



Minnesota Works Progress Administration:  
Writers Project Research Notes.

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## POLK COUNTY NOTES

## RED RIVER ODYSSEY.

Now, some 80 years later, out of the colorful history of Minnesota of pre Civil war days, comes the story of a pioneer minneapolis citizen, who sailed a steamboat across 150 miles of frozen prairie to win a fortune and an empire; and of the Welchman who could wait three years for his pay.

This is the story of courage and of high adventure; of nearly super-human achievement, that today, eighty years later, has a fantastic incredibility such as a legend might have. Also it is the tale of the steamboat that also set sail for the Red River via the Minnesota, a chain of sloughs, Big Stone Lake, Bois de Sioux, and came to a final port in the open prairie.

The story opens in the days when men thought in terms of miles, not blocks; Red River carts creaked over the Sioux war trail. Minneapolis was a shanty town one year old, while St. Paul was already showing the precociousness of a child prodigy.

The actors of this northwest drama are gone. So is the stage on which they performed. Eighty years later an audience pays reverent tribute to a troupe that played one performance to an empty house in 1857.

The wilderness that Anson Northrup of Duluth and Minneapolis crossed to win \$2000 is faded into farms, good roads, and busy towns. The steamboat capitols of Lafayette and Georgetown to which Northrup sailed, are inland hamlets, left behind in the march of progress when the steamboat days were over.

The echo of the last steamer whistle has long since died away on the Red and Minnesota rivers. No one now would think of hauling a steamboat clear across the state to begin a freight line. Those were other days.

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The northwest was explorers country. In 1857, the House of Commons had sent a delegation to consider British possessions along the border, and in 1859 recommended that the Hudson's Bay Co. license be terminated. Every one in Minnesota and Canada believed that this empire would soon be open to settlement.

In 1857 the H.B.Co., negotiated a deal to have its goods shipped thru the U.S. in bond, via St. Paul and their own Red River carts to Fort Garry. In 1859 the first two or three shipments left St. Paul.

There was a panic in 1859, then came the new cheering hope of new lands and also word of gold discoveries on the Frasers and Thompson Rivers in B.C. Since then we have forgotten the gold rush. The Black Hills and the Klondike are things of the past.

Yet Capt Blakeley, who was in business then in St Paul writes: "Our people are wild". On the streets congratulations were exchanged, news papers discussed ways and means of cashing in on this latest development. Public meetings were called, and those having information were pressed into service.

Capt. Blakeley was pressed into service to visit the Red River, and report on its navigation possibilities. In Oct. 1857 "I got ready for this voyage of discovery". Now his trip would be thru a populous, rich country. Then it was by prairie, timber, lake, and swamp, via ST. PETER, Fort Ridgely, Yellow Medicine, Lac qui Parle, and the Kittson trail.

He came at last to Fort Abercrombie, "hastily built, and consisting mostly of log cabins on the bottom of ~~the~~ lands of the river". But they were to pave the way for Anson Northrup, tho they were not aware of that, then.

This party passed two or three claim locations on the east side of the Red River, including Sintominie and Burlington, since dead, and then came to Mr. Irvines claim, called Lafayette. Now little remains, but it was once to have become a great city.. Lafayette was 3 miles above George town.

On the return trip, Capt b. came by way of Lightning and White Bear lakes,

and St. Cloud, thence by stage road to St. Paul.

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and on this road they met the St. Paul Abercrombie mail carrier, on foot with the mail pouch on his back.

Anson Northrup is about to come on the stage now.

Capt. b. reported to the St. Paul Chamber of Commerce that there was three or four months of navigation on the Red River, and this body promptly offered 10000 for the first boat on the river.

A steamboat captain among steamboat captains, A.N. had already sailed his boat the "North Star", up and over Sauk Rapids, and Little Falls, carrying lumbermen's supplies. <sup>he made</sup> A pleasure trip with guests to Grand Rapids, and after a two weeks of poking into corners where no boat could go today, he tied up his boat for the winter at Crow Wing, and came home for the winter.

Now A.N. hears of the Chamber of Commerce offer, and agrees to put a steamboat on the Red River next season for \$2000. He returned to Crow Wing soon after, and began sawing lumber for his boat. He probably formed the timbers for the steamboat hull as well, and got his machinery ready.

Then, in the dead of a <sup>severely</sup> cold winter, began the voyage across country to the Red River. The literature of ancient Greece, <sup>proudly</sup> extols Xenophon's <sup>"Anabasis"</sup> ~~and~~ basis. It was heroic, but not more so than the feat performed by Anson Northrup in Minnesota in 1858.

Yet his procedure was simple: over prairies, lakes, muskegs, sudden forests, he steered relentlessly.

"Go get oxen", he said. They did.

Then, on a fine cold winter day the voyage began. Whips cracked, tugs snapped and groaned, 60 men, 34 teams, and Anson Northrup, and his steamer left the Crow Wing River, and struck off across Minnesota for the Red River, and \$2000, and a new empire. *He made the trip.*

The route was over 150 miles of country most of which was new to A.N. and in the coldest winter weather on record. Shoveling a half a block of snow, or thawing a model T in 20 below weather would hardly compare.



4  
~~He made the trip.~~

His path was as the crow flies, in as straight a line as possible. Thousands would have lined the route now if the trip had been made. Throngs from 20 towns would have cheered or jeered. the route in 1857 would have taken Anson Northrup thru Motley, Wadena, Newton, Bluffton, Richdale, Perham, Luce, Detrit Lakes, Oak Lake. Audubon, Lake Park, Hawley, Nada, Averill, Hayden, Staples, Verndale, and Dopelius.

