



Morinville brothers with their threshing machine. Straw was used for fuel.

LAKE PLEASANT TOWNSHIP

Homesteaders began settling the land in Lake Pleasant Township shortly after the Bottineau Group arrived in 1876. In 1877 Charle and Zephirin Perrault and George Brunelle and George Marchand arrived from Penetanguishene, Ontario, Canada, and selected their homesteads to lie in close proximity to the proposed railroad.

In 1886 the Duluth and Manitoba Railroad Co. built their line across Lake Pleasant Township and two switching stations were installed. The Delorme station was used mainly as a loading station for hay, grain and wood and the Perrault station located farther north was used as a depot as well as a loading station.

Charle Perrault, for whom the station was named and on whose land it was built, also erected an elevator on that site and a cheese factory run by Theo. Fournier also operated there for many years.

The township was organized at a meeting held at the home of Pheran Perrault on the 13th day of August in 1879. The meeting was called to order by John Perrault who served as clerk and J. L. Beaudry was chosen to serve as moderator. The first order of business was the election of offi-

cers and those elected and declared qualified to serve were as follows: Chairman, Charle Perrault; Supervisors, Onezime Ducharme and Michael Fournin; Clerk, Edward Columbus; Treasurer, William Scharper; Justices of the Peace, Henry Hennemuth and John Perrault; Constables, Adolph Riechal and George Frenette.

The meetings were held in homes until 1881 when they were held in the school house of District #32 and compensation for officers was one dollar per meeting.

The following excerpts were chosen from the early records to reflect the progress and development of Lake Pleasant Township.

1880 — By-Laws were adopted to prevent cows, oxen, horses, mules, asses, sheep, pigs or any other livestock to be allowed to run at large during the months of April through October 15th in each year until further ordered. Desirean Lacoursiere was elected poundmaster with the pound being located in section one. The cost for impoundment for twenty-four hours for any kind of stock was set at fifty cents except horses for which the cost was set at one dollar. A motion ordered that four days poll tax labor be worked on the roads and the township was divided into four road districts with the overseers of roads to be elected at annual meetings.

1881 — It was resolved by the board of supervisors that all section lines be recorded in the town record book as wagon roads to be worked by the town board as they see fit. The poll tax labor was reduced to two days of road work.

1883 — The first bridge was built at Badger Creek.

1884 — The poll tax labor was reduced to one day. A bridge was built across the Cyr Creek and a road was built between Tilden and Lake Pleasant townships. (Present Highway Two).

1885 — The first road grader purchased by the township from the New Era Manu-

facturing Co. of Chicago for one thousand dollars was to be paid within ten years. Three dollars a day was allowed as payment for one man and a team of horses or oxen doing road work. In December an election was held to decide whether to permit the Duluth and Manitoba Railroad Co. to construct a line across the township beginning at a point on the Northern Pacific Railroad in Clay County to Red Lake Falls with the work to be completed in 1886. Twenty-eight voted for the railroad proposition, eighteen against.

1887 — It was proposed that the supervisors act as a board of health and that Dr. Lemieux be designated as health officer for the coming year. It was also decided that a shed for the road grader be built at the Charle Perrault farm.

1888 — A grade would be made across the little lake in the town line between section 35 of Red Lake Falls township and section 2 of Lake Pleasant. It was proposed that it be made unlawful for inhabitants of other townships to hunt in Lake Pleasant and the penalty for this was set from five to twenty dollars. It was also proposed by J. C. Beaudry, seconded by Hubert Cardinal, to buy four chairs to be used when holding meetings.

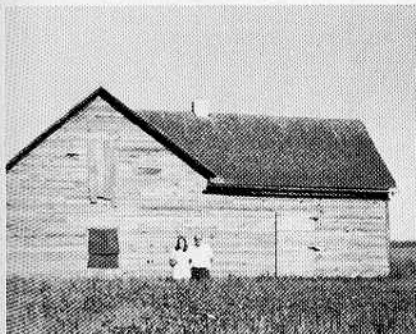
1893 — A road (Present Highway 32) was built and declared a public highway.

1894 — It was decided that the road grader be operated by one man hired purposely for the job and Denis Lizotte was employed at \$1.50 per day.

1895 — Four dollars per day for one man with a team would be paid for road work with ten hours set as a day's work.

1896 — A road running north and south along the railroad track was built. The township was no longer a part of Polk County as Red Lake County was formed.

1900 — A desk was purchased for the clerk and the one previously used was to be returned to the chairman, Evangeline Quesnel. \$2.00 was to be paid to School District #32 for each meeting held in the



Louis Morinville home built 1879 still stands one mile south of junction of Highways 32 and 92.

school house. An election was held to approve a bond issue of \$10,000 to help defray the cost of constructing a court house at the county seat in Red Lake Falls. The taxable evaluation of the township was set at \$66,378.00.

