**May, 2025**

By Paul von Goertz

KRHCC Board Member

**“FATHER OF KNIFE RIVER” –**

**CAPTAIN CHARLES ANDERSON – Part 1**

**By Todd Lindahl, KRHCC Archeologist and Historian**

*Editor’s note: The story on the “Father of Knife River” is long over do. I have two histories about “Cap” Anderson from which to draw. One is by Todd Lindahl which covers Cap’s life during the Civil War to his arrival in Knife River and his early commercial enterprises.*

*The second history on Cap is called “Memoirs of Knife River” published by “The Descendants of the Original Settlers.” This history provides more insight to Cap’s family life once settled in Knife River. I am giving readers both versions of Cap as “Father of Knife River” in two parts. Todd Lindahl’s will be Part I and appears in this May newsletter. Part II will be the version written by the descendants of the original settlers of Knife River and will appear in the June newsletter.*

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Charles Anderson has often been recognized as “The Father of Knife River” and rightly so. He was one of Knife River's most amazing and famous individuals.

**Charles Anderson. Photo: Todd Lindahl**

He was born in Olso, Norway, in 1840, immigrated to the United States and enlisted in the U.S. Navy in 1854 at the age of 14. He first saw service on the sloop of war *U.S.S.* *Crayne* prior to the outbreak of the Civil War. By the time the war started, he was 21 years old and an experienced sailor in a now rapidly expanding U.S. Navy.

He was reassigned to the 24-gun sailing sloop *U.S.S. Cumberland*, which was on blockade duty at Hampton Roads, Virginia. On March 9, 1862, the *Cumberland* was attacked and sunk by the confederate ironclad *C.S.S. Merrimac* (formerly the C.S.S. *Virgina)* in a bloody one-sided battle. About a third of the *Cumberland's* crew were killed and the survivors, including Anderson, were forced to swim to shore.

**U.S.S. Cumberland rammed and burning at Hampton Roads, Virginia. Photo: Todd Lindahl**

The next morning when the *C.S.S. Merrimac* returned to finish off the rest of the federal fleet, they found the steel-hulled *U.S.S. Monitor* had arrived during the night and was waiting for them. That day the epic battle between the “ironclads” began and ended in a stalemate, but some say the *Monitor* won as the *Merrimac* was first to depart the action. By the end of that day every sail-powered wooden warship on earth had become obsolete.

**The *Monitor* (left) and *Merrimac* (right) duke it out. Image: Todd Lindahl**

Following the battle, Anderson became part of the *Monitor's* crew. He was onboard when the *Monitor* began leaking badly in a storm off Cape Hatteras on December 30, 1862. The *Monitor* suddenly sank like a rock taking 16 of the crew of 57 with it to the bottom. Once again in less than a year Anderson miraculously escaped the grasp of the grim reaper. After the *Monitor* loss, he served on the side-wheeler ironclad *U.S.S. Pembina* in Mobile Bay on blockade duty. These ironclads were known as “90-day gunboats” since they were quickly built in as little as 90 days.

From the *Pembina* he was cycled to the *U.S.S. Lafayette* on the Mississippi River assisting in the siege of Vicksburg. This ship had been rebuilt from the merchant vessel *Alex Scott* into a river ironclad on February 27, 1863, at St. Louis. It was during this time that Anderson was assigned to detached duty with General Grant's cavalry at Vicksburg. The exact reason for this is unknown, but it may have had something to do with the federal siege cannons that surrounded the city. In his new role, he received a new .44 caliber Colt pistol and a cavalry saber. The pistol still exists with a private party and its serial number coincides precisely with the time of the Vicksburg campaign.

**Anderson’s .44 caliber pistol found in Knife River. Photo: Todd Lindahl**

During the war, the crew members of a federal blockading warship shared bonus or “prize” money from goods they seized on any captured blockade runner. This money could be very substantial, but the navy men on the Mississippi River had no chance to get any prize money. Therefore, the navy cycled the blockade crewmen to the Mississippi and back to Atlantic ports, so everyone had the chance of getting a bonus. When Anderson finished his river cycle, he went back to the *U.S.S. Pembina* again.

By the time the war ended, Charles Anderson had enough prize money to buy a Great Lakes schooner. It may have been at this point that as owner/operator of the schooner, he became known as “Captain” Charles Anderson, soon shortened to “Cap” Anderson.