At last the weary hegira reached the Red River. The teams were near exhaustion and the 60 men almost frozen. But A.N. was content. This Ulyses of the snows had his \$2000 .

So, on the banks of the river they sat down and began assembling the boat at Lafayette from the lumber, machinery, and furniture the oxen had hauled. There was no ship yard, and civilization was years away . Six weeks later the Anson Northrup was launched, run to Abercrombie, and arrived at Fort Garry On June 6, 1858. Navigation had begun on the Red River.

A trip was made to Lake Winnipeg, and to Fort Garry, where A.N. tied up the boat." In contracting for the work, I contracted to put the boat in the river for \$2000, and not run it on the river", said he, and it may be said he was within his rights.

J.C.Burbank bought the steamer, and soon the GOV. RAMSAY--Noth Star-- Anson Northrup became the Pioneer. Navigation went on. The Pioneer chugged painfully to Fort Garry and back, but soon the greent timbers gave out, water leaked in, and in 1860 it was tied up to rot.

#### PART TWO

There is more to this epic of land navigation, and part of it is Capt. Blakeleys story. In what now are the Twin Cities, there were feverish preparations to open a route to the gold fields. James Taylor and others orated . and pled for funds to pay Northrup his \$2000. He became known for his fervor as Saakatchewan Taylor/

Taylor stood up and spoke of the road to Garry, the road to the Pacific, and the road to the gold fields, and his appeal for Northrups bonus money was, "when the whistle shall sound the advent of this boat in Garry, Archbishop

Tasche, who has prayed so earnestly, and waited so long, will spring to his feet, raising his hands reverently above his head and exclaim, "In the name of God, let the bells of St. Boniface ring for civilization is here."

In 1858, Capt. Blakeley and his partners were in the stage business from St. Paul, St. Cloud, and Crow Wing, and from St. Cloud to Abercrombie. This route was new, and townsites were a big factor in laying out the new route, so St. Cloud, New Munich, Old Spring, Melrose, Osakis, Alexandria, and Breckenridge were placed on the list.

The people of St. Cloud cheered when the roads and bridges were begun to the westward, because they realized what it meant to their city.

While on this road building trip, Capt. Blakeley's party met the Nobles expedition at Breckenridge, sent out from St. Paul to locate a road from Abercrombie to the gold fields. The people of Minneapolis took the gold strike seriously. The people of Minnesota have forgotten now.

At Alexandria he met Anson Northrup, who was on his way home, but when scolded by Blakeley, Northrup said "If you want her to run, you will have to buy her".

Arriving at the Red River, he began some more navigation when he convinced the Canadians on the border to build him a raft for his trip to Garry.

On his return from there he got word that Burbank, his partner, had purchased the Anson Northrup, and caught up with it at Goose Rapids, where it was necessary for him to build a dam, the first ever on the Red River.

Such was navigation on the Red River in the brave days of '58. Yet in the face of these odds, more men were planning to run boats on the Red River to share in the Rich harvest.

So we come to the story of the good ship, Freighter, which also tried a voyage ~~xxxxxx~~ and almost came to port.

Capt. Davis, later a Major in the 2nd Minn. volunteers, who believed that in high water a boat could be sailed to the Red River via the Minnesota, Big Stone Lake, The Bois de Sioux, and swamps and sloughs. He began. It was a year of floods.

"So much the better", said Davis. He was laughrd at , but so was Anson <sup>"</sup>ortrup hwen he lifted a steamboat from the river above ST Anthony, and towed it thru the loop and set back in the water unharmed.

So Davis laughed , and went a head.

The voyage up the Minnesota went well. For quite a while the boat plged away, over sand bares the crew tugged and bullied it. Yet they made progress. They were way to the end of theMinnesota River when they struck the mud , and became hopelessly fast .

Da vis left the boat, hoping to come back, and left as a watchman, a little wechman, promising to come for him soon. He was there three years. But boilers were valuable, Indians were wild, and there were no neighbors. Yet . the silent Welchman was content to stay.

Davis went to St. Paul, changed his plan, once then again. Three years the Welchman lived aboard a steamboat stuck in the mud of a stream far out on the silent, brooding prairies. He foraged miles around, visiting and staying.

Finally Davis gave up his hope of rescuing the boat, and planned its sale. When the new owners came to claim the boat, the Welshman objected saying he had three years wages coming first. "No, I have three years salary coming, when I get the salary, you get the boat. Otherwise, I keep it," said he. The legend says that his wages equalled the value of the steamer.

Burbank had bought the boat, and C. P. V. Hull went down in winter and hauled the machinery across country to Georgetown, to make a new boat, succeeding the aged and leaking pioneer. So after all, the heart of the Freighter reached the Red River, all the way from St. Paul, via the unused Waterway, and the Hull convoy.

This engine went into a new boat called the International, built from timbers out along the Buffalo and Red Rivers. Soon it was sailing on the river. The Indians said it scared their fish and game, and the whistle disturbed the spirits of their buried ancestors, so they could not rest in their graves. They wanted four kegs of yellow money or the boats must stop.

