

Growing Up in Saint Paul

**My Harley Grandma Mary
Eileen Kehoe and the St. Paul
Motorcycle Escort Club**

ELETA PIERCE, PAGE 14



The Children's Preventorium of Ramsey County

PAUL NELSON, PAGE 1

By the Numbers . . .

According to a 2018 Motorcycle Industry Council report, nearly 20 percent of motorcycle owners are women. Here are a few facts about some pioneering women riders:

The number on St. Paulite Clara Wagner's Federation of American Motorcyclists (FAM) membership card. In 1910, she competed in an endurance run from Chicago to Indianapolis. FAM did not recognize her successful finish:

#1083

The year Effie Hotchkiss (with her mother in a sidecar) drove a Harley-Davidson from Brooklyn to San Francisco. They packed but never used a revolver—just in case:

1915

Bessie Stringfield, the first African American woman to ride across the US alone, often dropped this coin on a map to determine her next trip location. She called it her Money Method:

A one-cent penny

The year Linda "Jo" Giovanni and Cris Sommer (Simmons) launched *Harley Women*—the first national magazine devoted to female motorcycle enthusiasts:

1985

SOURCES: "Club to Give Girl Motorbiker Medal," *Indianapolis Star*, October 10, 1910, 8; Aaron Frank, *The Harley-Davidson Story: Tales from the Archives* (Minneapolis: Quartz Publishing Group USA, Inc., 2018); Tricia Szulewski, *Women Riders Now*, <https://womenridersnow.com/motorcycle-ownership-among-women-climbs-to-19-percent/>.

To learn about one local woman's love of motorcycles, see "My Harley Grandma Mary Eileen Kehoe and the St. Paul Motorcycle Escort Club" by Eleta Pierce on page 14.

ON THE COVER



It was once believed sunlight helped keep at-risk children TB free. But Minnesota winters could make it difficult to get outside. Here, three boys soak up "artificial sunlight" under a sunlamp while passing the required heliotherapy time playing checkers. See Paul Nelson's "The Children's Preventorium of Ramsey County" on page 1.

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DAVE RIEHLE

Message from the Editorial Board

Many essential concerns from a century ago remain essential today. We share two examples in this issue of *Ramsey County History*.

In 1915, the Children's Preventorium of Ramsey County opened. Why? Tuberculosis was a capricious killer. The goal was to isolate healthy but TB-exposed children in hopes they would remain healthy. Historian Paul Nelson takes us through the brief history of "The Preve," including its intended and unintended outcomes. Present-day COVID outbreaks remind us of the scourge of tuberculosis and the need to take care of ourselves and others.

Dietrich Lange, a young teacher and outdoorsman in the late nineteenth century, understood nature was in peril if human activity did not change—another message from the past that remains relevant. Lange spread his love of birds and his prescient observations of the natural world to students at Central High. As author Dave Riehle points out, the Bird Observation of 1897 might not have been a blockbuster event, but Lange's efforts, and those of others who came after, remind us to take care of our world.

Finally—Harley Grandma. In the 1940s, a twenty-something Mary Eileen Kehoe discovered Harley-Davidson motorcycles and began riding, managing to keep her hobby a secret from her (mostly) unsuspecting parents—for a time, anyway. Eleta Pierce's profile of her grandmother and her Harley-riding ways is a delightful breath of fresh air and reminds us to go out and have a little fun!

Anne Field
Chair, Editorial Board

The Ramsey County Historical Society thanks former Board Member James A. Stolpestad and affiliate AHS Legacy Fund for supporting the design of this magazine. Publication of Ramsey County History is also supported in part by a gift from Clara M. Claussen and Frieda H. Claussen in memory of Henry H. Cowie Jr., and by a contribution from the late Reuel D. Harmon.

My Harley Grandma Mary Eileen Kehoe and the St. Paul Motorcycle Escort Club

ELETA PIERCE

Some called her Mary; some called her Eileen; others called her Shadow; but to her twenty-two grandchildren, she was our Harley Grandma.

