

Minnesota Works Progress Administration: Writers Project Research Notes.

# **Copyright Notice:**

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit <a href="https://www.mnhs.org/copyright">www.mnhs.org/copyright</a>.

1.

himshed copy

Duluth, Minn.
Topic: Kittson County
David Slafer
Number of Words: app. 3206
March 23, 1937

## HISTORICAL SURVEY OF KITTSON COUNTY

Forming the northwest corner of the State of Minnesota is Kittson County.

Originally it was a part of huge Pembina County, one of the nine original counties of the Territory of Minnesota. This county received its name from the Pembina River, a tributary of the Red River of the North, and from the village of Pembina, located on that stream. When Kittson County was organized and renamed in 1878, the name Pembina no longer existed in Minnesota, although a county in North Dakota, just across the state line from Kittson County, bears that name.

The village of Pembina is not located in Kittson County, but its nearness had a bearing on the future history of the county, for it was here that the first trading posts in the Red River Valley flourished. It was not only a gathering place for the traders and Indians of the region, but also a terminus of the Red River Trails, one of which ran through Kittson County.

For decades most white men thought of the Red River Valley as a part of some great desert. The vague rumors of its promising richness came from occasional trappers employed by the fur posts at Pembina.

The Hudson's Bay Company was chartered and organized on May 2, 1670. Under the charter granted it by the Crown, it received exclusive privileges on the Hudson's Bay and all the streams emptying into it and all their tributaries. This great area, which became known as Rupert's Land and later Canada, included the Red River Valley and all the streams tributary to it, and, of course, the area which was to become Kittson County.

The first known fur-trading post in the Red River Valley, was built by Peter Grant on the east side of the Red River at the point where the Pembina empties into it. The chosen site was nearly or exactly on the present site of St. Vincent, a village in Kittson County. The exact date of its construction is not known, but

what little evidence there is establishes the time as being in the early part of the 1790's. Rittson County can, therefore, well claim the honor of being the site of the first trading post in the region. The diary of Alexander Henry, Jr., bears this out, for under the date, September 5, (1800), he wrote:

"We came to Panbian river and crossed it to the old fort which was built by Mr. Chaboillez. Opposite the entrance of this river, on the east side of Red River, are remains of an old fort built by Mr. Peter Grant some years ago; this was the first ever built on Red River."

There is no evidence as to the years intervening between this date and the date on at which Grant built his post. The post, which became known as "Fort Paubna," stood on the south side of the Panbian (Pembina) River, at or very close to its mouth. Chaboillez remained at the post during the winter of 1797-1798, and Henry, who arrived at the site in 1800, found the place deserted.

Prior to 1800 the Red River Valley was visited only during the winter months, and while there had been the posts already mentioned, they can be considered only winter establishments for the purposes of trading. No permanent post was established at Pembina until Henry arrived in 1801 to build his post.

Alexander Henry, Jr., a trader for the Northwest Company, set out in the summer of 1800 to trade in the Red River Valley. Having charge of this region, he decided to erect a post somewhere in that area. His party of 28 whites and 45 Indians reached the Park River on September 8, and Henry, seeing that the Indians would go no farther, decided to stop there and build his post.

This post was occupied only a short time, for on May 17, 1801, he selected a new post site. The place chosen was on the north side of the Panbian River; about a hundred paces from its mouth on the Red River. At first it was known as Fort

Coues, Elliott, "Manuscript Journals of Alexander Henry and David Thompson, Vol. I., pp. 80-81

<sup>2</sup> Thid.

Panbian, but later referred to as "Pembina House."

In the fall of that year (1801) the Hudson's Bay Company erected a fort on the Kittson side of the Red River near the site of Grant's old post. At the same time the rival X.Y. Company put in its appearance and built a post just below Henry's. Henry wrote this statement about the Hudson's Bay fort:

"September 7,----- On the 13th Thomas Miller, with 8 Orkney men of the Hudson's Bay Company, arrived from Albany factory and began to build below me, on the east side of Red River."

Kittson County can also claim honors for being the site of the first attempt to raise vegetables and corn in the upper Red River Valley. During the summer of 1801 Henry decided to plant a garden. The chosen site was near Grant's post. The first season's yield was so surprisingly large that each year for the next four years, more land was added.

The population of the Valley in 1805, as reported by Henry, was 75 white men, 40 women of mixed blood, and 60 children of the same blood. The Indian population included 160 men, 190 women, and 250 children.

The Hudson's Bay Company crossed the river in October, 1805, and erected a new post at Pembina. To preserve harmony in trading, the Indians were split into two groups.

At midnight of July 22, 1808, a party of 200 Sioux Indians attacked the Pembina settlement, but did no damage. Early the next month Henry was ordered by his company to the Saskatchewan River.

Fur trading at Pembina did not stop with Henry's departure, for in 1812 the Hudson's Bay Company erected Fort Daer on the site of the present village of Pembina. The post was in use until 1823, when its activities were removed to Fort Douglas. Between that date and 1870 the company must have had a post at that

<sup>3</sup> Ibid.

Lounsberry, "Early History of North Dakota, P. 47.

place, for Elliott Coues mentions onethere, which, in spite of the fact that it was on American soil, belonged to the company. This was permissible, pending a final settlement of the boundary line.

During 1818 Lord Selkirk established his Red River settlements. In 1823, the colonists at Pembina, aware that they were living south of the boundary line, moved to the mother colony at the junction of the Red and Assiniboine Rivers.

Another factor leading to this exodus was the fact that the land was rather swampy, and in this state rather unsuited to agriculture. Pembina, however, was not deserted, for Major Stephan Long, who visited there soon after the settlers had gone, mentions seeing about 300 inhabitants. Martin McLeod, a visitor in 1836, mentioned no settlers whatever.

During the early years of the Hudson's Bay Company's rule over the Red River area, there was considerable friction between the Selkirk settlers and the company's officials at Fort Garry. The free traders among the settlers were so determined to carry on what the company considered illegal trade, that they defied all attempts of the company to stop it. Vast quantities of furs, buffalo robes and other native products were smuggled across the boundary line into Pembina, and as a result this village became a smugglers' haven. Here, also, great loads of goods from St. Paul and Galena, Kansas, were deposited until the smugglers could get them across the border.

In 1840 Joseph Rolette was put in charge of the affairs of the American Fur Company in this region. He was so successful in sustaining the illegal trade across the border, that in 1843 he started a line of carts from Pembina to St. Paul.

The famous, but little known Red River Trails were in use long before Rolette reached Pembina. Their actual origin is not known. Prior to the establishment of the Selkirk colonies there was little communication between the traders on the

<sup>5</sup> Coues, Elliott, "Manuscript Journals of Alexander Henry and David Thompson, p. 80.

Minnesota History, Vol. 4, P. 397.

boundary and the settlements on the St. Peter's and Mississippi Rivers. When Fort Snelling was established, communication was already common, and in 1849, when the Territory of Minnesota was established, all the trails were in use. These trails remained in constant use until the coming of the railroads. The Red River carts, which made use of them, were noted for their wood construction and their noise.

There were a number of reasons why these trails became the major highways through the Valley. A number of small colonies had sprung up in the area between Pemhina and Fort Garry. The settlers could no longer sell their surplus products advantageously to the company under whose authority they had settled. At the same time they found these products in demand in St. Paul. Despite all efforts of the Hudson's Bay Company, the trails grew more and more popular each year.

During the fall of 1851 Governor Ramsey of the newly organized Territory of Minnesota arrived at Pembina for the purpose of making a treaty with the Pillager Chippewas. The territory to be ceded was on the lower Red River, and in return the Indians were to receive \$30,000 in cash, and \$10,000 a year for 20 years. When Governor Ramsey returned to St. Paul, the Senate refused to confirm the treaty, making it necessary to make a new treaty.

The final Treaty of Pembina was made on October 2, 1863. Among those present were Governor Ramsey, Ashley C. Morrill, and the chiefs and headmen of the Red Lake and Pembina Chippewas. The territory ceded included a large tract of country "commencing at the intersection of the natural boundary with the Lake of the Woods; thence in a southwest direction to the head of Thief River; thence following that stream to its mouth; thence southeasterly in a direct line toward the head of Wild Rice River, and thence following the boundary of the Pillager cession of 1855 to the mouth of said river; thence up the channel of the Red River to the mouth of the Sheyenne; thence up said river to Stump Lake, near the eastern extremity of Devil's Lake; thence north to the international boundary; and thence

Minnesota History, Vol. VI., pp. 278-282.

<sup>8</sup> Ibid.

east on said boundary to the place of beginning." This area embraced all of the Red River Valley in North Dakota and Minnesota, including Kittson County. The treaty proved satisfactory and was passed by the territorial Senate on March 1, 1864.

Much of the present development of the Red River Valley can be traced to the activities of Norman W. Kittson, the man in whose honor that county was named.

Born in 1814 at Chambly, Canada, he was educated at the Sorel Grammar School.

His adventurous spirit and his boyhood friendships with Alexander Henry and William Morrison led him to offer his services to the American Fur Company. He served at posts in Minnesota, Wisconsin, and Iowa, and later became a sutler's clerk at Fort Snelling.

After a series of personal business ventures, Kittson decided it was time he undertook a large one. He therefore contacted a boyhood friend, Henry Sibley, who had become chief agent of the American Fur Company at St. Peter's (Mendota). This meeting, in 1843, resulted in Kittson's becoming a special partner in the company's fur trade. The area allotted him included the valleys of the upper Minnesota and Red Rivers.

By the time he had completed all his arrangements, a new field of operation had opened up. Due to the slow but steady settlement of upper Minnesota, the fur-trading frontier had receded to the area assigned Kittson. It was from this area that the Hudson's Bay Company annually obtained huge stores of furs, and Kittson proposed to stop this trade by establishing himself at Pembina.

It was not until 1844 that Kittson could establish himself at his new headquarters. His arrival was a direct challenge to the Hudson's Bay Company and it was not long before a trade war developed between the two. In order to concentrate on this fight, Kittson abandoned many of his southern posts. His policy now was to establish a number of American trading posts along the border, in most instances

<sup>9</sup> Minnesota in Three Centuries, Vol. II., pp. 325-326.

only a few miles from the rival posts. By 1850 this line had reached Lake of the Woods. It was obvious that the Hudson's Bay Company would resent this encroachment on the territory. In fact, the factor of the company post two miles north of Pembina declared he would checkmate all Kittson's activities.

It is certain that Kittson, and probably his partner Sibley, was unaware of the fact that while ostensible rivals, the American Fur Company and the Hudson's Bay Company had a secret agreement whereby for the annual payment of \$1500, the American concern agreed not to compete with the other company along the entire border from the Red River to Grand Portage. It was for this reason that the Hudson Bay Company regarded Kittson as an independent trader rather than an agent of the American company.

Sir George Simpson of the Hudson's Bay Company had W.W. Borup, an American Fur Company trader south of Lake Superior, get him an American trader's license for a Mr. Fisher, an employee of the Hudson's Bay Company. In the spring of 1846 Kittson returned to Pembina from a trip and was astonished to find Fisher erecting a post practically on his doorstep. Because of the license he could not eject him from the territory, nor could Sibley give him help. The following spring Kittson was haled into the Red River Court, but what happened then is a mystery: in the fall he returned to Pembina saying that everything was satisfactory.

The rivalry soon flared again, and this time was more intense than ever.

During 1846 the rival company held all the advantages, but in the following year
he gained his revenge by drawing a considerable trade away from the other concern's
territory.

During the winter of 1849-1850 he applied for and received a commission as

Justice of the Peace, but because of the scarcity of American citizens it did him

no good. He even recommended that the governor establish a military post at
but this came to naught. In 1850 he was appointed postmaster at Pembina, and in the fall of 1851, against his own wishes, he was elected to the

state legislature. In 1854 he withdrew all interests at Pembina and settled in

St. Paul.

From the outset Kittson had been enthusiastic about the possibilities of the Red River Valley. Some time after settling at St. Paul he established a line of steamers and barges from St. Paul to the Red River. This later became the Red River Transportation Company.

The period of the 1870's and 1880's witnessed a great deal of railroad building. In Minnesota one of the larger companies was the St. Paul and Pacific Railroad Company. One of its original plans called for the construction of a line up the Mississippi River to Crow Wing, then northwest to St. Vincent in Kittson County. When finally constructed it differed from the old plan by leaving the Mississippi at St. Cloud, then running west and northwest through Alexandria, Fergus Falls, and Crookston to St. Vincent.

The company went bankrupt about this time, but by the fall of 1873 Jesse P. Farley, the receiver of the defunct company, had built 104 miles of the St. Vincent line. The previous year (1872), the Canadian government had granted a charter for the construction of a branch of the Canadian Pacific from Winnipeg to Pembina. Donald Smith, one of its incorporators now conceived the idea of having this line connect with the St. Vincent branch, and accordingly, discussed the plan with James J. Hill and Norman Kittson, who gave their assent to the project. It was suggested by Francis Delano, a former superintendent of the St. Paul and Pacific, that the best way to carry this out was to get control of the St. Vincent line and later, if possible, the entire system. To this end a meeting was held in who held the majority 1877 with Johann Carp, a representative of the Dutch stockholders, The Hill the stockholders. group had complete control of the company by March 5, 1878, and at this time agreed to complete the St. Vincent extension. This was done by November 9 of the same year: a report of the company to the government, made on November 11, proved that the company had completed a line extending from St. Paul to St. Vincent where it connected with the Canadian Pacific.

Until 1858 Kittson County remained a part of the huge Pembina County, which was reorganized at that time by the following act:

9.

"Sec. 1. That so much territory as is embraced in the following limits be, and the same is hereby created into the county of Pembina: Commencing at a point on the east bank of the Red River, opposite the mouth of Turtle River, and running east to the western boundary of Itasca County; thence north, following said boundary line of Itasca County to the Lake of the Woods; thence west, following the boundary line between the United States and the British Possessions to the Red River; thence up said river to the place of beginning.

Sec. 3. The County Seat of Pembina County is hereby temporarily located at St. Vincent. 10

It was not until 1878 that Kittson County was formed and named:

"#54. The name of the County of Pembina is hereby changed to the County of Kittson, and said county of Pembina shall be known and be termed for all purposes whatever as the County of Kittson, but without prejudice to any legal or judicial proceedings now pending."

During the same session of the State Legislature, the following law was passed:

"#37. (Sec. 49). The County of Kittson is established and bounded as follows: Beginning at a point in the middle of the main channel of the Red River of the North, opposite the mouth of Turtle River; thence east to a line running due south from the center of Lake of the Woods; thence north, on said line, to the center of said Lake of the Woods; thence westerly, on the line between the United States and British Possessions, to the middle of the main channel of the Red River; thence up

General Laws of the State of Minnesota, 1858, p. 183.

<sup>11</sup> General Statutes of the State of Minnesota in Force, January 1, 1889, p. 125.

said river, along the middle of the main channel thereof, to the place of beginning."12

Although the county seat of Pembina had been established at St. Vincent, the county seat of Kittson County was moved to Hallock in 1880. It was so named in honor of Charles Hallock, sportsman, journalist and author, and one of the organizers of the town.

Since 1878 Kittson County has witnessed few events of historical interest, beyond that fact that its area has been decreased by the formation of Marshall, Roseau, and Lake of the Woods Counties. It is now bounded by Canada on the north; North Dakota, west; Marshall County, south; and Roseau County, east. The present area is 1,111 square miles and the 1930 population was 9,688.

There are 68 organized school districts having 68 schools and 122 teachers.

The county has 13 churches: 6 Presbyterian, 2 Swedish Baptist, 2 Catholic,

1 Methodist, 1 Evangelical, and 1 Lutheran.

Since the county's organization, its development has been wholly agricultural and today its only industry is farming.

<sup>12</sup> 

### SOURCES OF MATERIAL

Coues, Elliott, Editor, "The Manuscript Journals of Alexander Henry, Fur Trader of the Northwest Company and of David Thompson, Official Geographer and Explorer of the Same Company," New York, Francis P. Harper, 1897, 3 Volumes.

Minnesota Historical Society Collection, St. Paul, Minnesota Historical Society, Vol. XVII.

Folwell, William W., "A History of Minnesota," St. Paul, Minnesota Historical Society, 1924, 4 Volumes.

Lounsberry, Col. Clement A., "Early History of North Dakota," Washington, Liberty Press, 1919.

Minnesota History, St. Paul, Minnesota Historical Society, Vol. II., IV., VI., V.

Holmes, Frank R., "Minnesota in Three Centuries," Publishing Society of Minnesota, 1908.

"General Laws of the State of Minnesota Passed and Approved During the First Session of the State Legislature, 1858," St. Paul, Earle S. Goodrich, 1858.

"General Statutes of the State of Minnesota in Force January 1, 1899," St. Paul, West Publishing Company, 1888.

Duluth, Minnesota County Geography
Vaino Konga
July 19, 1938

### THE SETTLERS OF KITTSON COUNTY

The reaching of the Minnesota area by the first white men of whom we have written records, French fur traders and explorers coming by way of Lake Superior, dates back to the latter half of the seventeenth century. The penetrations of this period evidently never took them into the interior as far as the Red River Valley, the first visitations of white men into the latter region not taking place until the eighteenth century.

Probably the oldest map on which appears Red River is the one drawn in 1737 by

Verendrye, who is credited with laying "the foundations of the fur trade" and who "used

the Red River Valley as an important link in his line of trading posts" extending west

from Lake Superior. A map by Buache, in 1754, also indicates this stream and the regions

bordering upon it. By exploring and from information gleaned from the Indians, the

white men extended their knowledge of the interior to include the Red River Valley.

The latter half of the eighteenth century saw the fur trade not only firmly established, but, moreover, at its greatest peak. Numerous trading posts were erected in the Red River Valley during this period of rapidly expanding activities. The earliest trading unit in the Kittson County area was built in the 1790's, when several posts were in operation in the area lying immediately west of the Red River. Just after the turn of the century there were many of these trading stations in the Red River regions.

In the days when Verendrye had been active in promoting the fur trade the regions of the Great Lakes and the upper Mississippi were in the hands of the French, the first to explore and lay claim to the interior. The outcome of the Seven Years War between France and Great Britain, ending in defeat for the former, brought in its wake large-scale changes.

Repercussions of the transition in the political status, in 1763, were, of course, felt in the only economic activity of that time—the fur trade. The French had not organized this trade, carrying it on "in a haphazard sort of way," whereas the English, in forming companies and hence creating some semblance of order out of chaos, placed

"the trade upon a firm footing." Promulgating the principles of "free trade" and to—encourage, presumably, trading activities, the new powers welcomed all traders into the "fur-bearing regions," a policy opposed to the French system of limiting the number as much as possible.

This change to a more liberal policy was reflected in the make-up of the trading element. In contradistinction to the French Regime, when probably only Frenchmen were in the trading areas, the British period was identified with British-Americans, Highland-Scots and others. The British, furthermore, did not exclude the French elements, but were very desirous of retaining in their employ the French, French-Canadians and French-Indian half-breeds.

The Red River Valley witnessed the erection of most of its fur trading stations during the British rule. It was in this period that the peak of activities in the fur trade was reached, and its products, for which "men penetrated vast distances into savage wildernesses," were flowing out of the regions west of Lake Superior. "Great companies were formed to engage in the trade" and a large number of traders were to be found in the virgin regions.

Another change, however, was to come in the political status of the Red River Valley. It had become British territory by the treaty of 1763, but after the War of 1812 another shift took place. An Anglo-American commission in 1818 fixed the boundary line at the 49th parallel, so that that part of the Red River Valley south of this line became United States territory.

The first American-born traders and explorers probably had come into Minnesota

Territory during the time of British rule, their numbers naturally increasing rapidly

after the boundary question was settled. British companies were compelled to center

their activities to the other side of the border so that American influence on this side

became paramount. So-called "fur traders" became active in the Red River regions in the

first decades of the nineteenth century.

Because of the position of the Kittson County area, there is no doubt that white explorers, traders and adventurers continually were traversing through it. The Red River, forming the western boundary of the area, was, during the fur-trading era, "one

of the chief avenues of communication between the fur posts in the north central partof the continent and the rest of the world." This, of course, points to the fact that
the Kittson County area was quite well known to white men.

The fur trade as an economic activity of white men in the Minnesota Territory lasted for many decades. An important contributor to it was the Red River Valley, where competition and rivalry for furs were very pronounced in earlier days. In the 1830's, when the American Fur Company dominated the industry on this side of the border, one of the permanent posts was located at Pembina, just across the river from the Kittson County area.

