



BLUE EARTH COUNTY HISTORICAL SOCIETY

July/August 1993

Blue Earth County Historian

The Horseless Carriage Comes to Mankato

Mankato's short life as an automobile manufacturing center





Blue Earth County Historian

The *Blue Earth County Historian* is published bimonthly by the Blue Earth County Historical Society.

The Blue Earth County Historical Society is a non-profit organization and has been collecting and preserving artifacts of historical value to the people of south central Minnesota since 1901.

BECHS is the only organization or institution entirely dedicated to the collection, preservation and exhibition of Blue Earth County History.

Blue Earth County Historian Staff

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(Mankato State University Intern)

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Blue Earth County Historical Society
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415 Cherry St.
Mankato, MN 56001

BECHS also operates the historic R. D. Hubbard House. Built in 1871 by Rensselaer D. Hubbard, founder of Hubbard Milling Company, the elegant mansion and nearby brick carriage house contain many displays and artifacts which are open to the public.

The Hubbard House is owned by the city of Mankato and has been operated by BECHS since 1938.

The Hubbard House is being readied for restoration and is listed on the State Historical Record, as well as the National Register of Historic Places.

Hubbard House
606 S. Broad St.
Mankato, MN

1-4 p.m. **Tuesday - Sunday**

Early Mankato Automobiles

Bert E. Burns

Possibly the first factory built automobile to arrive in Mankato was a Stanley Steamer. It was manufactured in Massachusetts and delivered by train to the old Cannon Valley freight yards in the north end of town some time in 1897.

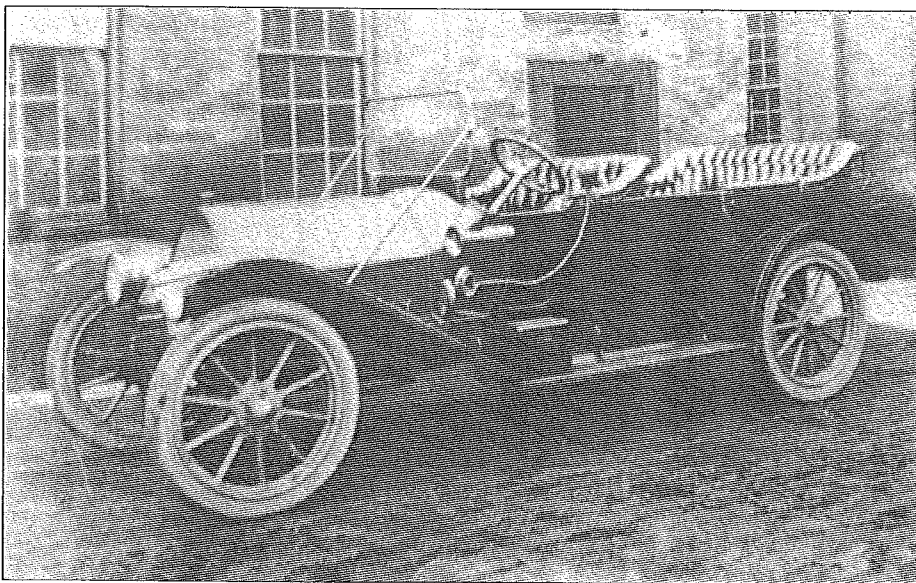
The vehicle was taken to the Jensen and Perry Carriage Shop on the corner of Second and Cherry streets where it was gone over by a blacksmith and checked against an instruction book before beginning its maiden run through the streets of Mankato.

This car was among the first 200 Stanley Steamers built in the company's first year of operation. It evidences an early local interest in automobiles which has

never diminished.

The first "homemade" automobile is reported to have been put together by Charles A. Eckman some years earlier than the advent of the Stanley Steamer but no details of the machine seem to have survived beyond the fact "it was a good car." It is said that patterns and castings were made in the old Mayer Foundry. The Mayer family's interest in automobiles will become evident in later paragraphs.

Beyond doubt, the oldest existing automobile in Mankato is in the Carriage house at Palmer Place on Broad Street. Fred Cords and his co-workers Gene Buckley, Dick Barnell, and Barry Jaques found it amongst flood



Above: The Mayer Special. A one-of-a-kind automobile built by Louis Mayer of Mankato in 1903. The vehicle is believed to be the only car in the United States at the time with a 100 horsepower V-8 engine, independent coil springs on each wheel and a gear-shift type transmission.

Front Cover: Hubbard Milling Company's Kato four-wheel-drive utility truck. The vehicle was built by the Four Traction Auto Co. of Mankato probably in 1909.

(Both photos Minnesota Historical Society Collection)

trash in the old carriage house which then stood across Warren Street from the Hubbard House.

Laboriously and meticulously restoring the vehicle, they manufactured missing parts and received assistance and suggestions from engineers in Detroit.