Mary Eileen Kehoe was born in Milwaukee, Wisconsin, on November 17, 1926, to Irene

(Mangan) and Raymond D. Kehoe. She had one sibling—her older sister, Bernadine, whom the family called Bunny. Mary's nickname was Shadow because she *always* followed her older sister everywhere.¹

The family moved a lot in the early years, but shortly after Mary was born, Irene put her foot down and insisted that Raymond go to work for the United States Postal Service. He did, and, in 1927, they settled in St. Paul, Minnesota, to be closer to relatives. They eventually moved into the Tazewell Apartments at 135 N. Western, where they raised their two girls. Their home was on the second floor of the red-brick building with a view of the Cathedral of Saint Paul. The Kehoes were Irish Catholics, so they attended mass regularly at the grand cathedral. The sisters went to Cathedral Grade School and St. Joseph's Academy. Mary graduated high school in 1944.²



In her early twenties, Mary Eileen Kehoe was a stunning member of the St. Paul Motorcycle Escort Club. She adored her Harley-Davidson and rode it everywhere, including along the banks of the Mississippi River. *Courtesy of Eleta Pierce. Photograph colorized by Jon Kowalski.*



St. Paul Motorcycle Escort members and Mary Kehoe (in riding helmet). *Courtesy of Eleta Pierce.*

Motorcycle Maven

Mary first took interest in motorcycles “at the urging of some friends,” who invited her for a ride shortly after graduation. Her own motorcycling adventures started when she bought her very own Harley-Davidson from Howard W. Belmont, whom she always referred to as Howie. To make monthly payments for the cycle, she worked at the telephone company *and* took an additional job at the register at Howie’s shop. *That* was a good gig—besides the extra money, Howie taught Mary how to fix her own bike.³

In 1945, Mary became an official member of the St. Paul Motorcycle Escort Club, a group of local motorcycle enthusiasts led by Howie, who would arrange races and hill climbs in Minnesota and Wisconsin. Riders often competed for cash prizes by participating in a variety of events, including time trials, stunt contests, “ride the plank,” balloon spearing, and gunny sack races, which one must assume was done off bike. They planned “runs” (long motorcycle rides) with bikers from other clubs, including popular Gypsy Runs, whereby a leader or group of leaders planned a long ride

St. Paul Harley-Davidson and the Man Who Started It All: Howard W. Belmont

ELETA PIERCE

Howard W. (Howie) Belmont was an icon in the St. Paul motorcycle scene from 1939 to 1981 and the original owner of St. Paul Harley-Davidson. It made sense. Belmont was an avid motorcyclist and enthusiastic about the sport. In fact, in his twenties and thirties, he “raced motorcycles on half-mile dirt tracks and participated in hill-climbing events.”^a

With help from his mother, Martha, who took out a mortgage on her home at 602 E. Maryland, the young entrepreneur opened Howard W. Belmont Motorcycles at 277 West Seventh Street in the Rochat-Block building in 1939. There, he sold motorcycles, parts, and riding gear, and he offered mechanic services. He officially incorporated his business as St. Paul Harley-Davidson in 1945. According to a family member, “He was known to motorcycle dealers throughout the Midwest and ran one of the nation’s largest mail-order businesses of Harley-Davidson parts.” If he wasn’t busy enough, early on, he had founded the St. Paul Motorcycle Escort Club, and his popularity among bikers and around the city grew.^b

In the late ‘70s, Belmont moved his shop to 1209 West Seventh Street, and then, in 1981, after more than four decades, he retired, selling the business to Bob and Judy Crawford. Not wanting to walk away from his life’s passion completely, Belmont remained on staff for about two years as a salesman. He passed away on June 14, 1989, at the age of seventy-seven following a battle with cancer.^c

The Crawfords relocated St. Paul Harley-Davidson—first to 949 Geneva Avenue around 1987 and then to its current location, 2899 Hudson Boulevard, east of the city, around 1998. They eventually sold the store to Tom and Melanie Giannetti. Dale Rhoads and Justin Johnson have served as the current owners since 2018.^d



Howard W. Belmont stands behind the sales counter in the early days. In business for forty-two years, the well-known and respected owner signed this photograph in 1988. It is currently on display at St. Paul Harley-Davidson on Hudson Road. *Courtesy of St. Paul Harley-Davidson.*