The fur traders never established permanent settlements. Probably they had no inclination to settle down, being more or less of the adventurous type; perhaps, they realized that the settling process and the fur trade were not reconcilable. One historian tells us that the fur traders "desired to keep the wilderness intact, and consequently viewed the encroachments of the settlers with alarm." Another writer, touching upon the phase, states the case in these words: "There were, however, some men who were directly interested financially in the wilderness and wanted it to remain in its primitive condition in perpetuity. These were the fur traders. They knew that settlement and fur trading were incompatible."

We must, furthermore, consider the fact that most of the traders, in the earlier days especially, were single men. With no wives and no families, it is little wonder that they did not tarry in one place longer than their calling made necessary. They penetrated the unknown regions, but only because "they were motivated mostly by the desire to explore" and "to trade." Consequently, they "failed to take root."

The fur trade, nevertheless, had an important bearing upon the eventual peopling of the Minnesota Territory, for it "was the forerumer of civilization throughout this region..." By opening "regular avenues of trade," the basis for later infiltrations was being laid. It was one phase, and an important one at that, of the settling process in the regions west of Lake Superior.

A colonizing project in the Red River Valley was undertaken by Lord Selkirk in 1811, the first settlers arriving from Scotland, by way of Hudson's Bay, in 1812. This colony, the first attempt by people to wrest a livelihood by agriculture in this valley, was founded in that part of it now belonging to Canada. There was much discouragement among the first arrivals as well as among those who followed them, as a consequence of which a considerable number later drifted south into Minnesota Territory. These Selkirk colonists, who had become discontented, did not stop in the Red River Valley, but continued to points along the Mississippi.

The Selkirk colonies and the frontier settlements of the Minnesota territory began, in the 1820's, a commercial intercourse, which in the 1840's developed into a trade of "no little importance." In the latter decade there appeared upon the scene a vehicle called the "Red River cart," and for about three decades they squeaked and rumbled up and down the Red River trails. One of these trails passed through the Kittson County area. The fur trade, which had been on the decline for some time, received a new though short lease on life in the Red River Valley by the opening of a trading post at Fembina in 1843.

Indirectly, it is safe to say, these events had something to do with the later development of the Red River Valley. Word would pass back to people living in earlier settled communities of the prospects in this region, with the result that the pioneer-spirited ones would get the "traveling fever." And so, in the 1850's, some settlers came into the Red River Valley, but not so far north as the Kittson County area. A traveler through the valley, who later became a booster for it, observed that "the settlers in these places are nearly all Americans..." There is no way of knowing how many, if any, actually lived in the area now included in Kittson County.

In 1850, according to the Federal Census, Fembina County, which, as one of the nine original counties in Minnesota, comprised a large area, including the present Kittson County, had a population of 1,134. Though listed as white, it seems reasonable to assume that most of the inhabitants were half-breeds. The white people in the area were there undoubtedly because of the fur trade. Ten years later, Federal Census figures indicate, the population of Pembina County was 1,612. Of this number, 1,274 were Indians and 338 white.

Whether there were any actual settlers in the Kittson County area, or in the whole

Pembina County for that matter, in these years is not known. If there were any permanent settlers, they probably lived in the area by permission of the authorities or the Indians, for it was "Indian country" yet. A large part of northwestern Minnesota was opened for white settlement by virtue of the Red Lake Treaty in 1863; included in this cession was the Kittson County area.

There seems to have been no great rush of peoples to the region in the 1860's, however, for the Federal Census of 1870 indicated only 64 persons in the entire Fembina County. Of these, 47 were native born, 33 of them in Minnesota, and 17 British-American. No enumeration of the Indians was given. Most of these who came into the Red River Valley prior to 1870 settled in the southern part of it.

The 1870's were to loom as the years of great expansion in the settling of the Red River regions. Permanent growth now was possible. During the preceding decade, as we have noted, the Indians relinquished a considerable part of the Red River Valley; the Homestead Act of 1862 further encouraged, as it was intended to do, the settling process. Coupled with these developments was the completion of two railroads to the Red River in 1871. The stage was set for a mass movement of peoples, which fully materialized in the years to come.

Kittsom County came into existence on March 9, 1878, when Fembina County was renamed. In the following year the southern part of the new county was detached to form Marshall County. The projection and construction of a railroad through Kittson County in 1878 was a factor in the county's development which cannot be emphasized too strongly. A railroad connection with Winnipeg was effected the following year. As one writer says:

"This made it apparent to all that commerce and civilization had come to the valley of the Red River of the North."

The first township organized, on July 28, 1879 was Hampden. Hallock, platted in 1879-1880 and incorporated as a village June 11, 1887 became the county seat. The population of Kittson County, according to the Federal Census, was 905 in 1880. Of this number, 871 were white, 33 Indians and 1 colored. As native born there were classified 253 and as foreign born 652.

In order to grasp a real understanding of where these people had come from it is necessary to present detailed figures. Of the native-born population, 103 were born in Minnesota, 28 in New York, 29 in Wisconsin, 9 in Illinois, 11 in Ohio, 1 in Pennsylvania, 2 in Maine, 8 in Iowa, 4 in Indiana and 5 in Vermont. The foreign born were from the following countries: British America, 403; England and Wales, 37; Ireland, 56; Scotland, 56; German Empire, 15; France, 4, and Norway and Sweden, 76.

The population enumerated in 1880 was all concentrated in two townships—Hampden and St. Vincent. From that year on there was a steady, substantial growth in the county, many townships being formed between 1880 and 1890. Because of the possibilities of wheat growing, the Red River Valley, as one writer points out, became "the Mecca for thousands of newly arrived immigrants from northern Europe during the seventies and eighties." These arrivals from that part of Europe were mostly Norwegians and Swedes. Stopping first in Illinois, Wisconsin and Iowa, many Norwegians, a people interested in farming primarily, eventually came into the Red River regions in large numbers. Later arrivals, however, were most likely coming direct from their homeland. Intrastate migration was common, movements from one frontier to another taking place.

Kittson County had a population of 5,387 in 1890, according to the Federal Census.

Of this number, 2,001 were native born and 3,386 foreign born. The latter were from
the following countries: Canada and Newfoundland, 730; Ireland, 69; England, 78; Scotland, 62; Germany, 65; Holland, 1; Belgium, 2; Switzerland, 3; Norway, 672; Swede, 1,668;
Denmark, 10; Russia, 4; Bohemia, 9; Foland, 5; France, 3; other countries, 3, and born
at sea, 2. A civilized Indian population of 95 was enumerated. The greatest growth in
Kittson County's history occurred in the decade of the 1880's.

Settlements at first were along the Red River and other streams, but as more settlers came and land was taken, the later comers were compelled to move farther away from the waterways. By 1900 wheat growing had expanded in a truly remarkable manner. In his history of agriculture in this state, "Early Economic Conditions and the Development of Agriculture in Minnesota," Edward Van Dyke Robinson gives the following figures for wheat growing in Kittson County: in 1880, the acreage was 146 and the production 2,110 bushels, the figures for 1890 were 66,536 and 751,227, respectively, and for 1900 the

respective figures were 104,085 and 1,772,120.

The population by 1900, although Kittson County lost some of its area by the formation of Roseau County in 1894, had risen to 7,889, of whom 7,869 were white and 20 Indians. The native born numbered 3,971 and the foreign born 3,918. Of the latter, 2,013 were from Sweden, 624 from Norway and 834 from Canada, the three leading contributors.

A slow growth took place during the first decade of the present century, the population in 1910 being 9,669, of whom 9,583 were white and 86 of other races. The native white of native parentage numbered 623, the native white of foreign or mixed parentage 5,164 and the foreign-born white 3,796. Over 51% of the latter were Swedes.

In 1920 the population of the county was 10,638. A decrease took place, however, in 1920's, so that the number of inhabitants in 1930 was 9,688, all rural. The native white of native parentage numbered 2,370, of foreign parentage, 3,333, and of mixed parentage, 1,741. The foreign-born white totaled 2,209.

The Federal Census of 1930 gave the foreign white stock, i.e., both foreign born and native born of foreign or mixed parentage, according to country, as follows: England, 121; Scotland, 56; Northern Ireland and Irish Free State, 56; Norway, 1,461; Sweden, 3,630; Denmark, 108; Netherlands, 16; Switzerland, 15; France, 2; Germany, 342; Poland, 214; Czechoslovakia, 9; Austria, 65; Russia, 66; Finland, 3; Rumania, 76; Italy, 1; Canada-French, 115; Canada-other, 903; and all other, 24. There were 10 Negroes, 6 Indians and 19 Mexicans.

The fact that the foreign white stock numbered 7,283, or three-fourths of the total population of 9,688, indicates, in comparison with the majority of Minnesota counties, the late settlement of the county by a predominantly foreign infiltration. Kittson County's percentage of native white was 76.8, that of foreign-born white 22.8 and Negro 0.1. The percentages for Minnesota as a whole are, respectively, 83.9, 15.1 and 0.4.

Only four counties in the State have a higher percentage of foreign-born white than Kittson; five counties have a smaller percentage of native white. No other Minnesota county in the Red River Valley has so great a percentage of foreign-born white as Kittson.

The Swedes, who since 1890 have been the most numerous foreign group in the county, constituted, in 1930, 37% of the total population and over 49% of the foreign white stock. There are, incidentally, several villages and townships bearing names given by or in honor of Swedes.

The Norwegians, who are so well represented in the Red River Valley, are in second place in Kittson County. They comprise about 15% of the total population and one-fifth of the foreign white stock. Some place names in the county are of Norwegian origin.

Norwegians and Swedes make up fully 51% of the total population and almost 70% of the foreign white stock--percentages indicating their significance in the settlement of Kittson County.

### SOURCES OF MATERIAL:

"Minnesota Historical Society Collections," volumes 7, 8, 10, 12 and 17.

"Minnesota in Three Centuries," volumes 1 and 4.

"Minnesota History," volumes 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15 and 16.

Folwell, William Watts: "A History of Minnesota," volume 1.

Burnquist, J.A.A.: "Minnesota and Its People," volumes 1 and 2.

Christiansen, Theodore: "History of Minnesota," volume of and 2.

Kappler, Charles J.: "Indian Affairs -- Laws and Treaties," volume 2.

Robinson, Edward Van Dyke: "Early Economic Conditions and the Development of Agriculture in Minnesota."

Murchie, R.W., and Jarchow, M.E.: "Population Trends in Minnesota."

Federal Censuses of 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920 and 1930.

If a Revised copy

Duluth, Minn.
Clayton A. Videen
April 23, 1937
Hordage: App. 2260

## AGRICULTURAL SURVEY OF KITTSON COUNTY

Because of its rich black clay and clay loam, Kittson County has seen rapid development in agriculture. While some of the finest hard wheat in the United States has been raised here, many of the farmers are turning to dairying, an industry whose turnover is rapid and an available source of income when money is needed. The fine soils produce abundant cattle fodder.

Many farmers in the county have found the diversified farming is the most successful and for this reason are combining crop-raising with dairying. In the ten years between 1920 and 1930, the amount of land used for raising wheat decreased 50% and is decreasing steadily.

Sheep- and poultry-raising are also becoming more popular, but the raising of swine occupies a very minor place.

Among the grain crops wheat, oats and barley rank high. Very little acreage is given to corn, but that of flax is increasing.

With both Independent and co-operative creameries and grain elevators in evidence, excellent transportation facilities to Duluth and the Twin Cities, and the demand for dairy and poultry products give Kittson County good markets for surplus crops.

Kittson County, located in the extreme northwest corner of the state, has an area of 1,111 square miles. It is bounded on the north by Canada, on the west by North Dakota, on the south by Marshall County, and on the east by Roseau County. Kittson County was established March 9, 1878, but its size was reduced to create Marshall County in 1879. Before its organization, the county was a portion of Pembina County, one of the nine counties which once comprised the Territory of Minnesota.

Since Kittson County lies entirely within the bed of glacial Lake Agassiz, the land consists chiefly of lake deposits and lake-washed glacial deposits; however, peat covers much of the swamp land. Black clay and clay loam of lacustrine derivation

cover 463 square miles, or 41.7% of the county; the sandy deposits of old lake shores 175 square miles, or 15.7%; stony or pebbly clay loam, lake-washed drift, 130 square miles, or 11.7%; stony or pebbly sandy loam, lake-washed drift, 270 square miles, or 24.3%; 6.6%, or 73 square miles, is swamp land; and about 1.5% is water.

This county has seen rapid agricultural development because of the rich black clay and clay loam of the Red River Valley, in which most of the county lies. More easily tillable by reason of its loose-textured soil, the region of stony clay loam, offset on the east by black clay, has seen profitable settlement and a rapid rise in the raising of small grains. Surface boulders, which are found between Hemmington and Caribou in the northeast part of the county, and north of Orleans, offer a hindrance to agriculture. Some may be found also in the eastern part of the county.

A changing soil which grades from gravelly to sandy is found in the stony loam areas south of Orleans. Large ditches which have been dug to drain these areas reveal boulder clay, sand and gravel. The sandy gravel covers the boulder clay to a depth of 3 to 5 feet. The boulder clay sections equal the clay loam soils in productivity, but their rocky nature makes them more inferior for agriculture. Because of the large number of boulders between Bronson and Pelan much of this area is not yet agriculturally developed. Boulders occur in moderation northeast of Bronson and in the northeastern part of the county. These areas are marsh lands which are being artificially drained.

Owing to the variability of the sandy land, agricultural conditions in those areas vary accordingly. A few miles from the western edge of the county a thin surface clay underlies the sandy plains, causing it to be a good moisture-holding soil. Because of its loose texture and adaptability to tillage, this is sometimes preferred to black clay loam. The interspersion of sand and marsh lands in the northern part of the county will necessitate scientific ditching before it will be suitable for agriculture.

Numerous boulders mark the region from Bronson south to the county line. Since this is unusual on a soil so sandy, it strengthens belief that this sand may be of glacial origin. It is richer than common lake sand, and potatoes and root vegetables

3.

are extensively grown.

Only 6.6% of Kittson County is in swamp land. These swamps, lying mostly in the northeast part of the county, are generally covered with peat to an average thick-Black muck is present in some places, while sand usually underlies ness of 32 feet. the swamps in the more northern parts. When artificially drained, many of these swamp areas are suitable for farming.

The chief settlements and the most desirable farming land in Kittson County are in the black clay loam, the stony clay loam, and sandy land areas, and in the southeastern part of the county. During its earlier years this region had a rapid increase in population and a rise in land values.

Kittson County lies in the Hudson Bay watershed, and the average elevation is 800 ft. above sea level. A stream called Two Rivers, with 2 main branches, North and South, empties into Red River, which flows northward. The South Branch has its source in Roseau County and flows west through the entire width of Kittson. North Branch rises within the confines of Kittson County; the streams join near the western edge of the county and drain a total area of about 700 square miles.

In 1930, 96 farms, embracing nearly 30,000 acres, were drained artificially. In all, there were 382,038 acres in drainage enterprises, a decrease of 23.3% under Prior to any artificial drainage, 220,989 acres were classed as unfit to raise any crop, but 82% of this had been wholly or partially reclaimed by 1930. Kittson County has 242.2 miles of ditches, and in 1930, \$1,087,388 were invested in drainage enterprises.

The climatic conditions favor agriculture. The growing season averages 110 days with the last killing frost in the spring coming about June 2, and the first in the fall about Sept. 10. The mean annual temperature is 37°F., and in general the range is from 103°F. to -59°F. A record kept at Hallock for 37 years shows the

following monthly rainfall and temperature averages. Mar. Apr. May June July Aug. Sept. Oct. Nov. Inches of Rainfall 0.52 0.56 0.85 1.31 2.39 3.48 2.94 2.69 2.55 1.48 0.82 0.56 Average Temperature .0 4.0 20.4 40.3 52.8 62.4 66.7 64.7 55.5 42.9 25.4 7.6

36.9

The 1930 statistics do not reveal the drop in grain-raising during the past seven years, or the increasing importance of dairying. The former statistics show that the income of the average Kittson County farm was \$2,249. This was obtained from the following source: crops, 51.1%; livestock and livestock products, 35.7%; products used on the farm, 12.6%; forest products, .54%; and receipts from boarders, .15%.

The population of Kittson County is wholly rural. In 1930 the population was 9,688, a decrease of 10% from 1920. About 77% were native white and 23% foreignborn. Among the nationalities represented, the Scandinavian and Canadian rank high.

Kittson County has 9 villages and no cities; Hallock, the county seat, is the largest village, with a population of 869. The following are the larger towns:

TOWN	POPULATION
Bronson	239
Donaldson	133
Hallock	869
Halma	129
Humboldt	139
Karlstad	304
Kennedy	279
Lancaster	456
St. Vincent	304

Hallock is located on the Winnipeg branch of the Great Northern Ry., and at the junction of the Jefferson Highway with US #75. It is the center of a farming area in which grain and stock raising predominate. The soil is among the best to be found in the Red River Valley, as is evidenced by James J. Hill's selection of this region for his 24,000-acre farm, only a few miles north of the village. Although a farming community, it has all the conveniences of a progressive and modern city, excellent schools, sewage system, water, light, hotels, cafes, several large department stores, hospital, curling club, golf course, and Episcopal, Presbyterian, Catholic, and Mission churches.

Lancaster is located 396 miles north of the Twin Cities on the Soo Line RR.

It has two grain elevators and a creamery. There are Swedish Lutheran, Methodist, and Swedish Mission churches.

In 1910 farmers in the county sold \$581,012 worth of goods and bought only \$15,732 worth through co-operatives.

Creamery statistics for the past 25 years reveal a bigger production, though there are fewer creameries. In 1910 there were 8 co-operative creameries and no independent concerns. These creameries bought from 535 farmers owning a total of 3,980 cows; 284,219 pounds of butter were made; 870,383 pounds of cream were received, and patrons received \$79,688.52 for butterfat. By 1920 the number of co-operative creameries dropped to 5, and there was one independent creamery in operation. These concerns were patronized by 958 farmers who brought in 1,395,177 pounds of cream, for which they received \$235,203.34; 492,738 pounds of butter were made. In 1925 there were 4 co-operative creameries and 1 independent patronized by 987 farmers, who milked 5,050 cows. There were 1,868,346 pounds of cream received; 676,640 pounds of butter were made, and patrons received \$249,745.37 for fat. In 1934 the same creameries made 939,438 pounds of butter, for which \$230,369.69 was received. They received 2,572,475 pounds of cream, and paid the patrons more than \$196,000 for butterfat.

The following is a list of creameries in Kittson County: Farmer's Creamery Co., Co-op., Halma; Hallock Creamery Co., Ind., Hallock; Karlstad Co-op. Creamery Ass'n., Co-op., Karlstad; Kittson County Creamery Ass'n., Co-op., Bronson; and Lancaster Creamery Ass'n., Co-op., Lancaster. Four of these creameries are located on the Soo Line, while one, at Hallock, is on the Northern Pacific.

The 1935 property taxes levied for all purposes and for all units of government, and collectible 1936, were \$305,334, or a decrease of about 16% under the 1930 taxes. In 1935 the per capita tax was \$31.52, while in 1930 it was \$37.52. Property taxes decreased consistently from 1930 on, the lowest being reached in 1934, when the property tax was \$304,988, only a few hundred dollars less than the 1935 taxes.

Tax delinquencies have increased tremendously during the past few years, paralleling the rise of tenantry. Out of the tax of \$323,572 levied for 1934 (collectible 1935) \$100,105, or nearly 31% remained uncollected January 1, 1936. The total of all uncollected taxes January 1, 1936, was \$629,939, as compared to \$223,751 on January 1, 1929.

On December 31, 1930, there were 118 outstanding mortgage loans worth \$367,271.97.

On December 31, 1935, delinquent installments numbered 59, with a value of \$38,649.54.

Three loans, totalling \$22,286.74, were in the process of foreclosure, while the state owned 213 farms mortgaged for \$1,534,010.28; and there were 68 contracts for deeds worth \$169,632.01.

In 1936 the total net debt of Kittson County was \$173,048, which was 17.86% per capita, or 3.79% of the assessed valuation.

Below is a table of the county receipts and disbursements as compiled from the Minnesota Yearbook of 1936.