And just when Indian Commissioner Dale and Superintendent C. W. Thompson were



on the way to conduct a treaty at the mouth of the Red Lake River (in Polk county) opposite what is now Grand Forks, the Sioux outbreak began. On August 22d, Sioux appeared at Dayton and Old Crossing, killing all they could find. At Breckenridge they killed every man in the Hotel, and burned it, caught and killed the stage-driver, and took 2,500 pounds of freight.

At Georgetown, Norman Kittson and Murray threw up earthworks, and waited long days for the Indians to come. They never came. They then loaded their goods on the International and went to Fort Garry.

The boat was overloaded, the water was low. The International had survived one such venture, but went aground anew and could not be refloated. Kittson took his goods and passengers to Fort Garry by land, and the boat was abandoned.

Settlers built stockades at Sauk Center, Alexandria, Pomme de Terre, and prepared to fight for their lives. Very little happened except desultory raids. At last, in 1863, Captain Barrett, sent a detachment to the abandoned steamer International, and brought it up the river to Abercrombie, where it remained until 1864.

The International was then sold to the Hudson's Bay Company with other of Burbank's holdings. It soon became apparent that the two interests could not find profit in the valley, and the Hudson's Bay Company was there first.

So navigation on the river went on, while grasshoppers and hard times and trouble came to the Northwest.

The Selkirk, owned by J. J. Hill and Captain Alexander Griggs was launched in April 1871, at Mc Conleyville, and followed by others. The Selkirk was caught in an ice jam where Grand Forks (N. D. ) now is, and Captain Griggs improved his time that winter by building a shanty on 160 acres, and thus won the honor of founding Grand Forks.

There were more boats now flying house flags, and keeping actual schedules. Freight rates from St. Paul to Winnipeg were \$2.00 first class, \$1.50 second, \$1.25 third class per hundred pounds, and passenger rates \$24.00 first, including meals and berth, and \$15.00 second class.

However, the railroads came. Little by little there was less need for steamboats,



and finally the North Dakota Legislative Manual says, "the land was rapidly broken up into farms, causing the water to be absorbed in the soil. The Red River became so low it was un~~n~~avigable."

Bit by bit, the saga of the steamboats comes to a close.

The Minnesota, loaded with lumber sank while crossing Lake Winnipeg; the Alpha and Cheyenne ran on the Assiniboine and Red River for years, being dismantled in 1881. The International, one of the heroes of the tale, was also dismantled at Grand Forks, in spring of 1884, stuck a <sup>n</sup> railroad bridge p<sup>er</sup>ir, and was wrecked. This is one steamer, the railroads really ruined, literally.

The days of river glory are over at last.

But it will be a long while before the Red River forgets Anson Northrup and his voyage across the snows, or the boat that sailed for Winnipeg via the Minnesota.

The Welshman who waited three years for his salary has already joined the immortals. The bantam Welshman who came to a foreign land, and then lived aboard a steamer on the prairies of Minnesota is material for another volume in itself.

Bulletin of Information on Creameries, Cheese and Ice Cream Factories  
Milk Plants and Canneries (1936) By: R.A. Trovatten, Commissioner  
State Agriculture Dairy and Food Department, St. Paul Minn.

Page 17.

Beltrami Co-op Cry. Assn. Beltrami, Co-op. O.G. Gast, Secy.  
Bridgeman Creameries, Inc. Crookston, Independant, R.J. De Ward, Mgr.  
Bridgeman-Russell Co. Crookston, Central, A.E. Mossefin, Secy.  
Erskin Creamery Assn. Erskin, Co-op, E.O. Melsness, Secy.  
Fertile Creamery Assn. Fertile, Co-op, A.O. Gullickson, Secy.  
Fisher Co-op Creamery Assn. Fisher, Co-op, A.L. Merrill, Secy.  
Fosston Farmer's Co-op Cry. Assn. Fosston, Co-op, H.P. Larson, Secy.  
Gully Co-op Creamery Co, Gully, Co-op. C.L. Gunvaldson, Secy.  
Hill River Creamery Assn. Fosston, Co-op. C. Nystrom, Secy  
Lengby Co-op Creamery Assn. Lengby, Co-op. A.N. Ries Secy.  
Maplebay Creamery Assn. Maplebay, Co-op. A. Moen, Secy.  
Mentor Creamery Assn. Mentor, Co-op. E.M. Hanson, Secy.  
McIntosh Co-op Cry. Assn. McIntosh, Co-op, A. Zakrison, Secy.  
Olga Co-op Creamery Assn. Gully, Co-op. R. Thorssen, Secy.  
Rindall Co-op Dairy Assn. Fertile, Co-op, P. Ofstedal, Secy.  
Trail Co-op Creamery, Trail, Co-op. C.T. Lund, Secy.  
Valley Creamery Co. East Grand Forks, Ind. P. Larson and C. Johnson  
Winger Farmers Creamery, Wonger, Co-op. O.T. Smeby, Secy.

Co-operatives.

- 15 Creameries.
- 10 Elevators.
- 3 Insurance companies.
- 10 Livestock Shipping Associations.
- 5 Oil Companies.
- 8 Potatoe Shipping Associations.
- 5 Cooperative stores.
- 21 Telephone Companies.

Creameries listed on page 1&2.

ELEVATORS.