**First resident of Knife River**

Just after the war in 1866 Charles Anderson was married in Michigan and moved to Duluth with his bride. During his sailing days on the Great Lakes, he visited Knife River perhaps in connection with the commercial fishing industry and decided to settle here. In 1869 he built a cabin and became the first European to become a permanent resident of Knife River. As a result, Captain Charles Anderson could rightfully be called “The Father of Knife River.”

He was soon joined by his friend and commercial fisherman, Mons Jensen. Charles built a larger house and Mons moved into the smaller cabin. In 1869 when he arrived in Knife River there were Indigenous peoples still living in a village on what we now call “Granite Point,” which forms the west entry to the KR Marina. One elderly tribal member told him that he had been born on Granite Point. By November 1883 the Indigenous people had a flourishing business selling herring from their village.

**Captain Anderson’s home on the northeast side of the Knife River. Photo: Todd Lindahl**

When the Lake Division railroad started to build toward Duluth, it crossed over a lot of land that was owned by private individuals. Railroads along with certain other entities can take any land they want to cross by “eminent domain.” They may have to go to court to have it condemned first if the landowner wants to fight it. The railroad must pay the landowner a current fair market price for the property, but they usually prevail in the end.

At Knife River the railroad crossed Cap Anderson's land in Lots 1, 2, and 3, Section 31 of Township 52 North Range 11 West. For this they paid Cap and his wife who held a warranty deed, $100. The deed was executed on June 18, 1887, and was recorded on June 21, 1887. To the west of Cap's land, they clipped the corner of land owned by R. N. Hunter and James Hunter and Jame’s wife but only had to pay $1.00. This was executed on January 25, 1887, and recorded on January 31, 1887. The Hunters held a quit claim deed on their property.

On the right-of-way acquired from Cap, the railroad erected a water tank on the north side of the mainline where the depot now stands. This water tank was one of three identical tanks built in September and October 1886. The Fairbanks Morse parts for the tank had arrived at Two Harbors on the steamship *Jones Jr.* while the construction of the Lake Division was going on. Two of the identical tanks were originally located at Endion Station in Duluth and the third was the second water tank at Tower Junction. These had pull-down spouts and sat close to the tracks.

In November of 1886 the railroad found that the cost of building the Knife River tank was charged in error to water supply instead of construction. The well for this tank was dug under the tank with the pump house next to it. By May 31, 1893, the floor had totally rotted out in the pump house, probably due to leaking pipes, and had to be replaced.

On January 8, 1898, John LaPiere the B&B pumper in charge of the tank complained that the pump needed to be overhauled immediately since it would not pump at all. It was during the winter and the ore shipping for the season was closed. With less activity on the railroad one B&B pumper was taking care of the water tanks at both Highland (called Gakadina previously and Drummond later on the old mainline) and Knife River. This was just prior to the arrival of the Duluth & Northern Minnesota logging railroad in May 1898. Who kept the stoves going in these early days to keep the pipes from freezing is unknown. It may be that Cap Anderson or Mons Jensen could have been paid a small salary to maintain the fires during the winter.

In late November 1897, Cap Anderson, who was now the last surviving participant in the battle of the ironclads at Hampton Roads, gave a lecture at Borden Hall in Two Harbors, MN. It was considered a very good lecture and was praised by the press throughout the country. Seats cost 35 cents and 50 cents for reserved ones.

**Murder in Cap Anderson’s saloon –**

On the night of October 13, 1902, at 10:00 PM, a cold-blooded murder took place at Cap Anderson’s saloon which was detailed in the *Lake County Chronicle* reprinted below.

**Cap Anderson’s saloon. Photo: Todd Lindahl**

**October 16, 1902** – A cold blooded murder occurred at Captain Charles Anderson’s saloon in Knife River on Saturday night. Louis Corriveau, half French and half native American, shot and killed bartender James Allen. Corriveau had been employed for several years in various logging camps. He had gone to Cap Anderson’s saloon and ordered a glass of beer from Allen. James served him his beer, but Corriveau said he wanted a bigger glass. This was done and Corriveau said he wanted a bigger one than that. Still angry, he threw the glass and beer at Allen. The bartender then came out from behind the bar and threw him out. Corriveau said he was going to go and get his gun and fix Allen, which he proceeded to do. Corriveau got his Winchester rifle and started back to the saloon. Allen was warned he was coming and went out of the back door attempting to sneak up on Corriveau and grab his gun from him. Corriveau saw him and shot him in the stomach from six feet away. Other people grabbed Corriveau and beat his face to a pulp, but somehow, he still managed to escape. He did not get far however, since his eyes had swollen shut.