1904 — A motion was passed to allow taxpayers to work on roads at four dollars per day to pay taxes.

1906 — The township was assessed \$25.00 towards the county poor fund.

1909 — A motion passed that each road overseer would also be a poundmaster.

1915 — A pound was established in section nine at the William Marleau farm. In March it was resolved and passed by the voters that the township organize the Highway Home Rule Club to cooperate with similar clubs in other townships in a statewide campaign to dispute the rule of the Highway Commissioners and to keep up the fight until the legislature now in session or a succeeding one removes every vestige of control and supervision from the state commissioners and rests these powers in local boards elected by the people.

1916 — It was resolved that each and every farmer be poundmaster.

1920 — A bridge was built between sections eight and five with the township and county sharing the cost at \$1,750 each. Mrs. Marie Ann Delorme cast the first woman's vote in Lake Pleasant at a general election in which ninety votes were cast, thirty of them by women.

1926 — The bridge at the corner of sections 9, 10, 15 and 16 was rebuilt.

1933 — A motion was made and carried to designate the Northern State Bank of Gonvick as depository for the township funds. Later in the year it was decided to let the treasurer, Joe Delorme, choose between the Red Lake County State Bank of Red Lake Falls and the Northern State



Delorme Station

Bank of Gonvick.

1949 — The township made an agreement with the Red Lake Falls Fire Department for fire protection.

1954 — The township share to be paid for a new rural fire truck was \$1,016.

The present board members serving the township: Chairman, John Glass; Clerk, Marie Chaput; Treasurer, Sybil Derosier; Supervisors, Leo Hoefler and Erwin Weiss.

Prior to 1900 there was a church located in section 27 and the cemetery is located on the farm presently owned by William Marwitz. Another cemetery, located in section 13, was known as the Demann Cemetery. In 1905 Ludwig Weiss and Sam and George Luxerburg purchased the adjoining land from John and Mary McCormick of Logan County, Illinois, and this became the Evergreen Cemetery.

Marcoux Corner, located in section 24 at the junction of Highways 32 and 2 was built in 1927 by Ed Marcoux. He also had a pony farm where he rented and sold ponies. The Corner had a barber shop for many years and was also a bus depot, gas station, grocery store, restaurant and tavern. For many years they rented cabins and had an emergency signal station for

the highway patrol.

Midway Tavern, Restaurant and Filing Station was located in the southwestern part of the township along Highway 2. It was started in 1935 by Isadore Rosen and the same year sold to Harvey Bombardier who owned it until 1938. Other operators have been Paul Bruneau, Ed Callier and Joe Juhl who later started a gravel business which he sold to Tuseth Gravel Co. It is now owned by Bradshaw Gravel Supply. The Midway Building was moved to Gentilly and is now the home of Mr. and Mrs. Robert Brault.

In 1975 construction was started on the Red Lake Falls Municipal Airport which is located at the junction of Highways 92 and 32.

Lake Pleasant Township presently counts 177 people residing within its boundaries and of these 98 are registered voters. The township also has a very active 4-H and Homemakers Clubs.

LAKE PLEASANT TOWNSHIP SCHOOLS

There were six schools located in Lake Pleasant Township although the earliest



School District 216, Lake Pleasant Township in 1897. Ida Koke was the teacher. Men to the left are William Schaper, William Cyr and Mr. Robillard. Mrs. George Marchildon is at the right with baby. Standing to the right of the teacher is Mrs. Robillard. Emma Schaper (Mrs. Fred Purath) is the little girl with white collar in front. Others are Laura Cyr, Marchildons, Schapers, Cyrs, Robillards and the Warren children.

MARCOUX CORNER

Marcoux Corner, situated north of Highway Two and west of Highway Thirty-two in Lake Pleasant Township, was named for Edward Marcoux who settled there in 1927 and opened a Phillips Gas Station and a small cafe. Marcoux had purchased a small parcel of land, four acres in all, from Orner Delorme who owned the quarter section on this site. Many thought Ed had made a poor investment in choosing this spot for a business place, and that he could not possibly eke a living there.

Having the foresight to know that some day with improved highways, cars in great numbers would travel these roads stopping for gas and food, Ed continued to develop and improve his business. The first structure he built, containing living quarters and lunch counter, burned to the ground wiping out everything he owned. But Ed did not give up, instead he bought a large, square, two story house from a farmer, Archie Dupont, and moved this onto his premises where it remained for many years. As business improved another large room was annexed to the east side of the original house.

Highway Two was improved and paved and Highway Thirty-two also was widened and tarred. More people had cars by this time and consequently traffic became heavier. Large trucks were taking over much of the freight transportation, especially grain from the wheat farms of North Dakota and the Red River Valley, which

was trucked to Duuth. One of the fueling stops for the drivers was at Marcoux Corner. This in itself was a great help to the gas business and the establishment.

