

VOYAGEURS AREA COUNCIL

## Boundary Waters District



# FEBRUARY 23, 2019

Welcome to the 2019 Klondike Derby "Iron Range Ghost Towns" hosted by Troop 129 (Virginia/Britt). The following pages will provide the necessary information to have a fun and successful event for your unit.

Should you have any questions, please contact the following:

Event Chair:	Dan Engel	<a href="mailto:Daniel.j.engel@gmail.com">Daniel.j.engel@gmail.com</a>	218-410-1579
Saturday Derby:	Gary Crotteau	<a href="mailto:Evergreenfire@yahoo.com">Evergreenfire@yahoo.com</a>	218-410-9702
	Allen Larsen	<a href="mailto:Larsen08@hotmail.com">Larsen08@hotmail.com</a>	218-780-5543

## Registration

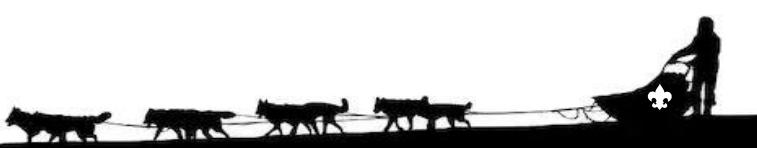
Units can register in advance online at the council website (<http://www.vac-bsa.org/Event.aspx?id=8039>) or in person at the Council Service Center. Registration cost is \$10/person which includes lunch and a Klondike 2019 hanging patch. *Please indicate any special dietary needs upon registration.* All registration money will be collected at the event check-in. Online registration will help with a head count for meal and event planning.

## Check-In

Check in will be Saturday morning 9-9:30 a.m. at the event location – Iron Range OHV Park in Gilbert. Registration payments will be taken at check-in. In order to avoid congestion at the Check-In table, **please have ONE person (adult or youth unit leader) register the unit using the Derby Roster** on page 4 of this packet.

## Adult Supervision

Please follow BSA rules regarding supervision at all times. At least two adults per unit must be registered and present the entire time your unit is present. Reminder that adults are not allowed to accompany the patrols and their sleds unless it is a health and safety issue, with the exception of patrols made up entirely of Webelo and AOL scouts. This is to ensure no coaching and allow the patrols to demonstrate their teamwork and skills.



# Meals

Saturday lunch will be provided and is part of the registration fee. *Scouts and Scouters are expected to bring a mess kit (or equivalent) for lunch.* The Saturday lunch will include a pulled pork sandwich, chips and fresh fruit. If a member of a unit has special dietary needs (religious or health related), please indicate this during online registration and we will do our best to make accommodations for those individuals. All other snacks and drinks will be the responsibility of individuals or units.

# Raffle

The Klondike Derby will finish with awards and a raffle. Patrols can use “loot” earned and gathered during the derby to bid on a raffle item. In order to have enough raffles for all youth that participate, we ask that each youth bring a small item to donate to the raffle. Suggestions are candy, snacks, treats, or gear such as a carabiner, paracord or a flashlight.

# Health and Safety

Scouts must be in proper clothing to participate in the events. Dress to stay warm and comfortable. Don't wear anything made of cotton! It holds moisture, and makes you cold! Winter clothing is most important! Tennis shoes are not appropriate.

Be sure to review symptoms of Hypothermia and Frostbite and know how to recognize and treat them.

Be prepared for Sun exposure even in winter. Use sunscreen and sunglasses.

No Snowball Fights we don't want to ruin a Scout's experience at the Klondike by hurting him or her with a snowball

# First Aid

We will establish a First Aid station for anything units cannot handle at the Unit level. Please maintain a copy of the medical release form to bring with you to the First Aid station located at Base Camp.

## Leave no Trace – Trash:

Pack it in, pack it out! Each unit is responsible for the removal and disposal of its own trash.