Through a stroke of luck, a manual was found that matched the engine. A firm which once built cars in St. Louis, provided probable identification, and antique car buffs from around the country cheered the project.

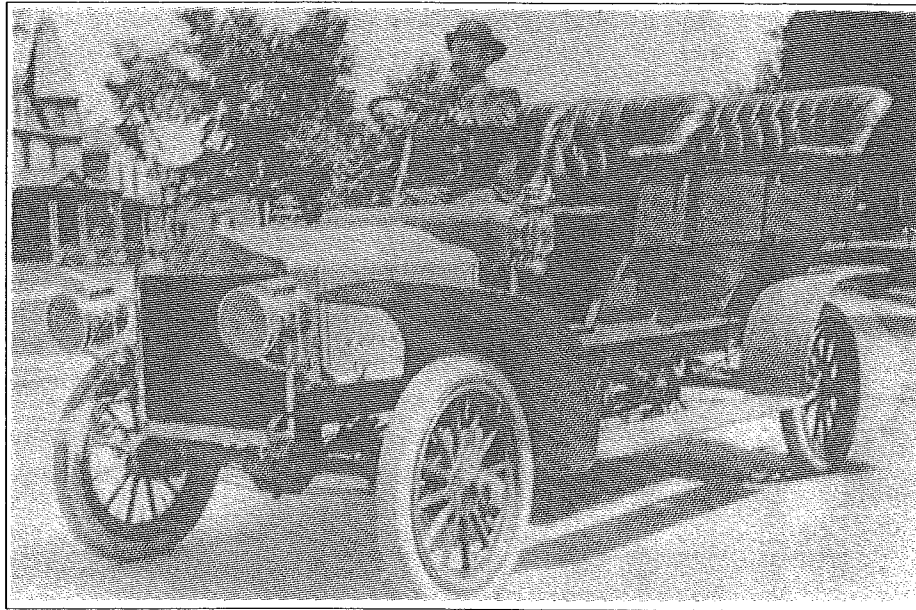
In the opinion of Cords and other experts on early automobiles, the car is either an 1896

Haynes-Apperson or an 1893 Doris, both made in St. Louis. Its connection to Mankato is still a mystery, but here it is, a valued relic of early motoring in this area.

When most so-called "horseless carriages" were powered by flimsy two-cylinder motors, Louis Mayer of Mankato assembled a machine that in some ways resembled an automobile of today.

It was powered by a 100-horsepower V-8 engine of his own design, built in his machine shop on West Rock Street in Mankato. Mayer's system of transmission gears, drive-shaft and differential has long since become stan-

dard throughout the industry, and replaced the undependable chain drive common at the time. Coil springs on each wheel (unheard of at the time) and the giant motor, four feet long with two crankshafts, were unusual of 1903 era automobiles.



Four Traction Auto Company's car model, built in Mankato, was a unique vehicle to be sure. The forward thinking of the design is made clear by modern car manufacturers' application of 4wd to passenger cars, almost 90 years later. The vehicle's production life lasted from 1908 until 1912 with few being made. (MHS Collection)

Mayer built his vehicle in 1903, the same year Henry Ford first mass produced his own automobiles. But unlike Ford, who made manufacturing history and millions of automobiles, Mayer had only a deep personal interest in this one particular car. He wanted foremost to succeed in designing a fine machine using his own innovative ideas and skills, and he produced a remarkable automobile. Locally it was called the Mayer Special.

To build the machine, the workers in Mayer's shop put in long hours during the normally quiet winter season. Among them

were George Huettl, George Hodapp and Ole Dedrickson. Using Mayer's design, the body was constructed of wood in Detroit and arrived unpainted. Twenty coats of black paint, each rubbed down, were applied by John Theissen to the body, and

the wheels were painted a sparkling yellow. The Mayer Special could carry eight or ten passengers.

When all was ready, the car began its challenging first run up Main Street Hill, (then called Agency Hill). The road's unpaved surface much was steeper near the top than at present. Without a

quiver or a quaver, the Mayer Special roared up the climb, a feat no other machine had even attempted. "We made the hill like it wasn't there," John Theissen who rode along said.

Other heights were conquered including the Le Sueur Hill, said to be the worst in the state. Hodapp said he once drove the car at 65 miles per hour and others associated with the machine drove it full-out for only short distances. However, once certain of the Mayer Special's success, Mayer lost interest in his car and turned to other inventions, including a tractor.

Mayer designed and built two more V-8 engines which were installed in a motor boat on Lake Minnetonka where they ran for many years. The Mayer Special was sold to two of Mayer's workmen who took it to Wisconsin and there is no record of its ultimate fate.