	Receipts	Disbursements
County Revenue	\$38,438	\$36,773
Road and Bridge	69,301	73,723
County Aid Road & Bridge	34,260	40,379
Poor	25,525	14,153
Bonds and Interest		
Sanatorium	•••••	******
Ditch	23,146	20,544
Other	1,244	3,021
TOTAL	\$191,914	\$188,593

Kittson County is served by two railroads: the Great Northern and Soo Line.

The Great Northern cuts diagonally across the western part of the county, entering near Donaldson and leaving at St. Vincent. The Soo Line enters the county a few miles south of Karlstad, running in a northwesterly direction, and leaves it near Noyes, in the extreme northwestern corner of the county. The Northland-Greyhound Lines offer bus transportation, while numerous trucking companies are in operation throughout the county.

Kittson County has 1,711 miles of road. MSH #11 traverses the southern part of the county; US #75 cuts across the western part, paralleling the Great Northern RR.; and US #59 enters the county from the southeast and leaves it at the northwest corner, following the Soo Line RR. in some parts of the county.

Of the county's total mileage, 1,329, or a little more than 78%, are township roads. The general condition of these roads is poor and there is no regular snow removal in winter. The condition of the 220 miles of county-aid roads which are

snow-plowed, is good. State-aid roads, numbering 39 miles, are in good condition and they are kept clear of snow. The county has 123 miles of US Highways, which are kept in good condition. Out of the total mileage, only  $l_{\overline{Z}}^{\frac{1}{2}}$  miles are paved; and about 19%, or 320 miles, is surfaced.

About 20 miles of road are built annually, and it is expected that future road building will continue on this basis, although there will be more extensive gravelling. A drainage program is carried on with road building. The county has good equipment for snow removal.

Kittsom County has 68 organized school districts with as many schools. There is a total attendance of 2,365; of these, 682 attend the graded schools, and 1,256, or 47%, attend the ungraded schools; the high school enrollment is 427. Of the 122 teachers, 28 are high school instructors. About 450, or 19% of all the students enrolled are transported by bus. There are 1,050 books, worth about \$2,000, in the county school libraries. There are no parochial schools there.

There are 15 churches in Kittson County: Presbyterian, 6; Swedish Baptist, 2; Methodist, 1; M.E., 1; Evangelical, 1; Lutheran, 1; Miscellaneous, 1; and Catholic, 2.

With improved transportation facilities, diversified farming, notably dairying, has been increasing. The fertile soil of the Red River Valley offers excellent opportunities to the farmer. Land values are lower than they were in the '20's, and land may be purchased at very reasonable prices. Financial assistance is available through the Federal Land Bank, located at Hallock, county seat, and through the local banks.

## AGRICULTURAL STATISTICS

Population, 1930 (Gounty)9,688		
Area711,040 acres		
Water area16.6 sq. mi. 1.5% of the land area.		
County SeatCrookston Hallach		
FARM DEVELOPMENT		
Number of Farms, 19351,481		
Land in Farms67.8% of the total land area or482,109 acres		
Average size of Farms325.6 acres		
FARM VALUES		
Average value per acre, 1935\$18.92 Average value per acre, 1930\$28.59 Average value per farm, 1935\$6,162 Average value per farm, 1930\$9,319		

## THE TAX PICTURE

Total Taxable Value (1935)\$4,567,252 Total General Tax Levy (1935)\$305,334	
The average tax rate in 1935 was 35.40 mills.	
Total Debt of County & Subdivisions\$173,048.00 Per capita debt\$17.86	
County Bondsnone	
The total debt was 3.79% of the tax value.	

## TENANCY AND MORTGAGE DEBT

Farm mortgage debt, 1930 (Farms operated by owners)-----\$999,813 Of Farms operated by owners 66.1% were mortgaged in 1930.

Tenants occupied 44.05% of the farms in 1930.

## FARM INCOME (1930 Census)

Average	farm	income\$2,24	

#### Sources of Income

Crops	51.1%
Livestock	14.5%
Livestock Products	21.2%
Forest Products	54%
Products used by operator's family	12.6%
Receipts from boarders	15%

## Livestock Holdings-1935

Dairy Cows---(not available)
Cattle and Calves of all ages---1,368 farms reported 24,241 animals, an increase of 27.9% over 1930.
Swine----814 farms reported 2,661 animals, a decrease of 49% from 1930.
Sheep----452 farms reported 24,100 animals, an increase of 5.1% over 1930.

Wheat----996 farms reported 1,091,032 bushels from 69,116 acres.

Oats----1,091 farms reported 849,787 bushels from 45,406 acres.

Barley----755 farms reported 613,485 bushels from 35,850 acres.

Rye-----206 farms reported 57,146 bushels from 5,113 acres.

All sorgums and hay cut for forage----34,099 tons from 62,962 acres.

Sweet hay and hay cut for silage----135 farms reported 2,164 tons from 1,633 acres.

Alfalfa----212 farms reported 1,957 tons from 3,010 acres.

Mixed grains----36 farms reported 18,648 bushels from 1,095 acres.

Flax seed-----636 farms reported 176,826 bushels from 31,444 acres.

Corn harvested for grain----7 farms reported 625 bushels from 42 acres.

Potatoes----929 farms reported 522,960 bushels from 9,916 acres.

### SOURCE OF MATERIAL:

Minnesota Historical Society Collections, Vol. XVII.

"Surface Formations and Agricultural Conditions of Northwestern Minnesota" (Bulletin #12), pages 43-45, by Frank Leverett, University of Minnesota, 1915.

"The Peat Deposits in Minnesota," (Bulletin #16), pages 171-172, by E.K. Soper, Published by the University of Minnesota, 1919.

"Geology of Minnesota," Vol. IV, by N.H. Winchell, St. Paul, 1889,

"Minnesota Yearbook--1936".

Answer to Questionnaire by John S. Schmit, Kittson County Engineer, Hallock, Minnesota; Highway Map of Kittson County.

Answer to Questionnaire by Esther O. Colman, Kittson County Supt. of Schools, Hallock, Minnesota.

United States Census Reports from 1880 through 1935.

Reports of the Dairy and Food Commission, 1910-1935.

Killer of 15

BY: N. C. Hellevik
DATE: October 16, 1936.

10

## BONANZA FARMING IN MINNESOTA.

The growing of wheat in the Red River Valley of the North was one of the prime factors in settlement of the vast farmlands of the northwest. Pioneer settlers chose this crop, an agricultural development of the early 70's, for economic reasons; with but a small amount of cash for working capital a start could be made.

With the railroads forging their way westward, land was opened for settlement and could be had free under the Homestead Act, or could be purchased for very little money. In the raising of wheat, labor was needed only for short periods throughout the year, whereas in diversified farming labor was needed the year around. Then too, the crop permitted a rapid turn-over whereby cash could be realized the same year of production.

Numbered among the incidents occurring in the district, that had a bearing on the development of wheat-farming, was the introduction of a horse-thresher in 1874 by the Hudson's Bay Company. That same year, Henry A. Bruins erected the first flour mill of the region, at Moorhead. The output of the mill amply demonstrated the superior quality of Red River wheat; and its entry at the Minnesota State Fair resulted in the award of first

premium for two consecutive years. Bruins claimed to have shipped the first carload of wheat from the region to Lake Superior, in 1874.

The germ idea of bonanza wheat farming came about through exploitation of land by the railroads, for sale to settlers. J. B. Powers of the Northern Pacific Railway first devised a plan, although it was unsuccessful, that included the neucleus of bonanza farming and projected the idea of profitable, large-scale wheat farming.

A rising tide of immigration from the agricultural areas of northern Europe provided suitable prospects
for the new wheat country in the Red River Valley; and
many of these newcomers availed themselves of the opportunity by settling here, either obtaining land free through
the Homestead Act, or by purchasing from the railroad companies, on extremely lucrative credit arrangements.

The birth of the bonanza movement was not a byproduct of immigration however. The same force that
attracted the immigrant with small capital also motivated
the financier seeking new fields for investment and
profit-making.

Northern Pacific Railway in 1875, a group of its bond-holders, in an effort to recuperate their depleted fortunes, determined to go into wheat-farming on a grand basis. They exchanged their bonds, then worth ten cents on a dollar, for a great block of land in the Red River Valley. This land consisted of alternate sections which had been given as government subsidies to the railroads

Bonanza farming in Minnesota.

in fostering their early enterprises. They did not form complete tracts, however, being in square miles and touching each other only at the corners like the spots of a single cotor on a checker-board.

To remedy this difficulty and to fill out continuous tracts, many of the intervening portions were
obtained by purchase from settlers who had previously
received the land from the government in good faith, with
the full intention of continuing to live on it; but in
some instances claims also were obtained from the government by fraudulent agents, who professed their intention
to comply with this legal requirement in taking land by
pre-emption.

This was the beginning of the bonanza farm in the northwest, an agricultural movement dedicated to one crop, wheat. It was an attempt in the commercialization of agriculture, which, though never popular with the rank and file of those engaged in farming, was nevertheless a tremendous success for its sponsors.

With the beginning of bonanza wheat farming, the Red River Valley became the recipient of a tremendous advertising campaign. The railroads of the section, sensing the new opportunity, boomed the district as the "Nile Valley of the American Continent," and the "Land of Number One Wheat."

The bonanza movement, for the most part, took place in North Dakota. According to most historians, only two early bonanza wheat farms were located in Minnesota, the Lockhart Farm in Norman County, and the

Keystone Farm in Polk County:

(EDITORIAL NOTE): All attempts to find definite information regarding these two farms, have met with failure. Neither county or general histories tell anything except for the briefest mention. The various authorities at the University Farm School in St. Paul likewise know nothing of these farms; their suggestion, that the county records of that day might reveal wanted information, is possibly the only method that will produce the facts. Again, the picture presented in this treatise is a general dissertation on the bonanza movement in the Red River Valley, and as such should certainly cover the situation with regard to the Lockhart and Keystone Farms. It is true that there have been, and are today, other large farms in the State; but, not fitting into the classification of 'bonanza farms', they cannot be mentioned in this category. In the writer's opinion, even though they may not have been exclusively one-crop wheat farms, they have their place in any study of this nature; hence, they are reported on, further on in the story).

The average size of the early bonanza wheat farms was 2,000 acres, each having its own buildings, and managed by a superintendent and a foreman. Each farm had quarters for its men, as well as a house for the superintendent and the foreman. Other buildings included stables, granaries, machine shops, and tool houses. A separate set of books was kept for each farm, so that actual knowledge of cost and profit might be had from each unit.

Labor operations on the bonanza farms, while of a seasonal nature, were highly systemized and were conducted with strict adherence to schedule. From the first plowing, up to the time of harvesting, nothing was permitted to interfere with the precise timing of each movement.

with the first breaking of ground taking place early in summer, to permit time for the soil to become thoroughly rotted before the fall plowing, which usually was begun in September, the takk of preparing the soil was continued until the freeze-up late in the fall.

During the first few years the single walking-plow or the 16-inch sulky-plow was used, but by 1879 the gang-plow came into use and was far more satisfactory.

Upon completion of plowing activities in the fall, leisure befell the bonanza farmer, and his crew of workers were disbanded for the winter, with the exception of a few hands retained for general utility work around the farm.

The next step in operations, seeding, usually began in March. For this work the 8-foot broadcast seeder was used; drawn by 2 horses, it sowed about 20 acres per day, using about 80 pounds of seed to the acre. After seeding came the harrow; it was used at least three times before the grain was ready to sprout.

Under favorable weather conditions, wheat was ready for cutting by the first of August. Using a harvester usually of the Marsh type, with an endless canvas elevator and with packers and wire-binder attached, this

operation was one of the most colorful in the entire year's activity. Under the supervision of a field-foreman mounted on horseback, a fleet of a dozen or more binders were used on the larger farms; escorted by a wagon containing twine and other supplies, while a machinist with extra's and other necessary equipment was always near at hand. (Twine supplanted wire for bundle tying in 1880).

Then came the shockers. The grain on the bonanza farms was never stacked, and when cutting was completed, threshing began. Steam engines were used, and
the separator was the modern combined thresher, separator,
and straw elevator. Under the most auspicious circumstances a machine would thresh and clean about 1,000
bushels of wheat per day, but the average performance
was from 750-800 bushels. A typical bonanza farm threshing crew consisted of 23 men, a foreman, and 10 teams
of horses. Such a crew could clear about 50 acres in
a day.

In lieu of their one-crop production, foodstuffs and supplies were purchased at wholesale. Machinery was obtained in a like manner, purchases being made direct from the manufacturers.

Aside from the original investment in bonanza farming, the largest single expense item was labor. With the Red River Valley wheat farms over 500 miles removed from the labor employment offices in Chicago; with railroad fare at five cents a mile; and with

Bonanza farming in Minnesota.

seasonal labor requirements of the farmer, a difficult problen was had. Wages were fairly good for the period, however, a worker receiving about \$18 per month, with room, board, and laundry; foremen received an average wage of \$20-\$25 per month.

The financial security of the bonanza farmer received a severe setback in the early 90's when a drouth of unusual severity hit the entire Red River Valley. And, as if that seemed a bit trivial, the panic of 1893 completed the breaking-down process of many of the large farmers, due to over-expansion on borrowed capital. Then too, in the beginning of the bonanza farm movement, with land very cheap and wheat selling at \$1 per bushel, profits were good; but with the price of land ever going up, and with the price of wheat holding at its original price level, profits could not be the same.

With the passage of time and absorption of experience, the bonanza farmer of old gave way to new agricultural thought....diversified farming. Confronted with the fact of inevitable hazards in single-crop farming.... weed pests, plant diseases, insects, and lowered soil fertility, together with the terrific gamble on crop failure, he turned about-face, and adapted himself accordingly.

In the case of the company-operated farm, the management discontinued operation, subdivided the land, and sold the tracts as small individual farms. In the matter of a privately-owned bonanza farm, the owner

began crop-rotation, and included live-stock and dairying in his activities.

It might be added that the small, individual farmer of the district felt no regret at the passing of the company-owned bonanza farms. Long a thorn in his side, with their high-handed tactics of big-business management, production, and marketing, he was undoubtedly glad of the development that rendered their continued operation unfeasable.

There were other large farms throughout the State, while not strictly one-crop farms, whose management, size, etc., would permit of inclusion under the classification of bonanza farms; and, due to the fact that diversified farming has been more permanently successful than the one-crop system, they have been of more actual benefit to the State's agricultural program.

Pennock Pusey, in the MINNESOTA MONTHLY, issue of July 1869, tells of the 'Grant', 'Sherman', and 'Sheridan' farms, operated as one unit by Dahrymple at Cottage Grove, 20 miles southeast of St. Paul. (This Dalrymple later operated the Dalrymple Bonanza Farms in North Dakota).

wheat production, he tells: "his first crop was produced in 1867. The yield was an average of 21 bushels per acre, or a total of 35,700 bushels. He contracted for the transportation of his crop in bulk to Milwaukee for 22 cents per bushel, where he realized from \$1.60 to \$1.85 per bushel, netting about \$1.50 per bushel, or an aggregate

Bonanza farming in Minnesota.

of \$53,550. That year a clear profit of \$14,500 was had.

"The crop of the following year, 1868, averaged about 23 bushels per acre, or an aggregate of 39,000 bushels, which brought prices averaging \$30 per acre. The total cost of production, including interest on capital, amounted to \$18 per acre, leaving a clear profit of \$12 per acre, or a total of \$20,400."

Of other large farms in the State, Pusey says:
"Governor Marshall, in company with Major J. H. Donaldson,
owns 2,200 acres in Windom township, Mower County, of
which 1,000 are now in wheat, with a very promising
appearance.

"A. M. Foster of Winona cultivated for several years about 1,400 acres with very remunerative results."

Telling of a large farm that engaged in early, diversified farming, Gen. C. C. Andrews of St. Paul, in a pamphlet entitled SOME MINNESOTA FARMERS WHO ARE MAKING MONEY, says: "Wilcox and Liggett, at Benson, Swift County, has a farm comprising 2,200 acres, of which 500-700 acres have been in field crops, and the balance fenced for pasturage. Operations began in 1880 and Col. Liggett assumed personal supervision in 1883. The farm was stocked with pure-bred short-horn cattle, Poland-China pigs, Oxford-Down sheep, and high-grade Percheron horses with pure-bred sires. Everything was invoiced at the end of each year and a balance sheet made every month, there being a horse account, cattle account, expense account, etc. By knowing the expenses they were able to keep them down.

An essential point in the operations was to have the

farm furnish a large part of the subsistence. About one-third of the field crops was in wheat; the balance in barley, oats, and corn. All except wheat was fed on the farm. It was the purpose to make the grain crop pay for the labor the entire year, and the produce of stock was the profit. For the money invested there has been more profit from sheep than from anything else. The business has been remunerative; Col. Liggett's profit for the eight years has been \$17,500, on an investment of \$9,000."

In the consideration of large Minnesota farms, one is deserving of particular attention....the old Hill farm, in, and adjacent to the Red River Valley. Consisting of a great area of railroad land that had been acquired by James J. Hill, and was retained by him for farm purposes; to which was added additional tracts which was purchased from small settlers, and the entire area was operated by hired foremen and crews. This land was located in Kittson County, near the towns of Hallock and Humboldt.

Walter Hill, a son of the old "empire-builder", took personal charge of the area near Hallock, and in 1912 launched a building program which converted the farm into the semblance of a village. Buildings constructed on this 'farm', estimated to contain a total of 25,000 acres, included a power plant, a water tower, large stock barns, a foreman's residence, two smaller residences, a boarding house, and a number of cottages

for workers; a grain elevator of 55,000 bushel capacity, and two silos, said to be the largest in the world.

A year later, in 1913, the farm residence of Walter Hill, an imposing edifice, was completed. Constructed of steel, concrete, tile and brick, about 50° X 60°, and designed for luxurious comfort as well as utility and convenience, the home is said to have cost \$49,000.

In this vast agricultural domain, with practically unlimited acreage for pasture and grains, Hill never had more than 4,000 acres in crop. For this, and associated farming activities, he kept about 200 horses. In busy season, approximately 250 men were employed.

Deciding to abandon his farming interests, Hill subdivided the vast acreage in 1916, and sold the many small tracts to buyers from all parts of the nation.

Many of these have since been consolidated, and today, the Florance Farm, consisting of most of the land once owned by the Hill interests at Hallock, is operated by the Humboldt Farming Company.

The Florance Farm personifies the principle of the old 'bonanza farms', although they do not specialize in wheat growing; supplies are purchased at wholesale, and products are sold in direct channels, eliminating the middle man.

The farm is operated entirely by motive power; not a single horse, mule, or draft animal is employed, all power being furnished by tractors. The principal tractors used are equipped with Diesel engines that

Bonanza farming in Minnesota. 12. burn furnace oil; these tractors are a comparatively recent development. There are six 10-horse-power gasoline tractors, making a total of 15 tractors in operation on the farm, the smaller machines being used for harvesting. Nine combines are used. The grain is cut by great harvesters which leave it in windrows; the threshers follow along the windrows and the grain is elevated into huge tanks mounted on motor trucks. In 1934 the crop on the big farm consisted of 3.600 acres of wheat; 4,000 acres of flax; 500 acres of rye; 2,000 acres of barley; the rest was in oats. Wheat yielded from 10-30 bushels to the acre; flax, 3-14; barley, 20-35; oats, 10-40; rye, 15; and clover, 6 bushels. Another large farm exists today at Kennedy, in Kittson County; owned and operated by Frank Kiene, it contains 17,000 acres. (EDITORIAL NOTE): While no proof has been found by the writer, it is thought that the Kiene farm is part of the old Hill holdings. It has been impossible to obtain information on this farm, even the University Farm School being without knowledge of it). Other large farms within the State, include the Femco Farms, owned and operated by Frederick E. Murphy, publisher of the Minneapolis Tribune, located at Breckenridge, Wilkin County; the Schermerhorn Farm at Manomin, Manomin County; and the Tianna Farm at Walker, Cass County. ----nch----

### SOURCE OF MATERIAL.

"Settlement of the Red River Valley", in Collections of the Minnesota Historical Society, vol. 8, pp. 19-20. Historical Society. Book.

"Wheat Raising in the Red River Valley", in Collections of the Minnesota Historical Society, vol. 10, part 1, p. 22. Historical Society. Book.

"The Wheat Market and the Farmer in Minnesota", by Henrietta M. Larson, Columbia University, New York, 1926. 273 pages. Hill Reference Library. Book.

