



A history written by an early settler states that the bridge across the narrows was about one mile south of scenic road Highway 34. The story is best told in articles printed in the Enterprise over 100 years ago. Settlers came to the First Prairie (Hubbard), and the Second Prairie (Park Rapids) in the summer of 1879.



(Nancy wrote this for Jerry Budgett's History of the Long Lake.)

The Bridge over the Lake By Nancy Stover Tague

Enterprise
dated August 10, 1882

There is a good crossing near the end of Long lake and a road down the east side of the lake to Manter (later Brighten, then Hubbard). The distance is six miles. Messrs. Rice, Ricker, and Buck first drove through the lake July 22, 1882.

Enterprise
dated July 27, 1883

The bridge across Long Lake, on which citizens of First and Second Prairies have been at work for some time, is nearing completion.

Enterprise dated November 2, 1883

We desire in a public manner to state (what lack of time and occasion have prevented) the full facts concerning the construction across the narrows of Long Lake. Many citizens on both prairies east and west of the lake, believing the bridge a public need and convenience, voluntarily became subscribers, (among these were the undersigned) to a fund, to build such a bridge as a public donation, without a thought or wish then, since, or now, of receiving a dollar's reimbursement from the county or any source whatever, sharing only the benefits of the use of the bridge. Certain parties, well-known, placed in active circulation, well-known false and malicious reports to the effect that certain

subscribers, notably the undersigned, were intending to present a bill to the Board of Commissioners of Hubbard County, for reimbursement, in the amount of their subscription or other amount. Such Statements to be preserved as a written guarantee and pledge, that in thought and purpose, no reimbursement was ever expected or desired, and furthermore, that no bill or demand will ever be made upon Hubbard County or any other source, to pay one dollar on account of expenses of said bridge.

We, the undersigned subscribers to the bridge fund, fully concurring with the foregoing statement, are: Lorin Petrie, F.C. Rice, C.W. Cutler, H. Ricker, David Kidd, O.P. Manlove, T.E. Buck, and others.

Enterprise dated November 2, 1883

We want every voter in Hubbard County to read the letter in this issue of Rice Bros. and others who subscribed largely and generously to the bridge across Long Lake this summer. It is a sufficient answer to one of the most malicious

falsehoods that have been spread over these prairies. It is a specimen of all the others. Messrs. Rice, at whom the attack is made, more especially, have been too busily occupied in working for the upbuilding of industries which are helping us so much to the development of our county to take note of the small innuendoes of which this is one. But when they found that falsehood was being used to influence voters, they felt it incumbent upon them to refute it. Upon such who nominated themselves for office on the Independent ticket, seek drawn. If you care to build up count interests, vote the straight Republican ticket. If you choose to disintegrate and destroy, cast your lot with the Independents.

Enterprise dated November 16, 1883

The Long Lake bridge should be planked at once.

Enterprise dated February 29, 1884

Our enterprising new hardware merchant, Gundling, contributed the spikes for the planking of the Long Lake bridge. Quite a force of citizens worked Tuesday on the bridge laying more plank. We understand it is nearly completed.

Enterprise dated January 9, 1885

The County Commissioners held their annual meeting last Thursday. Among the subjects for consideration was the bridge across Long Lake. We understand that they decided not to do anything with it.

Final comment:

If you have a map of Long Lake showing lake depth, you will see the ridge running between Shady Point on the East, and Hamilton's (Pine) Island on the West – surely the location of the bridge.

One year after the completion of the bridge, the Long Lake Mill Company built a dam across the river flowing out of the lake. The dam eventually raised the level of the lake over six feet and submerged the bridge.