Sheriff Emil Nelson and Lake County Coroner Dr. M. K. Knauff soon took Corriveau into custody. James Allen died from his wound at 10:00 P.M. Louis Corriveau had been known as a dangerous bad-tempered man. In the logging camps he would always get mad if asked to do any work. He had been discharged from a camp for threatening to shoot the camp foreman.

**Coroner Dr. M. K. Knauff. Photo Todd Lindahl**

**December 25, 1902** – Louis Corriveau, the murderer of James Allen, had come into Knife River from a logging camp on October 11th and cashed a small payroll check at Jack Pepper’s saloon (In the hotel) and had several drinks. From there he went to McPhee’s store and bought a box of cartridges for his rifle. He then went to Cap Anderson’s saloon where he spent three hours drinking, playing cards, and rolling dice. During this time, he got into three different squabbles during the afternoon. He went back to Jack Pepper’s saloon and had another drink and asked for his rifle that he had left there earlier. Corriveau has now been sentenced to be executed by hanging within two calendar months.

**January 29, 1903** – Louis Corriveau is presently in the St. Louis County jail and wasting away every day. Each day he finds himself suffering more in his mind.

**February 13, 1903** – Charles Henderson is in the St. Louis County jail awaiting execution by hanging on March 6th.

**March 5, 1903** – Two Harbors Police Chief Yernberg and Sheriff Emil Nelson are to attend the execution of Charles Henderson tomorrow to learn how it is done for the pending execution of Louis Corriveau in Lake County.

**Sheriff Emil Nelson. Photo Todd Lindahl**

**April 30, 1903** – Corriveau will not hang after all. The Board of Pardons has commuted his sentence to life in prison.

**June 4, 1903** – It is a shame that Corriveau was not executed. He faked his bad health to get his pardon. As soon as he got it, he suddenly snapped back to good health. It seems that he has trouble dying.

Another of Cap Anderson's bartenders, Patrick Donovan, ran into trouble four years later on October 26, 1905. A stranger came in at 10:00 PM and ordered a drink while nobody was there but the two of them. Suddenly the man appeared at the bar with two guns and pointed one gun at Donovan's head and demanded the contents of the till. He got $52 and took Donovan with him as a hostage.

Donovan, who is lame, walked with him as far as the locomotive coal-loading dock crossover track west of the depot where he told the robber he was having trouble walking. The intruder did not release him however, and forced Donovan to continue walking halfway to Two Harbors before finally letting him go.

**Railroad dangers**

Across the river to the north was Archie McPhee’s general store, the Curry Hotel, and Captain Anderson’s saloon (to mention a few locations). To get there from the depot, one had to travel on the wagon road first connecting to the former stage road close to the wooden bridge over the river. The road ran directly through the middle of the D&NM yard crossing, about ten tracks.

This nail-biting crossing was dangerous for travelers, but could be dangerous, too, for railroad men as well. Conrad Carlson was run over by a D&NM engine as he walked down the tracks just outside of the yard. He’d been clearing land on Captain Anderson’s new property at the end of the East Sheldon Road and was walking back to town on the tracks. The engine was coasting downgrade in reverse making little noise on a windy day. In 1901, a D&IR engine had run over Cap Anderson’s horse at the crossing just east of town, killing it.

**Part II of “The Father of Knife River” will appear in the June issue of this newsletter.**

**KNIFE RIVER LUTHERAN CHURCH’S “MUSIC MINISTRY” REACHES A NEW PINNACLE.**

One of the Christian churches’ most beloved choral pieces is the “Hallelujah Chorus” from George Frideric Handel’s MESSIAH. Handel originally wrote it for Easter, but it is most often sung at Christmas.

This past Easter the church’s 20-some choir members sang it for what is believed to be the first time in the church building. It was a “wow” moment for all present!

**The KRHCC choir masters the “Hallelujah Chorus.” Pastor Susan in white vestment. Photo: Paul von Goertz**

**KRLC’S love of choral music has grown to a “Music Ministry” within the church.**

The first resemblance of a KRLC choir, according to the church’s 90th anniversary book, was started by the wife of Rev. E. J. Tetlie sometime after the pastor’s arrival in 1927. By Christmas, 1938, the choir had at least 12 members – all women.

