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Duluth, Minnesota
Topic: History of Lake County
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Wordage: 1007

HISTORICAL SURVEY OF LAKE COUNTY

Lake County, Minnesota, established by the state Legislature on March 1, 1856, was named after Lake Superior which forms its entire southern boundary. It could well have received this same title from the many small and large lakes with which it abounds. On the north it is bounded by the International Boundary Line, which, thru a series of negotiations and treaties, now separates the United States and Canada. On the east is Cook County and on the west St. Louis.

Originally a wilderness, it has retained enough characteristics of a primeval area to appeal to countless numbers of tourists, and as a result is noted far and wide as one of the few virgin areas remaining in America. Nearly all the land is contained in the Superior National Forest. Towns and villages are few and far between. Two Harbors, the county seat, owes its importance to the discovery of iron ore. Other small communities scattered along the lake shore are really clusters of commercial fishermen's homes.

At one time or another the flags of France, England, and the United States have flown over the land that is Lake County. Even these are far outdated by the banners and totems of the various Indian tribes that once claimed the region as their home. Civilizations appeared and disappeared in that territory long before any white man was even aware of the existence of so huge an inland sea as Lake Superior.

According to the traditions of the Chippewa Indians, all of Minnesota was once under the domination of the Sioux. At about the same time a branch of the Algonquin nation, the Chippewas, lived in the lands adjacent to the

St. Lawrence River, constantly warring with the Iroquis Indians. During the 15th Century the friction became so great that the Chippewas migrated westward in search of new homes. By the middle of the 16th Century they had reached the eastern end of Lake Superior and founded a village at Sault Ste. Marie. Some continued westward along the shores of the lake. Those following the north shore continued on until they had penetrated far into the western section of this state.

The Sioux tribes resented the encroachment of the Chippewa, and this led to many conflicts in the struggle for supremacy. The Chippewas eventually defeated the Sioux and as a result found themselves masters over the most of Minnesota territory and continued as such until the pressure of the white men drove them to the west. The only remnants of this once great nation, insofar as this state is concerned, can be found on the few small reservations set aside especially for them.

During the early days of the explorers and fur traders, there was little of historical interest taking place within the confines of the area which is now designated as Lake County, for all events of importance were centered at Grand Portage and Duluth. For many years the stretch of land between these two points served mainly as resting or camping places for the explorers, traders, and missionaries. The Indians were the only permanent dwellers and they subsisted on the native vegetation and by hunting and fishing.

The boundary line separating Canada from the United States runs through a long chain of connected lakes and streams. By the time the Constitution was signed this water route had become famous as the best means of reaching the fur trading regions around the Hudson Bay and Lake Athabasca. All trade goods and supplies were brought by canoe or batteaux from Montreal to Grand Portage. Here they were transferred to smaller canoes and taken along this route to the posts on Rainy Lake and Lake of the Woods. After England was defeated in the Revolutionary War, the posts were moved to English soil, and

as a result the water route passed into oblivion. This was further aided by the increasing importance of the Red River Valley trails.

At the height of its importance millions of dollars worth of furs and supplies were transported along the route. One of the best descriptions of it was written by Sir Alexander Mackenzie who traveled its entire length and therefore can be relied upon as being accurate. Part of the route lay in Lake County, and his description of that part is as follows:¹

From Lake Saginaga "there is a rocky, stony passage of one mile, to Prairie Portage, which is very improperly named, as there is no ground about it that answers to that description, except a small spot at the embarking place at the west end: to the east is an entire bog; and it is with great difficulty that the lading can be landed upon stages, formed by driving piles into the mud and spreading branches of trees over them. The portage rises on a stony ridge, over which the canoe and cargo must be carried for six hundred and eleven paces. This is succeeded by an embarkation on a small bay, where the bottom is the same as has been described in the west end of Rose Lake, and it is with great difficulty that a laden canoe is worked over it, but it does not comprehend more than a distance of two hundred yards. From hence the progress continues through irregular channels, bounded by rocks, in a westerly course for about five miles, to the little Portage des Couteaux, of one hundred and sixty-five paces, and the Lac des Couteaux (Knife Lake), running about south-west twelve miles, and from a quarter

1. For the part of the route lying in Cook County see continuity "History of Cook County". On file Writers Project Office, Court House, Duluth.

to two miles wide. A deep bay runs east three miles from the west, where it is discharged by a rapid river, and after running two miles west it again becomes still water. In this river are two carrying-places, the one fifteen, and the other one hundred and ninety paces. From this to the Portage des Carpes is one mile northwest, leaving a narrow lake on the east that runs parallel with the Lake des Couteaux, half its length, where there is a carrying-place, which is used when the water in the river last mentioned is too low. The Portage des Carpes is three hundred and ninety paces, from whence the water spreads irregularly between rocks, five miles northwest and southeast to the Portage of Lac Bois Blanc, which is one hundred and eighty paces. Then follows the lake of that name, but I think improperly so called, as the natives name it Lake Pascau Minac Sagaigan, or Dry Berries.

"This lake is irregular in form, and its utmost extent from east to west is fifteen miles; a point of land, called Point au Pin, jutting into it, divides it in two parts: it then makes a second angle at the west end, to the lesser Portage de Bois Blanc, two hundred paces in length. This channel is not wide, but is intercepted by several rapids in the course of a mile; it runs west-northwest to the Portage des Pins, over which the canoe and lading is again carried four hundred paces. From hence the channel is also intercepted by very dangerous rapids for two miles westerly, to the Portage du Bois, which is two hundred and eighty paces. Then succeeds the portage of Lake Croche one mile more, where the carrying-place is eighty paces, and is followed by an

embarkation on that lake which takes its name from its figure. It extends eighteen miles, in a meandering form, and in a westerly direction; it is in general very narrow, at about two-thirds of its length become very contracted, with a strong current."²

No material can be found locally regarding Lake Sagaigan, but from the writings of Mackenzie it is very evident that it and the territory surrounding it were once very important. Of this he wrote:

"Before the small pox ravaged this country, and completed what the Nodowasis in their warfare had gone far to accomplish, the destruction of its inhabitants, the population was very numerous; this was also a favorite part, where they made their canoes, &c., the lake abounding in fish, the country around it being plentifully supplied with various kinds of game, and the rocky ridges, that form the boundaries of the water, covered with a variety of berries

"When the French were in possession of this country, they had several trading establishments on the islands and banks of this lake. Since that period, the few people remaining, who were of the Algonquin nation, could hardly find subsistence; game having become so scarce that they depended principally upon fish, and wild rice which grows spontaneously in these parts".³

The epidemic of smallpox to which Mackenzie referred, raged through northern Minnesota during the later 1770's and the 1780's. The Indians were very susceptible to the disease, and in a short time thousands died. The Chippewas claimed the disease was spread by the Pillager Indians. Warren believed that it started somewhere in the Red River Valley and was carried westward along the aforementioned water route to Grand Portage. It

2. Minnesota Historical Society Collections, vol. 8, pp. 368-370.

3. Ibid.

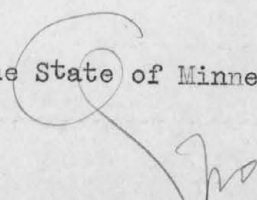
was natural that since the Indians living in the forests of Lake County were in constant touch with the traders and canoe parties, they would come in contact with the disease. The population of the area was severely affected, for in addition to those who died, there were many who fled trying to escape its ravages, spreading it to disease-free territories.

The history of the changes in boundary lines from the years of the French occupancy to the designation of the present line extends over a long period of years and involves many nations, territories, and states.

It was only by an accident, due to a lack of geographical knowledge, that Lake County is a part of America rather than Canada. The French had control of all of this part of the new world until the signing of the "Peace of Paris" in 1763, when it came under British domination. The defeat of the British by the colonists ended in the Treaty of Paris in 1783. During the negotiations which followed, the boundary lines were settled by the Mitchell Map. In drawing this map Mitchell had been under the impression that Pigeon River and not the St. Louis River was the actual head of Lake Superior. The British Commission, not knowing the contrary, settled the treaty on the basis that the line ran through the Pigeon River and up the center of the channel of the lakes and streams between that point and the Lake of the Woods. When the English became aware of their mistake, a series of litigations began and was not settled until the signing of the Webster-Ashburton Treaty in 1842, by which America retained the original line.

Under the American flag the boundary line has had an equally interesting history. In 1800 Lake County was a part of the Northwest Territory; in 1809, of the Indiana Territory; in 1818, of the Illinois Territory; in 1836, of the Michigan Territory; and until 1849 when the Territory of Minnesota was formed, a part of Wisconsin.