Purchase of an automobile warranted an account in the Mankato Free Press as early as Aug. 16, 1900, naming A. C. Bennet as a new owner. Alas, on Aug. 13, 1901, an item noted the destruction of Bennet's automobile by fire. C. G. W. Werneke's purchase of a new car was announced July 8, 1902. On Aug. 14, 1904, the Mankato Free Press declared, "Autos on the increase—are here to stay. Thirteen Mankatoans own cars; three years ago there were only three owners." By 1908, it was noted that "Mankato cars number 69." About that time licensing began at \$1.50 for three years while the owner provided his or her own plate with an assigned number.

Motor cars had caught the fancy of America and small companies began their manufacture in many parts of the nation, particularly in the east, and less so in the middle west. It was reported that 241 firms began the manufacture of automobiles between 1904 and 1908. Minnesota alone, produced more than 50 auto makers between the 1890s and the early 1920s. The Twin Cities had at least 22 such plants but smaller cities were busy as well. Among them were Owatonna, Northfield, Luverne and not to be outdone, Mankato

came along with two manufacturers, only one of which produced cars for sale.

Despite the steady rise in popularity of the automobile in Mankato, its commercial use caused considerable animosity among the owners of livery stables. Mankato candy makers Rosenberger and Currier, used a one-cylinder Oldsmobile as part of their business operation. Use of the car, owned by Ernest Rosenberger, caused such a flurry amongst opponents of the automobile that the company abandoned its use after a few months.

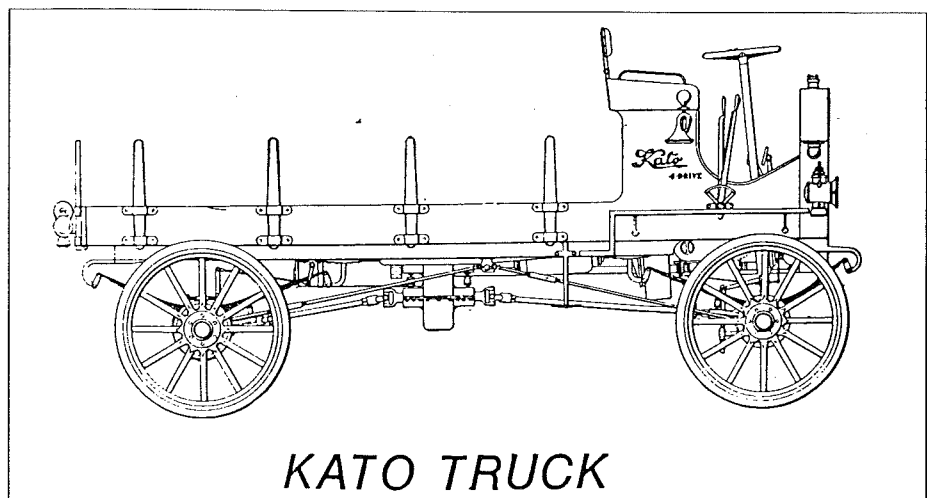
Interesting enough, during those months, Rosenberger developed an idea for a better car. After a laborious and messy two hour drive up muddy Belgrade Hill, Rosenberger decided a car should be pulled by its front wheels as well as pushed by its back wheels, and the idea of a four-wheel-drive vehicle came into being as a solution to the mud and hills common to this area.

With \$50,000 capital, Rosenberger and Currier formed the Four Traction Auto Company in 1908 and ultimately attracted well

over 200 stockholders. The company began manufacturing "Kato" cars and trucks for commercial use. At the time, Kato were the only four-wheel-drive vehicles manufactured in the United States.

The Sept. 25, 1908 issue of "The Horseless Age" magazine gave some technical details of the vehicle, many of which were advanced for the time. It was powered by a 20 horsepower, two-cylinder, water cooled engine placed crosswise under the hood. It had a high tension ignition system using both dry cell and wet storage batteries. There were three speeds forward and one reverse while both front and rear axles were fitted with two universal joints. Wheelbase was 112 inches and the car could seat 12 people.

Wooden spoke wheels were fitted with 36 by 2 inch hard rubber tires on the truck, while the car appears to have been fitted with pneumatic tires as shown in the accompanying photograph. There were two sets of brakes but the vehicle was declared virtually skid-proof because of the



down hill holding power of engine compression applied to the four-wheel-drive.

In 1909, the Hubbard Milling Company purchased a Kato truck, and as seen in the photograph, loaded it heavily for delivery of flour to stores whether in the valley or "up the hill." It remained in use for several years.

For whatever reason the Four Traction Auto Co. did not do well financially, possibly because the entrepreneurs were candy makers. Some sources say it manufactured 35 trucks and between five and ten passenger cars between 1908 and 1912. Among company papers in possession of the Blue Earth County Historical Society is a photo of the Kato automobile taken by the photographer Snow. On the back of the photo is written, "Kato automobile ... made about four cars and some trucks. All were four-wheel-

drive." The company was finally sold to the Nevada Manufacturing Company of Nevada, Iowa, but that company dissolved and no vehicles were manufactured.

