



# HERITAGE GROUP NORTH

HGN is an all-volunteer non-profit organization dedicated to preserving community history and identity through various projects, programs, and displays. Among HGN's most visible works are the restored railroad depot, the caboose, the historic fire-engine display, and HGN's walking tours. If you enjoy history and are supportive of community development, please consider donating or joining HGN. The modest dues are \$10 a year (\$20 family) for general membership. HGN also seeks volunteers.

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Annette Houg: Editor

Summer of 2019 is going to be an eventful one for HGN and the Depot!

Depot open on these dates:

June 8, 22, 29, July 13, 27, Aug 10, 24 and Sept 7  
10 a.m. – 2 p.m.

## 2019 HERITAGE GROUP NORTH EVENTS

July 25, "Lost Pine River"

Featuring the Pine River Creamery and early dairy industry. To be held at Bites

September 5, "Tea at the Station"

Baubles, Bangles and Beads

Prepare to bring your bling!!

More info to come – Masked Ball to be held in November in the River Fitness Ball Room!!

For a personal or group tour of the depot  
contact Denny Houg at 320-492-1357  
or email [heritagegroupnorth@yahoo.com](mailto:heritagegroupnorth@yahoo.com)

## HISTORY LESSON:

Native Americans and fur traders long used the waterways in the Pine River area for canoe travel and as winter roads. The great American explorer, Zebulon Pike, passed through the Pine River area on snowshoes in 1806. When the Ojibwe signed a treaty in 1855 relinquishing much of northern Minnesota to the United States, lumbermen and other non-Indians entered the ceded lands. In 1855 the government opened the Leech Lake Trail, the first formal road to Leech Lake. The trail was routed north from Crow Wing (now Crow Wing State Park) right through what is now the City of Pine River. That winter some Leech Lake traders ascended the trail with horses and dog teams. The new trail served as a government mail and freight route and as a military road that gave U. S. Army troops at Fort Ripley unprecedented access to the heart of the Mississippi Headwaters Region.

In 1873, George Angus Barclay, a veteran of the American Civil War, settled on the Leech Lake Trail at a bridge on the south fork of the Pine River, where he opened a trading post. In 1875 he moved his operation a mile north and established "Barclay's Ranch." The ranch, with an expanded farming and retail operation, became a halfway house on the Leech Lake trail. The trail was adapted as a stage line, and horse-drawn Concord coaches began running on the road. Barclay then entered the logging business, cutting pine logs and driving them on the Pine River to sawmills downstream. The B&NM railroad passed through Barclay's Ranch in 1894, leading to the construction of the Pine River Depot in 1895. At the time, the standard-gauge B&NM was already considered to be "the greatest logging railroad in the world." With the coming of the railroad, Barclay built a large hotel just across the Leech Lake Trail from the Depot.

The 1890s were turbulent times on Minnesota's northern frontier. In 1898, Government troops confronted the Ojibwe at Leech Lake in what has since been called "the last Indian war in the United States." On their way to and from the battle, American soldiers passed through Pine River, right by the Pine River Depot, on the B&NM rail line. The railway telegraph was used for military communications between Walker and St. Paul. Barclay was murdered in the lobby of his hotel one night in October 1898, and several men in the Depot at the time heard the shot. Following Barclay's death his wife remarried. Her second husband laid out the town of Pine River, using the Depot and the hotel as cornerstones of the new city grid. The canoe routes, Indian trails, log drives, Leech Lake Trail, snow shoes, dog sleds, Concord coaches, freight wagons, the railroad, and more recently the automobile are all related to transportation. In addition, steamboats plied some local lakes pulling log booms or hauling tourists and even mail was distributed by boat to some resorts and lake cabins until the late 1950's.

### And a trip down memory lane:



The times they are a'changin.....



Above  
The Pine River dam and power plant was built in 1910 by Webber and Hill and operated by Tom Arvig who formed with his brothers, Hans, Abel, and Louie, the Pine River Electric Power and Light Company.

The many faces of the Pine River Dam ! Soon it will be gone and a whole new view and roadway created. Many memories have been made over the years with fishing, swimming and boating.

### **Pine River: City receives full funding to replace dam**

By [Travis Grimler](#) on Dec 22, 2018 at 6:00 a.m.

Originally printed in the PineandLakes Echo Journal



The Pine River dam in Pine River. Denton Newman Jr. / Echo Journal

The looming Pine River Dam replacement project has been on a rollercoaster ride, going from seemingly no funding before the September city council meeting to now having the full \$2.231 million for the project.

The city is long overdue to replace its aging dam, which state inspectors deemed obsolete more than five years ago. The city applied for Lessard-Sams Outdoor Heritage Council grant dollars from the state to help pay for the project, but initially funding was denied.

A call to state Rep. Sandy Layman, R-Cohasset, turned the city's fortunes around.

"Coming into the September meeting we were on the list for zero," Mike Hansen, city public works director, said at the Tuesday, Dec. 11, council meeting.

Hansen told the council in September that the Lessard-Sams Outdoor Heritage Council had approved just over \$1 million for the dam project after Layman took the city's case to that council.

"I couldn't be more happy," Layman said by phone Tuesday, Dec. 18. "The Pine River project initially was eliminated last year from consideration, and working with the mayor and the great folks with the city of Pine River, we were able to explain the project to the committee members and get the project back on the list with partial funding with hope that we could go for full funding if Lessard-Sams had additional funding."

During the Dec. 11 city council meeting, Hansen told the council that Layman once again spoke in the city's interest when the Outdoor Heritage Council was deciding what to do with additional unspent funds, totalling some \$8.227 million.

"We had a feeling that was going to happen so we made contact with Representative Layman and she, again, made contact with people she knew and really expressed our need for this project," Hansen said.

The Outdoor Heritage Council approved just over \$1.25 million in additional funds for the project, fully funding the project to replace the aging dam with a rock riffle dam complete with fishway. The total now stands at a little over \$2.25 million of the \$2.23 million requested.

"It was a big day today for the city of Pine River," Hansen said.

"For me, it's a project that has been under planning for quite some time and the timeliness is very important," Layman said.

"It's a project that also works with MnDOT (Minnesota Department of Transportation) to replace the bridge. Timing was critical."

The city council sought funding from several sources and was also approved for a 50/50 \$200,000 from a Department of Natural Resources grant to pay for engineering and design.

HGN 2019 MEMBERSHIP

To join or renew your membership:

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CITY/STATE/ZIP \_\_\_\_\_

Annual Fee is \$10.00 per person, \$20 per family

AMOUNT ENCLOSED \$ \_\_\_\_\_ ADDITIONAL DONATION (strictly optional) \_\_\_\_\_

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