## Leave no Trace – Latrines:

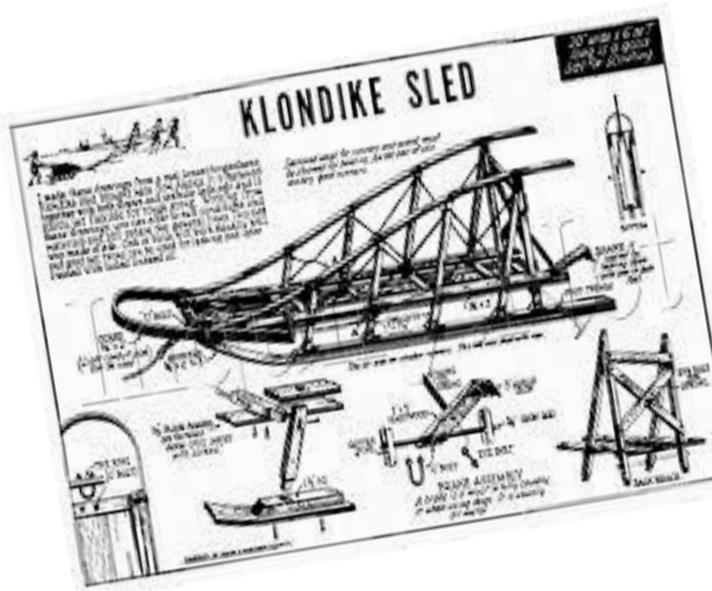
Please encourage all participants to use the indoor latrines provided. We aim to leave the area as pristine and \*white\* as when we arrive.



# Sleds and Equipment

**Each patrol will bring a sled made by the unit (AOL/Webelos II are allowed to use store bought sleds or toboggans). Sleds can look something like the standard Klondike Sled or can be one of many different designs found on the internet.**

Patrol Items	Individual Items
Unit Registration packet (roster, payment & waivers)	BSA Waiver & \$10 fee (turn in with Unit Registration)
Dessert to share at lunch	Be prepared for the winter weather from head to toe!
Patrol flag & cheer	Winter hat, balaclava/scarf, jacket (layers),
1 tarp or durable blanket at least 6' x 8'	Snow pants, mittens, wool socks, winter boots
Bag of cotton balls	Be prepared for wet clothes!
First Aid kit with equipment needed to provide treatment for any First Aid scenario listed in the Scout handbook through First Class	Spare clothing especially socks, mittens & hat
Any old/antique mining gear (pickax, shovel, hard hats)	Water bottle
Durable bag for carrying your gold!	
Scout handbook	
Fire starting supplies (ignition, tinder, kindling -	Mess kit (including cup or mug)
<b><i>NO LIQUIDS OR AEROSOLS</i></b> )	Walking stick
Water jug with potable water (enough for your patrol/unit)	Pocket knife (and whittling or totin' chips)
<i>Optional items:</i>	Day pack
Camp chairs	
Portable ice shelter (for windbreak)	Compass
Timepiece	Personal snack (maybe Thermos with warm beverage)
	Rope (> 20')
	Small raffle item to donate (small white elephant type gift, candy etc.)
	Sunglasses/sunscreen



Don't have a Klondike Sled?  
Here's a link for downloading  
directions:

<https://media.scouting.org/boyslife/workshop/sledplans.pdf>



# 2019 Klondike Derby Roster

February 23, 2019

\*please complete this roster and bring it to register the unit at the check-in table on event day\*

Troop / Crew / Pack # \_\_\_\_\_ # of Patrols \_\_\_\_\_  
(circle one)

Unit Contact Person \_\_\_\_\_

Phone (cell) \_\_\_\_\_

Derby Sled Patrol Name \_\_\_\_\_

## Sled Team (1) Participants:

1. \_\_\_\_\_  
2. \_\_\_\_\_  
3. \_\_\_\_\_  
4. \_\_\_\_\_  
5. \_\_\_\_\_

6. \_\_\_\_\_  
7. \_\_\_\_\_  
8. \_\_\_\_\_  
9. \_\_\_\_\_  
10. \_\_\_\_\_

Derby Sled Patrol Name \_\_\_\_\_

## Sled Team (2) Participants:

1. \_\_\_\_\_  
2. \_\_\_\_\_  
3. \_\_\_\_\_  
4. \_\_\_\_\_  
5. \_\_\_\_\_

6. \_\_\_\_\_  
7. \_\_\_\_\_  
8. \_\_\_\_\_  
9. \_\_\_\_\_  
10. \_\_\_\_\_





## "IRON RANGE GHOST TOWNS"

The 1890s were an exciting time for Northeastern Minnesota. West Coast prospectors, immigrant mine supervisors and East Coast financiers worked together to create booming Iron Range towns. As each patrol travels through the Iron Range Ghost Towns of the Klondike Derby, their teamwork, outdoor skills and scout skills will be put to the test. Each ghost town will test a scout skill (or combination of skills) so like the BSA motto says, "BE PREPARED."

### **Elcor**

In March 1895, a group was prospecting near modern-day Gilbert when they discovered a particularly rich ore deposit. The first mine to tap the ore vein was Oliver Mining Company in 1898. Early exploration of the mine suggested there were about 3 million tons of ore accessible using the underground mining techniques of the day. In all, 1,000 laborers were employed directly by mines in the area. The town's prosperity mirrored the success of the mine—growing in boom times and crashing during busts. Elcor mines shipped about 400,000 tons of ore through the docks at Two Harbors. The townsfolk couldn't "bear" to see it happen, but today, where the houses, streets, school, and skating rink of Elcor stood a generation ago, a strip mine still operates.