Howard W. Belmont’s shop at 277 West Seventh around 1975, near the end of the “Belmont era,” prior to the business’s move a mile up the road. *Courtesy of Ramsey County Historical Society.*



Mary Kehoe Bowser left behind a small photo album from the late 1940s with at least a dozen snapshots of her wearing Harley-Davidson gear and posing on her bike in front of her apartment building—a telltale sign that, yes, her mother most assuredly learned about her adventurous daughter's hobby. *Courtesy of Eleta Pierce.*

with multiple stops. Other members followed on their bikes without knowing exactly where they would end up. Club members also served as motorcycle escorts in parades and for dignitaries, politicians, and religious leaders who visited the city.⁴

Motorcycle clubs and cyclists in general were beginning to earn a bad reputation as small groups of riders around the country caused disorder and occasional violence, but the St. Paul Motorcycle Escort members worked to change

that perception of bikers locally. They accepted women into their club, and they volunteered their services to the community.⁵

Sssh! It's a Secret

Mary was a petite woman and a girly-girl in looks. She might have been one of the prettiest bikers in the state, with her bright red lipstick, custom kidney belt, and knee-high riding boots. Mary was also a headstrong feminist and was proud that she could hold her big bike up without any help, even after laying it down once in 1949. The accident made the news: Twenty-two-year-old Mary was “momentarily knocked unconscious and bruised when her motorcycle collided with a car at Marion and University.”⁶

Mary kept her motorcycle a secret from her parents. She told us grandchildren that, in those days, most women didn't even regularly wear pants let alone drive a motorcycle. But Mary was never one to let gender roles set a limit to what a woman could do—a point she made sure to teach her daughters and granddaughters.

So how does one hide a 500+-pound secret like that?⁷ Howie used to let her keep her motorcycle at his shop. He even parked it on display in the front window. After a day riding with friends, Mary would return the bike to the store then walk up the hill to her family's apartment, where her parents were none-the-wiser of their daughter's adventures—even though she was



coming home with wind-whipped hair and wearing dusty sunglasses and leather clothing. Were they *really* that naive?

It appears at least one parent was on to her shenanigans. One day, Mary's father approached her, having heard rumors that his daughter had a motorcycle. Not one to lie, the sheepish young woman confessed that she, indeed, owned and rode a bike. To her pleasant surprise, Raymond asked her if she would take him for a ride, "and we won't tell your ma."

And so, with Mary driving and her father sitting behind her on the cycle, off they went on a trip to Wisconsin, where they stopped at a local bar for a drink and to "cut a rug"—a popular term for dancing, as Grandma explained to us. In those days, Minnesota mandated that bars close on Sundays. That was not the case across the state border to the east. Therefore, it was common to find Minnesotans in western Wisconsin bars on that particular day of the week.⁸

After dancing, Mary excused herself to the lady's room, while her father stepped to the bar to get them a "Coke." A gentleman approached Raymond and reprimanded him, saying, "Aren't you a little too old, fella, for that girl?" Raymond laughed and replied, "Mister, that's my daughter!" Apparently, the man didn't believe him, so when Mary returned, she confirmed that this "much older" gentleman was, indeed, her daddy. The guy sheepishly walked away.



Friends through Thick and Thin

Mary's best friend, Catherine (Kitty) Shenkelberg, who lived at 246 Farrington Street, was her sidekick. Kitty also had a motorcycle and was a St. Paul Motorcycle Escort member. The two experienced many runs and excursions together. They even participated in the 1950 St. Paul Winter Carnival as candidates for Fire Queen. Neither of them won. Donna Bainbridge of North St. Paul took the honor. Still, that opportunity led to a lifetime of fondness for the annual carnival.⁹

Kitty Shenkelberg and Mary Kehoe (right) were fast friends. *Courtesy of Eleta Pierce.*



Multiple clubs, including the St. Paul Motorcycle Escort Club, gathered at a Gypsy Run destination the summer of 1948. Many years later, Mary Kehoe Bowser added a few names to this photo in blue ink. She identifies herself (Mommy, me) and Kitty S. *Courtesy of Eleta Pierce.*