- Angus Farmers Elev.Co. Angus, Minn.
- Farmers Co-op .Elev. Co of Climax, Climax ,Minn.
- Farmers Co-op. Marketing Assn. East Grand Forks, Minn.
- Farmers Elevator & Trading Co, Eldrod, Minn.
- Garfield Co-op .Co. Fertile, Minn.
- Farmers Co-op. Elev. Co. Fisher, Minn.
- Farmers Elev.Co Fosston, Minn.
- Gully Farmers Elev.Co. Gully, Minn.
- Trail Farmers Elev Co. Trail, Minn.
- Farmers Co-op of Winger, Winger, Minn.

INSURANCE COMPANIES

Farmer's Mutual Reinsurance Associations ,of Minnesota are located at Erskin, Gentilly and East Grand Forks.

LIVESTOCK SHIPPING ASSOCIATIONS.

- Gully Farmers Livestock Shpg. Assn. Gully, Minn.
- McIntosh Stock Shpg. Assn. McIntosh, Minn.
- Beltrami Livestock Shpg Assn. Beltrami, Minn.



Cheese Factories. page 23.

Gentilly Dairy Assn. Gentilly, Co-op. E.Lanctot, Secy.

Sanitary Dairy Products Co. Crookston, Ind. G. Conati, Manager.

Ice Cream Plants. page 24.

B.B. Lunch, McIntosh, Minn.

Bridgeman Creameries Inc. Crookston, Minn.

Burslies Ice Cream & Eat Shoppe, Fertile, Minn.

Marks, Drug Store, Fosston, Minn.

Widman's Candy Shop, Crookston, Minn.

Pasteurization Plants. page 30.

Sanitary Products Co, Crookston, Minn..

Sweet Clover Dairy, East Grand Forks, Minn.

Creamery Statistics for 1935. page 5.

Local butter sales, \$703,592.00.. Patrons' butter sales \$293,366.00..

Total Lbs Manufactured, 4,747,977.. Value of butter manufactured

\$1,277,225.41.. Average price received per lb. 26.90.. Lbs butterfat

Purchased 3,877,739.. Value of butterfat \$1,137,439.75 Average Price

paid per lb for butterfat 29.33... Value of butterfat sold in milk

and Cream, \$17,480.18

are

NO CANNING/FACTORIES LISTED FOR POLK COUNTY.



Livestock shipping associations, Continued.

Climax Shpg Assn. Climax, Minn.

Crookston Shpg. Assn. Crookston, Minn.

Livestock Shpg. Assn. Erskin, Minn.

Fertile Farmers Co-op Shpg. Assn. Fertile, Minn.

Fosston Livestock Shpg. Assn. Fosston, Minn.

Clover Island Lake Shpg. Assn. Lengby, Minn.

Trail Shpg. Assn. Trail, Minn.

CO-OPERATIVE OIL COMPANIES

Polk County Co-operative oil Co.

Fosston, Bagley, Erskin, Gonvick, Crookston, Minn.

Farmers Union Oil Co, Crookston, Minn.

Red River Co-op Oil Co. East Grand Forks, Minn.

POTATOE SHIPPING ASSOCIATIONS

Winger Co-op. Potatoe Growers Assn. & Marktg. Assn. Winger, Minn.

Gully Co-op. Potatoe Whse. Assn. Gully, Minn.

Lengby Co-op. Potatoe & Prod. Exch. Lengby, Minn.

McIntosh Co-op. Potatoe Assn. McIntosh, Minn.

Beltrami Farmers Produce Co. Beltrami, Minn.

Climax Shipping Assn. Climax, Minn.

Farmers Co-op Produce Assn. Fertile, Minn.

Fosston Potatoes Growers Assn. Fosston, Minn.

CO-OPERATIVE STORES.

Climax Co-Op Merc. Co. Climax, Minn.

Crookston Co-op Merc. Co. Crookston, Minn.

Fosston Co-op. Co. Fosston, Minn.

Rindal ~~Co-op~~ Merc. Co. Fertile, Minn.

Mentor Co-op Co. Mentor, Minn.

## SCHOOL INFORMATION. (Educational Directory of Minn, Dept of Education)

County superintendent: H.E.Sorvig, Crookston, Minn.

Number of teachers in Graded, Elementary and secondary schools, 158.

Number of teachers in Ungraded and Elementary Schools, 212.

Number of pupils in Graded, Elementary and Secondary Schools, 4,000

Number of pupils in Ungraded and Elementary schools, 3836.

Number of School districts, 93.

Number of School houses, 94.

(Financial Statement, State Board of Education, 1933&34)

PUBLIC SCHOOL ENROLLMENT AND AMOUNT OF AID PER PUPIL.

Page 18.

Federal Vocational Aid under Smith-Hughs Act. \$1,445.50

Federal Vocational Aid under George Reed Act. \$1,808.49

School Library Aid Prorated. \$352.49

Tuition and Teacher's Training Department Aid: \$35,748.00

High, Graded, Consolidated, Semi-Graded and Rural Schools: \$7,694.11

Grand Total to School Districts: \$137,048.59

School Enrollment: 8,260

Average Amount of Aid per pupil: \$16.59

Page 31.

Vocational School at East Grand forks received \$382.50 for General subjects and \$29.00 for evening Home Economics. The Day Agricultural school at Fosston received \$1,034.00 Under Smith-Hughs Act.

Page 32.

Under George Reed Act. Federal aid was granted to

East Grand Forks: \$830.09

Fisher: \$421.36

Fosston: \$557.14.

The above aid was granted to these schools for Day/<sup>Home</sup>Economic Classes

## School, Continued.

Page 176.