"Cost of Producing Wheat", bulletin #943, U. S. Dept. of Agriculture, 1921. Hill Reference Library. Pamphlet.

"Early Bonanza Farming in the Red River of the North", in Agricultural History, vol. 5, pp. 26-37. Hill Reference Library. Book.

"Standard Atlas of Kittson County", 71 pages. Historical Society. Book.

"History of the Red River Valley", by various writers, vol. 1, pp. 212-246. Historical Society. Book.

"History and Biography of Polk County, Minn.", 487 pages. Historical Society. Book.

"History of Clay and Norman Counties", 2 vols. Historical Society. Book.

"Kittson County, Minnesota", by Chas. J. Estlund, 1911, pamphlet. State Historical Society.

"Clay County, Minnesota", by D. W. Meeker, 1916. Pamphlet. State Historical Society.

"Atlas and Farmers Directory" -- Wilkin County, 1915, 47 pages. Book. Historical Society.

"Some Minnesota Farmers Who Are Making Money", by Gen. C. C. Andrews, St. Paul, 1893, pamphlet, page 11. Historical Society.

"Farming that Pays" by Pennock Pusey in the July, 1869 issue of the Minnesota Montaly. Bound magazine. Historical society.

Fiftieth Anniversary Edition of the Kittson County Enterprise, Sept. 11, 1935, pages 27-42. Pictures and stories. Historical society.

Interviews, at the Agricultural Department of the Northern Pacific Railway's General Office at Fifth and Jackson sts., St. Paul, Oct. 6, 1936; people interviewed were Mr. Miesen and Mr. Hunt, assistants to the agricultural development

agent.

## SOURCE OF MATERIAL, Cont'd.

Interviews, at the University Farm School, St. Anthony Park, St. Paul, Oct. 5, 1936; people interviewed were Professor's L. B. Bassett and G. A. Pond.

Interview with Professor Andrew Boss, former chief of the University Farm School, at his home, 1443 Raymond Ave., St. Paul, Oct. 5, 1936.

----nch----

### BIBLIOGRAPHY.

Bonanza Farming in Minnesota.

BY: N.C.Hellevik DATE: Oct. 16, 1936.

Larson, Henrietta M., THE WHEAT MARKET AND THE FARMER IN MINNESOTA, pub. by Columbia University, New York, 1926; 273 pages. Hill Reference Library, St. Paul. Book. This is a good general treatise on farming, wheat-growing, and marketing, but is of no value in a study of bonanza farming in Minnesota.

Briggs, Harold E., article entitled "Early Bonanza Farming in the Red River Valley of the North," in AGRICULTURAL HISTORY, vol. 5, pub. by the Agricultural History Society, 1931; pages 26-37. Hill Reference Library, St. Paul. Book. An excellent story of bonanza farming; containing detailed information on the subject as relating to the state of North Dakota, but woefully lacking in material regarding Minnesota.

Ogle, Geo. A. & Co., Chicago, STANDARD ATLAS OF KITTSON COUNTY, 1912; 71 pages. Historical Society. Book.

Various writers, article entitled "Wheat-farming," in the HISTORY OF THE RED RIVER VALLEY, pub. by the Herald Printing Co., Grand Forks, N. D., and C. F. Cooper & Co., Chicago, 2 vols., 1909; vol. 1, pp. 212-246. Historical Society. Book. Contains no specific information relative to bonanza farming in Minnesota.

Holcombe, R. I., Major, and Bingham, Wm. H., HISTORY AND BIOGRAPHY OF POLK COUNTY, MINNESOTA, pub. by W. H. Bingham & Co., Minneapolis, 1916; 487 pages. Historical Society. Book. No good with reference to this subject.

Turner, John, and Semling, C. K., HISTORY OF CLAY AND NOR-MAN COUNTIES, pub. by B. F. Bowen & Co., Indianapolis, 1918; 2 vols. Historical Society. Book. Of no value in connection with this topic.

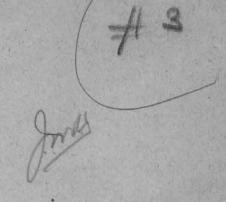
Webb Publishing Co., St. Paul, ATLAS AND FARMERS DIRECTORY OF WILKIN COUNTY, 1915; 47 pages. Historical Society. Book. Of no value in this work.

Lamphere, George, N., article entitled, "Wheat Raising in the Red River Valley," in COLLECTIONS OF THE MINNESOTA HISTORICAL SOCIETY, vol. 10, part 1, pub. by the society, Feb. 1905; page 22. Historical Society. Book. Contains a mere reference to the Keystone and Lockhart bonanza farms.

Article entitled "Settlement of the Red River Valley," in COLLECTIONS OF THE MINNESOTA HISTORICAL SOCIETY, vol. 8, pub. by the society, 1898; pp. 19-20. Historical Society. Book. Contains brief mention of origin of bonanza farms.

Earl chapin

THE HISTORY OF KITTSON COUNTY.



Historians are in doubt as to who may have been the first white men to set foot in the Red River valley, consequently those to win the unique distinction in the territory now known as Kittson County, are not known.

Insofar as the first white adventurers in the region is a subject merely of speculation and hypothesis, it may not be out of place to mention the possibility that Norsemen penetrated the interior by a route which included the Red River, as early as 1362. The Kensington Rune Stone, found on a farm in Bouglas County in 1898, indicates by its inscription that "Eight Coths and 22 Norwegians on a journey of discovery from Vinland westward" had a camp "one day's journey northward from (the) stone." The Rune Stone was dated 1362.

Those who believe the stone genuine explain that a settlement called Vinland had been made on the Atlantic coast by Lief the Lucky in the year 1000 and that records show that many exploring expeditions were sent out from there. They believe that the party may have sailed thru Davis straits, Hudson strait and across the Hudson bay to the mouth of the Nelson river, and thence by lakes and streams down into the Red River valley. All this is of course, purely a matter of speculation. The authenticity of the Rune Stone has neither been proved or disproved.

There is, however, a strong probability that whites visited northwestern

Minnesota between 1655 and 1660: the visitors were none other than the illustrous

Radisson and his companion Groseilliers. It is not certain where these

explorers set their course. Warren Upham, Minnesota historian, believes that they entered the state, but did not penetrate as far as its northern and western boundaries. On the other hand, Bryce, Manitoba authority, writes of Radisson and Groseilliers: "They visited the country of the Sioux, the present Dakotas, and promised to visit the Crees on their side of the lake, evidently either the Lake of the Woods or Lake Winnipeg." Radisson's journal adds confusion rather than enlightenment.

Local/

In 1732 La Verendrye reached the Lake of the Woods, and established Fort St.

Charles on the western shore. In December of 1733 a party of 60 Assiniboines and

10 Crees from Lake Winnipeg visited the fort, and were cordially welcomed by La

Verendrye who sought to establish friendly trade relations with these northern

Indians. On February 15th of the following year, four Crees, messengers of the

chief at Make Winnipeg, arrived at Fort St. Charles, and importuned La Verendrye

to send Frenchmen to settle on their lands. Consequently, on March 9, 1734,

two Frenchmen left with Cree guides for Lake Winnipeg, apparently over land,

but later ascended the Red River. This is the first definitely known instance

of white men in the Red River valley. La Verendry's subsequent activities in

the Northwest included the founding of several forts in the Lake Winnipeg district,

but none were established as far south on the Red River as the 49th parallel.

These forts were garrisoned during the time of La Verendrye's western explorations,

terminated by his death in 1749, and later.

The Hudson's Bay Company.

In La Verendrye's memoirs we find reference to Indian trade with the York Factory,
the Hudson's Bay post on Hudson's Bay, and the entering wedge of that great
unopposed
subsidized empire which operated and flourished for over a hundred years. During
the period of the Mudson's Bay sovereignty, the Northwest spawned a new race,

the half-breeds, "Bois Brules," employed by the fur companies, by whom most of them were reduced to virtual serfdom by indebtedness.

The Northwest Fur Company.

In 1783 the American Northwest Company was formed, and became immediately active in northern Minnesota and Manitoba, furnishing the first competition for the Mudern Pan mighty English Company.

In 1795 was formed the New Northwest Company under the leadership of Alexander Mackenzie, which in 1804 merged with the Northwest Company. This new organization drove virtually all the Hudson's Bay company traders out of lower Manitoba and northern Minnesota.

Unfortunate from the standpoint of history is the failure of Keating, historian of the Long expedition, to get the name of the man who maintained a trading post at Pembina in 1880. It is assumed that at the same time there was a branch post on the site of St. Vincent to obviate ferrying the Red river with fur bales.

Alexander Henry tells of a post on the west side of the Red river near the mouth of the Pembina built by a man named Chaboillez in 1797 or 1798, and of another established by Peter Grant at St. Vincent in 1794 or 1795. Henry himself built a fort at the junction of the Pembina and Red rivers, In 1801, Thomas Miller with eight Orkney islanders, built a post on the site of what is now West Emerson, Manitoba. Still earlier Northwest posts were maintained, one at the mouth of the Forest River in North Dakota, from 1787 to 1800, one at the mouth of the Turtle river from 1787 to 1799.

One of the chief reasons for the flourishing of rival fur companies in the region which embraces Kittson county, and the bloodshed which accompanied the rivalry, was the undecided character of the boundaries here. The Treaty of Paris in 1763, in which the French ceded Canada to England, did not technically cede the great unexplored northwest region. Neither did the terms of the treaty of 1783, marking

Local

Se moon?

Kittson county. And by this same confusion of boundaries, the 1803 Louisiana

Purchase left Kittson county a "land without a country" for 20 years, when the

proper location of the international boundary was finally recognized.

The first real settlement of the Red River valley dates from 1811, when Thomas Douglas, Earl of Selkirk, established a colony of Scotch families between Lake Winnipeg and the 49th parallel. These settlers were the ejected tenants from the estate of the duchy of Southerland, in the north of Scotland, who sought in this new, raw land, freedom from tyranny.

Quite a number of the Selkirk settlers seem to have located near Pembina at the northwestern boundary of present Kittson county, and to have carried on farming operations there. The great bulk of the colony located at Fort Garry, now Winnipeg and remained until 1816 when a collision between the Hudson's Bay and Northwest Fur companies caused most of the settlers to flee south to the Pembina district where they believed themselves safer. In the following year the Earl of Selrirk arrived at Fort Garry, \*\*\*\*\* restored order and induced the return of most of the colonists.

In 1819 the American government sent out a surveying expedition which re-established the boundary, and the Scotch settlers finding themselves on the south side of the line moved in a body north to be under the sovereignty of Great Britain. In these days when nationality is made a secondary to comfort or prosperity, this action on the part of the Selkirk settlers seems like a piece of foolish loyalty, especially among a community that had but few pleasant remembrances of the land of their birth. It is but another instance, however, of the fidelity of the Celtic race to a cause espoused and the tenacity with which they cling to old associations; and it must also be remembered that so shortly after the War of 1812, the feeling of bitterness between the United States and England ran high.

The Selkirk settlement venture ended in disorganization and failure, and the founder of the colony, the Earl of Selkirk died "broken in heart and fortune."

(Justin Winsors Crit. Hist. of America, Vol. 8, p. 61.) "His was a noble character. He was a real philanthropist and the most generous and disinterested man in the history of American colonization, but died a victim to the predatory selfishness of other men, that were his business rivals." Scarcely any traces are left of the rude homes of these early settlers.

The Ox Cart

Famous in the annals of early America is the Red river ox cart, which inaugurated the traffic epoch in the Northwest.

Although Alexander Henry, Jr., is generally credited with having introduced the Red river ox cart at Pembina in 1801, his journal shows that he simply found them in use. The name of the actual inventor of this famed cart is lost in obscurity.

During the time that it was in use, the Red river cart went thru considerable evolution from the primitive form which Henry describes in 1801. At that time the cart wheels were one solid piece, about three feet in diameter, sawed from the ends of trees. A short time later the carts were made less cumbersome by the introduction of spokes in the wheels, sometimes formed by shaping them fn the solid disc of wood. The rim wheel, with ten or twelve spokes, was then introduced. The carts were invariably made of oak, and no iron or other metal was used in their construction. There were no tires, and instead of nails, wooden pins were used.

Red river carts were first introduced in overland traffic in Minnesota in 1843 by Joseph Roulette, then the fur trader at Pembina. An excellent example of the cart of the overland period may be seen on the grounds of the Great Northern depot at Grand Forks. The box has sides of slender posts supporting a plate.

The chassis is entirely of wood. The wooden hubs. turning on the axels, made a screeching noise and when large trains of carts were in action, the noise was

nerve-racking. Oiling or greasing was usually impossible, and seldom practicable. In some instances tires of rawhide were used, but the carts remained little changed until the advent of railroads ended their usefulness.

Altho Roulette deserves credit for launching the ox-cart as a practical transportation vehicle, it was Norman Kittson, the American Fur comapny agent stationed at Pembina in the 40s, who really made use of it on an effective scale.

Kn 1884 Kittson sent his first train of furs by ox-cart to Mendota.

It was some time, however, before Kittson was able to operate on a profitable basis. After two years of valuable experience, during which Kittson lost about \$1000, he finally got his transportation business operating successfully.

By this time, the Kittson carts moved in trains. Ten carts constituted a brigade, and five or six brigades made up a train. Three men were in charge of each brigade, and there was a leader over all, a post considered very responsible and very desirable. A loaded cart generally weighed about 800 pounds and a strong pony could cover about 50 miles a day with this load, but the ploading oxen seldom made over twenty.

Kittson's first train of six carts in 1844 carried \$2000 worth of furs. In 1850 the carts transported \$15,000 in furs to St. Paul and carried \$10,000 worth of goods back with them. In the following year 102 carts reached St. Paul, and by 1857 there were 500 carts in service.

The fur trade continued as the most important industry in the Northwest beyond the period of the Civil war, and continued to be an important revenue-producing business until around 1878, when the lumber trade began to assume importance. The furs were chiefly beaver, otter, mink, fisher, marten and muskrat. Fox skins and buffalo hides were also sold in large quantities.

date of

Steamboat Round the Bend.

you land

The Red River ox-carts continued in use until the railroads superceded them as overland carriers, althoubefore that time a new medium of transportation was taking over a vast volume of freight. This was the river steamer.

The first steamboat on the Red River was launched in May, 1859, by the Hudson's Bay Company who in 1857 had made an agreement with the United States to transport company goods in bond thru the country. This boat, the Anson Northrup, left Fort Ambercrombie May 17, reaching Fort Garry June 5th, and later returned to Fort Ambercrombie with 20 passengers.

The Indians protested against the use of the river for steamboats, complaining that the boats drove away the game and killed the fish, while the whistles made such a disturbance that they "disturbed the spirits of their dead and their fathers could not rest in their graved." They demanded four kegs of yellow money to quiet the spirits of their fathers. But the Sioux outbreak of 1862 put at a temporary halt to steamboat traffic development on the Red river, and also put an end to the demands of the Sioux along the river.

The confusion consequent to the Civil war was also a deterrent to steamboat traffic development, and the Hudson's Bay company, which once espoused the idea, now began to see in transportation development, the end of its dominance in the Northwest, and consequently discouraged steamboat traffic, and blocked the initial moves to build railroads.

Despite the Canadian company's efforts, in 1871 James J. Hill and Captain

Alexander Griggs built the "Selkirk" and put it in operation on the Red river, an

act which marked the dawn of a period of brisk steamboat trade. In the winter

of 1871-72, all steamboats on the river passed into the hands of Norman Kittson.

A rival line established in 1874 passed into Kittson's hands two years later,

His shipping interests were organized as the Red River transportation company in

1876, with six boats in service.

The Red River never was well adapted to boat traffic, and the conditions became worse with the cultivation of the surrounding lands. With the building of the railroads, steamboating rapidly declined.

8.

The Stage, and the Pony Express.....

Although steamboat service had been installed and mail and express were carried by water and also overland by oxcart and other means, this service was inadequate to the demands of the business for which these transportation systems were inaugurated. In 1858 J.C. Burbank, Capt. Russell Blakely and Alvaren Allen of St. Faul formed the Minnesota Company to operate stage routes between St. Faul and the upper Red River valley. Little was accomplished toward serving the lower valley, however, until the Minnesota Company sold its express business to the American Express company in 1863. In 1871 the stage route was extended to Winnipeg, starting from Georgetown.

The Iron

The advent of the railroads opened a new era in mail and express transportation.

There had been talk of projecting a railroad up thru Kittson county long before the plan reached realization. In 1872, the Minnesota and Pacific Railway company but a line

In 1877 construction was resumed and the road was completed to Warren. At this time the St. Paul and Pacific went into receivership, and the St. Paul, Minneapolis and Manitoba was organized to take it over, with James J. Hill as the leading genius. Construction work was pushed and the line was completed to St. Vincent in the fall of 1878. The Canadian Pacific had been built down to the border about the same time, and the tracks were joined Dec. 2, 1878.

Naturally the realroad lured the settlers, but the railroad company also induced settlement by offering its lands for sale. The company had been given a state government grant of every odd section in a strip extending from the Red river 20 miles east and running from Marsh river to the international boundary. Railroad lands were offered at \$5 an acre and rebate of \$2.50 was allowed if settlers broke three fourths of their tracts, while an additional rebate of 50 cents per acre was provided for cropping the land. This reduced the cost of a quarter section to \$440, which made it as cheap, all points considered, as government land.

But the settlement of Kittson county hegan slowly in spite of these inducements. This was due chiefly to lack of drainage. In spring, in fall, and during rainy seasons in summer, a large part of the lower valley was covered by water. James J. Hill tells of having seen most of the district covered by water to a depth of from two to six feet. The area affected extended north and south from a point 12 miles south of St. Vincent to a point 10 miles north of Crookston.

This inundated condition was a great drawback, but when a noticeable portion of land had been cultivated much of the surface water disappeared. Drainage later eliminated the rest, the many years passed before the lower areas were reclaimed.

For 26 years the Hill line served the needs of the county, then in 1904 the Soo Line was projected from Thief River Falls to Emerson, almost bisecting the county diagonally. The building of this road was a great boon to the settlers in the western part of the county, who had been forced to travel long distances with produce. The villages of Karlstad, Bronson, Halma and Lancaster were founded to the settlers on this line when it was first constructed.

Political Divisions.

Kittson County was created by an act of the Legislature on Feb. 2562, 1879, and in the same was included a large portion of what is now Roseau county. Prior to that it had been part of Pembina county which was created in 1858, and included what are now Kittson, Roseau, Marshall and Beltrami counties. Antedating this was the great Pembina district embracing northwestern Minnesota and all of North Dakota as far west as the Missouri river. Pembina was in existence as a district even before 1849 when Minnesota was a part of Wisconsin territory.

# Settlement.

Andre Jerome, a French-Cree mixed blood, one of the Metis, was the first settler in Kittson County, having settled on a homestead in 1876. Robert hompson ranks as the second settler in Kittson, pre-empting the northeast quarter of section 30 in 1874 and farming it until 1890. In 1875 the third settler, Ed. McLeod came down from the Selkirk settlement northwest of Winnipeg and \*\*\*\*\* pre-empted a quarter in Sec. 32 of the present township of Thompson. Mc Leod claimed to have raised the first wheat in the county, in 1876. About two years later Mc Leod traded his farm to Jim Smith for a double-barreled shotgun; Mc Leod's shanty was thrown in for good measure.

In 1878 came two brothers, Erik and Ole Norland, accompanied by their wives, and the latter with a small daughter, and settled in the Hallock district. The wives of the brothers were the first Swedish women to settle in Kittson county.

History of Kittson County.....

A number of Canadians settled in the northern part of the county, most of them arriving in the period between 1879 and 1880. In the vicinity of St. Vincent most of the first settlers were former residents of Prince Edward Island. Early settlers in the Humboldt vicinity were mostly Scotch, some Canadian born and others direct from the eld country.

Agricultural Forefront...

D

Ititt son County

No considerable influx of settlers into this territory is noted until 1876.

The country was then on the upswing from panic, and the St. Paul, Minneapolis and Manitoba railway was drawing strands of steel toward thru the country toward Winnipeg.

The government, following a wise policy, was parceling out small farms to actual settlers at extremely modest sums, and the valley was drawing families not only from all over America, but also direct from foreign countries, particularly Norway and Sweden.