Most of the trips were full of fun, laughter, and camaraderie. The group loved traveling and exploring. Theirs was a tight bond. But members were also aware of the dangers on the road. Accidents happened. One such accident claimed the life of Mary's friend and fellow Escort. Pauline (Penny) Olson died in a collision with a car at an intersection after a motorcycle event in White Bear Lake on July 21, 1947. Penny had been the club's secretary. She was twenty years old.¹⁰

When Mary retold the story of her friend's passing to family, she stressed the importance of wearing a helmet. Penny was not wearing a helmet. My mother, Terry Pierce, pointed out to us that the "helmets" back then were simply leather aviator caps that did nothing to protect one's brain from injury. "It would just keep the contents together for when the medics arrived."

It's clear from Mary's memories of the loss of her friend, that she was shaken by the tragedy. Still, she kept riding the next few years—sometimes with the Escorts or other friends and sometimes solo. She even took long road trips

to Missouri to visit family after her parents and sister moved there.¹¹

From out of the Shadows: A New Life

In 1950, Mary "shadowed" Bunny, who had joined the Navy as a WAVE, and drove her motorcycle to Washington, DC, to live near her sister. There, the younger Kehoe landed a job in Navy administration as a secretary. While in the city, Mary and Bunny and their dates attended a Valentine's Day dance for service members. The year was 1951. That is where Mary met a staff sergeant in the Air Force from Johnstown, Pennsylvania, named Milford (Mel) Bowser. Mary and Mel enjoyed each other's company rather than that of the dates they came with. They planned their own date for an upcoming evening.

Their relationship took off, and it didn't take long before Mel proposed. Two months later, they married. Ten months later, the couple welcomed their first child. They spent time in Missouri before settling in Minnesota. Mel landed a job with Cargill and, in 1954, they bought a small, newly constructed two-bedroom house



Harley Grandma, as her grandchildren called her, wouldn't say no to sitting on the back of someone's motorcycle. Here she is on a 1982 Harley-Davidson FX (Sturgis) Low Rider in the summer of 1991 when she was sixty-four. At times, she would even consent to riding around the block with family members or friends—if there was a helmet she could wear.



Mary Kehoe Bowser's daughter, Terry Pierce, has preserved her mother's St. Paul Motorcycle Escort blouse, which includes Mary's name (Eileen Kehoe) in script and the Harley-Davidson logo on the front, patches from 1945 to 1949 on the side, and the club name on the back. The family also cherishes another riding blouse on the back of which is embroidered Mary's nickname—Shadow. *Both images courtesy of Eleta Pierce.*

just blocks away from the plant in Savage. They became proud parents of six daughters—Patty, Kitty, Terry, Debby, Peggy, and Mary Ann (who died at the hospital two days after she was born), and one son, Mike.¹²

Motorcycle Memories

Unfortunately, Mel wasn't as progressive as Mary when it came to her Harley. When they married, he made a simple mandate, "No wife of mine is going to be driving a motorcycle!" Mary must have really loved him because she chose him and sold her precious bike. Despite that, she never gave up her love for Harley-Davidson motorcycles. She filled their home with Harley-Davidson memorabilia, and anyone who knew her would gift her with even more. She proudly shared her stories of her riding days with her children, grandchildren, and anyone else who cared to listen.¹³

My Harley Grandma rode through the pearly gates on January 1, 2018, at the age of ninety-one. Mary lived with Alzheimer's for the last several years of her life—the same disease that claimed the lives of her father and sister. Those final years, she resided with my parents, Terry and Montell Pierce, on St. Paul's West Side, with a view of the city skyline from the window. Although her short-term memory was gone and, eventually, she didn't even recognize her own face in the mirror, she never forgot her riding days. She would talk on and on about her Harley, the St. Paul Motorcycle Escort Club, her fellow bikers—especially the women—and all of her cycling adventures, right up to the end. I am grateful she shared her stories and passion for motorcycles with all of us grandkids.¹⁴

Afterword

A few of Mary's Kehoe Bowser's grandchildren and great-grandchildren have followed in their grandmother's footsteps. Eldest granddaughter Eleta Pierce loved listening to Mary's Harley-Davidson stories. It also helped that Eleta's best friend's family rode motorcycles. Following Eleta's high school graduation in 1991, she spent the summer riding on the back of a boyfriend's Harley. Together, they attended the 51st Sturgis Motorcycle Rally in South