Thus an automobile company which might have become the leader of four-wheel-drive vehicles was not able to survive. It is particularly unfortunate because this unique vehicle was developed in response to the steep muddy hills of this region, a situation that would have applied to many areas of the nation. The usefulness of four-wheel-drive on the muddy roads of that time is obvious.

If things had gone well, the Kato car might well have become one of the familiar names in the American automobile industry. And if the remarkable Mayer Special had been manufactured, it might have become one of the country's prestigious motor cars

taking its place with Pierce Arrow, Packard and others. Instead, the two Mankato automobiles faded into history with some 50 other hopeful manufacturers in Minnesota.

Sic transit gloria!

Sources:

Encyclopedia of Motor Cars 1885 to Present. Edited by G. M. Georgano.

Mankato Free Press. Aug. 16, 1900; Aug. 13, 1901; July 8, 1902; Aug. 16, 1904; Apr. 10, 1908; Feb. 15, 1946; Mar. 21, 1946 and Nov. 8, 1980.

Minnesota History. Volume 43, Number 3, Fall 1972.

Old Car Weekly. June 29, 1987.

The Land. Feb. 15, 1979.

Three Days in July

The Battle of Gettysburg

Bryce Stenzel

THE BATTLE OF GETTYSBURG, (July 1, 2 and 3 1863), was the turning point of the American Civil War. What began as a search for shoes on the part of a Confederate scouting party evolved into one of the greatest battles ever fought in North America; a battle largely responsible for reshaping a nation's course and thus its destiny.

Prior to the Civil War, the United States had been a collection of semi-autonomous units,

held together only by a written constitution and a common heritage embodied in the Declaration of Independence. Even the term "United States" was thought of in a plural sense rather than in a singular one. The South, in particular, regarded the nation as being a loose collection of semi-independent states which existed for the convenience of trade and common defense.

When the South felt that its vital interest was being threat-

ened; namely slavery, it felt perfectly justified in separating itself from the rest of the nation and in the process, destroyed the old Union. Out of that fiery furnace of civil war in which 630,000 Americans perished, a new nation was forged; one that was reunited and indivisible with slavery abolished forever.

The Battle of Gettysburg marked the high point of Confederate attempts to win Southern independence. Never again

were the Confederates on the offensive. The plan, as initiated and carried out by General Robert E. Lee with the support of the confederate government, was for the Army of Northern Virginia to advance northward into southern Pennsylvania and capture Harrisburg, the state capital and important railroad hub.

Washington D.C. would be completely cut off from Northern supply lines.

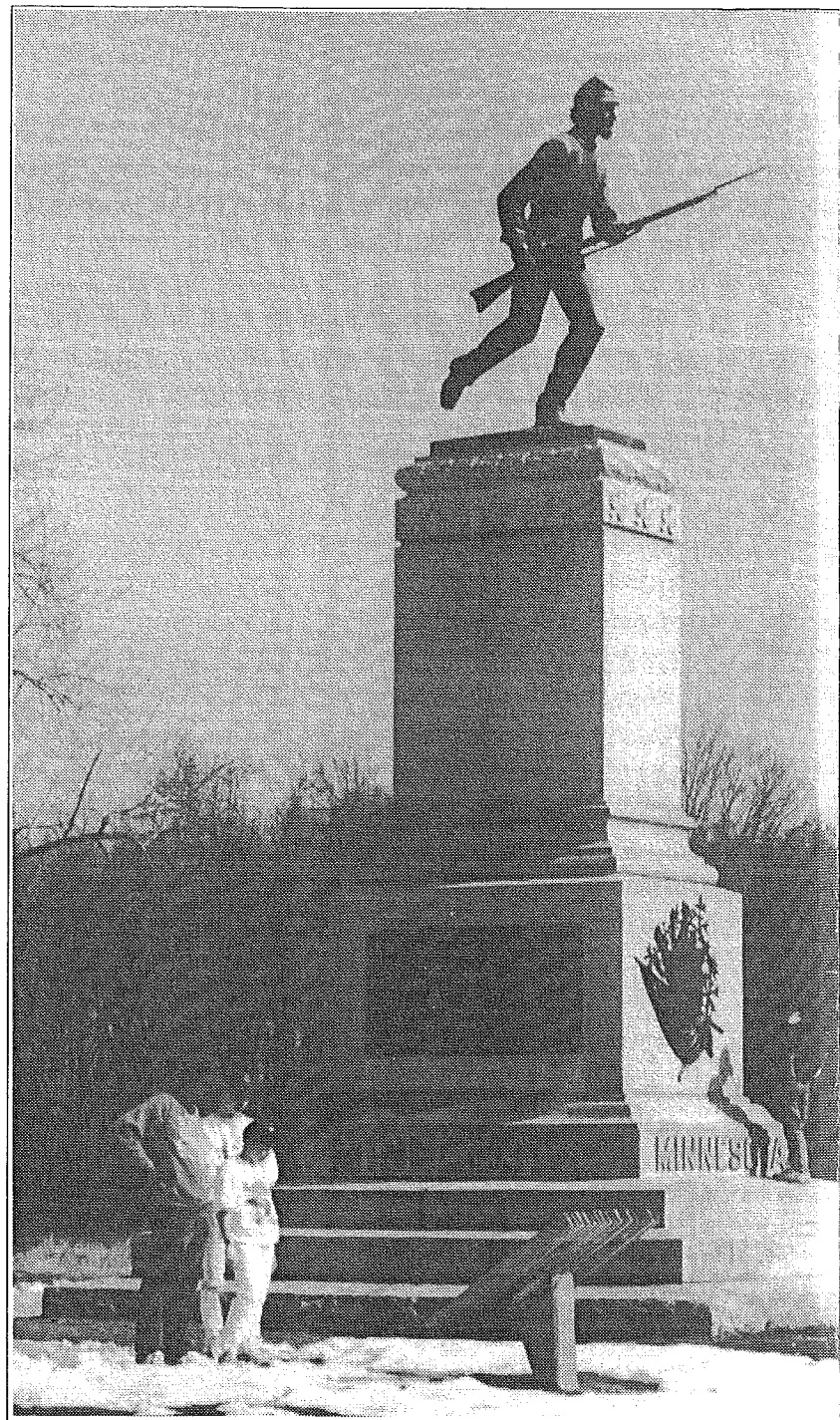
From there the Confederate Army would move east toward Philadelphia, throwing the North into panic. Once Philadelphia was captured, other northern cities would be threatened, to say nothing of Washington D.C. which would be completely cut off from Northern supply lines and therefore, forced to be abandoned by the United States government. Such an occurrence would be a great psychological boost to the Confederacy; no doubt it would also inspire Great Britain and France to recognize the Confederate government diplomatically. Such action was essential for the South to achieve its independence.