PUBLIC SCHOOL COST YEAR ENDING JULY 31st. 1934.

Districts Maintaining Graded, Elementary and High, schools. 11

Enrollment: 4113.

Paid for maintenance: \$251,319.00

Paid for bonds, New Buildings Etc. \$42,594.00

Cost Per pupil enrolled \$61.00

Districts maintaining Elementary and rural Schools 203.

Enrollment: ~~58X~~ 3,899

Paid for maintenance \$170,357.00

Paid for bonds, New Buildings etc. \$8,749.00

Cost Per pupil: \$44.00

Page 182.

ENROLLMENT, VALUATION AND SCHOOL MAINTENANCE TAX LEVY IN MILLS 1933.

Dist. Enrollment. Valuation. Local levy in mills.

Crookston-	1,385	\$2,268,234.	29.12
E. Grnd. Forks-	752----	\$ 905,233.	38.3
Mentor-----	192-----	\$--166,341.	52.1
Fisher -----	211-----	\$--293,159.	35.
Fertile-----	315-----	\$--262,730.	24.31
	133		
Beltrami - <del>xxxxx</del>	<del>179,111</del>	\$--179,111.	23.5
		264,223	34.19
Fosston	369----	\$- <del>213,066</del> .	<del>23.39</del>
McIntosh	331---	\$--213,066	23.39
Erskine	183----	\$--110,181	41.
Climax	164----	\$--239,166	32.8
Carmen	251----	\$--109,315	63.8



## Present Day East Grand Forks.

At the present time East Grand Forks is a city of slightly more than 3,000 population, situated on the junction of the Red Lake and Red rivers, and adjacent to Grand Forks, North Dakota, a city of 17,000 population. It is served by two railroads, the Northern Pacific and the Great Northern and by the federal trunk highway No.2, paved from here to Bemidji. East Grand Forks being a railroad center and adjacent to Grand Forks offers opportunity for many types of employment.

As notable as the Red River valley wheatlands are the extensive sugar beet fields of the Grand Forks region. The farmers raise the sugar beets on contract. The beets are cultivated by horses after which comes a careful weeding by hand. This tedious hand weeding is usually let out on rates of a certain percent per acre. When the beets are full size they are dug, hauled by truck and stacked in a large pile near the American Crystal Sugar Company plant. Freezing does not injure the beets.

The plant operates three months of the year, October, November and December. When all the beets are harvested, a steam shovel loads them on trucks and they are dumped through a chute which carries them to the plant. There the beets are washed and cut up, after which the sugar is extracted from them. This solution is filtered and bleached, then concentrated into vacuum pans. After this the crystals are centrifuged out. The molasses remaining is sent to a plant in Iowa where the last traces of sugar are extracted by a special process. The sugar is re-crystalized and sacked in 10, 25, and 100 pound bags. Lump sugar and powdered sugar are also manufactured.



The beets contain about 17% of sugar. Thus, 100 pounds of beets would yield 17 pounds of sugar. The pulp left after the sugar is extracted is ground for cattle feed. The plant runs on day and night shifts until the supply of sugar beets is exhausted.

Mexican families, experienced in sugar beet culture, have come north for the reason to hire out to farmers. Their mode of speech, their gaiety of manner and dress add interest and variety to the conservative farming community, and bring more wealth to the Red river valley famed throughout the world for its rich resources.

SCHOOLS, CHURCHES, and HOSPITALS.

Cram's Agricultural and Industrial Review of Minnesota. Page, 75, 76, 77.

Crookston: <sup>PUBLIC SCHOOLS.</sup> Academic, Commercial, Industrial, Agricultural, Domestic Science, Art and Normal Dept.

Fosston: Manual training, Domestic science.

East Grand Forks: University of North Dakota can be reached by street car.

THE OFFICIAL CATHOLIC DIRECTORY, Pub, 1935. Page 265, 266.

Diocese of Crookston. Comprises counties of Becker, Beltrami, Clay, Clearwater, Hubbard, Kittson, Lake of the Woods, Marshall, Mahanomen, Norman, Pennington, Polk, Red Lake, and Roseau.

Total area 17,210 square miles.

Bishop-----1

Mitred Abbot-----1

Diocesan Priests-----41

Priests of Religious orders----16

Churches with resident priests-----45

Missions with Churches-----39

Academies for young ladies-----3

Students-----143

High school for girls connected with St. Joseph's and St. Benedict's Academy in Crookston----2

High school for boys 1

Students -----52

High school for girls and boys --1

Pupils-----72.

Parishes with Parochial Schools-----11  
 Pupils in Parochial schools-----1796  
 Indian Industrial schools-----2  
 Pupils-----298  
 Total number of children under Catholic care-----2,094  
 Hospitals-----2  
 Orphan Asylums-----1

Crookston . St. Joseph's Home ~~XXXX~~Orphan Asylum at Crookston is utilized as home for rural boy students who attend the Catholic Cathedral High School for boys.

Catholic Population of Diocese: White, 24,030; Indian 3,970 .

CROOKSTON: Residence of Bishop, Cathedral, High School, also High School for boys only, Chapel, St. Joseph's Home.

Fertile: Mission.

Mentor: Mission, Grade School, High School for girls.

East Grand Forks: Mission. Grade and High School, music and Academic. Sacred Heart Academy and boarding School.  
Fisher: Grade School.

Fosston: Mission.

Gentilly: Mission.