Under the laws organizing the State of Minnesota, the Territory was divided



into nine counties, one being Itasca:

"Sec. VI. That so much of the said territory as is contained within the following boundaries be, and the same is hereby erected into a separate county, which shall be known by the name Itasca, to wit: Beginning at the point where forty-six degrees thirty minutes, north latitude intersects the eastern boundary line of the territory of Minnesota; thence north, along the eastern boundary line of said territory to the British possessions; thence along the boundary line of said territory to the middle of the lake of the Woods; thence south in a direct line to the Mississippi river; thence down said river to the mouth of Muddy Creek; thence in a direct line to the point of beginning."⁴

Itasca County retained its separate identity until February 26, 1855, at which time the Legislature passed a new act relative to the boundary lines of new counties. Itasca County was greatly reduced in size, and one of the new counties made from the subtracted land was given the following boundaries:

"Sec. 21. So much of the county of Itasca as may be included in the following boundaries, viz: Commencing at the mouth of Knife River on the north shore of Lake Superior, thence directly north to the boundary line between the United States and the British Possessions; thence in a westerly course along said boundary line to Vermillion river, thence down said river to Vermillion Lake; thence through the center of said Lake to the south east shore, at the mouth of the principal inlet; thence in a direct line to Dead Fish Lake; thence through the center of said Lake, and down the center of the channel of the St. Louis river to its

4. Sherburne and Hollinshead, "The Public Statutes of the State of Minnesota, 1849-1858," St. Paul, 1859.

mouth; thence along the north shore of lake Superior to the place of beginning, be, and the same is hereby erected into a separate county, which shall be known by the name of Doty."⁵

This act left a large piece of land to the east of Doty County, and it was taken care of in the following manner:

"Sec. 24. That portion of the Territory of Minnesota lying west (should be east) of a line commencing at the mouth of Knife River on the north shore of Lake Superior, and running due north until it intersects the boundary line between the United States and the British Possessions, be and the same is hereby erected into a separate county and shall be known by the name of Superior."⁶

It will be noted that the above act used the word "west" instead of "east." This mistake was of great importance. It is certain the Legislature had meant "east," otherwise it would have included the new county of Doty that had just been created. It could also have included all of the land west of the line to the Dakota border, but which had already become separate counties. Using the term "east" the borders of Superior County would coincide with the now accepted boundaries of Lake and Cook Counties.

Under another act passed in the same legislative session, the names of the two counties were changed:

"Sec. 2. The counties named in act approved February twenty-sixth, eighteen hundred and fifty-five, entitled An act defining the boundaries of certain counties, as the counties of Superior and Doty, shall hereafter be known by the following names: The county of Superior shall be know as the county of St. Louis;

5. Session Laws of the Territory of Minnesota Passed by the Legislative Assembly At the Session Commencing Wednesday 3, 1855," Minneapolis, 1855, p. 27.

6. Ibid.

The county of Superior shall be known as the county of St. Louis;
and the county of Doty shall be known as the county of Newton."⁷

Because of the error in the use of the term previously mentioned, confusion prevailed, and a large number of people considered Newton County as St. Louis. There is no evidence that the mistake was ever rectified.

On March 1, 1856, still another act was passed, in which Lake County was definitely established as a distinct area:

"(139) Sec. 1. Be it enacted by the legislative assembly of the territory of Minnesota: That so much of Minnesota Territory as lies east of a line commencing at the mouth of Knife river on the north shore of lake Superior, and running due north to the boundary line between the United States and the British possessions shall be and is hereby erected into a separate county, which shall be known by the name of Lake."⁸

For the following eighteen years Lake County remained as it was, and on March 9, 1874, Cook County was formed out of so much of its area:

"Beginning at a point on the north shore of Lake Superior, on the range line between ranges five (5) and six (6) west, of the fourth principal meridian, thence north on said range line to the boundary line between the United States and the British Possessions, then easterly on said boundary line to the boundary line between the states of Minnesota and Michigan, thence southerly on said state boundary line to the boundary line between the states of Minnesota and Wisconsin, thence westwardly on said state boundary line to a point where a southerly prolongation of the range line first mentioned would intersect the state boundary

7. Ibid, pp. 69-70.

8. Sherburne and Hollinshead, "The Public Statutes of the State of Minnesota, 1849-1858", St. Paul, 1859, p. 94.

line, thence north to the place of beginning."⁹

The law of 1856 had defined the line separating Lake from St. Louis County as follows:

"commencing at the mouth of Knife river on the north shore of Lake Superior and running due north to the boundary line between the United States and the British possessions."

It was soon found necessary to make the southern point more stationary since the Knife River emptied into the lake over a gravel beach, and as a result of storms the mouth shifted constantly. With each change the line shifted. The resulting confusion made it appear vital to change the line so that it would not fluctuate with the whims of nature. The Lake County residents favored a change that would adopt a line between Ranges 11 and 12 located about three-quarters of a mile west of the river's mouth. St. Louis County, not wanting to lose this land, began a dispute which lasted until 1895, when the Legislature passed an act establishing the boundary as the line between Ranges 11 and 12.

Nor was this the end of the trouble between the two neighboring counties. It was found that the northern part of the strip, especially the area in Townships 62, 63, and 64, contained valuable iron ore property. St. Louis County was willing to let the southern (valueless) half go to Lake County, but under no circumstance would it willingly part with the rest.

In 1910 it brought the case before the Minnesota Supreme Court with the contention that the 1895 law had been special legislation as an attempt to fix and change the designated boundary lines in direct opposition to the state constitution prohibiting such legislation.

In its verdict, handed down in 1912, the court ruled, in part:

9. "General Laws of the State of Minnesota Passed During the Sixteenth Session of the State Legislature, 1874", St. Paul, 1874, p. 242.

"-----were it conceded that the act of 1895 referred to comes under the constitutional prohibition, the undisputed facts show that the true boundary line must now be taken to be the line dividing range 11 from range 12. It cannot be questioned that the legislative department of the state, by chapter 248 of the Laws of 1895, recognizes this line as the true boundary.

"The respondent admits that Lake County, has, since the passage of the act of 1895, actually had complete control of and exercised jurisdiction in every way over the whole territory embraced between the line dividing said ranges 11 and 12 and a line drawn parallel thereto and one mile east thereof, except that portion lying between the south boundary of township 62 and north boundary of township 64, which in December, 1910, St. Louis county undertook to take jurisdiction over, and further, that the state of Minnesota has, during all that time, recognized and acquiesced in the right of Lake County so to do as to the whole of said strip of one mile in width, and also that respondent so recognized and acquiesced in the action of Lake County, with the exception noted as to eleven thousand acres thereof in townships 62, 63 and 64 since December, 1910.

"We hold that such recognition and acquiescence should now estop both the state and St. Louis county from claiming that any territory east of the range line between the two ranges mentioned is within the jurisdiction of St. Louis county".¹⁰

10. Wenzell, H. B., Reporter, "Cases Argued and Determined in the Supreme Court of Minnesota," Minnesota Reports, Vol. 117, Lawyers' Co-operative Publishing Co., St. Paul, 1912, pp. 42-49.

Since that time no further changes have been made and the boundaries remain as established by law.

It must be borne in mind that previous to September, 1854, the area extending from the St. Louis River to the mouth of the Pigeon River was closed to white settlement. Previous to that time white men, lured by vague rumors of copper and other metals, had attempted to reach the North Shore with little success. The Indians kept strict watch and would tolerate no infringements on their land.

While a treaty had been made on August 5, 1826, with the Chippewas at Fond du Lac to search for and carry away any minerals, nothing was done, and the area remained closed. The signing of the Treaty of La Pointe, on September 30, 1854, removed all obstructions to the development of the territory.

It may well be said that the development of Lake and Cook Counties is due, in a large sense, to man's inherent desire for wealth. Regarding the territory under discussion, the rumors of wealth to be had in the form of copper had their origins in actual fact. There are minerals all along the shore, but not enough to warrant the time and money necessary to mine them.

No one knows when the search for copper began. On Isle Royale archeologists have discovered mine workings so ancient as to antedate the Sioux or Chippewas. H.M. Rice who wrote an article on the mineral regions of Lake Superior believed that the first white man to find copper was an employee of the Hudson's Bay Company. He showed samples to his superiors, but even with the proof before them, they regarded the matter as an illusion.

Perhaps even if the fur companies were certain of the presence of minerals, they were slow to let the knowledge make any headway. They took the stand, and with good reason, that the development of new industries in their exclusive domain would hinder their own lucrative trade.

Soon after the defeat of the French, a company of Englishmen made the

first commercial attempt to mine the copper. The scheme was soon abandoned due to various reasons, among them the lack in quantity.

With the opening of the North Shore hundreds of men, all driven by the hope of finding wealth, flocked into the area from Superior and Duluth. Companies were formed and searching parties sent out. But even before, there had been illicit attempts to locate copper. R.B. McLean, one of the original settlers at the Head of the Lakes, was a member of such a party, and his story is a good indication as to what lengths some of the white men would go in their search for Dame Fortune:

"About the 15th of September (1854), as I left the old hotel, I met Mr. Clark on the sidewalk. He told me to get my blanket and axe, and go with John Parry, who was an old miner and explorer. Later in the day I met Parry. He asked me if I was going with him. I told him that was my orders: "Where are we going?" "Well" he said, "you must not tell anyone what I tell you, but we are going to sneak over onto the North Shore and try to find those masses of copper and that big vein that we heard so much about are. Meet me at such a place after dark; I will have the canoe and grub ready."