The success of Lee's daring plan depended on one important factor; he needed to know the whereabouts of the Union Army, commanded by General Joseph Hooker. For that type of information, Lee relied on the services of his loyal but often irre-

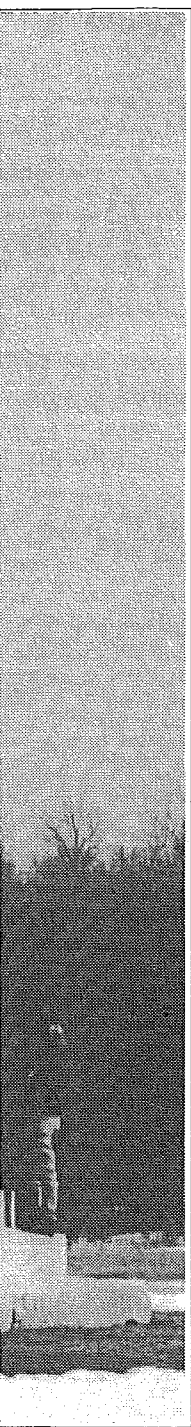
sponsible cavalry commander J.E.B. Stuart, who at that precise moment when Lee needed him most, was off on a joyride around the Federal Army and was therefore useless. What Lee did not know was that Hooker's Army of the Potomac was right behind him.

Because most of the fighting thus far had occurred in Virginia, that area was becoming depleted of necessary supplies, especially food and shoes. An advance party of Confederate scouts heard rumors of a stockpile of shoes just waiting to be had in a tiny crossroads village called Gettysburg. Their chance encounter with some Union troops at this location June 30, changed the entire nature of the campaign. Neither side and Lee in particular, had intended to

fight it out at Gettysburg; the terrain was hilly with deep ravines and large boulders scattered around. Had he known the size



Monument on Cemetery Ridge at Gettysburg, commemorating the First Minnesota charge near that site. It was dedicated in 1897 on the 34th anniversary of the battle. The bronze plaque on the side lists the men of the First Minnesota who died that day. (Jeffrey Braun Photo)



Photograph of July 2, 1863
Union Cavalry's attack. A

and strength of the Union Army, Lee could have maneuvered in such a way as to engage his enemy somewhere else more to his liking. As it was however; when each side realized the other was in town, both of them consolidated its forces together for the showdown that was now inevitable.

The Battle of Gettysburg opened on July 1, with Confederate forces attacking union positions along McPherson's Ridge west of the town. While on the march toward Gettysburg, General Hooker had been relieved of his command by President Lincoln and was replaced with General George Meade, who would command the Army of the Potomac throughout the Gettysburg campaign.

Meade's forces were outnumbered, but they held their own until afternoon when the Confederates were able to push them all the way through town to Cemetery Hill where the Union Army dug in and built itself defensive positions. That night, the larger part of Meade's Army reached Gettysburg and joined the original force. The first day had looked good for Lee; he held the advantage because Confed-

erate forces outnumbered Union ones and were able to drive them back. But the Confederate inability to defeat the Union force the first day would be costly in the long run. Meade's reinforcements would even the odds.