Dakota and explored the Black Hills and Badlands with family and friends. Eleta's riding adventures lasted a few more years, with thousands of miles spent on the open road. Her sister, Tammy Pierce, took the hobby a step further, earning her motorcycle endorsement and purchasing her own bike in 2009—a 2003 Honda Sabre with the name "Shadow" painted across the gas tank. Mary was overjoyed that the tank had *her* nickname on it. Tammy rode for several years and served as secretary of a local motorcycle club. Great-grandsons Coleton and Preston Pierce have also taken up riding. Harley Grandma would be proud.

Granddaughter Eleta Pierce at the Sturgis Motorcycle Rally in 1991. Courtesy of Eleta Pierce.

Acknowledgments: Special thanks to family members of Mary Kehoe Bowser, Luke Johnson at St. Paul Harley-Davidson, and Tim McCormick at the Harley-Davidson Museum in Milwaukee for assistance with this story.

Eleta Pierce is a lifelong resident of St. Paul's West Side and resides there with her three children. She graduated from Humboldt High School. Pierce has been an administrator for Presbyterian churches since 2006 and currently serves First Presbyterian Church in South St. Paul.

NOTES

1. "Mary E Kehoe," *Fifteenth Census of the United States—1930*, Minnesota, Ramsey, St. Paul, enumeration district 62-124, sheet 12B; "Bernadine 'Bunny' C. McClernon," *The Springfield News-Leader*, December 8, 2015, A5.

2. "Raymond D. Kehoe," *Sixteenth Census of the United States—1940*, Minnesota, Ramsey, St. Paul, enumeration district illegible, sheet 1B; "Trine Mangan," Indiana Archives and Records Administration; Indianapolis, Indiana; *Birth Records, 1924*, roll 016; Aine C. McCormack and Eileen R. McCormack, "The Tazewell: 100 Years in the Life of a St. Paul Apartment," *Ramsey County History* 53, no. 4 (Winter 2019): 22-31. The Tazewell Apartments were constructed in 1918 and nearly demolished in the 1970s. Today, the renovated property houses condominiums; Mary Jo Richardson, "St. Joseph's Academy, St. Paul," *MNopedia*, accessed October 25, 2022, <https://www.mnopedia.org/place/st-joseph-s-academy-st-paul>.

3. "Motorcycling Hobby of Shops' Employees," *The Telephone News* 5, Western Electric Company, December 1948, 9; Terry Pierce, interview with author, Summer 2022; "About St. Paul Harley-Davidson," Buell American Motorcycles, accessed October 25, 2022, <https://st-paul-harley-davidson-buell.myshopify.com/pages/about-us>; "Martha Belmont," *Sixteenth Census of the United States—1940*, Minnesota, Ramsey, St. Paul, enumeration district 92-10, sheet 11; "Belmont," *Star Tribune*, June 17, 1989, 5.

4. "Belmont," 5. "St. Paul Motorcycle Escort Club," Businesses and Liens, Office of the Minnesota Secretary of State, accessed December 20, 2022, <https://mblsportal.sos.state.mn.us/Business/SearchDetails?filingGuid=672a666e-9ed4-e011-a886-001ec94ffe7f>. The club registered as a nonprofit in 1938. The organization was involuntarily dissolved in 1997; "Motorcycle Meet to Be Held at Menominee," *Chippewa Herald Telegram*, June 14, 1939; Harley-Davidson Museum, Milwaukee, December 30, 2022.

5. "Motorcycling Hobby of Shops' Employees," 9; "Fifty Injured in Motorcycle Riot in California Town," *Winona Daily News*, July 7, 1947, 1; "Town Bans Motorcycle Race After Riot, Death," *Minneapolis Star Tribune*, July 6, 1948, 7; Gwinn Guilford, "Harley-Davidson's 100-year history is a case study in the marketing of the American maverick," *Quartz*, accessed December 20, 2022, <https://sports.yahoo.com/harley-davidson-100-history-case-142903621.html>; "Open Letter," *Beatrice (NE) Daily Sun*, December 18, 1958. An anonymous member of the St. Paul Motorcycle Escort Club wrote a scathing review against motorcycle groups that cause trouble. The writer favored those, like their own club, that try to make a positive difference in the community.