"I met him at the appointed hour and place, we got into our canoe, crossed over to the Point, (and) laid under some trees till daylight. We carried our outfit across the Point, got into our canoe and were making fast time to reach the North Shore without being seen by any one. As we neared the old portage, where the Duluth Canal is now cut, we found some Indians were camped there. They saw us coming, and motioned us to come ashore; they wanted to know where we were going.

Parry told them we were only going down the river to catch some fish. One of the old men, pointing to the shore said: "Nort Shore Injun lan', white man no go." Parry assured them we were only after fish and we were allowed to go on.

"Our first landing was at Lester River. Both branches were examined as far up as the rocks were exposed. After following the east branch as far as necessary we crossed over the country back to the lake. Some exposures were found, but no copper. Our next stop was at Onion River, later known as Clifton. Some native copper was found there and two small veins carrying copper. Parry thought they might be feeders for that large vein we were looking for, he would recommend this place as one to be selected. French River was the next place to be explored. Some fine specimens of copper and copper bearing rock was found here. This place was selected to be taken. Smith's Creek was another one to be selected. Sucker River was the next point explored and selected to be taken. Knife River was our next point to examine; this stream in Parry's estimation was far better for copper than any of the others which we had examined.

"I think we had better return to Superior, and report to those who sent us down here," he said. I asked him if he knew who they were. He said: "Yes, I know some of them, but not all. There are R.B. Carlton, George and William Nettleton, Vose Palmer, W.H. Newton, Major Watrous, an Indian agent, Ben Thompson, and Major Hatch, of St. Paul. There were others, but I don't know who they are. They have organized a company, and as soon as they hear from La Pointe that the treaty has been

signed they will put some men onto the places which I select, to hold them for the company."

This company was later known as the R.B. Carlton Company."¹¹

The R.B. Carlton Company was organized on September 25, 1854, and men were sent out to work the sites selected by Parry. In 1863 the company was divided into two units, the French River Mining Company and the North Shore Mining Company. Each was capitalized at \$100,000; 2,000 shares at \$50 each. At French River a deep shaft was sunk by Frank Salisbury. Nuggets weighing up to fifteen pounds each were found. Salisbury left in 1866 and Thomas Sexton took his place. After he left, little work was done in the mine. It is estimated that in all the years it was worked, the entire output did not exceed more than one ton.

John Parry sunk another shaft about six miles to the northeast of the other mine. In spite of the many mineral specimens obtained, the amount present was not enough to make the venture profitable.

For the next sixty years there was little done in the nature of mining except in an amateur way, but in 1920 the Mining Corporation of Canada got the title to several thousand acres of North Shore land, including the old location of the North Shore Mining Company. The organization spent \$50,000, but work was suspended by the financial upheaval of 1929.

One of the more successful mining ventures was started just west of the mouth of Split Rock River by the Minnesota Abrasive Company in 1903. It was discovered that a cliff there contained a considerable amount of corundum, a product used in making grinding or sharpening stones. From the top of the cliff a chute was made to a crushing and separating plant at the base. After

11. Van Brunt, Walter, "Duluth and St. Louis County, Minnesota," The American Historical Society, Chicago and New York, 1921, p. 86.

three years of operation the company sold out to the Minnesota Mining and Manufacturing Company, which also operated a similar mine at Crystal Bay, and for several years manufactured abrasive paper and cloth in Duluth. In 1910 it abandoned its properties on the North Shore and moved to St. Paul where it is still in business.

Along with copper, gold and silver have always been found, but never in paying quantities. Some traces have been seen near Beaver Bay, but most of the prospecting has been done in Cook County.

With the failure to discover quantities of paying minerals, the citizens at the Head of the Lakes turned to townsite platting and land speculation. In 1856 alone, fourteen townsites were recorded and filed with the Register of Deeds, among them Beaver Bay, Encampment, and Buchanan.

In November, 1854, R.B. McLean, Antoine Ambuhl and Henry Schutte were sent to Beaver Bay to erect cabins. They built one to hold the townsite and two to protect their rights to the water power. They remained until February of the next year when the ice became solid enough for them to walk back to Duluth.

At Knife River cabins were erected by miners who had no intention of doing so to hold a townsite.

The founders of Buchanan had great hopes of seeing their site develop into a great and illustrious metropolis. Coming into existence in 1856, it received its name from James Buchanan, a candidate for the presidency. The plat owners felt that in naming it thus they were sure to have the land office established there if Buchanan won the election. It turned out just that way.

The townsite was platted by W.G. Cowell and the surveying was done by Christian Wieland, later identified with the history of Beaver Bay. The United States Land Office was erected in 1857 and a Mr. Clark of Kalamazoo, Michigan, was named Registrar and John Wipple of Rome, New York, Receiver. A small steamer, the "Seneca," made regular trips between Buchanan and Superior.

The first newspaper to be published on the North Shore, the "North Shore Advocate" was established there, and was in existence from 1857 to 1858.

Because the land office was unfavorably located and because it had not built up the townsite as expected, it was moved to Portland on June 26, 1859, and Buchanan died a natural death. Its site is marked by a wooden plaque erected by the Minnesota Highway Department. On it may be read the following inscription:

Buchanan

This townsite named
after President Buchanan,
was laid out in October
1856. From September
1857 until May 1859 the place,
though little less than
wilderness was the seat of the
U.S. Land Office for the
Northeastern District of Minnesota

After the removal of the
land office the settlement
disappeared.¹²

Of all the early townsites planned for the North Shore, only six reached the platting stage, and of these only Beaver Bay has become a permanent settlement.

It will be recalled that R.B. McLean made a trip to the North Shore in search of minerals. Some time after returning he made another trip, this time as far as Grand Marais. On the return trip he stopped at Beaver Bay. After a thorough examination of the river and timber, it was decided to erect a sawmill there. In November, 1854, cabins were erected, then the party returned to Duluth, to go back again in June, 1855.

When McLean returned the second time, he found that Thomas Clark was platting the town of Beaver Bay. It had been platted earlier as Cederville, but had not been recorded.

12. Duluth News Tribune, October 26, 1931.

The actual growth of the settlement of Beaver Bay dates from the arrival of the Wieland brothers, Henry, Christian, Ernest, Albert and August, of Perrysburgh, Ohio, in June, 1856.

In a short time they had organized the Henry Wieland and Brothers Lumber Company. At first only the local demand for lumber was supplied, but as the mill was remodeled and the output increased, new markets were sought. A market was found at Ontongan, Michigan, on the south shore of the lake. The schooner "Ford", commanded by Captain Parker, made trips across the lake with needed supplies and returned with a cargo of lumber. The deal was not profitable, so the brothers purchased the schooner "Charley" for a lumber carrier.

Not until 1869, when building at Duluth began to boom, did the business venture become profitable. In 1871 they were able to erect their own grist mill, the first on the North Shore.

The "Charley" was shipwrecked on May 10, 1881, just at the mouth of the Beaver River. It had once gone ashore at Grand Marais and once on Madeline Island. It was replaced by a steam barge, the "Mary Graw".

It has often been erroneously stated that Beaver Bay was once the site of a large Indian settlement. According to H.P. Wieland, son of Henry Wieland, the idea is a mistake. He states:

"No Indians ever lived at the Bay prior to the arrival of the above mentioned people (Wieland brothers). A year or so after the settlement there, there were two Indian families-----who made their summer home at the mouth of Beaver River, on the gravel beach. But in the fall of the year they always returned to their home at Grand Portage to receive their annual government annuity, the following spring they would return to Beaver Bay.

"After the Wielands started the saw mill the Indians became more numerous at Beaver Bay, they worked in the mill during the summer months and hunted in the winter. Making their permanent homes at Beaver Bay."¹³

The first meeting of the Lake County Commissioners was held in Beaver Bay on August 2, 1866. Only two commissioners were present: Ernest and Christian Wieland. The first county officers to be selected at this meeting were Henry Wieland, Register of Deeds; John Gilman, Treasurer; August Wieland, Auditor; Ernest Wieland, Justice of the Peace; August Wieland, Town Clerk; and Albert Wieland, Assessor. It was also resolved that the Town of Beaver Bay be organized to embrace all Lake County, and that the first town meeting be held on August 21, 1866, at Beaver Bay.

Ernest Wieland sold his interests in 1877 and moved to Duluth. In 1883 the mill was sold to Gibbs and Mallet of Ludington, Michigan, and all the Wielands left Beaver Bay.

For many years the only means of transportation to Beaver Bay was by canoe or rowboat during the summer months; later a trail was cut along the lake's shore, but it was usable only on foot or with a dog sled.

It is believed that the first road to be built in Minnesota connected this village with Greenwood Lake. No information is at hand as to the date of construction, but it is thought to have been completed near the end of the fur-trade era.

One of the most widely known pioneers of Beaver Bay was Joe Betzler. Born in Stuttgart, Germany, he emigrated to the United States and reached Philadelphia in 1868. Possessed with a love of wandering and adventure, he travelled from place to place until he finally reached Duluth where he met

13. Article by H.P. Wieland, Beaver Bay Folder, County Historical Society, Duluth.

Henry Wieland who induced him to come to Beaver Bay. Arriving there he selected a homestead at the junction of the East and West Beaver Rivers. A short time later he married Rose Gilman, daughter of a pioneer Beaver Bay family.