July 2, was characterized by fierce fighting for control of the countryside around Gettysburg. The battlelines were drawn in such a way as to resemble an upside-down fishhook when viewed from the south looking north. The Union forces occupied Cemetery Ridge, and the Confederates Seminary Ridge to the west. Lee ordered his forces to attack both sides or flanks of the Union position at the same time.

Confederate General James Longstreet, attacked the Federal left at Little Round Top, a hill the Union forces could not afford to

lose. Union Commander Daniel Sickles, boldly led an advance party of Union soldiers into the area below Little Round Top ahead of the main force only to see it cut down by enemy fire in areas still remembered for the ferocity of the fighting; the Wheatfield, Peach Orchard and Devil's Den. Sickles' own leg had to be amputated as a result of the encounter.

On the Union right, a similar situation was developing. Confederate General Richard S. Ewell, launched an evening attack on East Cemetery Hill and Culp's Hill which gave the Confederates some advantage. However; nightfall prevented them from benefiting from it.

The Union center was no less vulnerable to Confederate attack. At one point during the afternoon's fighting, a hole developed



View from atop Little Round Top April 1993, nearly 130 years after the battle. Seminary Ridge, the site of the main Confederate line, is in the distance. The town of Gettysburg is off to the right out of the photo. The battle field covers many miles to the left and right as well as ahead in the distance. (Jeffrey Braun Photo)

in the Union line. Had the Confederates been able to break through, they could have separated both flanks, surrounded them and the battle would have been over. As it was; however, the Union line was saved by the valor and sacrifice of the First Minnesota Regiment, who charged against the on-coming Confederates and in doing so, plugged the gap in the Union Center. For its efforts, the First Minnesota received an 82 percent casualty rate; the highest of any regiment in the entire war.

July 3, saw the final and most memorable day of the fighting at Gettysburg. At precisely 1 p.m., Lee's artillery began a bombardment of Union positions on

Cemetery Ridge and Cemetery Hill. It lasted for two hours and was the largest bombardment ever to take place on North American soil. The purpose was to soften up the Union's defensive line so that the final, desperate attempt on the part of Lee to win the Battle of Gettysburg might be successful.

This attempt was known as Pickett's Charge in which a force of approximately 12,000 Confederates charged across open fields toward the center of the Union Line. The Union forces waited patiently for the Confederates to advance within range; many were in awe of the spectacle before them. When the Union cannons finally thundered their response

entire Confederate regiments disappeared. A dense cloud of smoke settled over the battlefield and Lee knew his last gamble had failed.

On July 4, Lee retreated from Gettysburg back toward Virginia. Had Meade followed and trapped Lee at the Potomac, now swollen with rain, the war might have ended there.

As it was, Lee escaped and the war continued, but it was only a matter of time before the South was forced to surrender.

Gettysburg had proven to the Northern people that they could stand up to the Southern Army and beat them. It also proved they could protect their own soil from invasion. Gettysburg strengthened the Northern resolve to see the war through to its successful conclusion which would mean the emergence of a new nation in which the Federal authority was supreme and not that of the states.

"Government of the people, by the people, and for the people, would not perish from the earth."

Gettysburg was a costly battle. All together, there were approximately 50,000 casualties in the course of the three days of brutal fighting. Few, if any American households North and South were left untouched by the battle. Almost everyone knew at least someone that was involved at Gettysburg, whether it be a father, brother, friend, nephew, cousin or some other relative. Out of a need to put meaning behind the tremendous sacrifices made at Gettysburg; in order to justify the tremendous bloodletting and horrible suffering, the idea was conceived to make the area into a national cemetery with the Union dead being buried accord-



"Regiment With A Reputation," reads a plaque next to the Minnesota monument. It continues ... As the Union line reeled back on July 2, 262 men of the 1st Minnesota charged Confederates advancing over the low ground ahead, and saved the day. They suffered 82 percent casualties--believed to be the highest regimental loss in any battle, in proportion to the number engaged, in modern history. (Jeffrey Braun Photo)

One hundred and thirty years ago, 262 volunteers of the First Minnesota entered a terrible battle in eastern Pennsylvania farm fields. Forty-seven survived.

July 11, those who fought at Gettysburg will be remembered at the Hubbard House from 1-4 p.m. Members of the First Minnesota regiment will be on hand as well as "Abraham Lincoln," delivering a speech. Tours will be given of the Hubbard House, and a video will be shown on the Battle of Gettysburg.

The Battle of Gettysburg was a major turning point.

Gettysburg Remembered



"Do you see those colors? Then take them!" General Winfield S. Hancock (right) orders Col. William Colvin of the First Minnesota to hold the Union line, July 2, 1863. (Minnesota Historical Society)

Three Days In July

ing to what state they came from. There was a practical side to this matter as well. All of those rotting corpses had to be buried as quickly as possible to prevent an outbreak of disease.