6. "Cycle Accidents Sent 2 Girls to Hospital," *Pioneer Press*, no date/page number, but Mary Kehoe added the date of the accident (July 21, 1949) and time (9:40 p.m.) to the clipping she saved.

7. Tim McCormick with Harley-Davidson Museum, email exchange with editor, January 4, 2023; "1949 Harley-Davidson WL'45," National Motorcycle Museum, accessed January 18, 2023, <https://nationalmcmuseum.org/2021/02/05/1949-harley-davidson-wl-45/>.

8. "Police Regulations: Intoxicating Liquors, 340:14," *Minnesota Office of the Revisor of Statutes 1949*, General Laws, chapter 340, 2653, accessed December 20, 2022, <https://www.revisor.mn.gov/statutes/1949/cite/340/pdf#search=%22sunday%20alcohol%20sales%22>. "No sale of intoxicating liquor shall be made after 1 a.m. on Sunday."

9. Gordon Richmond, "Fire Queen to be 'Hot Sales-girl,'" *St. Paul Pioneer Press*, January 10, 1950, 9; "North St. Paul Model Chosen Vulcan Queen," *Star Tribune*, February 3, 1950, 1.

10. "Woman, 20, Killed in Motorcycle Mishap," *The Minneapolis Star*, July 21, 1947, 19; "Girl Cyclist Dies in Highway Spill," *St. Cloud Times*, July 21, 1947, 2; "Pauline Deloris (Penny) Olson," Find A Grave, accessed December 20, 2022, <https://www.findagrave.com/memorial/241053509/pauline-deloris-olson>.

11. "Motorcycling Hobby of Shops' Employees," 9.

12. "Bowser, Mary Eileen," *Star Tribune*, January 4, 2018, B4; "Bowser," *Star Tribune*, January 24, 1999, 32.

13. At her passing, Mary Bowser was grandmother to twenty-two grandchildren and twenty-four great-grandchildren. At this writing, two additional great-grandchildren and one great-great-grandchild have joined the family.

14. "Bowser, Mary Eileen," B4.

Notes to Sidebar on page 15

a. "Howard Belmont owned motorcycle dealership," *Star Tribune*, June 18, 1989, 32.

b. "About St. Paul Harley-Davidson," Buell American Motorcycles, accessed October 25, 2022, <https://st-paul-harley-davidson-buell.myshopify.com/pages/about-us>; "Martha Belmont," *Sixteenth Census of the United States—1940*, Minnesota, Ramsey, St. Paul, enumeration district 92-10, sheet 11; "Howard Belmont owned motorcycle dealership."

c. "St. Paul Harley-Davidson," *St. Paul City Directory* (St. Paul: R. L. Polk & Co., 1940, 1970, 1977, 1978, 1981, 1982), 100, 397, 376, 371, 298; "Belmont," *Star Tribune*, June 17, 1989, 5; "Howard Belmont owned motorcycle dealership."

d. "Beginning of a Lifetime Career—Bob and Judy Crawford," historical information at St. Paul Harley-Davidson Museum; "About St. Paul Harley-Davidson," "Belmont Harley-Davidson/St. Paul Harley-Davidson," *Northwestern Bell* and *US West DEX Telephone Directory* (St. Paul: Northwestern Bell/US West, 1982, 1988-1989, 1994-1995, 1996-1997), 4, 198, 868, 906; Luke Johnson with St. Paul Harley-Davidson, personal tour with author, December 2022, and email correspondence with editor, January 13, 2023.

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RAMSEY COUNTY History

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Preserving our past, informing our present, inspiring our future.

The Ramsey County Historical Society (RCHS) strives to innovate, lead, and partner in preserving the knowledge of our community, deliver inspiring history programming, and incorporate local history in education.