Soon after reaching Beaver Bay, Betzler was given the contract to deliver the mail between Duluth and the Bay. Since this was a winter job only, he carried the mail by toboggan and dog team. In the early part of the season he used the lakeshore, but as the weather grew colder he would take to the ice. His successor was John Beargrease, an old Indian hardly less famous as a mail-carrier than Joe himself.

During the early 1880's Betzler spent a good deal of his time cruising for timber, and from 1880 to 1888 served as one of the county commissioners. He also had the honor of being one of the county's sheriffs.

He died in 1919, and his wife a few months later. His homestead is still a noted landmark and is still intact. Two of his sons live there today.

One of the government buildings to be constructed on the North Shore was the lighthouse at Beaver Bay. Erected about 1880, its first keeper was Christian Wieland. At a later date the government decided upon a better location and the equipment was removed. The old tower remains as a landmark.

By this time Duluth had become a roaring city; the railroad had arrived; and plans were made to extend it as far east as Beaver Bay. Beaver Bay was not even faintly interested. It meant little to the pioneers. "The town was booming," they said, "and who cares for a railroad?"

The railroad reached Two Harbors and commerce ignored the village farther along the shore. The pioneers watched horror-stricken as ships deserted the harbor, merchants came no more and settlers forgot it. To add to the unlooked-for calamity, tuberculosis removed the Indians. The county seat was moved to Two Harbors, and the village sank into oblivion. Today its small population

consists mainly of commercial fishermen, and fishing and the tourist trade are its main industries.

Two Harbors, the county seat of Lake County, is the most important village between Duluth and Fort William. To fully appreciate its history one must go back to the iron ore industry of St. Louis County.

In 1865 George R. Stuntz and Captain Pratt discovered iron ore on what has become the Vermilion Range. Returning to Duluth with samples, Stuntz interested George C. Stone and he in turn gained the attention of Charlemagne Tower, an eastern capitalist. Tower had enough faith to see the value in the iron ore, and in 1880 gave \$3,000,000 to start operations. A survey was made to find the easiest means of getting the ore to the lake for shipment to eastern plants, and the harbor of what is now Two Harbors was selected. It was only 68 miles from the Soudan Mine at Tower.

The harbor being chosen, contracts were awarded to John S. Wolf & Co. of Ottumwa, Iowa, for the construction of a railroad from the harbor to the mine. The tug "Ella G. Stone" was purchased to deliver supplies and the first engine to be used on the road, the "Three Spot," was shipped by boat to Two Harbors. The only means of reaching Duluth was by stage. The wagon and sleigh used by company officials, and the "Three Spot," are now on display near the railway station in Two Harbors.

The railroad was completed by July 31, 1884. Among Superintendent; George H. White, Assistant Superintendent and Chief Dispatcher; and W.A. McGonagle, Divisional Engineer and later president.

The first train schedule was ready on August 11, 1884. "Perk" Dodge was conductor of the first train of ore and Thomas Owens, until recently vice-president of the road, engineer.

The dock 552 feet long, 44 feet high and containing 46 pockets, had a total capacity of 300 tons. In comparison with the present dock, it was a

midget. The first ore was loaded from it on August 18 and 19, 1884, into the "Heckla" and "Iron-ton". By the time winter had arrived, 62,000 tons had been shipped.

The first settlers to reach Two Harbors were Swedes, Norwegians, Danes, Americans, and Canadians, all interested in securing work in the building of the railroad. Many of their families soon followed and crude shelters were built along the harbor front.

The main street of the growing town was fondly called "Whiskey Row". At one time it was lined by twenty-two saloons and dance halls. On pay days activities brought memories of the early mining camps of the far west.

While there was no harm in drinking the water as it came from the lake, one enterprising citizen, Lavolette, sold water at twenty-five cents a barrel.

The first store was opened by D.D. Grant, and he was closely followed by W.S. Hanna and N.C. Nelson. In 1888 John Schreiner bought out Nelson. The Scandinavian Co-operative Company, the largest concern of its type on the North Shore, was founded there in 1894. The first bank was owned by Sellwood, Burke and Company and opened in 1889. It later became the Commercial State Bank. The First National Bank was organized in 1902 as the First State Bank.

The educational needs of the village were not forgotten, for a log shanty was constructed to serve as a school. It was located approximately where the railway shops now stand.

The log shanty was soon outmoded and the Minnehaha and Hiawatha schools were erected. The high school was ready for use by 1902, and the John A. Johnson school by 1908. The high school has since been enlarged, and just now an addition is being financed by W.P.A. funds.

The county seat was moved from Beaver Bay to Two Harbors in 1887 and a large wooden structure held all county offices. It burned down in 1904,

and it was not until February, 1906, that the new Court House was ready for use.

The health needs also are well cared for in Two Harbors. In 1896 the Budd Hospital began to treat railway employees and their families. For some years now it has been known as the Burns and Christensen Hospital and is a part of the D. & I.R. RR. system. In 1899 Dr. Sewell erected the Two Harbors Hospital.

The first newspaper at Two Harbors was the "Twin Port." It was followed by the "Iron News" and "Trade Journal". These latter were combined under Theodore Johnson as the "Iron Trade". At present the "Lake County Chronicle" is issued weekly and is recognized as the official organ of the city and county.

The earliest form of communication was by telegraph, and a line from Duluth reached it by 1883. Other lines followed the railroad to Tower. Under the D. & I.R. RR., telephone service was installed in 1900.

The first hotel, the Agate Bay, was operated by Brown, Butler and Blake, but was owned by the railroad company. Its name was changed to Lakewood. It was moved and remodeled and became the Lakewood Apartments. The Commercial Hotel became the leading hostelry but it burned. The present hotel, the Agate Bay, opened its doors in 1924.

Social organizations are a dominant factor in the lives of the Two Harbors residents. Among these are Commercial, Automobile, and Rotary clubs, Merchants' associations, fraternal orders, and the Y.M.C.A., Y.W.C.A., Girl and Boy Scouts, and P.T.A.'s.

The first church was opened in 1887 and has been followed by fourteen others.

Any stranger who visited Two Harbors and praised the Rockefeller interests would more than likely be ridden out of town on a rail. Almost any resident of Two Harbors will gladly state his reasons for his dislike.

It seems that when the Rockefeller organization gained control of the mining interests, any one who came to Two Harbors was promised steady work on the railroad or in the shops. Taking the company at its word, many spent thousands of dollars (mostly on credit) buying lots and erecting permanent homes.

Without consulting the residents of Two Harbors, Rockefeller moved the main shops to Proctor. As a result many found themselves without work and no means of paying the bills that had accumulated. It is true, however, that Rockefeller did promise them jobs in Proctor, but many were too heavily in debt to be able to leave. With the return of prosperity, many local jobs have been opened and the burden eased considerably.

Another of the Lake County settlements nestling on the shore of Lake Superior is Knife River. Once well known by the Indians, its name is derived from the Chippewa, who called it "Mokomani-zibi", "mokomani" meaning "knife" and "zibi" being "river." Originally a lumber town, it was for a time a prominent North Shore settlement, but as the timber supply became exhausted its glories departed. Reminiscent of its lumber trade is an old concrete dock where vessels once docked to receive their cargoes. It is now a pleasant village planning a future based on farming.

The discussion thus far has been based on the development of the lakeshore area without considering the rest of the county. In addition to farming, the interior of Lake County owes its development to lumbering. It is estimated that the original forests of the county covered about 2,237 square miles.

While lumbering on a large scale did not begin until 1900, actual operations had begun about fifty years earlier. A Captain Hibbard owned and operated a mill during the 1850's at Burlington Bay (Two Harbors). The Wieland mill at Beaver Bay has already been discussed.

When the industry got under way, the Knife River Valley and the Silver Creek district was logged by the Alger-Smith Company, and the Gooseberry area by the Nestor Company. So industrious were these companies, that within a short time the forests were devastated. Without exception forest fires raged through these areas as soon as the slashings had dried.

The forests of Lake County have not been immune to fires, and it is not only in recent years that they have made their appearance. It may be remembered that in the struggle between the Chippewas and Sioux, the Chippewas gained control of the forest lands. It is believed that in their anger the Sioux caused serious fires in this section of Minnesota by coming in secretly during the dry seasons, and, when conditions were ripe, starting fires much in the nature of prairie fires. Fires have broken out as late as 1928 when 15,000 acres of timber was destroyed.

Government protection is helping materially to save the remaining forests of the county for posterity. One of the major functions of the State and Federal Forest Services is the prevention and suppression of forest fires. A force of men is on duty the year around and modern fire fighting equipment is used. The work of the C.C.C. has done much to aid this work both in the construction of fire lanes and in clearing underbrush and dead and fallen timber.

As the lumber industry retreated, agriculture advanced. Where the woodsman's axe once rang one may now see row upon row of field crops. In 1935 the county had 486 farms utilizing 33,904 acres of land. Farm property was valued at \$1,179,275.