A dedication ceremony for the new national cemetery was planned with Edward Everett, a famed orator, asked to give the keynote speech. As an afterthought, the cemetery planners asked President Abraham Lincoln to make "a few appropriate remarks." Lincoln too wanted to put meaning behind the sacrifices made at Gettysburg to rally the northern people to carry on "the unfinished work which they who fought here have thus far so nobly advanced."

In his Nov. 19, 1863 speech,

Lincoln made no reference to Northerners or Southerners, but reminded them all of their common heritage in the Declaration of Independence. He gave credit to the soldiers at Gettysburg, but reminded the people that they must carry on through thought and action where their dead heroes had left off so that the deaths would not be in vain.

Lincoln charged the people to continue the work of reuniting the nation so that the promise of "government of the people, by the people and for the people," promised so long ago in the Declaration of Independence "would not perish from the earth." In Lincoln's generation, the Battle of Gettysburg was necessary to ensure "a new birth of freedom" for future generations. In our own generation, it reminds us that "freedom is not free."

Because communication was dreadfully slow between the western and eastern battle fronts, news of Vicksburg's capitulation to General U. S. Grant July 4, 1863 had not yet reached the American public.

The Northern people were becoming disillusioned with the war and its endless destruction. Daily casualty lists in the newspapers brought the war even closer to home for many people. Even President Lincoln despaired. His endless search for a strong military commander had left him disappointed.

For nearly two and a half years the Union's Army of the Potomac had battled the Confederate's Army of Northern Virginia. Every commander Lincoln chose; Scott, McDowell, Mc Clellan, Hooker and many others failed to press General Lee, even when victory would have been certain. The one decisive battle Lincoln was looking for; to crush the Southern cause for independence was always just beyond his reach.

Gettysburg and Vicksburg changed Northern opinion and morale. Their outcome showed that Union troops could defeat the Confederates in battle. Northern support of the war effort and President Lincoln began to rise once again.

Through these battles it became apparent that victory would not come easily. Throughout the war, casualty lists of more than 50,000 were not uncommon. Near the end of the war, soldiers began pinning pieces of paper to their backs with names and addresses so they could be identified afterwards. They were certain they would be killed.

This was a fact the First Minnesota encountered first hand at Gettysburg. The unit had already lost many men in earlier battles. On that July 3 day, there were 262 men available for duty in the First Minnesota. By the end of the day, 47 would be left to tell their story.

The First Minnesota's action in the battle was a sort of turning point in itself. Had they not succeeded in holding back the attacking Confederate troops, the course of the battle may have turned against the Union. The Confederates would have been able to capture and possibly rout the Union forces as they had so many times in the past.

Today a monument stands in the farm field at Gettysburg, where soldiers of the First Minnesota fought to hold the Union line.

It is the efforts of these men and the many other men and women who fought and died in the Civil War that will be remembered at Gettysburg Remembered, July 11 at the Hubbard house.

From the Desk of BECHS Director

Linda Henry

It is remarkable to reminisce about the history of Blue Earth County Historical Society, and realize how much it has grown. In the early 1900s, the Society did not have a home for its artifacts and archives material; these items were stored at the Odd Fellows Building.

In 1938, the Hubbard House became the home of the museum, and the Society's collections until the late 1980s when the Heritage Center was purchased.

We have certainly made many extraordinary advancements in the last few years. And of course, it is exciting to have done extensive renovation to the exterior porches and roof of the Hubbard House.

This year brings plans for more beautiful landscaping and the construction of a new and attractive retaining wall on the Warren Street side of the property. Kagermeier-Skaar-Paulsen-Asleson Architects Inc. are hard at work writing up the specifications for bids on the interior work of Hubbard House.

The continued growth of the Society would not be possible without the support of its members. Your continued support has brought the Society to where it is today, and

will enable it to continue to move into the future.

The Society still needs your support in many ways. The Society's Membership Committee and Marketing Committees are in need of volunteer members. Financial support is also needed for the general operating costs of the Society.

Although fund raising events and grants go a long way toward financially supporting the Society, the dollars ever increasingly fail to cover all the costs of operating the Heritage Center and Hubbard House.

It is understood that many members may find themselves in a similar situation. In light of that fact, I am appealing to those that feel they can help out.

If you would like to make a donation to the general operating fund, please fill out the enclosed form and mail it in. The donation amounts are merely suggestions.

Please consider donating any amount you feel comfortable with, it will be greatly appreciated. Thank You!

Please remember your support is greatly appreciated and is necessary for the continued growth of the Blue Earth County Historical Society.

BECHS News Briefs

THANK YOU TO EVERYONE WHO donated plants or volunteered to help out at the plant sale, May 8. The sale was a great success in large part through your efforts.