Jim Hill's plan to break up railway lands in small parcels and sell at a low price to farmers, was sagely motivated. He expected the farmer produce freight for the railway to handle, to show the financiers of the East that the railroad traversed a rich country which would afford traffic sufficient to produce profits on its investment. The plan worked out to full realization. It was not long before This lands were sold and the wheat came into the loading stations so fast they were unable to take care of it for want of cars and elevators.

Once the land was adequately drained, it proved immensely fertile, and the prospects of agriculture in the Red river valley began to attract not only the small farmer, but the capatalist as well, and thus "bonanza" farming was inaugurated. Among the most famous and extensive of these bonanza farms were the Lockhart and Keystone farms in Minnesota, the Dwight and Fairview farms in North Dakota, the Dalrymple farm near Fargo, comprising 30,000 acres, the Grandin farm of 40,000 acres

near larimore. In some fields of these great farms the teams plowed for six miles straight forward. Early Kittson County had its benanza farms, the greatest being the Jim Hill Farm, owned by the Empire Builder and operated by his son, Water. It was broken up in 1916, and reconsolidated to some extent later by the Humboldt Farming company. The farm now comprises a total of about 25,000 acres. (See Florance Farms.)

#### Some Firsts.

Firsts of a pioneer country are interesting and informative, and serve in a way as a synopsis of material that cannot be included in the scope of a brief history.

The first regular physician was Thomas Duhig, who hung out his shingle at St. Vincent at the time the vanguard of the settlers was coming in. Previously the early inhabitants were served by the post physician at Pembina. About the same time Dr. Gustav De Mars located at Hallock. A. Schmidt of St. Vincent was the first druggist in the country, and H. Eustrom the first real estate man. In 1880 a bank was established at St. Vincent, and the first church in the county was established in the village in 1882, by Congregationalists. The St. Vincent Herald, founded in 1880 by F. G. Head, was the first county newspapers.

## Bibliography:

"History of Kittson County," by John Lindegarde.

"La Verendrye," by Prudhomme. St. Boniface Historical Society.

40th Anniversary edition of "Hallock Enterprise." 25th Anniversary edition of "Hallock Enterprise."

1

Karlstad village.
Kittson county.
Soo Line.
Earl Chapin

Juna

VILLAGE OF KARLSTAD

About 1883 August Carlson homesteaded on the sand ridge near the present site of Karlstad; two years later his wife joined him, and for the ensuing decade they were the only settlers in the district. In 1904 the Soo Railroad was built, and a town platted by the railroad officials on land bought from Mr. Carlson. The rise of the village of Karlstad was immediate, due to the abandoning of had to be abandoned because they were nearby towns unfortunately not contacted by the railway. Immediately after the platting, Knute Hadne moved his store from Fir, and became the first merchant in the new village. | Belan, one of the most thriving and ambitious towns in northwest Minnesota (See "Pelan, the Ghost Town"), valiantly tried to conceal from itself the certain knowledge that it was stricken. In February 1905, Peter Lofgren, who had one of the largest stores in the Northwest there, optimistically advertised a purchase of Fall and Winter goods; all advertisments, in fact conveyed the suggestion of permanency. But the havoc was wrought. The dismantling of Pelan began that year and continued until nothing but the foundations remained. Most of the business establishments were removed to Karlstad, some to the new

Karlstad had three names, the first Klingville, the second Clayton. The final choice was originally spelled Carlstad, and named after August Carlson from whom the townsite was purchased.

Great Northern town of Greenbush.



John Hellstrom, smith; Pete Ellison, lumber man; Jonas Anderson, Mrs. Sarah Wicklund, and Arvid Pearson, hostlers; and Ole Hasted, livery man, were among the town's first business people. Jonas Anderson was also the first post master, and for a long while had the post office in his hotel. With the incorporation of the village, two saloons were immediately erected.

(3)

In 1906 Dr. J. Turnbull hung out his shingle as Karlstad's first physician.

Two years later Arthur Lofgren built a garage, the cars were still something of a novelty, By this time the village had a newspaper, which was edited by 0. J. Forsberg.

On July 5, 1906, school district No. 73 was organized, and it was voted to construct a school house at a cost of \$1500. During the time the building was being erected, school was held in the house of the contractor.

The Swedish Luthern congregation was the first church group to organize, this being effected in 1907. There are today three churches in Karlstad, Swedish Lutheran, Norwegian Lutheran and Swedish Baptist.

The population of Karlstad today is 304. It has a number of fine business establishments including a co-operative creamers. There is a theatre, and a "home" hotel which is favorably known and patronized over a wide redius

Karlstad is situated on the famous Sandridge trail, just at the beginning of the well-defined portion of the gravel beach which extends through two-thirds of Roseau County. A short distance from Karlstad along this ridge is the site of the former Twin Lakes. Efforts are being made to restore the lakes and establish here a game reserve.

In 1915 a new, modern, brick-built school was erected, replacing the old structure. The school has a high school department, and is rated as Class A.

Karlstad boasts an excellent ##### 9-hole public golf course. The course is well kept during the summer and draws enthusiasts from villages for miles around.

The Secretary of the Commercial Club writes that there are several good business openings in Karlstad.

-

From Hillstron, a time free dilices, isobor Tas defect, livery and creen, and can see an electronical section. In the second section of the second section of the first control section is the control of the first control section of the first control

In 1906 we de the desiral hund out his shire is no distributed fixed pin obtain.

The product is a construction of a rest of, the distributed of a construction of a construction of a construction of the construction of a constru

The wellan luthern on regation was the Cres our recursor or sear to organize, this being offered in 1907. Those are to the bury bridge we retail, the discrete

inthorum, Memorian inthorum and my lim death to.

sotablished to include a second of the include of the and a second stable of the include of the

"hore" hotel shien is a wer bly income in retrolled ever a bide reduce.

"Sorietal is dituated on the far as the brain of the interest the boginning of the well-defined portion of the last willow of the the the the of the of the well-defined party. It short listense from horietal alvertinia ridge is the city of former fair former fair takes. If orter or both make to retors his through the detablish the former fair takes.

in 1915 a new, modern, is see all comes and the rest of the black the old structure.

Electrical forcets an anality of the principal parties and the course is a second.

The description are constant as a second of the theory are according to a second of the constant of the co

Soo Line. Kittson county.

VILLAGE OF

The village of Halma, the one of the "See quadruplets," traces its history back to 1885. In this year Mr. B. M. Bothum, now a merchant of Halma, filed a homestoad on Sec. 4 of Deerwood township. In 1891 he opened a store on his place, and a few years later a post office was established there and named Beaton after an early settler of the region. After the mail route was established from Hallock through Beaton, the place soon grew to a flourishing little hamlet which boasted a hotel, blacksmith shop, livery barn and several residences.

The reason for Beston's rise was the development of Roseau county after its creation in 1894. Coin was a scarce article among the early settlers, but the timber new country to the east was producing lumber and fence posts, and Roseau people needed oats, barley and hogs, and as a result Beston became a "trading center" in a very literal sense of the word. At that time Beston has as large a lumber year as any in the county today. Mr. Bothum recalls that lumber was cheap, oats brought los a bushel, barley was 15c, and hogs 5c a pound dressed. "But," he says, "there was no depression and no automobiles to burn up what little money people got."

Business boomed for several years. Then Roseau county settlers began to grow their own grain and hogs, and finally a Great Northern line was built into Roseau county. In 1904 the Soo Line went through the country east of Beaton, and what

in the state by the same name. Many believe that Halma is merely a slight

alteration of the name Holm.

Halma was platted in 1904, and incorporated in 1925. The Halma school district was organized in 1891. The present graded school in the village was built in 1915.

Halma has one elevator, erected in 1905.

The village is situated in a fine agricultural section, particularly adapted to diversified farming. It is on the Soo Line, and Trunk Highway No. 75, 25 has a population of 129.

Humboldt village
Kittsoncounty.
Great Northern line.

VILLAGE OF
HUMBOLDT

The records show that the village of Humboldt was a "Jim Hill" town; that James J. Hill, the railroad magnate, owned the townsite and platted it. While many of the Great Northern villages in different parts of the country were named for associates of Hill or persons identified with the townsites, it appears that the great German scientist, Baron Alexander von Humboldt was honored in this instance. Altho the scientist was not identified with this region, many Germans had invested in railroad bonds, and the christening of sites in honor of their leading personages was a tribute to the German people.

Being designed as a wheat shipping center, Humboldt soon had segeral elevators, though at first grain was handled thru flat houses. As was the case in most towns on the Great Northern, the St. Anthony and Dakota company built the first elevator at Humboldt. Other elevators built were those of the Mc Cabe Brothers, the Hill interests, Red Lake Falls Elevator company, and the Farmers Elevator company. Of these but two remain, owned and operated by the Farmers Mutual Elevator Co.

The first store in Humboldt was established by Booker and McFadin not long after the railroad was built thru the site in 1878. Humboldt was not important as a trading center in the early years, chiefly because it was surrounded by bonanza farms principally, and was simply a shipping point. However, the needs of the bonanza farm workers and of the few small farmers made some retail service necessary.

Humboldt village.
Kittson county.
Great Northern line.

Humboldt gained a new lease on life with the advent of the Florances.

The opening of the Florance and Nelson general store and farm machinery firm in 1900 did much to accelerate the business pace of the village. Another factor was the development of agriculture in the northwest and the growth of dairying and livestock raising as adjuncts to grain farming. Florance and Nelson built up a business of \$50,000 a year. The firm of Matthews and Anderson succeeded Florance and Nelson after four years, the change being made at the time of the building of the Soo Line, which cut into Humboldt's trade territory.

All this time, however, the village was not incorporated: the records show that incorporation took place Sept. 29, 1919. Even the filing of the townsite plat was not an early accomplishment, the filing date being Oct. 2, 1920. But this was largely a formality and the village, so far as its physical status was concerned, was not affected by the delay. There was a bank in Humboldt long before the village was incorporated, being established April 18, 1904 as the First State Bank of Humboldt. That was 161% more than a decade before the great land boom of the World war period and the bank aided materially in the pre-boom development, helping to lay the solid foundations which remained after the boom years. It appears, by the way, that the incorporation of the village was prompted by the ambitions and prospects of the boom, which may have given some residents visions of municipal growth.

The Humboldt vicinity was settled largely by Prince Edward Islanders and Scotch, many of the latter being of Scotch-Canadian extraction. To a large extent these first settlers remained and are represented today by descendants who are farming or are in business in northwestern Minnesota towns today. Among these early settlers were Ephriam Clow, Joseph Nicolson, Chas McLeod, John Finney, James Diamond, and George Matthew. Mr. Matthew built the first school house in the neighborhood in 1882 at a cost of \$140. The school stood a mile and a half northwest of the village.

The Humboldt school district was created in that year. The presents school building was erected in 1906.

Since the pioneer years, the James J. Hill farming interests have strongly influenced all activity in the Humboldt community. In the late '90s, two-thirds of the northern part of the county was unimproved land. Most of this land was owned by the Great Northern Railroad company, or by James Hill personally. Hill owned 40,000 acres in the northwest corner of Kittson county in 1897. About half of these holdings were disposed of directly by Hill and the balance was sold in the World war boom period in a selling campaign conducted by the Payne Investment company at prices ranging from 23 to 75 dollars per acre. As a result of the slump that followed not more than ten percent of the buyers retained their land and much of it is now in the hands of trust companies, savings banks and insurance companies. In the late 90s wheat was the principal cash crop. Some flax was sown on new land, but drainage was poor and most of the land not under cultivation was considered unfat for farming because of lack of drainage. At that time the area east and southeast of Humboldt was known as "the flat" and was a suscession of sloughs where ducks bred, and uplands where farmers made hay. Since then drainage and natural drying process have redeemed most of this land. Less that 40 years ago the shipment of a carlaod of stock from Humboldt would have been considered a remarkable event. But now Kittson county ranks second in the state in sheep production, and has made a creditable showing in butter manufacture.

These facts are cited here because Humboldt is linked to the present bonanza farming project of the Florance interests which has ushered in a new era of large scale farming by use of diesels, combines, and other motorized equipment. This new style of farming, combined with motorized methods on the smaller farms promises to write new chapters of history in Humboldt.

Donaldson village.
Kittson county.
Great Northern line.
Earl Chapen

Sma

VILLAGE OF

DONALDSON.

The present village of Donaldson is situated on the townsite of Davis, while the original Donaldson plat covers the southeast quarter of Sec. 19. Davis took its name from Edward N. Davis, a settler in Section 30 of Davis township, also named for him. Donaldson was named after Capt. Hugh Donaldson, a Civil war officer, locally prominent as manager for the Ryan bonanza farm interests in Kittson county.

Donaldson was not as intimately linked to the Ryan farm projects as Kennedy in spite of its name. Capt. Donaldson was also later the manager of the Hill interests near Northcote. In the early days when bonanza farms were the colossi that bestrid the Red river valley, the importance of men like Donaldson was considerable. When a man wanted a job, or wished to buy a farm, he was told to "See the Captain," until it became a catch phrase in the territory, and marriagebent swains were admonished to first "See the Captain."

Hill's line to Winnipeg was constructed through Donaldson in 1878. The Great Northern Railway company's records show that a man named Brown was the first depot agent, and that the station was open for business in August 1881.

Prior to the establishment of the depot mail was being received at Davis, with Ed Davis as the first postmaster. On July 24, 1882, Davis township was organized, and three years later the townsite was platted. Donaldson townsite was not platted until Aug. 19, 1902.

Donaldson village.
Kittson county.
Great Northern line.

Possibly because of the large scale farming carried on in the vicinity,

Donaldson was a long time coming to stature. Martin Hennum, Donaldson merchan

Donaldson was a long time coming to stature. Martin Hennum, Ponaldson merchant who arrived here in 1890, recalls that conditions were still quite primitive at that time. Two stores, two elevators and several houses distinguished Pavis from the prairie. Hennum wanted to buy 40 acres from Ryan, but Ryan couldn't be bothered with trifles. Neither could Ed Davis see anything resembling business in such a purchase. Finally Hennum managed to purchase some lots from a speculator living in Minneapolis.

Mr. Hennum set up a blacksmith shop in Donaldson in 1890, and by the end of the decade sold his interest to establish a hardware store. Other business pioneers of the village were Lund and Solum, Taft and Company, and Andrew O. Blomsness who in 1906 founded the Blomsness Telephone Company, the forerunner of the present system. Among the early farmers were John Murry, John Dagen, John Sjoholm and John Diamond.

Daonalson village was incorporated in 1903, and the first election was held December 12. The Donaldson school district No. 56 was organized Oct. 16, 1894. The first school was situated a half a mile east of the village.

The village now has an adequate consolidated school giving instructions up through the eight grade. \*\*\* High school students are sent to Stephen. The school district is out of debt, nor has the village any outstanding bonds, which speaks \* well for the community. The population of Donaldson is 133. The village is situated on the Great Northern, and is at the junction of T.H. 75, the direct route to Winnipeg, with T. H. No. 11, which runs northeast toward the take of the Woods. Donaldson today is facing a new era of agriculture progress in which its business life will undoubtedly be favorably affected.

Burn

5.3

KITTSON COUNTY; ITS TOPOGRAPHY, AGRICULTURE, ETC.

Kittson County lies in the northwest corner of Minnesota, its entire area within the the famed Red river valley, garden spot of the north. Kittson county is drained by the west-flowing tributaries of the Red river, Joe river, Two Rivers, and the Tamarack river. The northeast corner of the county is cupon-clipped by the river Roseau which flows in a northeasterly direction to a confluence with the Red in Canada.

The western portion of Kittson county is typical Red river prairie, of black loam and gumbo. Toward the central portion, roughly designated by the diagonal bisection of the Soo railway, the open expanse of prairie, broken only by farmstead windbreaks, gives way to scrub on the climbing irregularities of north-south glacial moraines. The soil here runs to clay and sand loams which farmers have found particularly adapted to diversified agriculture. The central portion of this mid-region presents an almost rolling contour where it is broken up by the many-branched Two Rivers. Graceful elm and ash along these river banks lends an additional scenie touch. At its eastern extremeties Kittson county merges into former timber country where much of this natural heritage still remains- groves of gray-green aspen, and the shag of oaks over sod-covered gravel beaches. Some highland swamp occurs in eastern Kittson county, and lowland swamp occurs in the southwest portion.

In 1733 to Fort St. Charles came Indians bearing salt from the Red river valley. At the confluence of the north and main branches of Two Rivers is one of these sources, a spring where salt forms in white efforescence. In the early days salt was here collected annually by the colonists at Pembina. By this evidence it would seem that in some bygone geologic era a desert lake here underwent a process of desiccation.

But the secular vicissitudes of climate and geography in this portion of the valley need not concern us here except wherein they are definitely linked with the topography and soils of today. The unsurpassable fecundity of the virgin Red river valley seems akin to hyperbole, and were it not for the presence of ledgers and accounty books to preclude dubiety, might easily with time be held at one with the legendry of that era which traditionally preceded it,—when Paul Bunyan and his boys logged the valley. So it should be recalled that a mightier hand than that of P. Bunyan gathered and kneaded and sorted the fertility of the Red river valley—the hand of the waters of glacial Lake Agassiz. And even after the lake had receded, the river it left for centuries enriched its banks by overflow as does the river Nile.

The unlegened post-glacial centuries are a presence over the Red river valley wheatfields.

In the Gargantuan days of the valley's opening, bonanza farmers plowed for six and eight miles straight ahead without bending a furrow, and Kittsen county had its bonanza farms. In those early days when the unexploited fertility of the valley was first put to cultivation, Kittsen county soil, like the rest of it, yielded as high as 45 bushels of wheat and 500 bushels of potatoes to the acre. Red river valley farming has changed from that era of unscientific and ruthless exploitation, and now progresses on a basis of scientific diversified agriculture. And the Red river valley is still the bread basket of the United States.

The first recorded agricultural transaction in the territory occured in 1820 when 200 bushels of seed wheat was delivered to the Earl of Selkirk at Pembina for \$5,000. It is pleasant to reflect that the price of seed wheat had dropped some since then.

Today the entire county Kittson is devoted to agriculture, and derives its

considerable wealth from it. Of paramount importance is the growing of No. 1

Hard Northern wheat, the barley, rye, cats and flax are also big crops. Potatoes have grown to be a large crop here in recent years, with several thousand acres being devoted to the production of certified seed. Sweet clover has also become a favored crop and contributes a few hundred thousand dollars a year to local farmers. All clovers are grown are grown very successfully and are used extensively in connection with crop rotation. Alfalfa too is a successful erop, and often produces two cuttings a year. Beef cattle are produced and often top St. Paul markets. Many carloads of turkeys leave the county each fall, producing a good revenue. Dairying has come rapidly to the fore in the past decade; practically every town has a creamery some of which represent investments of close to \$50,000. There are many pure bred and high grade herds in Kittson county.

The climate here, the temperate, is well suited to agriculture. The mean monthly railfall for the summer season is 3.1 inches; the length of the growing season is 113 days, and the summer temperature average is 65. Even the rigor of winter bears its reward for the farmer, for the soil freezes deep, and in the spring the soil consequently furnishes moisture and coolness for the tap-rooted hard spring wheat, and other grains. Red river valley crops are unusually resistant to drought, and this fact, and the texture of the soil, are two paramount reasons.

Of outstanding interest in Kittson county, and symbolic of its agriculture are the Florance farms, owned and operated by Edward Florance, pioneer Kittson county.

banker, and his son, Morris Florance, of Northcote/ The entire farm, comprising a total of about 25,000 acres, is part of a vast domains formerly owned by the

late James J. Hill, and operated by his son, Walter Hill.

United States. No other farm in Minnesota and few in the nation can compare with the magnitude and appearance of this place which is visited by students and teachers of from many agricultural colleges annually. The farm residence alone, built by Walter Hill in 1912, cost \$49,000. Other structures include a power house suitable for a city of 1500 population, large tile barns, grain bins, the two largest silos in the world, hay barns, machine sheds, and two grain elevators of 55,000 and 25,000 bushels respectively.

The principal tractors on the farm are equipped with Diesel engines. There are also six 10-horse power gasoline tractors in operation, making a total of 15 tractors on this completely mechanized farm. Nine combines are used. The grain is cut by great harvesters which leave it in winrows. The threshers follow along the windrows and the grain is elevated into huge tanks mounted on motor trucks.