Dairying is the most important phase of the county's agriculture. Among the crops raised are potatoes, spring wheat, oats, barley, corn and all types of garden vegetables.

Of the total land area of 1,343,360 acres, 1,050,377 acres are a part of the Superior National Forest. Created to save the existing timber, it includes some of the finest vacation land in the United States. So famous has the area become, that each year thousands of visitors and vacationists come to see the beautiful scenery or to hunt and fish. Being in the heart of the 10,000 lakes region, about one-fourth of the area is water, and canoe-trips are a feature. Winter trips by snow-shoe are becoming an attraction for winter vacationists. Aside from these, the area abounds in scenic attractions: here one may see wide stretches of virgin timber, and the many wild fowl and animals indigenous to the area; waterfalls of surpassing beauty; and rivers and streams cascading between sheer walls of granite.

The unrestricted section of the Forest is dotted with all types of resorts, and at many complete equipments may be rented or guides hired.

On a granite block erected on Silver Creek Bluff, four miles east of Two Harbors, is a bronze plaque marking one of the historical sites of Lake County. While brief, it contains the essence of the entire development of Lake County and the North Shore. It reads:

"It looks out upon the water of Lake Superior, the largest fresh water lake in the world, known to the Chippewas as Kitchi Gammi. From this point the lake extends easterly 400 miles and westerly 30 miles. Radisson and Grossiellers canoed this lake 266 years ago. A little later Marquette was at the Apostle Islands, thirty-four miles east of this cliff. In 1679 Daniel De Greysolon, Sieur Dulhut, passed here.

"Many traders, missionaries, and explorers have camped here since. The Cree Indians lived here. They were succeeded by the Chippewas, who often crossed the lake in canoes. Now, each

year, thousands of cargo-laden ships intersect the course of these Indian canoes. Two Harbors, called Wasswewining by the Chippewas, lies four miles southwest of this highway and lake. To the northeast the highway leads to Pigeon River, the international boundary, 199 miles distant. Lake County extends 100 miles to the north, through a labyrinth of lakes."

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Rec'd. 6/4/37

Duluth, Minnesota
Topic: Lake County Geography
Submitted by: Arthur G. Patterson

Hards: 260

LAKE COUNTY GEOGRAPHY

The earliest trail used in Lake County was a canoe route that followed along the county's northern boundary on its westerly course from Fort Charlotte, on the Pigeon River, through the territory that is now northern Cook, Lake, St. Louis, and Koochiching Counties, to the fur-trading posts on the Border Lakes. The route was difficult, for the voyageurs and explorers were forced to portage around dangerous rapids and waterfalls.

Another early trail was a winter road built in the winters of 1865-66 from Beaver Bay to Greenwood Lake by the Wieland brothers of Beaver Bay over which they hauled supplies for storage in a warehouse located at the lake. These supplies were intended to be used in the construction of an ore carrying railroad from the eastern Mesaba range (where the Wielands had discovered iron ore) to Beaver Bay. The following spring the Wielands learned of the death of their financial backer and plans for the railroad were dropped. That next winter some of the supplies were hauled back to Beaver Bay while the rest of the supplies were traded off to Indians living around Greenwood Lake for which purpose the Wielands established a temporary trading post.

Another early trail in Lake County was the first trail out along the shore of Lake Superior from Duluth to Grand Portage. This trail was established for the purpose of hauling the United States mail and could only be used by traveling with dog team or on foot. Portions of this trail are visible near the Manitou River. The present highway does not follow the route of the old trail.

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Duluth, Minn.
May 27, 1937
Arthur G. Patterson

Stds.: 1260

Reid. 5/28/37

LAKE COUNTY GEOGRAPHY

The first mail route to serve the residents of Lake County was established by the federal government in July, 1856. Mail was delivered once a month, the round trip requiring fourteen days, on a route which started at Superior, Wisconsin, and ended at Grand Portage, Minnesota. Its inauguration resulted in the establishment of several post offices, but Beaver Bay was the only one in Lake County. Mr. R.B. McLean was appointed the first postmaster at Beaver Bay, and he was the first mail carrier on this route. During the summer months the mail was delivered by means of rowboats. Dog teams were used during the winter when the route was by land or over the lake ice.

A.H. Blake was the first postmaster at Two Harbors.

Some of the difficulties encountered in carrying mail over this route are related by Jerome Eugene Cooley in his book, "Recollections of Early Days in Duluth." He was a member of the firm Cooley, La Vague & Company, wholesale fish dealers, who had the contract to carry mail over this route about the year 1875. During the open navigation season their tug Siskiwit was used in transporting it as well as passengers, general freight and fish.

Mr. Cooley writes: "We also carried United States and Canada mail to Grand Portage in the winter time. The Canadian Pacific Railway was not built and all the Port Arthur mail came via Duluth after the lake boats stopped running in the fall.

"So the Siskiwit was supposed to do mail service all winter. The Parcel Post system had not yet been invented, of course. But there was no limit in Canada as to the weight or classification of articles that could go by mail. We got everything from candy to cast iron. Once a piece of two-inch shafting, about a foot longer than the mail sack, was among the articles.

"We did distinguish between first class mail and parcel post, however. We had the letters and money order stuff put in one bag and the papers and merchandise in others.

"After the lake froze over, we had to use dog-power hitched to toboggans and chaffered by Indians to get the mail through. Or we would haul the mail by horse and sled to Agate Bay, as the site of Two Harbors was then called. From there the Indians took what they could draw and started for Grand Portage.

"If a snow storm came up, they might cache it along the route. In the spring it was collected and taken to the shore for us to pick up in the tug and relay to Port Arthur. Sometimes the Siskiwit was loaded with mail and merchandise."

H.P. Wieland, a member of the Wieland family, pioneers of Beaver Bay, who at one time had the contract to carry the United States mail on the north shore route, tells, in a series of reminiscences on file at the St. Louis County Historical Society, Court House, Duluth, Minn., about an interesting experience encountered during one of these trips.

"The present generation perhaps have no idea of how the people on the North Shore of Lake Superior were served with mail in the years 1856-1870. For many years the Wielands at Beaver Bay had the contract with the Government for the carrying of United States mail from Superior, Wisconsin and Duluth to Grand Portage, Minnesota. This was accomplished in the summer months by row boats and in the winter with dogs along the shore or on ice if the lake froze over. It took fourteen days for a trip. Was that a long time to wait for a daily paper?

"It was on one of those trips, on the way from Grand Portage to Duluth, that my Uncle and I, rowing along the shore, had just passed the mouth of Temperance River, was about midnite and a very dark night, the latter part of October, 1868, that we saw a bright star appearing in the Northeast of us. It very rapidly increased in size and brightness and with a terrific speed seemed to come straight for us. But it passed us about three quarters of a mile inland and hit the ground with a terrible crash some distance ahead of us. The illumination was grand. It blinded us both and we were frightened to death. After our eyes functioned again we went on our way; neither of us had anything to say.

"I wanted to look up the place where this something struck the earth, but the Wieland Brothers sent me to Duluth to open a lumberyard there the following spring; and thus it was neglected and finally altogether forgotten."

The first school in Beaver Bay was conducted during the winter months of 1857 and 1858 by the daughter of Thomas Clark, one of the first white men to settle at Beaver Bay. It is the opinion of Otto Wieland, a descendant of the Wieland family who were among the first settlers in this village, that the classes were held in the homes of the settlers and that they were attended only by the children of these settlers, since at that time there were no Indians living at Beaver Bay.

The first school building in Two Harbors was a log shanty. Classes were conducted here in the '80's by the first teacher (maiden name not available) who later became Mrs. Stonehouse. Miss Lizzie Smith was the second teacher to conduct classes at Two Harbors. Miss Smith was succeeded by Miss Ada Dakin.

Grover Lowe, was the first superintendent. Mr. Lowe also had charge of all Lake County schools. A man named Giles, was first city superintendent of schools at Two Harbors.

Miss Jennie B. White and Mrs. Thomas Owens started the first Sunday school in Two Harbors during the year 1883. These two women were later joined in the work by Mrs. Fred W. White.

The first regular worship in Two Harbors was held among the Swedish, Danish and Norwegian people in 1885 under the direction of a missionary, Rev. J. C. Collins of Duluth. As a group they constructed a church for their religious worship. In later years the Norwegian and Danish people separated from the Swedish people, with both groups establishing new congregations.

A Presbyterian church was organized in Two Harbors the early part of 1887. The first pastor of this church was the Rev. I.A. Johnston.

The Holy Ghost Catholic church was erected in Two Harbors in September, 1887. The Rev. Father Buh of Tower took care of the needs of the members of this church on his monthly visits. The Rev. Father Baross, on March 15, 1888, became the first resident priest.

The First Methodist Episcopal church in Two Harbors was organized on January 1, 1889. Rev. John Lathrop was the first pastor.

The first professional men in Two Harbors were: Dr. Ritchie, A. DeLacy Wood, editor of the first newspaper published, known as the "Twin Port"; and D.A. Burke, James H. Lunz and John A. Barton, bankers.