Sometime in the early 1960s, Shirley Entzion directed a children’s choir. There were about 8-10 children, and they met one night a week. They had maroon robes with white starched collars that had to be taken home, washed, starched and pressed for each service. At some point Lillian Eskola became choir director.

In 1978 Carol Carlson became organist after the retirements of her mother, Evelyn Ojard and Lillian Eskola. Lawrence Burkhard began accompanying Carol on clarinet around 1992 initially at Christmas and Easter, then twice monthly for “We Are Called” and “Bread of Life” services. Since the end of COVID Lawrence has been playing every Sunday he’s available.

**Carol Carlson at the Jaechel pipe organ with Lawrence Burkhard accompanying on Clarinett. Photo: Paul von Goertz**

**“Joyful Noise” and “Seraphin” choirs**

Carol put energy and passion into creating choirs for the church, beginning with a children’s choir, then an adult choir “Joyful Noise” and finally a women’s ensemble –“Seraphin.” She also invited guest musicians to enhance the church’s worship and encouraged those who loved to sing to share their voices as either soloists, or in duets or quartets.

The expansion of our music ministry was aided by Pastor Susan Berge who became co- pastor in 1991 and pastor in 2004. She was a music major at Gustavus Adolphus College in St. Peter, MN, with an emphasis in organ, piano and voice. She had experience in directing choirs for children and adults and had concern for shut-ins, and those hospitalized and bereaved.

**A new pipe organ is purchased.**

Also in 1991, a committee comprised of Carol, Jane Heimbach and Lyle Northey was formed to replace the church’s antiquated electric organ. They recommended a pipe organ, which they recognized would be a challenge for a small church. Lyle accepted the challenge to raise the funds assisted by Carol, and after four years of many fundraisers the organ was installed with Dan Jaeckel, the organ’s designer and builder speaking at the dedication. Quite an accomplishment for a small church!

 **A handbell choir is added.**

In late 1996, Trish Northey, Lyle’s wife, suggested the church have a handbell choir. The church had no knowledge of handbells, no director, no bells and no music. In time the church found Sam Black, who knew of a church in Duluth that had handbells they were no longer using and arranged for them to lease the bells to KRLC. Sam would later say “I began my world of organ and choir directing back to 1966. I still think it (KRLC) is the most creative congregation I have ever worked with.”

Late in 1998, the Duluth church requested the bells be returned. Our bell choir was in serious jeopardy. But, by mid-March of the following year, Sam had found a couple in Chattanooga, TN, that had a set of bells they would sell for $4,500. A visitor to our church, who loved handbell music, heard our predicament and offered to raise the money for the bells by sending letters requesting donations to 65 friends and prospects. Thanks to her efforts and donations from other sources, the church was able to purchase the bells, and our bell choir was saved!

**“Sweet Chaos”**

After COVID several ensembles were initiated by those anxious to shake off the COVID doldrums. Pastor Susan received a mountain dulcimer for Christmas in 2022. Various other church members either had, or acquired mountain dulcimers shortly after that, and the dulcimer ensemble was formed. Pastor Susan organized and led the ensemble. In 2024 they named themselves Sweet Chaos. The ensemble performs separate from the choir and usually consists of 5-7 instrumentalists.

**“Sticks & Strings”**

A second initiative was “Sticks & Strings” organized by Phil Berge (husband of Susan) who played guitar and banjo. He convinced some church members who were also members of THUGS (Two Harbors Ukelele Group) to join with Dennis Swanson on drums to form the ensemble. In addition, Pat Meyer often leads singing, Scott Shelerud will occasionally provide guitar accompaniment. Since most of the members are also in the choir they prefer to sing along with the music as they play it.

**Christmas Carolers**

Also, after the COVID shutdown, several choir members decided to become carolers to greet visitors arriving from Duluth by train to attend KR’s annual Julebyen Scandinavian Christmas festival held over the first full weekend in December. The carolers were so well received that people waiting to board trains to Troll Canyon in search of trolls, joined the carolers. Carolers are now a regular part of the welcoming party for train riders and under the direction of Sam Black.

**Carolers greet Julebyen festivalgoers arriving by train from Duluth. Photo: Marilynn Magnuson: “The Viking Lady”**

Around Easter of 2024, Peter (Pete) and Patti Stoddard moved to Stoney Point from Hibbing and joined KRLC. She accepted the position of choir director at KRLC after Carol’s long and fruitful tenure as choir director, which had been on “auto -renew” since 1978. See Patti’s biography that follows.