Donations

Jude Norris Ruth Peterson
Margaret Schwankel
Nadine Sugden Rosalin Thiesse
Marlene Fredricks

Volunteers

Edith Hopman Jo Schultz
Tanya Showers Barb Maher
Marlene Fredricks
Ora Ohlenkamp Kathryn Hanson

THE ADVENTURE WILL ONLY BE A SHORT BUS RIDE AWAY.

Fort Ridgley will be the site of a two day celebration of the diverse people and events that helped shape Minnesota. Blue Earth County Historical Society is planing a bus trip to historic Fort Ridgley June 26 to participate in this exciting event.

Native Americans will be discussing their culture and several of the Midwest's most notable Bluegrass and folk music groups will be performing continuously. An 1840s fur trade rendezvous as well as uniformed Civil War era soldiers practicing drills will also be part of the weekend.

Cost of the tour will be \$18 for members and \$20 for non-members. Cost doesn't include lunch. The April trip to the Minnesota Historical Society and Ramsey House was very successful and this trip looks to be the same. Call now for reservations, (507) 345-5566.

IT'S SUMMER, BUT QUILTS WILL BE the theme in July at Blue Earth County Historical Society's annual Quilt Show. The show runs from July 1 through 31 in the Heritage Center main gallery, with the Grand Opening celebration July 3, 1-4 p.m. The first 25 visitors Grand Opening day will receive a FREE carnation. Hours for the remainder of the show will be 1-4 p.m. Tuesday through Sunday. There will also be a quilt raffle held August 1. Tickets will be available throughout the show for \$1. The quilts being raffled will be shown at the Heritage Center.

SUMMER IS A GOOD TIME FOR Sunday afternoon drives and June 27 will be a good day for one. A small number of Mankato area residents have graciously agreed to participate in Blue Earth County Historical Society's Tour of Homes 1993. For \$7 (\$9 for non-members) and your own vehicle, you can be a part of Tour of Homes 1993 between noon and 5 p.m. June 27. Call (507) 345-5566 for ticket information.

THE BANKS OF PLUM CREEK ARE the setting for this story of young Laura Ingalls Wilder.

Come with the Blue Earth County Historical Society July 17 for a trip to prairie life of Minnesota's past, seen through the eyes of a young girl from Walnut Grove.

The charter bus trip will take you to Walnut Grove, Minn. where you will experience some of Laura Ingalls Wilder's childhood through the town's production of, "Fragments of a Dream."

The play is put on yearly by volunteers from the Walnut Grove area and is professionally produced.

Cost of the bus trip including admission to the show is \$20 for members and \$25 for non-members.

Call (507) 345-5566 for details and ticket information.

Memorials

In memory of Alvin E. & Elvina Lewis, by Sonja Swanson.

In memory of Beulah Goodrich, by Elmer Goodrich.

In memory of Norman Fitzgerald, by Mr. & Mrs. Donald Bond.

Membership News

Thank you to the new and renewing members.

Marilyn Ringheim
Jerry Hagen
Mrs. Earl M. Peterson
Don Straub
Donald Olson
Theresa McLaughlin
Tony Zaragoza
Mrs. Nick George
Molly Smith
Shelly Schulz
Sonja Swanson

Alice Hollingsworth
Waldo & Jean Jaax
Linda Karow
David Pederson
Larry Norman
Karen Mc Gregor
Susan Duane
Freda Glynn McCrear
Lake Crystal Tribune
Rita Masberg

Calendar of Events June/July 1993

- June 26** *Ft. Ridgley Celebration*
One day bus trip to Ft. Ridgley for weekend celebration. Discussions, music, 1840s trading rendezvous and Civil War era soldiers. Call Linda Henry for details. (507) 345-5566
- June 27** *Tour of Homes 1993*
12-5 p.m. Call Linda Henry for ticket information. (507) 345-5566
- July 1-31** *Quilt Show 1993*
Quilts will be on display during normal hours at the Heritage Center, 415 Cherry St.
- July 11** *Gettysburg Remembered*
130th Anniversary of the Battle of Gettysburg and the role of the First Minnesota regiment in the battle. 1-4 p.m. at Hubbard House, 606 S. Broad St.
- July 17** *Fragments of a Dream*
Bus trip to Walnut Grove, Laura Ingalls Wilder Pageant, call Linda Henry for details. (507) 345-5566
- July 19** *Young Historians*
2-4 p.m. at the Heritage Center, 415 Cherry St.

Heritage Center

415 Cherry St., Mankato

Summer Hours:

Exhibit Gallery 1-4 p.m.
Tuesday - Sunday

Research Center 1-4 p.m.
Tuesday - Friday

Hubbard House

606 S Broad St., Mankato

Summer Hours:

1-4 p.m.
Tuesday - Sunday

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Blue Earth County Historical Society
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Mankato, Minnesota 56001
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