The crop on the big farm in 1934 consisted of 3,600 acres of wheat, 4,000 acres of flax, 500 acres of rye, 2,000 acres of barley, and the rest of an approximate 15,000 acres \*\*\*\*\*\*\* under cultivation, in oats.

The farm has been operated at a profit during the depression years. Much of his success is credited by Mr. Florance to direct, wholesale purchase of supplies and equipment and direct sale of products.

The agricultural progress of Kittson county has been recorded since 1888 by the Kittson county and St. Vincent fairs, both annual events. The Kittson County Agricultural Society's fair grounds located at Hallock now cover 15 acres; there is a fine track, and a substantial, roomy grand stand. The fair buildings proper are adequate for a first class county display. Special attractions of the highest order have always been offered fair patrons.

The St. Vincent fairs, while strictly rural expositions, have become prominent for the high grade 4-H club work and other club activities with which they are associated. Influenced by and intimately associated with the St. Vincent fair, a number of state prize winners have brought honor to the institution, and in some



cases national reknown. The grounds are equipped with a large building for industrial art and other displays, known as Reid hall. Livestock and poultry are not housed as they are shown but one day.

Several periods of settlement has brought to Kittson county a mixed nationality. The northern portion of the county is predominantly of an early Canadian immigration, which brought a large number of Prince Edward Islanders, Scotch-Canadians and Irish. In the south and central portion of the county, Scandinavians are in the majority. Scattered here and there too, are descendants of the Metis, the French-Indian race originated during the fur-trade period. Just north of the boundary, from the St. Joseph, McKinley and Cariboù districts, dwell the Galatians and Doukhabors, the former from central Europe, the latter, a Russian religious sect. Both of these peoples cling closely to ancient custom and tradition.

Kittson county is in excellent financial condition, and has never asked the state to assume a dollars worth of debt. The county has no bonded indebtedness except Ditch Bonds which are liens against the property benefitting from the construction of various ditches. In each case wherein ditches were dug, the cost of such projects was levied upon the farms benefitting from these ditches. It is plain therefore, that county tax moneys are not used to offset these ditch bonds, and they cannot be properly termed as county debt. Outside of this no bonded indebtedness exists. The county has been on a cash basis for the past 25 years and has no outstanding or registered warrants. This is a record of conscientious and efficient management of which Kittson county is justly proud.

Hallock village.
Kittson county.
Great Northern line.
Eure Chaffen

4/2/36

Jona

VILLAGE OF HALLOCK.

The townsite of Hallock was platted and laid out on the south half of Sec. 12, Hallock township, in December 1879, by John Swainstrom, a graduate of the University of Upsala, Sweden. The townsite was named Alice, either for the wife of a daughter of Swainson. Swainson had a contract with the St. Paul & Pacific Railroad company which provided for location of its depot and sidings on his plat. Two stores, a saloon, the county auditor's office of Hans Eustrom, and a tavern and post office were built on this site. But when the James J. Hill interests gained control of the railway, plans for another townsite were launched. This location was on the northwest quarter of Sec. 13, on railroad company land. The railroad reached the townsite in 1878, but no buildings were erected until the following year.

The new town was named after Charles W. Hallock of New York City, who was identified with the early life of the community. Hallock was an eminent hournalist, graduate of Amherst, who after editing several large eastern papers became financial editor of Harper's Weekly, and later founded the sportsman's magazine, Forest and

Bronson village.
Kittson county.
Soo Line.
Und Chapin

Ima.

VILLAGE OF BRONSON.

The community around Bronson is first identified with the white man's era with the timbering activities of Daniel Sprague and others who in the early '80s gleaned the leavings of Paul Bunyan. The activities of Sprague brought many into the new country as employees. In the early '90s timbering was on the wane, and many of the forest harvesters were digging into the soil to see what had made the trees grow so tall. Settlement was rounding out along the Great Northern line, and an overflow was pushing eastward.

In 1882 Giles Bronson and his wife Margaret established a log cabin home in the scrub three miles east of the present village which bears their name. By the early '90s stages lines connected outlying settlements, and there was a considerable increase in mail. A post office called Percy was established at the Bronson farm in 1888. Mrs. Bronson says the post office was named in memory of the home township of her husband in Ontario, while in the Minnesota Historical Society Collections:

Vol. 17 (1920) we find that Percy township in which Bronson is located, is recorded as named for an early hunter and trapper, Howard Percy.

The surveying and opening to settlement of Roseau County, incident to its organization in 1894, brought a stream of homeseekers across the county from the Red river and the Great Northern line. The travelors passed the Bronson home in great numbers, and many stopped seeking food and lodging. As a result the Bronson home became something like an old English inn where one could find food and shelter for

Soo Line.

themselves and their horses.

In 1900 the brothers John and Andrew Vik built a store just across Two Rivers, a half a mile south of the present village. In the following year the post office was removed to the Vik store.

-2-

The Soo Line was built through the country in 1904. The plat of Bronson was filed Feb. 8, 1905. The Hotel Bronson was first building on the townsite. Second structure to be erected was the Bronson State bank; this was followed by the establishment of the Vik Brothers store. Other early business men were Henning Larson, merchant; S. Nordin, hostler; Ekvald Danielson, smith. The first elevator was erected by the Prairie Elevator Co., to be followed by a Northland Elevator Co. building. These two are now owned by the Farmers Co-Operative Grain Co. The Bronson Budget was established in 1905 by Arthur E. Babcock. Dr. August Gronelud was Bronson's first physician and druggist.

The village was incorporated Feb. 8, 1905. On Aug. 7th of the same year, school district No. 75 was organized. It is recalled that Bronson's first school was the held in the old Vik store across the river after the stock had been moved: Ethel Collins was the teasher.

Today Bronson has a fine consolidated school with a full high school course that is given a Class A rating. The new school was erected in 1920 at a cost of \$77.000. The enrollment demands a high school faculty of six teachers and a superintendent.

The village has a lively newspaper in the Budget, edited and published by Ray Swanson and Carl Furaas.

Bronson has a population of 239 according to the last census.

The first creamery in Kittson county was established at Bronson in 1905.

The creamery has kept up the times in equipment and methods, and is now a member of the Land-O-Lakes organization. In 1926 it manufactured 122,000 pounds of butter, and its production has been rising since the low point of 93,000 pounds in 1933.

The Farmers Co-operative Grain Company is a leading organization of the Bronson community. The firm deals in grains of all kinds, and also handles flour, insecticides and other commodities. Over a period of years the feasibility of the its policies has been proved and the Bronson community recognizes the firm as outstanding in its field.

Bronson recently erected a community hall which is used for civic and church events, athletic contests, and other occasions.

Natural conditions around Bronson tend to a natural diversity of farming enterprise. While wheat and other small grains are important products, the potato crop bulks large in annual returns, potato shipments totalling as many as 500 carloads in some years. Dairying is a major industry, with many herds of purebred and high grade cattle in the vicinity.

Bronson is situated on the Soo Line and on the recently established Trunk Highway No. 73 to Winnipeg.

St. Vincent village. Eitteen county. Great Northern line.

VILLAGE OF

ST. VINCENT

9t. Vincent is the cliest village in Kittson county from the standpoint of settlement, and we find that such frontier love and tradition of the lover Red piver valley is centered about this old town.

A trading post was established at at. Vincent as early as 1870. In 1860 the

EY Fur company built a post there, and we know that prior to that one Peter Grant
maintained headquarters as a fur trader at this same point.

The Selicirk colony founded at Fambina in 1812 spread over into Binnesots, giving St. Vincent its first farmers, albeit temporary ones, and later the Swiss and other settlers connected with the colonization enterprise settled to some extent in the St. Vincent community.

But while these settlements opened the way for later development, the harsh conditions of the frontier accentuated by the rivalry of the fur companies, which senetimes resulted in bloodshed, discouraged settlement on a large scale. Then too, the remoteness of the region, lack of adequate transportation facilities, and improper protection against the severity of the winters operated to check stitlement. It. Timeont seems to have been but little affected by the visits of explorers and government expeditions, such as those of long and seed.

St. Vincent.

Kitteen county.

-2- Earl Chapin.

Steamboot traffic, however, had an important bearing, not only on

Steamboat traffic, however, had an important bearing, not only on the village beginnings, but on settlement of the community. From the early '70s until well into the '80s, steamboat traffic pusped life blood into the northern valley. Then late in 1873 came the railroad. St. Vincent's history as a village began soon afterests:

Mode to first meeting in 1880. The village was organized April 16, 1881, with James Fisk as mayor. The first St. Vincent school board was also organized in 1880. While the district was the second in the county, the first schools in the county were hold in or near the present St. Vincent village site by missionaries, priests, and weren connected with the military posts at Pembina at a time too far back to be preserved in records. The village new has a modern school building and system, with four teachers and a superintendent.

because the genesis of village life was at such an early date, and foundations were laid before official steps were taken. St. Vincent post office does not seen to be the outgrowth of other earlier offices in the unighborhood. The community was first served by the Pembins office, connection being made by ferry.

it named St. Vincent sometime prior to 1860 in honor of the reknowned St. Vincent de Faul, founders of missions and hospitals in Farlo. There were namerous Preach trappers, traders and fur company employees in the lower Red river valley at the time, and it is reasonable to suppose that a tribute to the ministrations of missionary priests among the sick was intended.

The St. Vincent community has witnessed several settlement periods. A second began in the '50s, and the husviest influx followed the building of the railroad. In this last period Canadian immigrants were manerous and teday there are many Prince Edward Island families in the neighborhood, and also families of Scotch descent.

St. Vincent.

Kittson county.

-3
Earl Chapin.

In the vicinity are also some mixed bloods who are descended from the Netis who were instrumental in laying in many instances, the first foundations of agricultural activity and community life in the lower valley.

The first stores in St. Vincent were those of traders established for back in the pioneer period. For trade interests dominated the village business in the first years of its existence, but later individual enterprise prospered.

The population of St. Vincent is given at 304. It is on the Great Northern

railway and Trunk Highway No. 75. It is also served by a bus line, and is just

across the river from the Ft. Pembina sirport of the Northwest Airways.

the third elevator, and sold farm machinery.

Hallock had a cheese factory in the late '80s, operated by W. L. Beaton and owned by McCollom and Suffel. The plant of the Hallock Roller Mills was the first flour milling enterprise in the county

closely followed by the Red River Valley Elevator company. Eklund Brothers built

Hallock's first physician was Dr. Gustave De Mars, who was killed by a train in 1912. Dr. De Mars was born in Belguim and as a young man studied medicine in Paris. He served as an army surgeon in the Civil War and subsequently practiced in Chicago from whence he came to Hallock in 1883.

Hallock has the distinction of having the first school district organized in the county, the district having been officially created July 28, 1879. Miss Mary Rogers was the first teacher, of record, not only in Hallock, but in the county. Miss Rogers was a woman of past middle age who combined the duties of school mistress with the task of holding down a homestead. School was conducted in a small frame building in the southern part of town.

The village of Hallock was incorporated June 11, 1887.

The Kittson County Enterprise, which is still Kittson County's leading paper, was established in 1881. The Hallock Weekly News and the People's Press were also published here in the past.

The Kittson County Agricultural Society was organized in 1888, and thus is one of the county's earliest institutions. Balloon ascentions and horse races were the features of the first fair programs. For a long while the seating facilities were planks resting on beer kegs. At the first fair \$50 was appropriated for the races, which wasn't much, but as the horses couldn't count money they ran as fast as they could. A split in the Kittson County Agricultural association occurred in 1889 causing the organization of the St. Vincent Union, which has also held annual fairs since that time.

The banking history of Hallock dates back to 1888 when a private bank was here established under the firm name of J. Kelso & Son. In 1907 the bank was incorporated as the Citizen's State Bank of Hallock. The Kittson County bank also dates back to 1888, while the First National Bank of Hallock was organized in 1903. The State Bank of Hallock, originated 30 years ago at Humboldt by Edward Florance, now serves the county seat, being the only one to survive the depression.

Hallock, county seat of Kittson county, is a thriving village whose steady development has its origin in the fertile, wealth-producing farm lands surrounding it.

## Transportation

The village is on the main line of the Great Northern between Winnipeg and the Twin Cities. Three passenger trains stop daily. One passenger bus makes a double visit daily and freight busses as well as rail freight facilities serve it well.

Overnight express service between the Twin Cities, Duluth and Fargo is available.

\*\*\*\*\*\*Airplane connections with the Twin Cities, Chicago and all other large points are within a twenty minute ride of theory at the Ft. Pembina airport, maintained by the Northwest Airways Inc. Hallock is on U. S. Highway No. 75.

## Village facilities:

Hallock has a fine water system, the water being purified by chlorination.

Hydrants are provided about the city for fire protection. The Interstate Power fundament of the order of the or

刑由生生也也批

Hallock village. Kittson county. Great Northern.

Hallock is justifiably proud of its community-sponsored institutions.

Foremost is the Kittson County War Veterans Memorial Hospital, which makes the village a medical center for that part of Minnesota, and North Dakota.

\*\*\*\*\*\*\* The institution was erected in 1921 at a cost of \$80,000, financed by popular subscription. The hospital is thoroly modern, equipped with 25 beds. It has an X-ray room, with a portable X-ray for patient's rooms. There is a well equipped laboratory manned by expert technicians. There is a staff of six nurses connected with the institution, and there are five doctors. The hospital is supervised by a local board of 15 directors.

Another outstanding community enterprise is the Hallock skating rink, which is claimed as the finest and largest in the state, with the exception of those in Minneapolis, St. Paul and Duluth. The Hallock rink was built by the city in 1934 at a cost close to \$19,000. Ample seating is provided for about 1500 people. The rink is constructed with arch girders of steel and wood, thereby eliminating uprights of any kind. There is a large warming room, windowed the entire length to provide an unobstructed view of the ice sheet. There is a full basement under the warming room, with dressing rooms and showers for the hockey teams. The rink also has an amplifying system. Hockey is consequently Hallock's major sport, and the village boasts one of the best amateur teams in the state. Curling is another popular sport here, with a curling rink just west of the hockey rink. Frequent curling matches are held with teams from other, principally Canadian cities. At the Canadian bonspeil held in Winnipeg, Hallock and St. Paul were the only two American towns participating.

The American Legion post at Hallock recently sponsored another community project in the construction of a large swimming pool, which is used by people for 25 miles in all directions from the village. The pool is equipped with dressing rooms, diving boards, platforms, rafts and life lines.

All manner of business firms are represented here with 119 business organizations.

Outstanding among them is the Hallock Farmers Mutual Fire Insurance Company, which
has at present, \$4,800,000.00 worth of insurance in force. Concomitantly, there
are four other farmer-owned business institutions in Hallock, the Farmers Co-operative
Mercantile Company, the Hallock Farmers Co-operative Elevator Company, the Hallock
Farmers Shipping Association, and the Kittson County Agricultural Society. All of
them are leading institutions. Co-operative ventures have had remarkable success
in Kittson county.

Another of Hallock's outstanding business ventures is the local Apiary. Some over 3,000 colonies of bees are set out in the county. Dr. Tanquary, Entomologist at the University of Minnesota, is one of the principal owners. The Doctor, onetime member of the McMillan Arctic expedition, is rated as one of the country's foremost authorities on insect life. Honey is refined here and shipped out in carload lots, some of which goes to Europe. This bee industry not only adds materially to Hallock's business activity, but it is of great value to the farmers, as it aids the sweet clover crop which has been a big source of revenue in past years.

The Hallock high school has a high state rating. In 1934 there were 135 pupils enrolled in the high school, and 200 in the grades. A large number of the high school pupils are \*\*\* rural school graduates.

The regular courses of study are offered and in addition Public speaking, music, and physical education receive proper emphasis as extra-cirricular activities.

Enviable records have been made by the Hallock school in the field of Public Speaking and Music.

Anyoh center mi central of sets

Hallock village. Kittson county. -7-Earl Chapin. Much attention is paid to music in the Hallock school. A specific period is spent in each grade each day for instruction in music, for groundwork. In the upper grades and high school, music organizations play an important part. Choirs and glee clubs have participated successfully in contests for several years. A school operetta is presented by the music department anually. Hallock has a high school band, and a "Beginner's Band" for the intermediate grades The school is administered by a faculty of twelve teachers. The Hallock school district is free from debt and in addition has built up a sinking fund of \$20,000 in the past few years, Hallock being the county seat a large number of professional men are established here. Business pertaining to the county offices also adds to the activity of the town. ##### Clubs and lodges are well represented in Hallock, Masons and Eastern Star, Modern Woodmen, Royal Neighbors, Yeomans, a Woman's Community Club, Hallock Civic Club, American Legion post. A large Legion hall, built on colonial design, with full basement, kitchen, large reception hall and a fireplace, has recently been constructed.

St. Vincent village.
Kittson county.
Great Northern line.
Earl Chapm

Some

VILLAGE OF

ST. VINCENT

St. Vincent is the oldest village in Kittson county from the standpoint of settlement, and we find that much frontier lore and tradition of the lower Red river valley is centered about this old town.

A trading post was established at St. Vincent as early as 1870. In 1880 the XY Fur company built a post there, and we know that prior to that one Peter Grant maintained headquarters as a fur trader at this same point.

The Selkirk colony founded at Pembina in 1812 spread over into Minnesota, giving St. Vincent its first farmers, albeit temporary ones, and later the Swiss and other settlers connected with the colonization enterprise settled to some extent in the St. Vincent community.

But while these settlements opened the way for later development, the harsh conditions of the frontier accentuated by the rivalry of the fur companies, which sometimes resulted in bloodshed, discouraged settlement on a large scale. Then too, the remoteness of the region, lack of adequate transportation facilities, and improper protection against the severity of the winters operated to check settlement. St. Vincent seems to have been but little affected by the visits of explorers and government expeditions, such as those of Long and Wood.

beginnings, but on settlement of the community. From the early '70s until well into the '80s, steamboat traffic pumped life blood into the northern valley. Then late in 1878 came the railroad. St. Vincent's history as a village began soon after St. Vincent township is the oldest in the county. Records show that its board held its first meeting in 1880. The village was organized April 16, 1881, with James Fisk as mayor. The first St. Vincent school board was also organized in 1880. While the district was the second in the county, the first schools in the county were held in or near the present St. Vincent village site by missionaries, priests, and women connected with the military posts at Pembina at a time too far back to be preserved in records. The village now has a modern school building and system, with four teachers and a superintendent. St. Vincent's foundation was different from that of other villages in the county because the genesis of village life was at such an early date, and foundations were laid before official steps were taken. St. Vincent post office does not seem to be the outgrowth of other earlier offices in the neighborhood. The community was first served by the Pembina office, connection being made by ferry. St. Vincent derives its name from a trading post on the village site or near it named St. Vincent sometime prior to 1860 in honor of the reknowned St. Vincent de Paul, founders of missions and hospitals in Paris. There were numerous French trappers, traders and fur company employees in the lower Red river valley at the time, and it is reasonable to suppose that a tribute to the ministrations of missionary priests among the sick was intended. The St. Vincent community has witnessed several settlement periods. A second began in the '50s, and the heaviest influx followed the building of the railroad. In this last period Canadian immigrants were numerous and today there are many Prince Edward Island families in the neighborhood, and also families of Scotch descent.

-2-

Steamboat traffic, however, had an important bearing, not only on the village

Earl Chapin.

St. Vincent. Kittson county. St. Vincent. Earl Chapin. -3-Kittson county. In the vicinity are also some mixed bloods who are descended from the Metis who were instrumental in laying in many instances, the first foundations of agricultural activity and community life in the lower valley. The first stores in St. Vincent were those of traders established far back in the pioneer period. Fur trade interests dominated the village business in the first years of its existence, but later individual enterprise prospered. The population of St. Vincent is given at 304. It is on the Great Northern railway and Trunk Highway No. 75. It is also served by a bus line, and is just across the river from the Ft. Pembina airport of the Northwest Airways.

Noyes.
Kittson county.
Soo Line.
Great Northern line.

Earl Chopin

Just

NOYES.

Although it dates back from the time of the building of the Great Northern through the country to the boundary, Noyes has only in recent years become an important point. The village was platted on Nov. 15, 1933; before that the name was applied to the railways tation. The Unites States customs and immigration quarters for this locality are situated here and the traffic across the line and associated activities make it a busy center. Although the buildings at Ngyes are comparatively modern, the Noyes school district is one of the oldest in the county, dating from January 7, 1880.