D.D. Grant operated the first store in Two Harbors. The next two stores were operated by N.C. Nelson and W.S. Hanna.

The first house in Two Harbors was owned by Thomas Saxton, a pioneer explorer, fisherman, and hunter, and was located on a 160-acre homestead which is now a part of Two Harbors. The house was 14 x 16 feet.

At Beaver Bay the first church services were conducted in the schoolhouse. Rev. John Lueder was one of the first preachers to conduct them.

Dr. Charles Hohly, Thomas Clark and Christian Wieland, the latter two men being civil engineers and surveyors, were the first professional men at Beaver Bay.

The Wieland family consisting of Henry, Christian, Ernest, Albert and August, operated the first store in Beaver Bay.

In Beaver Bay there were two first houses of the log cabin type. They played an important part in the history of Beaver Bay as one was built to hold the water power rights and the other to hold the townsite rights for their owners, Thomas Clark, W.H. Newton, and Jesse Ramsey.

Duluth, Minn.
June 10, 1937
Arthur G. Patterson

stds: 972

Recd 6/14/37

LAKE COUNTY GEOGRAPHY

COMING OF THE RAILROADS

To George C. Stone, a Duluth promoter, is credit due for the construction of the Duluth and Iron Range RR., the first in Lake County.

He had sent samples of the Vermilion ores to Charlemagne Tower, endeavoring to interest the Philadelphia financier, who eventually organized the Minnesota Iron Co. to develop the Vermilion Range.

In 1874, Stone, realizing the need of a railroad, incorporated the D. & I. R. RR., to which the state, in the franchise, offered a grant of 10 sections of swamp land for every mile of track. No construction work was done, however, and in 1883 the incorporators of the Minnesota Iron Co. bought the franchise.

The proposed route was from the Soudan Mine at Tower to Two Harbors.

The work of building the railroad, a 68-mile line from Tower to Two Harbors, began in March, 1883, and was completed in July, 1884. Much difficulty was experienced in bringing the equipment and first engine to Two Harbors from Duluth.

Thomas Owens, who took part in the towing, tells:

"The first tug owned by the railroad company and used in handling the vessels at the dock was in command of C.O. Flynn (now of Duluth, Minn.) and was named 'Ella G. Stone' after the daughter of Geo. C. Stone. The tug was also used in bringing the railroad equipment from Duluth to Two Harbors by scow. It might be interesting to you to mention that the first venture in the year 1883 was the bringing of the locomotive '3 spot' which is now located near our General Office Building at Two Harbors, and is a cherished memorial of the association of employees in the service of the Duluth & Iron Range Rail Road Company for a period of thirty years or more. They purchased the locomotive after it had served 40 years, from 1883 to 1923, and was about to be scrapped on account of the expense of upkeep. It was my privilege, as a locomotive engineer, to be a member of the party on the scow bringing this precious cargo from Duluth to Two Harbors. My wife and Jennie B.

White were on the tug. Six men were on the scow. They were kept plenty busy at the pump, as the scow was overloaded and it was difficult to keep it afloat after a gentle breeze had arisen on Lake Superior. I want to assure you that the men did not need a boss to bring out of them the most loyal service. It was a matter of 'pump or sink.' The tug towed alongside for the safety of the men during the latter part of the trip; and the captain instructed the men to cut the hemp lines if there was evidence that the scow would sink. However, a safe landing was made about 9 o'clock in the evening, when the party was greeted with a huge bonfire on the shores of Agate Bay. This was an experience long to be remembered."¹

W.A. McGonagle, who years later became president of the Duluth, Missabe & Northern RR., and in that capacity was the leading figure in having the D.M. & N. RR. lease the Duluth and Iron Range RR., was a member of the engineering crew that surveyed the D. & I.R. line between Tower and Two Harbors.

John S. Wolfe of Ottumwa, Iowa, was awarded the contract to construct the railroad with the stipulation that he would receive a bonus of \$50,000 if construction was completed before August 1, 1884. On July 30, 1884, the first trainload of iron ore was ready for delivery at Two Harbors. Steep grades along the line, especially from Highland to Two Harbors made it difficult to handle the train because of the crude equipment of the train which had hand brakes on one end in contrast to the modern air brakes used on present day trains.

In spite of these difficulties, the train arrived in time for the contractor to receive his bonus of \$50,000.

The train consisted of ten wooden ore cars each with a capacity of twenty tons. However, when the cars were loaded it was discovered that they contained 30 tons each which was caused by under-estimation of the weight of the ore.

Wheelbarrows were used for loading the ore into the cars and the first barrow was wheeled by John S. Wolfe, the contractor who had built the railroad. The event

¹ "The Iron Ore Industry in Minnesota," by Thomas Owens, St. Louis County Historical Society, Court House, Duluth, Minn.

took the form of a gigantic celebration which included a pow-wow by the native Indians and the throwing of chunks of ore into the cars of the train by every resident of Soudan. ~~This event marked the beginning of the iron ore industry in Minnesota.~~

The train was pulled by engine Number Eight of which Thomas Owens was engineer and Tom Fisher, fireman.

The guests on the train included Charlemagne Tower, Dr., Wm. C. Sargent of Duluth, Mrs. Thomas Owens of Two Harbors, and Miss Jennie B. White of Los Angeles, California.

Superstition governed the operation of this first train in that it was originally scheduled to leave the mine on a Friday, but left on a Thursday instead in view of the belief that Friday was an unlucky day. The Breitung Pit was the scene of the first loading of the train.

Effective on August 11, 1884, most of the stations along the line were given Indian names. However, so much confusion arose over their spelling that on April 13, 1890, the names were changed.

The rush to get the first trainload of iron ore to Two Harbors was so great that when the train arrived, only part of the first dock, known as the Number Two, was ready to receive ore. Only one side, containing forty-six pockets, was available. The dock, when finally completed, was of wood construction, five hundred feet in length and forty-seven feet high.

The remarkable progress of ore dock construction is apparent where a comparison of present day docks at Two Harbors is made with that of the first crudely built wooden dock. At present there are three docks of steel and concrete construction. Dock #1 is 1,376 ft., long and 75 ft. 2 inches high; dock No. 2, 1,400 ft. long and 80 ft. high; and dock No. 6, 920 ft. long and 74 ft. 2 $\frac{1}{4}$ inches high.

Considerable difficulty in loading the ore into the railroad cars, docks, and boats, was encountered due to the huge size of the chunks taken from the mine, by the miners who, working on a tonnage basis, put these large chunks in the railroad

cars. This problem was finally solved on a basis satisfactory to all. Chunk samples taken from the first train load are on display in front of the public library in Two Harbors.

Loading the huge chunks of ore into the holds of the ore boats was one of the most difficult phases of the transportation from the mine to the eastern smelters. Large log bumpers were used to break the fall of the ore into the hatches. After a boat was loaded a crew of husky men known as trimmers, would spread the ore in the holds of the boats in order that the cargo would be more or less level.

The first iron ore shipped out of Two Harbors was August 19, 1884, on the steamer Hecla, carrying 1,427 tons and on the schooner Ironton, carrying 1,391 tons. Today, shipments as high as 14,000 tons on a single ore boat, are common.

LAKE COUNTY GEOGRAPHY

One of the most colorful towns in Lake County during the early days of the county was Buchanan, a copper-prospecting and land-office town located west of the mouth of the Knife River, during the years 1856 and 1857. This town was named for President James Buchanan. It was here that Stephen Walsh founded and published the "North Shore Advocate," the first newspaper on the North Shore of Lake Superior. A man named George Stull operated a pretentious hotel. A United States land office, steamboat docks, boarding houses, and several other business establishments were located here. Soon after Minnesota was admitted into the Union, the town of Buchanan was abandoned.

Illgen City located on old Crystal Bay is one of the interesting towns of Lake County because one of the corundum mines operated in the early days of Lake County was located here.

The mine and a crushing plant were operated in Illgen City in 1903. This sustained the little village, consisting at that time of small office buildings, several houses, and a school. Remains of the old crushing plant and some of its machinery may be seen.

The village is now a tourist resort, with a hotel and tourist cabins. The "Cave of the Waves" is located on the nearby lake shore.

Knife River, now a tourist resort and fishing village, was once a thriving lumbering and railroad center, and the scene of considerable copper mining activity.

A man named John Parry selected Knife River as a copper mining location. Although there was considerable copper mining activity at Knife River, such operations were never placed on a paying basis because copper in profitable quantities was never found. Operations were launched in 1854, and met with failure, but in the years between 1860 and '70, prospecting was resumed, to meet again with failure. As late as 1928 and 1929 some mining was carried on, this time by the Mining Corporation of Canada, with the same futile results.

Lumbering was the industry that was the cause of Knife River being a prosperous village at one time.

The Alger-Smith Logging Company purchased extensive tracts of timber in Cook and Lake Counties, and began construction of a logging road in 1898 at Knife River, extending to the timber tracts. The logs were brought to Knife River over this logging railroad and transshipped to Duluth over the Duluth & Iron Range Railroad. Thus, as a terminal Knife River prospered until 1919, when the company discontinued its activities. In 1910, during the height of its prosperity, Knife River had population of nearly 500 persons.

