mail: \_\_\_\_\_