The Society was established in 1949 to preserve the Jane and Heman Gibbs Farm in Falcon Heights, which the family acquired in 1849. Listed on the National Register of Historic Places in 1974, the original programs told the story of the Gibbs family. In 2000, with the assistance of a Dakota Advisory Council, RCHS also began interpreting Dakota culture and lifeways, now telling the stories of the remarkable relationship between Jane Gibbs and the Dakota people of Heyáta Othúnwe (Cloud Man's Village).

In 1964, the Society began publishing its award-winning magazine *Ramsey County History*. In 1978, the organization moved to St. Paul's Landmark Center, a restored Federal Courts building on the National Register of Historic Places. An expansion of the Research Center was completed in 2010 and rededicated in 2016 as the Mary Livingston Griggs & Mary Griggs Burke Research Center.

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RCHS is committed to ensuring it preserves and presents our county's history. As we continue our work to incorporate more culturally diverse histories, we have made a commitment to diversity, equity, accessibility, and inclusion that is based on this core idea: RCHS exists to serve ALL who call Ramsey County home. To learn more, please see www.rchs.com/about.

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Mnisóta Makhóche, the land where the waters are so clear they reflect the clouds, extends beyond the modern borders of Minnesota and is the ancestral and contemporary homeland of the Dakhóta (Dakota) people. It is also home to the Anishinaabe and other Indigenous peoples, all who make up a vibrant community in Mnisóta Makhóche. RCHS acknowledges that its sites are located on and benefit from these sacred Dakota lands.

RCHS is committed to preserving our past, informing our present, and inspiring our future. Part of doing so is acknowledging the painful history and current challenges facing the Dakota people just as we celebrate the contributions of Dakota and other Indigenous peoples.

Find our full Land Acknowledgment Statement on our website, www.rchs.com. This includes actionable ways in which RCHS pledges to honor the Dakota and other Indigenous peoples of Mnisóta Makhóche.



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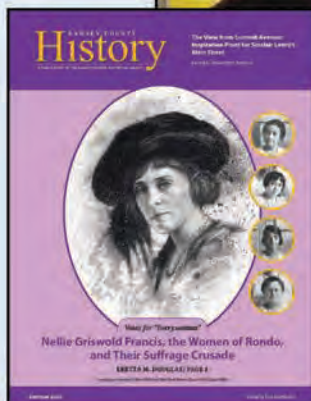
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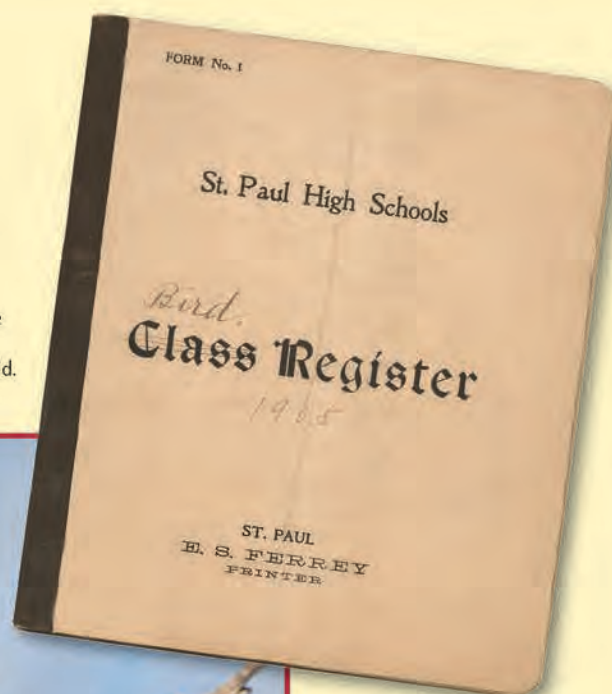
Permit No. 3989

Arrival of the Birds

The (Almost) Incredible 1897 Central High School Bird Observation

DAVE RIEHLE, PAGE 21

Members of the 1897 Central High School Ornithological Society may have converted class registers to document the birds they observed while in the field.
Courtesy of Minnesota Historical Society.



Ornithological Society member Joseph Barrett identified a purple finch similar to this one on April 10, 1897, on Irvine Street in St. Paul. Over 126 years later, this bird is fairly uncommon in Minnesota, preferring to spend summers straddling and north of the US/Canada border.
Courtesy of Andrew Cannizarro, Wikimedia Commons.