The immigration and customs buildings are substantial and imposing and over the line in West Emerson are Canadian immigration and customs offices. The American and Canadian flags fly from staffs not far apart and these with the uniforms of the officials and the hustle and bustle associated with ports of entry, set it apart from other points in the county. Both the Soo and Great Northern railroads pass through here and a relatively large force takes care of the affairs of both roads in a single depot. The station was named in honor of J. A. Noyes, an early customs collector. Its establishment was incident to the projection of the Great Northern to the boundary line.

County Kittson.

T. H. No. 11.

Route Onc. Two
Pelan.

6. Cheyon . words: 2765

K-4

PELAN, GHOST TOWN
OF THE NORTHWEST.

In the early days the traders, adventurers and trappers sought out nature's clemency in establishing routes through the wilderness.

Among the famous historic trails of the early Northwest was the Sandridge Trail which pierced the forest and scrub eastward from the edge of the Red River plain to the valley of the Roseau river. Along this trail, which followed one of the shorelines of the receding glacial Lake Agassiz, traveled the Indians and fur traders from the Lake of the Woods to the Factor Kittson at Pembina.

A natural site for designation on the Sandridge Trail was the Two Rivers ford.

Here a broad and sparkling river cleft the ridge in an ampitheatre of natural beauty. As early as 1880 this spot was known to the Northwest as Two Rivers

Crossing.

The name of Charles Pelan is perpetuated by the ghost town when the river for cuts the ridge. Pelan was an Englishman whose greatest bid for fame lay in a the prodigal dispensing of a considerably patrimony in the multi-nefarious saloons all the way from Winnipeg to Crookston.

Sometime around 1880 came Charles Pelan to the Grossing where he started a cattle ranch "for pleasure and for sport." Another of the earliest settlers

6)

was Walter Long, who established a claim on the bank of the river near the ford.

Neither Pelan nor Long remained here, but doubtless to their example, and
their telling about the site attracted settlers from more populous outer regions.

One of the first real founders of the village of Pelan was Hans Olson who set up a smithy near the Crossing in 1884. With the trials and hardships of a frontier life to bear, amid a lonely wilderness, he went at his task of developing a farm and building up a trade in his line of business. This he succeeded in doing, and became one of the well known characters of that region.

Not long after Olson came to Pelan, the settlement's postmaster disappeared with the mail sack. Mr. Olson then became postmaster in the departed's stead, distributing the once weekly mail brought by stage from Hallock. By 1889 the mail service had improved a hundred per cent, now arriving from Stephen twice a week. This great upswing in the postal business motivated the petition that Olson move onto the ridge so that the stage wouldn't have to go out of its way to deliver its cargo. Accordingly he bought forty acres of school land adjoining the townsite. The log house occupied by the Olson family on this site is still standing.

Another of the prominent founders of the Village of Pelan was Peter Lofgren who was in the mercantile buisness at Stephen in the eighties. Passing thru Pelan in the early nineties on business trips to the Lake of the Woods country, he was much impressed with the settlement of Pelan as a location for a store. A few years later he bought the store owned by Nels Olson which had been open for business since 1895. In 1899 Lofgren built a three-story building with a basement of 60x30 feet. Here he had his general merchandise store. Mr. Lofgren became Pelan's wealthiest and foremost citizen. He served as mayor of the village of Pelan at various intervals and always was a member of the Pelan school board.

By 1890 a steady stream of people had begun to come in to this last frontier to take up the government homesteads. In January of 1891 this movement was momentarily checked by an Indian scare.\* Terrifying rumors spread like bush fire thru the country. As many as sixty families traveling by ox team passed thru Pelan at a time on their way out of the Roseau River Valley, where they helieved there would be no escape if an uprising occurred. Investigation by Adjutant General Mullen soon disclosed the scare as a false alarm, and by February and March the settlers who had fled were returning to their homes.

The period around 1894 marked the greatest influx of settlers, the majority continuing beyond Pelan to the Roseau and Badger river settlements.

With the incoming of the numerous settlers of 1894, and their permanent settling of Pelan, a need for a school soon arose. In 1894 one month of school was held in the first log hut that Hans Olson had built. The pupils had to bring their own books if they had any. There were very few books in the settlement and very few of either the grownups or the children could speak English. In this first school there were about 20 pupils, among whom numbered many adults who desired to learn English. A Miss Edith Carey served as the first teacher of this frontier school.

The majority of the first settlers of Pelan were Swedes, but with the continued influx of home makers, the balance began to turn toward the Norwegians. So it came to pass that controversy between the two peoples arose.

Having tasted of education, which was pronounced good, the Pelan folk at once decided that a school should be built. Immediately there was an argument between the Swedes and Norwegians as to whether they should go together in building a school, or whether each should build schools separately. After considerable heat had been generated over the matter, it was finally decided in favor of fusion. No sconer was this settled than there was another uproar. This time it was over the location of the structure. Most of the Norwegians lived on the east side

<sup>\*</sup> See "History of the Roseau Valley."
"Ullage of Proceeds."

of the river in Roseau county, and wanted the school there. Most of the Swedes lived on the west side of the river, and they demanded that the school be located there. The Swedes, still in the majority at that time, finally won.

So, in the spring of 1895, construction of a more permanent school building began. The result was a log structure, 24 x 12. The building of this educational institution was a community affair. Each settler brought a certain number of logs and assisted with the building. The location chosen was an ideal one, and in later years a new, modern school was built on the same site.

The enrol ment in the new log school house mounted to 50 in the first year.

About the same time as the school improvement was under way, the people of

Pelan began a movement to procure the services of someone to preach the gospel

occasionally. What transpired is recorded by a commentator whose point of view

betrays his nationality.

"The Swedish path breakers and the Norwegians wished to hear God's word explained now and then so they agreed to put together a few dollars each and get a minister to come a certain number of times in a year. To make it easier to get the Norwegians to help and to get services as often as possible, we called a Norwegian minister. All went well as long as the Swedes paid, and it could have been all right if they could have guided things after their own way, but they didn't get the chance. The Norwegians, according to their habit, wanted to bess. On the preacher's advice they agreed to organize a Swede-Norwegian congregation. On the 25th of January they had decided to have their meeting to organize. But, when the day came, the Norwegians wanted their own church without the Swedes, The Swedes then went ahead and organized a Swedish congregation but kept the Norwegian minister."

As time went on, the Swedish church died out and the Mission church was established, which was open to all sects and denominations. Later the Norwegian Lutherans built a church two miles east of Pelan which has since flourished.



As was most always the case in frontier towns, there developed a lawless element that proved hard to deal with, particularly with the nearest law enforcing agency at Hallock, forty miles away. Furthermore, according to old documents, the Law at Hallock had no appetite for business with the "blind-piggers" and bad men of Pelan. But eventually Hallock did lend that of assistance and the trouble was cleared up

With no great help coming from official quarters, the law-abiding citizens of Pelan took it upon themselves to better their town. In the carrying out of this program a Good Templars Lodge was organized about 1899.

That there were troublous times in these early days may be attested by this extract of a letter written by a member of the Lodge:

"We found it necessary to begin work for decency, with the result that a
Good Templars Lodge was formed in our nearest town, Pelan, where, also, some
creatures which are known under the name blind piggers, have chosen their headquarters. We were lucky enough two years ago to cure the sick eyes of one
red-whiskered pig and then right after Christmas this winter a full blooded Swede
pig with an unusually long snout showed up on whom we tried the same treatment,
but in vain. That pitiful pig, blind as it was, got scent that the Good Templars
had their meetings in the school house, and so he and seven other pigs came
grunting in, where there got to be a most terrible commotion. Three of the pigs
sprang right at one of the lodge members, hitting him in the face with sticks of
wood. Another got a cuff on the ear which knocked him to the floor. A lady
member of the lodge came between them ... and that ended the battle.

"Now, thought we Good Templars, judging from past experiences, there would be a real butchering day. But we were mistaken as the county authorities did not want to have anything to do with the long-snouted pig, and we were advised to look out for ourselves so we would not be injured. The pig kept right on selling his dirty slep openly."

It was not long, however, before enough pressure had been brought to bear, and the county authorities at Hallock began to get rid of the undesirables of the Pelan. On Feb. 25, 1903, the Pelan Advocate carried an account of one of the last 11 the outland.

By 1900 the community of Pelan had grown in size to admit the organizing of Belan township. The following year saw the beginning of quite a few industries in and about Pelan. Three stores were enjoying a good trade, and 1901 saw the completion of a flour mill.

One of the earliest and most important establishments in Pelan was the Pelan Hotel or Halfway House, so called because it represented the stopping over palce of the stage route between Stephen and Roseau. Andrew Olson was the proprietor, and in conjunction owned the stage coach line.

When this stage coach line was first inaugurated, the trip was made once a week. The fare between Stephen and Roseau, with supper, bed and breakfast at the Halfway House, was three dollars.

Later, trips were made daily, two coaches in operation. The coaches left Pelan at 6 a.m., bound for Stephen and Roseau respectively, and returned at 7 p.m. to the Halfway House. The fare for these trips, including food and lodging, was five dollars. At this time, this was the longest stage coach route in Minnesota. The distance from Roseau to Stephen was 75 miles.

Wild western bronchos provided the motive power for these stages, and some of them were "bad hombres." The usual speed of the coaches was six miles an hour. Sometimes the stages made as much as ten miles an hour. Most of the bronchos used had to be hobbled. A rope was tied around the front feet of each that horse so the driver could jerk them off their feet if they were not able to stop them by use of the reins.

In 1961 a new iron bridge was constructed across Two Rivers, replacing a rather rickety wooden structure. In 1902 a telephone line was completed from Stephen to Roseau. Twenty-five cents was charged per call for this distance.

By the turn of the century the town was growing rapidly, and much optimism was expressed for its future.

By 1903 the population had grown to permit incorporation of a village. The Badger Herald-Rustler commented:

By 1900 the town had grown in siz

"Pelan has made wonderful progress within a year or two, is built up substantially, has a good trade location, and her prospects for future development are very bright."

During the summer of 1903 the village of Pelan reached its peak. The town had now begun to take on "metropolitan airs" as editors of neighboring papers stated.

Four general stores were in business. The store owned by Peter Lofgren dealt in such a variety of goods that it "was almost a minature Sears Roebuck." During the years from 1900 to 1903 there were often six to nine clerks employed in this store. As much as 300,000 to 400,000, was sold annualy from Lofgren's store. Tobacco was purchased by the half ton.

The Pelan roller mill was doing a thriving business. The State Bank of Pelan had been incorporated in 1901 with a capital of \$10,000. Other business established ments consisted of the Halfway House, two livery barns, a boarding house, a barber shop, and pool hall and confectionery, several meat markets, three blacksmith shops, and three or four saloons. A creamery was also built during Pelan's heyday.

Among those who pursued professional callings were a variety of so-called doctors and lawyers, and there were others who were trained and qualified for their position. Charles Ericson was Pelan's most efficient attorney during the days of the community's greatness.

In 1901 the Pelan Advocate was established. In 1902 appeared a rival paper which bought out the original paper, but retained the name, Advocate. Proof notices on homestead claims and a vogue in advertising made the newspaper business a profitable one in the early days.

As is often the case in all newly settled communities there was a shortage of eligible women for marriage, a point which is brought out quite vividly by the following ad in the Pelan Advocate: "Girls, here's your chance! A handsome young man with a good income offers a good home to the right party. Address all communications to Box 76, Pelan, Minnesota." The same issue carried an editorial

quite liberally panning the "stuck-up" attitude of the women teachers of the Pelan school.

Dancing was a great past-time in the early days of Pelan, with a special flair for Mask Balls. Canoeing was popular during the summer, and baseball was the recommendation of the summer of the summer of the summer of the summer. A game between Pelan and Roseau at a Farmers' Institute meeting at Pelan drew a crowd of eleven hundred fans.

In the summer of 1903 Pelan reached the climax of her growth. Then came the sudden decline and dismantling of what was one of the most promising villages in the Northwest. There are two reasons for this decline. The immediate cause was the failure of any railrand, and particularly the Soo Line, to pass thru Pelan.

By 1900 the Great Northern was the only railroad to extend as far north as the Minnesota boundary. This line was forty miles from Pelan at the nearest point.

By 1900 the Minneapolis, St. Paul and Sault Ste. Marie Line, commonly known as the Soo, had built a branch as far north as Thief River Falls. Surveys were now being made for the rest of the line from Thief River to Winnipeg. The first survey of this route passed thru Pelan. Later two other routes were surveyed, each being of a greater distance westward of Pelan. The citizens became alarmed and with the hope of having the railway officials choose the line first surveyed, offered, as an inducement, ten acres of town site land on each side of the railroad, and a free depot. This did not carry much weight with the Soo Line, whose officials apparently desired to select a town site of their own. The Line chose not their first, but their last survey, which was approximately nine miles west of Pelan, and is said to have saved the railroad comapany three miles on their route.

At the same time James Hill was pushing a branch line into northern Minnesota.

By 1903 he had extended his railroad as far as the present site of Greenbush, where a village sprang up around the depot there. These two railroads, coming into this new region, each ten miles on either side of Pelan, spelled the doom of the promising village. Almost immediately as many of the business men as could

moved their places of business either to Greenbush or Karlstad. The first to go was the Pelan Roller Mill, which was moved to Karlstad. This moving and dismantling of Pelan continued gradually until after 1910 there was very little left to remind one of the former promising village.

The other reason for the decline was the unproductivity of the soil in the vicinity of Pelan. The land the early settlers filed their claims on was swampy, unfertile, and hard to cultivate due to boulders. Today there are only four families who still hold the claims they took back in the exa of settlement between 1990 and 1903.

Wandering about this ghost village today, there is not much left to remind one of its interesting past. Here and there are the foundations and basements of Pelan's once thriving stores, and one may find remnants of the high, rather rickety board walks. But that is all. Yesterday is gone.

Today, driving on Trunk Highway No. 11 between Greenbush and Karlstad, one passes thru this remnant of days gone by. And on summer day Sundays one finds scores of picknickers still enjoying the scenery and lovdiness of one of northern Minnesota's most beautiful spots. As the founders of the settlement often asid it was a natural park, so it remains today, with perhaps more wild life there abounding now than in the days of settlement. Today one finds numerous beaver dams within a short distance of the Pelan bridge. One often spies deer standing on the spot where once was the Main street of Pelan. So one may truly say that nature has again claimed its own.

Bibliography:

This story is edited from an account, "Pelan of Yesterday," by Ralph Johnson. Mr. Johnson is a son of Mr. and Mrs. Martin Johnson, living east of Pelan. "Pelan of Yesterday" was written as a term paper for a course in history at the St. Cloud Teachers' College. Mr. Johnson used as his sources old manuscripts, copies of the "Pelan Advocate," and interviews with old settlers.

Lutheran KITTSON COUNTY: -- Hallock--4: Halma--1: Lancaster--1: Kennedy--1. Withen From 9/10/35 Some of Onlith news Fribune.

GHOST TOWN LIVES BOOM DAYS AGAIN.

Decendants of families who created town wander among frame buildings. Pelan, Minnesota, Sept 9, 1935. This ghost town of Northwestern Minnesota came to life momentarily Sunday in a " boom days" festival resurrecting its long-dead glamor.

picturesque crowd, most of it decendants of families who created the community, then watched it die, wandered among the old frame buildings and tied ponies to hitching posts.

Inhabididents of surrounding towns took part in the fete. After 1905, Pelan started fading when the railroad ignored it and built to the south. Settlers left, and today's 30th anneversary of its hey day got back some of the missing spirit.

Pelan's first settler was Charles Pelan, supposed scion of Btitish nobility, who departed from a 1000 acre farm and never was heard from.

season at: French Athletic Club, 2426 W. 3rd St.; Morgan Park Goodfellowship Club, 1243-88th Ave. W., Morgan Park; and Gary Athletic Club, Gary New Duluth.

The contract this are the sometimes were the trace that and a fitting to all

PELAN POST OFFICE.

County Kittson.
Route Two.
T.H. 11.

Traveling on T.H. No. 11 between Greenbush and Karlstad, one passes a spot of striking natural beauty at the point where the highway crosses Two Rivers. Several small bubldings are clustered about the post office, which is Pelan. Beyond these buildings are the foundations of a once flourishing village. Pelan is the ghost town of the Northwest, and this is its story:

PELAN POST OFFICE.

County Kittson.
Route Two.
T.H. 11.

Traveling on T.H. No. 11 between Greenbush and Karlstad, one passes a spot of striking natural beauty at the point where the highway crosses Two Rivers. Several small buildings are clustered about the post office, which is Pelan. Beyond these buildings are the foundations of a once faourishing village. Pelan is the ghost town of the Northwest, and this is its story:

PELAN POST OFFICE.

County Rittson-Route Two-T.H. 11.

Fraveling on T.H. No. 11 between Greenbuch and Karleted, one passes a spot of striking natural beauty at the point where the highway crosses Two Rivers. Several small buildings are clustered about the post office, which is Pelan. Beyond these buildings are the foundations of a once facurishing village. Pelan is the ghost town of the Northwest, and this is its story:

Northcote.
Kittson county.
555\*1\*\*\*\*
Great Northern line.
Earl Chapin

Ima,

## NORTHCOTE.

Northcote, altho it is considered a village, does not exist as one legally, heing a part of Hampden township for administrative purposes. The townsite was filed in 1880 by the St. Paul, Minneapolis, and Manitoba railroad.

One Albert Newcomb is credited with having opened the first store in Northcote, and another early merchant was Peter Daly, who was, Hallock's first postmaster.

James Carey was one of Northcote's leading mercantile men for many years.

Irish and Scoth Canadians were in the majority among Northcote's first settlers. When the depot was opened in 1878, it was in charge of one O'Keefe, who succeeded Larry Dolan who had operated the water tank, and lived in the tank house there.

Northcote at one time had four elevators. Now there are only those of the Humboldt Farming to. nearby. One elevator was burned and the others moved or razed. Fire has wreaked havor with the village from time to time. In 1906 there were about ten bustling establishments in Northcote.

Northcote was named for Sir Henry Stafford Northcote, and eminent English statesman and financier. It is likely that Sir Stafford was interested financially in the Hill projects.

The Northcote school district No. 4 was organized in 1880. Altho a good frame school building was erected many years ago, school has not been conducted in Northcote for the past few years, the children being taken by bus to Hallock.

The foundation# for Northcote's Presbyterian congregation was established in the early '80s. Church memberships are recorded as early as 1882. \* church edifice was erected in 1899 at a cost of about \$3100.

Northcote at one time also had a bank, established in 1918 as the Noethcote State Bank. This, like many other buildings here, was claimed by fire.

Rittson county. Sto\*Line. Great Northern line.

## NORTHCOTE.

Northcote, altho it is considered a village, does not exist as one legally, heing a part of Hampden township for administrative purposes. The townsite was filed in 1880 by the St. Paul, Minneapolis, and Manitoba railroad.

One Albert Newcomb is credited with having opened the first store in Northcote, and another early merchant was Peter Daly, who was Hallock's first postmaster.

James Carey was one of Northcote's leading mercantile men for ma ny years.

Irish and Scoth Canadians were in the majority among Northcote's first settlers. When the depot was opened in 1878, it was in charge of one C'Keefe, who succeeded Larry Dolan who had operated the water tank, and lived in the tank house there.

Northcote at one time had four elevators. Now there are only those of the Humbeldt Farming to. nearby. One elevator was burned and the others moved or razed. Fire has wreaked havec with the village from time to time. In 1906 there were about ten bustling establishments in Northcote.

Northcote was named for Sir Henry Stafford Northcote, and eminent English statesmen and financier. It is likely that Sir Stafford was interested financially in the Hill projects.

The Northcote school district No. 4 was organized in 1880. Altho a good frame school building was srected many years ago, school has not been conducted in Northcote for the past few years, the children being taken by bus to Hallock.

The foundation# for Northcote's Presbyterian congregation was established in the early '80s. Church memberships are recorded as early as 1882. \* church edifice was erected in 1899 at a cost of about \$5100.

Northcote at one time also had a bank, established in 1918 as the Noethcote State Bank. This, like many other buildings here, was claimed by fire.

Kennedy village.

Kittson county.

Great Northern line.

Earl Chapen

Sma

VILLAGE OF KENNEDY.