Knife River is an Ojibwa name known in Indian as "Mokomani-Zibi: "Mokoman" means "knife" and "Zibi," "river."

Beaver Bay, the first county seat of the present Lake County, began to take form when a plat for the site of Beaver Bay was recorded with the Register of Deeds of the present St. Louis County in 1856. The Territorial Legislature of 1857 incorporated Beaver Bay as a town. Beaver Bay continued as the county seat of Lake County until 1886, when the Governor, pursuant to law, issued a proclamation calling for the removal of the county seat to Two Harbors.

Germans were the pioneers in Beaver Bay, for about twelve families settled there in the late fifties. The community thrived. The settlers erected a mill in which they ground flour from the wheat raised on their land. What is left of this mill may still be seen on the river banks several hundred yards back from the lake. There was also a sawmill which did a prosperous business. The white population of Beaver Bay in 1870 was 134.

Two Harbors, the present county seat of Lake County, has been known by three names. The Chippewa Indians gave it its first, "Wass-we-wining," meaning a place to "Spear by moonlight." White men later called it Agate Bay. In 1884 the Duluth

and Iron Range railroad was completed from the mines at Tower to Agate Bay and the ore docks were completed. This resulted in renaming the settlement Two Harbors, because of the two bays, Agate and Burlington.

Two Harbors was incorporated as a village on March 9, 1888, and on February 26, 1907, became a city. It has an aldermanic form of city government.

All public utilities are owned and operated by the municipality. These include the ice, water and light plant which cost \$400,500.

Two Harbors owes its existence to the iron mines which were first opened at Tower and later to mines which were opened at Ely and on the eastern end of the Mesabi Range. It is the terminal for the Duluth and Iron Range division of the Duluth, Missabe & Northern railroad, a subsidiary of the United States Steel Corporation.

Most of the people residing in Two Harbors are dependent upon the railroad for a living since the D. & I.R. maintains ore docks and shops here.

The first trainload of ore arrived in Two Harbors on July 30, 1884. On August 19, 1884, the first load left the ore docks at Two Harbors.

This is a year-round base for the United States Coast Guard, which maintains a cutter for duty on Lake Superior in a designated territory served by the base.

Scattered throughout the city are markers and monuments of historical interest.

The shipping of pulpwood, lumber, agricultural, and dairy products is of importance to the commerce of the city.

Two Harbors is a modern city with paved streets, schools, churches, attractive residential districts, hospitals, recreational facilities, hotels and accommodations for visitors and tourists, and a weekly newspaper.

It is located 28 miles northeast of Duluth on the Lake Superior International highway known as U.S. Highway #61, and is provided with passenger service between Duluth, Tower, Ely and Mesabi Range points by the D. & I.R. railroad, and with bus service between Duluth, Grand Marais and the Canadian border by the Northland-Greyhound Bus Lines.

COUNTY ORGANIZATION AND CHOICE OF COUNTY SEAT

Lake County has the usual type of county government.

Beaver Bay, incorporated as a village in 1857, was the first county seat of Lake County. The discovery of iron ore at Tower resulted in the selection of Two Harbors for the terminal of the railroad and the location of ore docks. The county seat was moved to Two Harbors in 1886.

Revised Copy

LAKE COUNTY

Lake County, in northeastern Minnesota, is a recreational rather than an agricultural region. Its 2400 square miles include the south-central portion of the Superior National Forest, one of the few remaining primitive areas in the United States. Although much of the virgin pine and cedar had been removed by the lumber barons of a bygone day, Superior ^{Forest} is still an enchanting ^{wilderness} forest land. Its deep, cold, narrow lakes, glacier-carved, their shores blanketed with second-growth timber, closely interweave to form a canoeists' paradise. Only the adjacent Quetico Reserve in Canada can match its appeal; here, too, short portages or cascading rapids divide the water highways, ^{of} and here, ~~in addition,~~ is a truly primitive, virgin wilderness, unspoiled by the ^{advance} ~~ravages~~ of civilization. While the Quetico-Superior vacationland is easily accessible from the south by motorcar, railroad, and water, from the north it can not be reached, except by a ~~two~~ week journey through unplotted wilds. As a result, probably 95 percent of the tourists in the area are American sportsmen, most of them on the trail of the varied and excellent game fish that inhabit the myriad lakes and rivers.

Founded in 1909 by President Theodore Roosevelt, the Superior National Forest is now intensively managed and protected, timber/cutting being placed on an annual sustained-yield basis.

OPPORTUNITIES South of the ~~National~~ Forest is ^a the potential agricultural area of approximately 200,000 acres. It is estimated that on each acre ^{are} 2000 feet of lumber, 15 cords of wood, and their equivalent in pulp wood. In addition there are extensive deposits of compact, light brown peat, shown by drillings in the southwest ^{district} and along

the Duluth, Missabi and Northern ²⁵ Railroad to be twenty-five feet deep. 25

In certain cultivated areas the clay subsoil is covered by a ~~very~~ rich loam, formed by decomposed vegetation, an ~~an~~ excellent medium for the growing of root crops and grasses. In 1934, when the average yield of potatoes for the State was 57.2 bushels per acre, Lake County had an average of ⁸⁷ ~~85~~ bushels; in the same year it produced 1276 quarts of strawberries to the acre. In addition, the mining industry with its thousands of employes, and the tourist trade, constitute an excellent market for farm products, consuming more than the county can supply, *since less than 3 percent of the land area is in farms.*

A committee appointed by the late Governor Olson, however, recommended that a "careful classification of utility be made before any attempt is made to stimulate agricultural development in the area." Much of the land is submarginal, and few residents of Lake County are prospering by farming. *The average farm is small, and yields a low income.* ~~The average farm is small, produces less than an acre of crops of any kind, has 3 cows and fractions of a pig and a sheep, and yields a ridiculously low income.~~

PHYSICAL SETTING

The waters of three connected lakes form most of the boundary between Lake County and the Quetico Provincial Park. On the east is Cook County, another primitive district, and on the west is St. Louis County, with its famed *Iron Ranges*. The southern border is the shore of Lake Superior.

Topography

Except for swamps and a plateau, the topography is rolling. The swampy area extends through the central and northwest portions, while farther south is the plateau, from ⁵ ~~five~~ to ²⁵ ~~twenty-five~~ miles wide and 1850 feet above sea level. Timber covers much of the county, tamarack, white and Norway pine, and some cedar, and on the plateau, ash, maple, and jack pine. 25

Drainage

The northern part of the county drains into the Rainy River and ultimately into Hudson Bay. The southern part drains through numerous swift streams into Lake Superior. These streams, which often fall sharply to the lake level, offer the best trout fishing the State. The heavy timber in the Superior National Forest protects the headwaters of navigable streams in both the United States and Canada.

Soil

The soil of Lake County is composed variously of muskeg, peat, loam, and a mixture of clay and loam. ^A The fertile clay-loam mixture occurs in the southwestern section.

Climate and Rainfall

Modified by Lake Superior, the climate of Lake County differs ^{what} sometimes from that of its neighbors to the west. While the humidity is higher, the ^U summer temperatures are substantially lower. The winters are cold and typically "northern", but the growing season is about 134 days. The first killing frost usually occurs about September 27, ^{al} though it may be delayed until the middle of October; the last frost is generally history by mid-May. The heaviest rains fall during the growing season, with a maximum in June of 3.92 inches. Temperatures range from -34° in January to 88° in July.

Following are the precipitation and temperature norms recorded by the United States Department of Agriculture covering a period of ⁴³ years. These were taken at Two Harbors, whose elevation is 614 feet.

The Average Annual Precipitation is 26.07 inches. l.c

The Average Annual Temperature is 39.8 degrees. l.c

CLIMATIC RECORD

(43 years)

MONTHS	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
TOWNS:												
Two Harbors (Alt. 614)												
Precipitation In inches	.64	.73	1.01 1.11	1.61	2.96	3.92	3.56	3.25	3.90	2.23	1.60	.76
Temperature (Fahrenheit)	12.6°	15.0°	26.1°	39.0°	48.1°	56.8°	64.0°	63.9°	56.5°	45.6°	31.7°	18.7°

SETTLEMENT AND
RACIAL ORIGINS

Originally the habitat of the Sioux and later of the Chippewa, this region was the destination of an annual Indian migration. Each summer the Red Men penetrated its wilds, hunting and fishing, picking berries, and harvesting wild-rice. After the Jesuit^s fathers had made their early explorations, the traders, the bois brules, the voyageurs began to ply the waters in their freighted canoes, bearing precious loads of fur to eastern markets.

First of the settlers were Scandinavians, but many of them moved on when the lumber was gone. In 1910 there were 210 farmers in the county. Many of the Finns, originally miners, began to settle in this area, and by 1930 the western and southern portions were occupied by Finns and Swedes. Norwegians established summer resorts throughout the county, while British, Slavs, and Germans located in the south. Today the Swedes predominate, followed by Norwegians and Finns.