The music ministry is quite remarkable thanks to equally remarkable church members who are passionate about both sacred choral and instrumental music. The congregation can point with pride that for a small church it has a pipe organ and several choirs including a bell choir. **Music is the heart of the church’s worship, and the church is the heart of the community.**

*Editor’s note:*

*The historical content of this story came, in part from the Kinfe River Lutheran Church 90th Anniversary book published by the Knife River Lutheran Church in June of 2018. Thanks to the following for providing and/or confirming story details: Carol Carlson, Lawrence Burkhard, Jim Allert, Anne-Lù Hovis, Trish Northey, and Mary von Goertz.*

**PATTI STODDARD’S MUSICAL CAREER STARTED AT AGE 11.**

*Editor’s note: I asked Patti Stoddard how she came to accept the challenge of directing “Messiah” with the church’s approximately 20 choir members, and to give me her background in music, which turned out to be quite extensive and impressive. Following is what she provided:*

**Patti Stoddard. Photo provided.**

The Knife River Lutheran Church Choir, JOYFUL, sang the “Hallelujah” chorus from Handel’s “*Messiah”* on Easter Sunday. The choir chose that piece because they said it expresses ultimate praise for the risen Lord Jesus and His triumph over death. The congregation stood while the choir sang to honor the King of Kings.

**A page of music from the “Hallelujah Chorus.” Not for the timid! Photo: Paul von Goertz**

The Hallelujah Chorus is a timeless piece that creates a joyful atmosphere, but it takes some careful vocal and choral preparation for the choir. The singers were given a recording of their part to practice, which included singing with the English accent, adding space to the vowels, reaching higher pitches, and counting faster rhythms than most of their literature. The choir wore teal blue robes with gold stoles, which were donated to the church from Hibbing High School. JOYFUL was accompanied by me, Patti Stoddard, their director, on the church’s Jaeckel pipe organ.

I have been the church’s choir director for a little over a year now. I am a life-long Lutheran Church music leader, since becoming my church’s organist at age 11. I have served at Lutheran Churches in Tower-Soudan, Mankato, Owatonna, Byron, Hibbing, Ely, and Knife River.

I am the former Hibbing High School Choir director, where I directed three 60-voice choirs and the vocal jazz ensemble, the “Northern Lights.” My choirs have toured extensively and were honored to perform in cathedrals like the Notre Dame in Paris, the Dom Cathedrals in Milan and Salzburg, St. Patrick’s and the Charleville Cathedral in Ireland, among several others.

I received my Master of Music in choral conducting from the U of M-Minneapolis. I was awarded the Distinguished Music Educator Award in 2013 from Yale in New Haven, CT.

I am happy with JOYFUL’S progress and am delighted by their dedication, kindness, and openness to sing a variety of styles. I see music as a joyful way to worship, serve and connect people.

**HELP NEEDED AT KRHCC SITE**

We have compiled a list of tasks that need to be addressed at the KRHCC this spring, starting with raking out the car/truck ruts left by vandals this past fall and spring. Can you help with these other tasks?:

• Scraping loose paint and repainting weathered areas of depot siding.

• Removing and replacing rotting siding on south side of depot.

• Raking and removing cut grass, weeds and downed twigs/branches.

• Removing accumulated junk/debris from site.

Many of us who serve on the KRHCC board and/or have been volunteers during our building stages are getting a bit creaky and need willing arms and legs to help care for our site and buildings. If you can help, please email: info@krhcc.org or vongoertzpaul@yahoo.com Thanks!

**“ROSEMAR” STORY TURNS UP ANOTHER ARTIFACT.**

The story “KNIFE RIVER’S TIE TO THE MINNESOTA VIKINGS” in the April newsletter resulted in a reader submitting a photo of another artifact from the boat.

As mentioned in the story, Ed Drill, the manager of the marina at the time, salvaged a lot of items from the boat before he sent it to Valhalla. A lot of these items were sold, auctioned off or given away when Ed lost the marina management contract sometime in the late 80s or early 90s. Anyway, the ring buoy shown is a real prize and let’s hope someday publicly displayed.