Tabor: Mission.

Crookston: Mount St. Benedict's Academy and Mother house of the O Order of the Sisters of St. Benedict.

St. Vincent's Hospital.

St. Joseph's ~~Hospital~~ Academy.

Principal Protestant Churches are located in the Cities and villages.



minn state  
1858

POLK COUNTY

✓ among the larger counties holding  
Polk County is a large county and holds a prominent position in the famed Red River Valley of the North, which is known everywhere for its fertile soil. Although this was once a famous wheat county, the farmers of today have found that diversified farming is a better source of revenue than is specialized, and the number of farms of the latter type is diminishing rapidly. Grain raising will remain a prominent factor, but, in addition to this, cattle, sheep, and swine <sup>are</sup> pastured on land which formerly was used for grain-raising.

✓ The presence of local markets and the ease with which distant markets can be reached have been deciding factors in the growth of the county. The importance of the dairy industry is reflected in the number of creameries scattered throughout the county. There is hardly a community of any importance that does not have facilities for <sup>grain</sup> the storage <sup>and</sup> or transportation of the large grain crops.

Aside from the large consolidated schools found in the larger towns, the educational facilities are augmented by a number of rural and parochial schools. A library was erected in Crookston and is open to the general public. The Agricultural Experimentation Station not only helps to solve the problems of the farmer, but has become known as a vital part of a great educational institution.

✓ The county is located in the northwestern part of Minnesota, and has a land area of 1,980 square miles or 1,266,560 <sup>or 1,200</sup> acres. At the time of its organization in 1872 its area was 1,931,520 acres, but in 1896, 664,960 acres were taken from it to form Red Lake County. It has a few lakes, none of any large size, and only 6%, or 74,200 acres, is classed as water. Through recent drainage even this small area has been decreased.

✓ The county is bordered on the west by the Red River; on the south by Norman and Mahnomen Counties; on the east by Clearwater County; and on the north by



Pennington, Red Lake, and Marshall Counties.

✓ Since this area was once covered by the waters of the ancient glacial Lake Agassiz, the predominating soils are lacustrine black clay and clay loam.

✓ The western part of the county is known among geologists as the Crookston Area. Its outstanding topographic features are a broad level valley once filled by the lake and a series of ridges or beaches marking the recessional stages of the lake. The valley has a northwest slope that is fairly level in appearance, but which is actually made up of many shallow basins and gentle swells. The entire area is well populated with the exception of Kertsonville and Parnell townships. These have much swamp land.

✓ The soils of the county as a whole are derived from glacial drift and from materials deposited by ancient rivers after Lake Agassiz had receded. This is especially true of the soil in the western part of the county. The light soils covering the eastern portion of the county were also deposited by the lake, but were modified by wave action. The soils have a high organic content. This material was accumulated during the swampy stage of the entire region.

✓ The Crookston Area was the subject of an exhaustive study by the Bureau of Soils, the major soil types being the following: Fargo Clay Loam, Fargo Fine Sandy Loam, Sioux Gravelly Sandy Loam, Benoit Loam, Benoit Fine Sandy Loam, McLeod Sand, Fargo Silt Loam, and Peat.

A ✓ The Fargo Clay Loam covers 320,640 acres in the southwest part of the area and consists of a layer of dark brown to black silt clay. Its high organic content leaves it loamy, friable, and easily cultivated when dry. During the wet season it is very difficult to plow, also very unproductive. Drainage will enhance its utility.

The Fargo Fine Sandy Loam consists of strips of fine to very fine sandy loam with a fine sandy loam subsoil that runs north and south in the center of the Crookston Area. It is easily cultivated and can be plowed earlier in the spring,

and sooner after heavy rains, than heavier types of soil.

In the eastern part of the area there are 24,448 acres of Sioux Gravelly Sandy Loam. It is a black loamy sand with a high organic content. The soil is excessively drained and for this reason is subject to severe drought. If the spring is unusually wet the soil is very productive.

The Benoit Loam covers 31,360 acres of the eastern part of the area. This is dark brown to black loam or heavy sandy loam full of decayed vegetation and with a heavy gritty subsoil. Its main value is for the growth of native grasses to be cut for hay.

The Benoit Fine Sandy Loam is in the northeast and is a 12" to 15" layer of fine, black sandy loam with a grey to yellow sandy subsoil. The very little that is under cultivation is used mainly for hay meadows and pastures.

The McLeod Sand, found only in Liberty Township, <sup>(Sc)</sup> is well adapted to early maturing crops. It is especially good during wet seasons.

The Fargo Silt Loam, which covers 20,032 acres in Rhinehart, Huntsville and Bygland Townships, is easily cultivated. <sup>(R.P. Valley)</sup>

The peat is found only in Scandia Township <sup>(south)</sup> and is of little value agriculturally.

Much of the land that is too wet to use has been drained or is in the process of being drained. The 1930 Census shows that 335 farms drained 35,807 acres that year. Since the institution of drainage in the county, there has been a decrease of 90.6% in the amount of land unfit for cultivation and an increase of 94.9% in the amount of usable land.

Up to January 1, 1930, the County had expended \$2,295,076 for drainage purposes, or an average of \$3.01 an acre. Altogether the county has 747,813 acres of land To here being drained by 640 miles of ditches.