COUNTY ORGANIZATION
AND SUBDIVISIONS

So-named for its proximity to the great inland sea to the south, Lake County was ^{established} ~~organized~~ on March 1, 1856. There are only seven townships, Fall ~~River~~ ^{Lake} covering most of the northern section. Two Harbors, the largest, has a population of 770, followed by Waldo, with 592; ^{Silver} Creek, with 451;

Beaver Bay, with 335; ^{Lake} Fall River, with 220; Crystal Bay, with 179; and Cramer, with 96. The only sizeable town is Two Harbors, which has ^{4,425} 445 residents. Several small hamlets spring up each summer.

TAXES

As in nearby counties, the taxes are high, though the tax load was eased slightly in 1935. While the rate mounted from ^{109.61} ~~109.60~~ mills in 1931 to 122.05 in 1935, the valuation fell from ^{\$3,107,738} ~~\$3,007,738~~ to \$2,194,084. The result was a reduction in the tax levy from \$342,438 to ^{\$269,216} ~~\$269,436~~.

Indebtedness

The total indebtedness of the county and its subdivisions on January 1, 1936 was \$279,965.77. Of this amount, the county debt was \$164,601.38; townships \$14,988.31; city and villages, \$100,476.08. There was no school debt. Per capita debt was \$39.61, *as compared to the State average of \$82.86*

Delinquency Of the total 1934 tax levy of \$276,480, slightly more than 22 percent, or \$60,964, remained uncollected and became delinquent on January 1, 1935. The total of delinquent taxes ^{as of January 1, 1936, was} ~~amounted in 1935 to~~ \$686,436.

MARKETS AND TRADE CENTERS

The tourist season opens in the spring, almost as soon as the snow has gone, and runs through the fall hunting season. Its peak is in the ³ ~~three~~ warm summer months, when Lake County's population is increased about five times. In season, the summer resorts are a ready market.

Although Duluth and Superior are but 27 miles distant, Two Harbors, the county seat, is the principal trading center. Situated in the southeast corner of the county, 187 miles from Minneapolis, Two Harbors is on the lovely North Shore drive and the Scenic Highway to the Vermilion Range. The entire output of the Vermilion and 10 percent of the Mesabi ore pass through its limits. Industries include a box factory, a fishery and packing plant, ~~the~~ a creamery, and two large coal docks.

The gateway to Lake County and to the Arrowhead is Duluth, a city of 101,463. Duluth has the customary urban accommodations; its chief products are steel and iron, wire, sheet metal, wood products, cabinet and bank fixtures, and woolen goods.

COOPERATIVES

~~Nowhere else in the State have residents been as active in the~~
~~cooperative movement.~~ In Two Harbors is the Workers' and Farmers' Cooperative Company, a prosperous store enjoying a large patronage. The Scandinavian Cooperative Mercantile Company, patterned after a large ^{enterprise} store in Stockholm, operates a department store. Also at the county seat is the Lake County Farmers' Cooperative Creamery Association, which has a ^{yearly} ~~yearly~~ output of ~~between~~ 70,000 and 80,000 pounds of butter.

TRANSPORTATION

Lake County is served by the Duluth, Missabe, and Northern Railroad, which operates one passenger train a day between Duluth, Two Harbors, and towns in the Vermilion Range. Connections are made at Allen Junction, ^{in St. Louis County} with daily service to the Mesabi Range.

Busses of the Northland-Greyhound Lines connect Duluth, Two Harbors, Grand Marais, and Pigeon River, making connections with the International Transit Company, which runs busses to Fort William and Port Arthur. During the summer, ²⁻ there is ~~two~~-hour service between Two Harbors and Duluth. In addition, boats ply at regular intervals between Duluth and ~~the~~ North Shore ^{points}.

US 61 is paved from Duluth to Two Harbors, and bituminous-treated from Two Harbors to the ^{Canadian} boundary. This road, which parallels Lake Superior and is known as the North Shore Drive, passes through what is perhaps the most picturesque and beautiful country in the State. State 1, a gravelled road except toward the west county boundary, leaves the North Shore near the mouth of the Baptism River and winds northwest through the heart of the county, enroute to the Vermilion district.

SOCIAL INSTITUTIONS
AND AGENCIES

Lake County has a county nurse and a school nurse. There are six CCC camps, a State Emergency Relief camp, and a State Recreation center.

Churches

Of the six churches in the county, two are Methodist, ^{and others} ~~the remainder~~ are Catholic, Lutheran, Presbyterian, and Episcopal.

Schools

Lake County's school plan, known as the county system, is unique in Minnesota. All the schools are consolidated, and the city superintendent directs grade as well as high schools, though each grade school has its own supervisor. Teachers are required to have [✓] two years of post-high school training. The graded schools have 46 teachers and 1215 pupils; the ungraded 14 teachers and 281 pupils. Board and room is provided for students who live more than [✓] two miles from a school.

There is a junior ^() and senior high school at Two Harbors.

Clubs and Organizations

The Lake County Agricultural Association is active in promotion of the county fair and in testing of cows for tuberculosis; the Lake County Development Association of 30 ⁰ members is an organization for the promotion of agriculture. The Duluth, Missabe and Northern ^{R.R.} maintains a hall in Two Harbors and a summer lodge at Lake George. There is also a Rotary Club.

FAIR

The Lake County Fair is held during the last week in August, at Two Harbors.

INCOME

The total farm income for the county in 1929 was ~~\$270474~~ ^{\$279,513.}. Of this amount, crops sold or traded constituted ~~\$15,459~~ ^{\$15,497}, or 5.54 percent; livestock sold or traded, ~~\$36,264~~ ^{\$26,264}, or 9.39 percent; livestock products (butter, milk, cream), ~~\$71,247~~ ^{\$139,089} ^{46.54}, or ~~25.58~~ percent; other livestock products, ~~\$58,541~~ or

~~29.87~~ percent; forest products, \$18,408 or 6.58 percent; and farm products used
by operators' families, \$89,255 or ^{31.93}~~31.92~~ percent.)/

LAKE COUNTY AGRICULTURAL STATISTICS

Population (County), 1930 ----- 7,068 -----
 Area (land) ----- 1,343,360 acres -----

County Seat - Two Harbors

Farm Development

Number of farms, 1935 ----- 486 -----
 Land in farms ----- 2.5 percent or ----- 33,904 *acres* -----
 Average size of farms ----- 69.8 acres -----

Farm Values

Average value per acres, 1935 ----- 34.78 -----
 " " " " , 1930 ----- 49.22 -----
 Average value per farm, 1935 ----- 2,426.00 -----
 " " " " 1930 ----- 3,817.00 -----

The Tax Picture

Total taxable value, 1935 ----- \$2,194,084 -----
 Total General tax levy ----- \$ ~~269,456~~ 269,216 -----
 Average tax rate ----- 122.05 *mills* ----- ~~state 79.34~~ -----
 Total Debt of county and subdivisions ----- ~~164,601.38~~ 279,965.77 -----
 Per capita debt ----- 39,612.76 ----- \$39.61 -----
 County bonds ----- ~~\$194,604.00~~ 164,601.38 -----
 Total debt was 12.76 percent of tax value.

Tenancy and Mortgage Debt

Farm Mortgage debt, 1930 (farms operated by owners) \$106,233.
 Of farms operated by owners, 33.3 percent were mortgaged in 1930.
 Tenants occupied 7.4 percent of farms in 1935.

Farm Income - 1935 Census

Average farm income ----- ~~\$57.06~~ \$937.96 -----
 Sources of Income:

Products
 Crops ----- ~~\$15,459~~ \$15,497 ----- 5.54 percent
 Livestock sold ----- 26,264 ----- 9.39 "
Dairying ----- ~~\$130,089~~ 71,747 ----- ~~25.66~~ 46.54 "
 Other livestock pcts. ----- ~~58,341~~ 58,341 ----- ~~20.87~~ "
 Forest products ----- 18,408 ----- 6.58 "
 Pcts. Used by operators' families ----- 89,255 ----- ~~31.92~~ 31.93 "
 ----- ~~\$278,474~~ \$279,513 ----- ~~99.99~~ 99.98 "

Lake County Statistics

Livestock Holdings 1935

Cattle and cows of all ages	370	farms reporting	1804	animals.
Sheep	28	"	"	445 "
Swine	27	"	"	100 "
<i>Horses</i>	201	"	"	281 "

The 1934 Crop - U. S. Census of Agriculture

Spring Wheat	⁴⁹ 48	farms reporting	¹⁴⁸⁸ 1,476	bushels	⁸² 81	acres.
Oats	84	"	"	14,298	"	356 "
Barley	13	"	"	1,063	"	40 "
Sorghum and sweet hay				4,368	tons	6302 "
Alfalfa	17	"	"	79	Tons	80 "
Rye	2	"	"	82		2 "
Mixed Grain	1	"	"	³²⁹ 329		⁶ 6 "
Flax						
Corn for grain	1		45		1	
Potatoes	464		25,672		294	
Strawberries	³ 3 26		1,638 gts. 7,638 gts.		⁶ 6	