**Photo: Anonymous**

**ONLY TWO MEMORIAL/HONORARIUM TREE SPONSORSHIPS REMAIN FOR SPRING PLANTING.**

We initiated our tree planting program to honor or memorialize loved one last fall. We figured the KRHCC site could accommodate five or six hardwoods along our north property line shared with the KR Campground, and four parallel to Marina Road, which forms our west property line.

We planted four trees last fall along the north property line. This spring we will plant one or two more in that location, and four or five along Marina Road. Anderson’s Greenhouse is providing the trees, all that’s involved with getting them in the ground, and ensuring their health for three months.

Cost is $600 per tree payable to the KRHCC in advance of planting. The KRHCC makes no money on the trees, but we get beautiful hardwood shade trees at no cost to the KRHCC. Trees are considered donations so are fully tax deductible as the KRHCC is an IRS-recognized 501(c)(3) non-profit. To secure a tree and for any questions: vongoertzpaul@yahoo.com

**KRHCC RECEIVES $7,500 GRANT FROM**

**LABOUNTY FAMILY FUND.**

Very good news was received by the KRHCC on May 14 when an email arrived from the Duluth Superior Area Community Fund (DSACF) stating that the KRHCC’s grant request of $7,500 from the LaBounty Family Fund, which is managed by the DSACF, had been approved. According to the fund’s website, the fund primarily provides assistance to projects that promote economic development in the Two Harbors area and benefits the public directly and significantly.

The email read: “After thorough review and consideration, **we are pleased to share that your request for Add Finishing Touches to Boat Shelter in Preparation for Major Event to LaBounty Family Fund - Spring 2025 was approved for $7,500.00!**Congratulations! We are proud to partner with you and support the impact you are making.”

The finishing touches are boat shelter electrical needs, siding gable ends, site security lighting, building signage, and materials for building out CRUSADER II’s interior.

We want to have all this work completed prior to the 100th anniversary celebration of the Viking ship LEIF ERIKSON’s arrival in Duluth in 2027. This event will be of international interest as the Viking ship may be more popular in Norway than here because it helped prove Leif Erikson sailed into prevailing west winds to become the first European to discover North America in the 1000s.

**NSSR RELEASES 2025 KR TRAIN SCHEDULE (NSSR logo)**

As of date, the North Shore Scenic Railroad (NSSR) will be running three round trip trains from Duluth to KR during the balance of 2025. All are repeats from last year:

Saturday, November 29 – “Christmas Tree Train”

Julebyen weekend December 6 &7

 Saturday and Sunday – Julebyen Express trains

 Saturday and Sunday - Troll Trains to Troll Canyon

Schedules will be posted on website: Duluthtrains.com in October. “Christmas Tree Train” and “Julebyen Express” trains sell out fast so get tickets early.

**READERS WRITE:**

*Editor’s note: This letter references the story in the March KRHCC newsletter “KR CHECKS ALL THE BOXES AS “SMALL-TOWN AMERICA.”*

As always, I find your newsletters most interesting.

Just to clarify: Light pollution was one of the many objections to the gas station. That hearing was attended by a very large crowd from Knife River, all but Pete (Bugge) (who had legitimate reasons) saying "No!" to the application.

I was there and my concern was that a gas station would begin the development of businesses along the expressway corridor. This is a feature that you did not include in your smalltown list and strip development could not be more not-small town.

As for the light pollution, at one time a walk down Skiff Landing Road at night, may be as long ago as the early 90s, was an opportunity to see the stars and aurora. One night I called Carol and Steve (Carlson) to come out and watch. There are four 24/7 lights adjacent to and flooding Skiff Landing Road at night now.

This is a small thing in a troubled world in which my life is way better than average, but these small but priceless losses change the world we live in for the worse. I thought it was so great that Knife River prevailed at that meeting. That was a smalltown win.

Submitted by Laura Stone, Knife River

**MAY DONATIONS, MEMORIALS, HONORARIUMS AND SPONSORSHIPS**

Grants -

Award of $1,000 from the “Round-Up” fund of Lake County Co-op Light & Power to help add security lighting between the depot and freight building.

Award of $7,500 from the LaBounty Family Fund to complete finishing work on commercial fishing shelter.

Donations:

Bill Berg to general fund in memory of Terry Berg.

David Grong to general fund.

Linda Grong to general fund.

Memorials:

Laura Stone donation of memorial tree in memory of Hans and Jackie Ojard and Ivar Peterson.

Laura Stone donation of memorial tree in memory of Skip and Maryann Bissell.

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