The high rank Polk County has attained in the production of crops and in allied fields of agriculture are merely reflections of general climatic conditions. While certain types of the soil are easily affected by drought, this county in general compares favorably with its neighbors. According to a 26-year record kept



*1228 elevation*  
 at Fosston, Polk County has an average rainfall of 28.81" and an average annual temperature of 38.40°. The following is a synopsis of the weather bureau record:

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	
INCHES OF RAINFALL	0.44	0.60	0.96	1.27	2.64	3.89	2.85	2.84	2.46	1.52	0.88	0.66	28.81 in.
AVERAGE TEMPERATURE	2.40°	8.3°	23.5°	41.2°	52.6°	63.1°	67.6°	65.0°	56.4°	43.8°	26.2°	10.1°	- 38.4°

*Farm Income*  
 The growing season averages 126 frost-free days. The first killing frost in the fall arrives about September 23, and the last in the spring about May 20.

It is a far cry from the days when the pioneer farmers of Polk County and the Red River Valley regarded wheat as the only certain source of income. Agricultural progress has been forging ahead rapidly in the past two decades, and with diversified farming has come a diversified source of income. In 1930 the University of Minnesota conducted an investigation into the sources of income in Polk County. Twelve representative farms were studied and results show that 15% of the income was derived from wheat; 15% from dairy products; flax, 8%; sugar beets, 6%; potatoes, 6%; other crops, 6%; cattle, 10%; sheep, 1%; swine, 5%; poultry, 5%; outside labor, 6%; and miscellaneous, 4%.

*Census reports*  
 According to the 1930 Census, the county had an income of \$9,094,920 that year. Of this sum 43.69% was received from the sale of all crops; 27.73% from the sale of dairy and livestock products; 15.18% from the sale or trade of livestock products; 12.96% from products used by the family of the operator; and .44% from the sale of forest products.

Translating the farm income according to the type of farm on which they were earned, the general type earned 29.6%; dairy, 25.69%; cash-grain, 19.43%; crop-specialty, 18.95%; animal-specialty, 3.67%; abnormal, .98%; poultry, .79%; self-sufficing, .50%; and truck, .39%.

*Census Reports*  
 In 1930 Polk County had a population of 36,019, of which 83.1%, or 29,935, was

29.60  
 25.69  
 19.43  
 18.95  
 3.67  
 .98  
 .79  
 .50  
 .39  
 100.00



native white and 16.1%, or 5,799, was foreign-born. A large percent of the native white is second and third generation.

Of the foreign-born 50% is Norwegian, 13% is from Canada, and 16% from Sweden. Other fairly large racial groups are the Germans and Czechoslovakians.

The large number of cities and villages is apparent when <sup>one</sup> learns that 26.4% of the population of the county is classified as urban. The rural population consists of 26,776 persons, of whom 20,359 are rural farm residents and 6,417 are rural non-farm.

*County  
Sub Divisions*

Although the county has only two cities with a population over 2,000, the cities and villages are in all respects well developed and progressive communities. The county is subdivided into sixty townships and has two cities and twelve villages, all incorporated. The population for the following are from the 1930 Census.

<u>Town</u>	<u>Population</u>	<u>Town</u>	<u>Population</u>
Crookston	6,321	Mentor	265
East Grand Forks	2,922	Winger	258
Fosston	978	Climax	239
Fertile	800	Beltrami	226
McIntosh	688	Neilsville	186
Erskine	511	Lengby	144
Fisher	297	Gully	138

*Muskego*

Crookston, the county seat, is the major distributing center of the Red River Valley and the major trading center of the area. Just north of the city is the Northwest School of Agriculture and Experimental Farm of the University of Minnesota. Among the business units are a flour mill, breakfast food mill, flax fibre factory, tannery, 2 creameries, 2 foundries and 2 tile factories. There are about 37 wholesale and over 300 retail business units. It is the center of the sugar beet and potato industries, has a number of poultry dressing stations and a co-operative livestock shipping association. Its churches represent all denominations.

East Grand Forks, adjacent to Grand Forks, N.D., is the second largest community in Polk County due to its location at the junction of 2 rivers, the Red and Red

Lake, and of 2 transcontinental US Highways, #81 from Texas to Manitoba, and #2 from Portland, Maine, to Portland, Oregon; to its position as a railroad center; and to the opportunities it offers for employment. Situated in the heart of the Grand Forks sugar beet region, this site was selected in 1926 by the American Beet Sugar Co. for its \$2,500,000 factory, which operates 3 months a year. This sugar beet industry has attracted many Mexicans who have added color to an otherwise conservative farming region. In addition to its business units, East Grand Forks has 3 hotels, 1 Presbyterian, and 1 Catholic church.

Fertile, with flour and feed mills, 3 grain elevators, a creamery, and a brick and tile factory, is one of the most progressive of the smaller towns. The Polk County Fair is held here each year.

Fosston is the largest community in the southeast corner of the county. It has a creamery, chick hatchery, flour mill and co-operative livestock and poultry shipping associations. It has 1 Catholic, Methodist, Baptist, and 4 Lutheran churches.

McIntosh is purely an agricultural community as is witnessed by the fact that it is the site of a sleigh and harrow factory, creamery, and co-operative associations for the shipping of potatoes, butter and other livestock products. The 5 churches are Congregational, Baptist, and Lutheran.

Erskine is located in the southcentral part of the county and has a flour mill, creamery, and co-operative associations for the shipping of livestock and potatoes. The 2 churches are Lutheran and Methodist.