When Ed Marcoux decided to move to California in 1936, he sold the Corner to his two brothers-in-law, Noel and Oliver Proulx, a partnership that was maintained for several years and ended only when Noel Proulx became sheriff of Red Lake County when Carl Kanke had resigned and a new sheriff was appointed.

Oliver and Anne Proulx purchased Noel's share of Marcoux Corner in 1942 and remained there to operate the gas station, cafe and bar for many years. Their family of three boys, Joseph Oliver, Daniel and George and one daughter, Marie Jean, grew up at Marcoux and attended school at Red Lake Falls and Crookston.

Subsequently, the place was sold to Walter Montpetit in 1946, who operated the business for only one year. In 1947, Oliver Proulx again bought the Corner when Montpetit, at the death of his father, returned home to manage his father's business. According to township records, the next purchaser of Marcoux Corner was LaVern Landreville who acquired it in 1961 and operated it for four years selling the place to Joseph Juhl in 1965. A second fire leveled the Corner and Joe Juhl had a one story building constructed on the spot where the old one had stood.

Many times the Corner was a haven for travelers when a blinding blizzard would strike northwestern Minnesota. The worst storm in these later years occurred in March of 1966 and during this time the Corner remained open day and night for the convenience and protection of those who needed shelter from the storm which kept many people captive there for several days.

Marcoux Corner, presently operated by Fred and Dorothy Gjesdahl, is a modern, well decorated establishment where patrons can enjoy dining and dancing in the restaurant, bar and lounge.



Perreault Station School

available records do not indicate when they started.

District #32 in 1901 had Josephine Kaus as a teacher with thirty-one students. Her salary was \$30.00 per month. District #32 school house now serves as the Lake Pleasant Town Hall.

District #191 in 1901 had Ozana Dubuque teaching twenty-three students in grades one through seven for which she was paid \$30.00 per month.

District #4 in 1902 had eighteen students taught by Alvina Lizotte. Her salary was \$30.00.

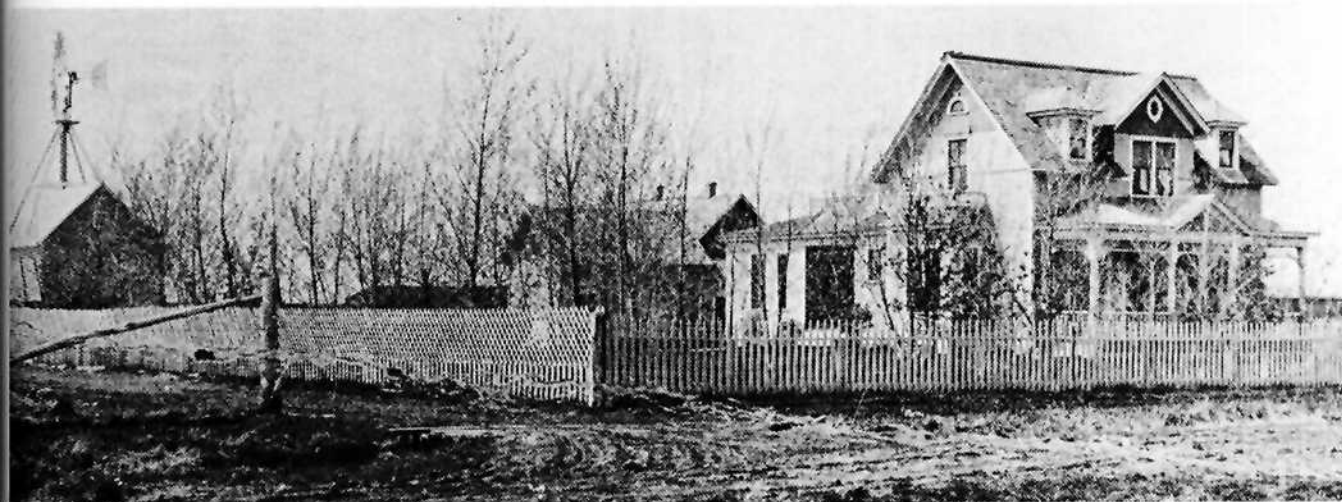
District #216 teacher in 1902 was Florence Columbus who had twenty-one students and received a \$33.00 salary.

District #45 in 1905 had Catherine Bernthume teaching twenty-five students.

District #23 in 1909 had eight students taught by Victoria Parenteau.



Players in 1889 were Joe Morinville, Jos. St. Marie, Pete Bausch, Idage Barl, George Morinville, Delorme, George Bottineau, Telesphore Robillard, Peter Pouliot. Bats and a catcher's mask were the only equipment.



The Columbus farm home was built in the early 1880's, now the home of the Martin DeHaan family on Highway 32.