Kennedy history is merged with the rugged period of bonanza farming. In 1878 when the St. Paul, Minneapolis and Manitoba railroad was built through Kittson county, Dennis Ryan, with whom his brother Peter seems to be associated, was interested in bonanza farming. First known as the Donaldson-Ryan interests because Capt. Hugh W. Donaldson, a former civil war officer was manager of the bonanza project, the company later became the Kennedy Land & Town Company. The company at one time operated four farms, total ing 65,000 acres, in this district. Incidentally, the same Ryan money that financed the bonanza farming near Kennedy built the Ryan hotel in St. Paul and founded the Ryan Drug Co. of the same city.

When the railroad was built through the Kennedy neighborhood in 1878 the station was established two miles north of the present site. The Kennedy Land Co., managed to force a change of station location to the present village site. The village was named in tribute to John Stewart Kennedy, a native of Scotland who came to New York in 1856, and subsequently built a fortune as an iron merchant, banker and railroad director. It was because of his connection with the Hill interests that he was honored in the christening of the village Kennedy was noted as a generous donor to many charities and for educational and religious work.

Although the bonanza farm company's interests in the village were transcendant, other business enterprises gradually were introduced. Grain elevators being among the first requirements, the company erected the first one and operated a lumber yard and implement business in connection with it. The Kennedy Land & Trading company also had a store on the site of the present Kennedy Trading Company building. Sundberg and Anderson built an elevator in 1889, and also had a lumber yard and implement business. A creamery was built in Kennedy in 1886 and prospered for a number of years, but finally was abandoned. The Farmer's State Bank of Kennedy was established as a private institution in 1899. The Citizen's State Bank of Kenned was incorporated in 1907. These institutions served Kennedy for many years and contributed materially to its advancement. Due to the more centralized banking of today, Kennedy now has no banka.

The Kennedy Star was launched in 1902 by E. M. Englebert. It is now published by E. L. Berg, a well-managed, sprightly newspaper. Kennedy's earliest newspaper, The Screwdriver, was launched in 1896 by Sam Clark, later of Jim Jam Jems fame.

The Kennedy school district was organized Feb. 15, 1884. The first school now serves as a lodge hall. The present school was erected in 1906: it offers a full high school course, and is served by a superintendent and six teachers.

There are three Lutheran congregations in the Kennedy community, all of them very old from the standpoint of organization. The East Emmaus congregation was organized in 1884, the Maria congregation in 1893, and the West Emmaus in 1896.

Kennedy is located in a rich farming area, is on the Great Northern railway and Trunk Highway No. 75. The activity of Kennedy's establishments reveals the high station of business life here.

The population is 279.

Lancaster village Kittson county. Soo Line.

Ime

5/

VILLAGE OF LANCASTER.

The origin of the name Lancaster, and that of Granville township in which it is located, is not known. Both names are borne by villages and townships throughout the United States, and it is likely neither have any particular local dignificance.

The vicinity of Lancaster was settled early, tho the present village did not come into being before the advent of the railway. Poppleton, three miles east, was the first post office in the territory, and was served by a stage mail line from Hallock. Names of early settlers such as Per Lager, Andrew Bergeson and Olof Dahlman gives a clue as to the nationality of the Lancaster heritage.

In the early '80s, when this section was receiving its first white influx, the country was a rough and rugged hinterland. Chippewas were numerous and sometimes troublesome. The railroad was miles away at Hallock, and lack of roads made transportation extremely difficult. The first settlers hunted and trapped, and dug snake root as did the Indians, to supplement their scanty incomes.

Education, always an important problem of pioneering, attracted the attention of the settlers of the Lancaster community about 1890. It is remembered that at

about this time a teacher in the person of Isabelle Gillespie was hired to conduct a "summer school", the kitchen of the Olof Dahlman home being the school room. Two schools were built in the township about 1891 and from that time on the course of education took its way under more favorable conditions. The Lancaster school district was created in 1905.

The nearest early church was erected in Thompson township in 1885 by a Lutheran congregation. The Evangelical church of Lancaster, the organized in 1909, did not build a place of worship until 1912. The Methodist church was erected in 1906.

The site of Lancaster was platted in 1904, directly after the building of the Soo Line. Lancaster's first store, the Lancaster Mercantile company, was erected before the new site was platted, and other business establishments sprang up almost simultaneously. In the early days the post office was located in the south half of the local pool halls:

The village was incorporated in 1905. It was at about this time that the first fire department (i.e., bucket brigade) was organized. The Lancaster Herald was established in 1905 by J. E. Bouvette, present publisher of the Kittson County Enterprise. The first issues were printed with an old Washington hand press. The first physician was Dr. G. W. Dahlquist, and the first attorney, Wm. L. Peterson, both of whom arrived in 1906.

Lancaster today is a thriving village of 456, the largest Kittson county village on the Soo Line. It has a good number of first rate business establishments, \*\*
including a creamery established in 1907 which serves the ever-growing dairying industry of the region. The old bucket brigade has been supplanted my modern fire-fighting facilities, and the old frame school house has given way to a modern \*\*
button\* high school building, presided over by a superintendent and eight teachers.
Lancaster looks forward to a promising future.

11 Revised

#### KITTSON COUNTY

Kittson County, in the Red River Valley of Northwestern Minnesota, was first acclaimed agriculturally for its production of a superior grade of hard wheat in the days when this State was known as the "Bread Basket" of the world. The fertile land attracted pioneer farmers who chose to raise wheat because a start could be made with a small amount of working capital, labor was needed only for short periods, and the crop could be cashed in immediately after the harvest.

When the prairie soil was first put under the plow, it produced an average of 45 bushels of wheat to the acre. Now, as the importance of wheat farming is on the decline, the county retains its relative position of leadership being second only to its Red River Valley neighbor, Polk County, in the production of Number 1 Hard Northern.

Kittson ranks sixth in flax production and ninth in barley among all the counties of the State. Potatoes and sugar beets have become important as cash crops, both yielding exceptionally well. Turkeys and sheep are successfully raised; the county ranks sixth in turkeys and sixth in wool production. Dairying is on the upswing. Many of the towns have creameries and there are many high grade milking herds in Kittson County.

The Florance Farm is the modern version of the old "bonanza farming" as practiced in the early wheat-growing days. It is owned and operated by Edward Florance, pioneer Kittson County banker, and his son, Morris, of Northcote. Supplies and equipment are purchased wholesale and the products are sold directly to the processor. The farm is operated entirely by motor power; the principal tractors are equipped with Diesel engines. Now totaling about 25,000 acres, the farm was originally owned by James J. Hill and operated by his son, Walter Hill. The 1934 crop consisted of 3,600 acres of wheat, 4,000 acres of flax, 500 acres of

rye, 2,000 acres of barley and the rest was in oats.

### OPPORTUNITIES

Kittson County farmland in 1935 had dropped in valuation to \$18.92 an acre, or \$6,162 for an average-sized farm of 325.6 acres. The income from such a farm in 1929 was \$2,249 or about \$7 per acre. Farmers who practice the more intensive methods of by a crop diversification and livestock raising earn considerably more than the average income per acre.

#### PHYSICAL SETTING

Kittson County forms the extreme northwestern corner of Minnesota. It is bounded on the east by Roseau County, on the south by Marshall, the Red River and North Dakota on the west, and Manitoba, Canada on the north. The approximate area is 1,111 square miles.

Soil The western part of Kittson County is typical Red River prairie soil; , black loam and gumbo. The central part runs to clay and sand loam, due to the glacial moraines.

Topography The land merges into former timber country towards the east, but some highland swamps occur here also. Lowland swamps are present in the southwestern portion. The average altitude is 800 feet.

River. The three forks of Two Rivers in the center of the county, Joe River in the north, and the Tamarack in the south, all flow westward into the Red River. The Twin Lakes are now dry, and the remaining few lakes in the county are very small.

Climate and Rainfall The climate of Kittson County is characterized by a great variation in temperature. In 1936, a year of extremes in temperature,

Hallock recorded its hottest day in 38 years, 109 degrees above zero on July 11.

Its lowest recorded temperature that year was -45 degrees in February, the third lowest temperature on its records.

May 28th is the average date of last killing frost in the spring and /8th
September 13 the first in the fall, leaving an average growing season of 107 days.

Average monthly temperature and rainfall, as given by the U. S. Weather

Bureau at Hallock as follows:

### CLIMATIC RECORD (38 years)

MONTHS:	JAN.	FEB.	MAR.	APR	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
TOWN: Hallock (alt.815 ft.) Preciptation in inches.	•52	•56	•85	1.31	2.39	3.48	2.94	2.69	2.55	1.48	.82	•56
Tempera- ture (Fahren- heit)	0.50	4.60	20.20	40.40	52.90	62.70	66.80	64.80	55.60	42.90	25.30	7.90

Average Precipitation Average Temperature

were all that remained of the ill-fated colony.

20.15 inches 37.0 degrees

SETTLEMENT AND RACIAL ORIGINS

geoured

The first settlement of the Red River valley in 1811, when Thomas Douglas,
Earl of Selkirk, established a colony of Scotch, Irish and Swiss immigrants.

After a few years of adversity the colony broke up, but a number of hardier members remained and formed the nucelus to first settlers in the oldest towns of the district. These few, with the so-called "bois brules" (burnt wood), or halfbreeds,

About 1840, Norman Kittson, the American Fur Company agent, was stationed at Pembina and made famous the exact trains for the transportation of furs. His first train consisted of six carts and carried \$2,000 worth of furs to St. Paul. In 1850, \$15,000 worth of furs were transported and by 1857 there were 500 carts or about 10 trains in service.

The fur trade continued to flourish even after the time of the Civil War and was a source of revenue until the lumber industry assumed importance, about 1878. The building of the railroad in the 70's stimulated agriculture by facilitating marketing, and from then on there was an acceleration of settlement because of immigration particularly from Sweden and Norway.

COUNTY ORGANIZATION AND SUBDIVISIONS

Kittson County was established March 9, 1878 and again on February 25,

1879, when part of its area was taken to form Marshall County. Prior to this time it had been part of the Pembina district, This name, Pembina, had been given to the whole northwest section.

The county was named in honor of Norman Wolfred Kittson, one of the developers

The population of the county is entirely rural. Of the 9,688 residents, 6,733 are classed as rural farm and 2,955 as rural non-farm. Nearly 23 percent of the people are foreign-born, with Swedish and Norwegian origins predominating. The county is sparsely settled, having a density of only 8.7 per square mile.

According to the Census of 1930, Kittson County had a population of 9,688.

It is divided into the following townships:

Arverson	Hazelton	St. Joseph
Bronson	Hill	St. Vincent
Cannon	Jupiter	Skane
Caribou	McKinley	Spring Brook
Clow	Norway	Svea
Davis	Pelan	Tegner
Deerwood	Percy	Teien
Granville	Poppleston	Thompson
Hallock	Red River	Township #161
Hampden	Richardville	Twonship #162
		10 - "

The incorporated villages with their 1930 population are:

Bronson	239	Humbolt	139	Lancaster	456
Donaldson	133	Karlstad	304		
Hallock	869	Kennedy	279		
Halma	129	St. Vincent	304		

The total taxable value of property in the county in 1931 was \$6,130,730,

TAXES

but had decreased to \$4,567,252 in 1935. The tax rate was increased almost 15

percent from 1931 to 1935 but the tax payers enjoyed an approximate 15 percent

reduction in levies in 1935. The levy in 1931 was \$355,633, and the tax rate was

57.40 mills, while the levy in 1935 was \$305,344, and the tax rate was 65.89 mills.

Indebtedness The total indebtedness on December 31, 1935 of the county and

its subdivisions, amounted to \$484,157.71 and was divided as follows: County,

\$173,048.73; township, \$27,788.54; city and villages, \$100,750.73; school districts,

\$182,570.24. The per capita debt was \$49.97. The total indebtedness was 10.60

percent of the taxable value.

Delinquency Uncollected taxes for 1934 were 30.94 percent of the total tax levy of \$323,572, or \$100,105. The total of all uncollected taxes on January 1, 1936 amounted to \$627,939.

### MARKETS AND TRADE CENTERS

The grain raised in the county is, for the most part, shipped to Minneapolis and Duluth by rail. From Duluth, it is shipped by water to eastern markets. The American Sugar Beet Company in Grand Forks, No Dakota, buys the sugar beet crop. Livestock is shipped largely to Grand Forks, but beef cattle of high grade find a ready market in South St. Paul.

Hallock, the county seat, was named after Charles W. Hallock of New York City, founder and editor for many years of "Forest and Stream". It is situated on the main line of the Great Northern and has overnight express service to the Twin Cities, Duluth, and Fargo. Hallock has an independent creamery, a livestock-shipping association, a store, an ice cream plant, and an elevator. It supports two weekly newspapers.

Lancaster, the largest town in the county, has a population of 1,014.

It is located on the Soo line and on US, bloway 59, which makes it easily accessible from the other villages. It has a cooperative creamery, a livestock-shipping association, a farmers' elevator and a potato-shipping association. A weekly paper is published here.

## COOPERATIVES (and canneries)

The cooperative associations in Kittson County include 4 creameries, 13 elevators, 4 livestock-shipping companies, 2 potato-and produce-shipping associations, 1 mutual insurance company, 1 oil company, 1 store, and 7 telephone companies.

The Greameries are:

Farmers Creamery Co.
Kelstad Creamery Assn.
Kittson County Assn.
Lancaster Creamery Assn.
Hallock Creamery Assn.

Halma Co-op.
Karlstad Co-op.
Bronson Co-op.
Lancaster Co-op.
Hallock Ind.

Hallock has an ice cream plant.

cents

which sold for \$296,796.84 or an average of \$.25 a pound and the farmers received \$250,525.08 for 949,137 pounds of butterfat bought.

### TRANSPORTATION

Kittson County has 1,711 miles of roads. US 75 (bituminous-treated) follows closely the route of the Great Northern Railway. US 59 (graveled north and south) zigzags from Karlstad through the central part of the county, serving Halma, Bronson, and Lancaster and joins US 75 west of Grampian, enroute to Winnipeg. State 11 almost parallels the southern county boundary, intersecting US 75 at Donaldson and joining US 59 near Karlstad, before swinging northeast past Twin Lakes.

Two railroads serve the county. The Great Northern crosses the entire western part, passing thru Donaldson, Kennedy, Chatham, Hallock, Northcote, Humboldt, and Noyes. The Minneapolis, St. Paul & Sault St. Marie (Soo) traverses the county diagonally from the southeast to the northwest corner.

### SOCIAL INSTITUTIONS AND AGENCIES

Churches There are 15 churches in Kittson County. Presbyterian, Swedish Baptist and Catholic predominate.

Schools There are 74 school houses in the 68 school districts, in Kittsen County. The enrollment for the school year 1935-36 was 1,109 pupils under 49 teachers in the graded elementary and secondary schools, and 1,256 pupils with 69 teachers in the ungraded schools. Bronson, Hallock and Lancaster have graded elementary and four-year high schools, while Humboldt and Kennedy have ungraded elementary and four-year high schools.

County Agent The county agent for Kittson County is Mr. James A. Salisbury, whose office is in the village of Hallock.

of Kittson County Agricultural Society, organized in 1888, holds its fair each year at Hallock for three days during the last of August. St. Vincent Union Industrial Association also has an annual fair at St. Vincent.

FARM INCOME

FAIR

The total value of all farm products for 1929 as given in the 1930 U. S.

Agricultural Census was \$3,023,803. This amount was divided among the following: Crops, \$1,457,741 or 48.20 percent; livestock sold or traded, \$452,196, or 14.95 percent; livestock products, \$672,381 or 22.23 percent; forest products, \$19,365, or 0.64 percent; and products used by operators family, \$422,120 or 13.96 percent.

CENSUS REPORTS

A statistically average farm in Kittson County would comprise 325.6 acres and would be valued at \$6,162, or \$18.92 an acre. Each farm would have about 5 horses, 16 cattle, 16 sheep, and every seventh farm would have the bogs.

Its crop production would average: Wheat, 46.7 acres; oats, 30.6 acres; barley, 24.2 acres; rye, 3.4 acres; flax, 21.2 acres; hay, 42.5 acres; corn, 7.4 acres; potatoes, 6.7 acres; and less than one acre in mixed grains. There would be about 64 acres for pasturage; some eight acres in woodland, and the rest of the land would be used for farm buildings and gardens.

# AGRICULTURAL STATISTICS

Population (1930)	9,688 711,040 acres
County Seat - Hallock	
FARM DEVELOPMENT	
Number of farms (1930)	482,269 acres
FARM VALUES	
Average value per acre, 1935	\$6,162.00
THE TAX PICTURE	
Total taxable value 1935 Total general tax levy 1935 Average tax rate in mills Total debt of counties and subdivisions Per capita debt County bonds Percent of total debt of tax value	305,334.00 65.89 484,157.71 49.97 173,048.20
TENANCY AND MORTGAGE DEBT	
Farm morgage debt 1930	

## FARM INCOME (1930 Census)

Total farm income -	\$3,023,803.00
Average farm income	2,249.85

## Sources of income:

Crops48.21	nercent	\$1,457,741.00
Livestock14.95		452,196.00
Livestock products22.23		672,381.00
Forest products64		19,365.00
Products used by		
operators' family 13.96		422.120.00

# LIVESTOCK HOLDINGS (1935) CENSUS

Horses a	and colts of all ages 1,258 farms	reporting	6,348
Cattle a	(a decrease of 24.9 percent over 1930) and calves of all ages 1,368 farms	reporting	24,241
Sheep		reporting	24,100
Swine		reporting	2,661
Turkeys	(a decrease of 41.2 percent over 1930) 970 farms	reporting	9,092

# 1935 CROP ( U. S. CENSUS)

	Farms reporting	Bushels	Acres	Tons
Wheat	996	1,091,032	69,116	
Osta	1,091	849,787	45,406	
Barley	755	613,485	35,850	
Rye	206	57,146	5,113	
Flax	636	176,826	31,444	
Mixed grains	36	18,648	1,095	
All hay for forage			62,962	34,099
Corn	826		11,041	
Potatoes	929	522,960	9,916	
Sugar beets	22	3,351	579	

Mitteen county.

VILLAGE OF LANGASTER.

The origin of the name Lancaster, and that of Granville township in which it is located, is not known. Both names are borne by villages and townships throughout the United States, and it is likely neither have any particular local Significance.

The vicinity of Lancaster was settled early, the the present village did not come into being before the advent of the railway. Poppleton, three miles east, was the first post office in the territory, and was served by a stage mail line from Hallock. Names of early settlers such as Per Lager, Andrew Bergeson and Olof Dahlman gives a clue as to the nationality of the Lancaster heritage.

In the early '80s, when this section was receiving its first white influx, the country was a rough and rugged hinterland. Chippewas were numerous and sometimes troublesome. The railroad was miles away at Hallock, and lack of roads made transportation extremely difficult. The first settlers hunted and trapped, and dug snake root as did the Indians, to supplement their scanty incomes.

Education, always an important problem of pioneering, attracted the attention of the settlers of the languager community about 1890. It is remembered that at

Earl Chapin.

Kittson county.

half of the local pool hall.

about this time a teacher in the person of Isabelle Gillespie was hired to conduct a "summer school", the kitchen of the Olof Dahlman home being the school room. Two schools were built in the township about 1891 and from that time on the course of education took its way under more favorable conditions. The lancaster school district was created in 1905.

The nearest early church was erected in Thompson township in 1885 by a Lutheran congregation. The Evangelical church of lancaster, the organized in 1909, did not build a place of worship until 1912. The Methodist church was erected in 1906. The site of lancaster was platted in 1904, directly after the building of the Soo Line. Lancaster's first store, the Lancaster Mercantile company, was erected before the new site was platted, and other business establishments sprang up almost simultaneously. In the early days the post office was located in the south

The village was incorporated in 1905. It was at about this time that the first fire department (i.e., bucket brigade) was organized. The Lancaster Herald was established in 1905 by J. E. Bouvette, present publisher of the Kittson County Enterprise. The first issues were printed with an old Washington hand press. The first physician was Dr. G. W. Dahlquist, and the first attorney, Wm. L. Peterson, both of whom arrived in 1906.

Lancaster today is a thriving village of 456, the largest Kittson county village on the Soo Line. It has a good number of first rate business establishments, in including a creamery established in 1907 which serves the ever-growing dairying industry of the region. The cld bucket brigade has been supplanted my modern fire-fighting facilities, and the old frame school house has given way to a modern building high school building, presided over by a superintendent and eight teachers. Lancaster looks forward to a promising future.