### **Merritt**

Merritt was not a lucky town. Situated upon Embarrass Lake, only half a mile east of Biwabik, it was once home to about 300 Iron Rangers, a hotel ("The Merritt"), a bank, and a slew of saloons. Although its name honors the Merritt family, credited for opening the Mesabi Iron Range, Merritt's namesakes were not consulted before the moniker was chosen. Tragically, only one year later, a wildfire sent those same people fleeing into Embarrass Lake as flames overtook the hilltop town. Residents clung to their most precious possessions as they waded into the shallows to escape the heat and smoke. Heavier items, such as pots and pans, were left on the shore. The town burned for a half an hour—little survived. Almost all the Merritters relocated to Biwabik.

### **Section 30**

The only underground mine to operate in Lake County was drilled in Section 30, Township 63, Range 11. This description oddly came to double as a moniker for the place; Section 30 contained the Section 30 Mine and a nearby settlement also called Section 30, about three miles northeast of Ely. On the other side of Section 30 was, and still is, wilderness; nobody simply "passes through" the area. The settlement was mostly abandoned after rail rates increased in 1923, forcing the mine to close. Some residents remained, hoping the mine would reopen. While the area is still populated, the defining features of the Section 30 community—its hotels, dance hall, school, and store—are all gone.



# **“IRON RANGE GHOST TOWNS” (cont.)**

## **Mesaba**

Mesaba was at its best when it was at the end of the line—the rail line, that is. The DM&N’s ore movers went no farther north, and this is where many immigrant miners and loggers first got off the train to find a job and a place to live. Mesaba grew through the mid-1910s as the miners replaced the original homesteads and installed utilities. They predicted many decades of production to come—time which the town did not have. The Oliver Mining Company decided to remove its support of the town when World War I broke out in Europe. The mine was allowed to flood and most of the town’s population dispersed throughout the Range. Today its memory hovers in midair over the center of a mine pit and only photographs remain of what once was.

## **Mitchell**

The Duluth, Missabe & Northern Railroad carved out the town of Mitchell, for its employees in the adjacent rail yard. While there were few luxuries near the yards, residents could brag to neighboring towns that their main street, Mitchell Avenue, was paved.

A typical train heading from Mitchell to Proctor, a two-hour trip, would be pulled by a Yellowstone engine, followed by 180 70-ton ore cars and a caboose. Steam machinery required constant servicing, so the railroad positioned major yards on each end of the ore line. The route from Mitchell to Proctor was essential to the success of the Mesabi Range; steam power was not. In the 1950s, the Duluth, Missabe, & Iron Range Railroad began converting its fleet of locomotives from steam to diesel. This change, along with advancements completely changed the game in communications technology, rendered Mitchell obsolete.

## **Redore**

A smaller community west of Mitchell, Redore was named for the Iron Range’s lifeblood: the dark red hematite the town’s resident miners pulled from the earth. Redore was an expansion of Mitchell “across the tracks.” The satellite of Redore would expand to include 13 houses. Oddly, the local post office was established in Redore rather than its larger, older twin. Stranger still, the post office was on the Mitchell side of the tracks, because it had more reliable road access to Hibbing. By the mid-1980s, only two of Mitchell’s almost 40 buildings remained, and Redore was already erased. All that was left was the 12-stall repair shop and an abandoned house; today, only the repair shop remains.

## **Meadow**

Aurora came into existence as the result of the discovery of rich hematite ore at what was to become known as the Meadow Mine. The original townsite was platted close to the underground operation which was bypassed when the Duluth and Iron Range Railroad extended a spur to the Mesabi mining district. Because the railroad was the only practical transportation, a new townsite was platted next to the tracks in 1905. Many families moved in almost immediately after the town was incorporated; they came from Michigan and the towns of the Vermilion Range. Some of the families were Finnish, Irish and Swedish, but all had previous experiences in other American mining communities. Like many early mines, the impact of World War slithered its way into the area and impacted many mines, including Meadow Mine, but it left behind a melting pot of experienced miners and “staff.”



# Driving Directions

**From Virginia:**

**Take Hwy 53 to MN Highway 135N exit towards Gilbert.**

**Continue on 135 and turn right on Pettit Road.**

**Continue on Pettit Road to 7196 Pettit Road**