*Co-ops* The co-operative movement has been a big factor in Minnesota agriculture, and this is especially true in Polk County. Outstanding in this field are the co-operative creameries and associations for the shipment of all types of products from the county. There is scarcely a community in the area that does not have some sort of co-operative enterprise.



In 1930 the co-operatives of Polk County sold products valued at \$1,431,018. A major part of the income thus derived was from dairy products. The fact that it has fifteen co-operative creameries is a reflection of the great importance dairying has attained. Fertile, Fosston, and Gully each has 2 co-operative creameries, and Beltrami, Erskine, Fisher, Lengby, Maplebay, Mentor, McIntosh, Trail and Winger, one each.

Independent creameries are located at Crookston and East Grand Forks, and a centralizer creamery is located at Crookston. Both cities have pasteurization plants. A co-operative cheese factory is located at Gentilly and an independent one at Crookston.

In addition to the foregoing there are 10 co-operative elevators, 3 insurance companies, 5 co-operative stores, 21 telephone companies, 10 livestock shipping associations and 8 potato shipping associations.

In 1930, 1,910 farms reported on their taxes. Of the total, 91.3% reported paying \$258,905. Based on a land and building evaluation of \$14,869,014, the tax averaged \$.70 per acre. The ratio of the taxes to the value was 1.52.

The 1935 taxable value for the county was \$13,360,049 and the total general tax was \$348,925. The average tax rate was 25.83 mills. (At the same time the county and its subdivisions had a debt of \$361,642, or a per capita debt of \$10.04. The debt, therefore, was 2.70% of the taxable value.)

Of the 1,910 farms reported in 1930, 841 were free from mortgage while 922 were mortgaged to the extent of \$3,658,189; i.e., a mortgage debt of \$3,968 per farm or \$20.21 an acre. The debt totaled 44.70% of the value of the farms.

On January 1, 1936, the State Rural Credit Bureau had 367 mortgages in the county amounting to \$1,445,631.19. On that date the county ranked second in the value of farms owned by the Bureau. It had 226 farms valued at \$1,836,964.72.

All types of transportation facilities are well developed in Polk County. Crookston is connected by rail with Duluth, Winnipeg, the Twin Cities, and all



points west by major branches of the G.N. railroad system. A branch line extends from Crookston to Fargo, North Dakota; and a branch of the N.P. touches East Grand Forks.

Bus transportation is furnished by the Northland-Greyhound, and Liederbach Bus Lines.

*Trans.* All parts of the county are accessible through the use of US Highways #2, #59, #75; and Minnesota State Highways #32, #81, #92 and #102. *(Paved / Survey)*

The Catholic Diocese at Crookston operates St. Vincent's Hospital and St. Joseph's Home. The latter is an orphan asylum which is used also as a home for the rural boys who attend the Cathedral High School for Boys.

*Churches* While all religious groups are represented in Polk County, the Catholic Church is the largest single religious element, having a membership of 24,000 white and 3,970 Indian adherents. Polk County is a part of the Diocese of Crookston. With headquarters in Crookston, it has complete control of Catholic matters in Becker, Beltrami, Clay, Clearwater, Hubbard, Kittson, Lake of the Woods, Marshall, Mahnomen, Norman, Pennington, Polk, Red Lake, and Roseau Counties.

In Polk County the church is represented by 1 Bishop, 1 Mitred Abbot, 41 Diocesan Priests, 16 priests of religious orders, 45 churches with resident priests, and 39 mission churches. A mother house of the Order of the Sisters of St. Benedict is in Crookston.

*Schools* Polk County has 93 school districts with a total of 94 school buildings. During the 1933-1934 school term there were 158 teachers in the graded, elementary and secondary, schools and 212 in the ungraded and elementary schools. In both classes of schools there were 7,836 pupils.

During that season the schools received \$137,048.59. Some of the sources of this income were: Federal Vocational Aid under the Smith-Hughes Act, \$1,445.50; Federal Vocational Aid under the George Reed Act, \$1,808.49; School Library Aid, \$352.49; Tuition and Teachers Training Department Aid, \$35,748; High, Graded, Consolidated, Semi-Graded and Rural Schools, \$97,694.11. The average amount of

aid per pupil was \$16.59. The Vocational School at East Grand Forks received \$382.50 for general subjects, while the Day Agricultural School at Fosston got \$1,034 from the Smith-Hughes Act.

For the school year ending July 31, 1934, there were 11 districts maintaining graded, elementary, and high schools with an enrollment of 4,113 pupils. The cost of maintenance was \$251,319 and \$42,594 was paid for new buildings and school bonds. The cost of educating each pupil was \$61.

In addition to the regular public school facilities, Crookston offers departments in commercial, industrial, agricultural, domestic science, art, and teachers' training courses, and Fosston has manual training and domestic science departments. For those desiring a higher education, the University of North Dakota is easily reached by street car from East Grand Forks.

Other educational facilities have been made available by the Catholic Diocese of Crookston. The units of this system include 3 academies for girls, a high school for boys, a high school for boys and girls, and a girls' high school, in connection with St. Joseph's and St. Benedict's Academy in Crookston. Mission schools are operated at Fertile, East Grand Forks, Fosston, Gentilly, and Tabor. East Grand Forks also has a grade and high school and Mentor has a grade school and a girls' high school.

The educational system of Polk County is augmented by 2 industrial schools for Indian pupils.

*Libraries*  
The public library at Crookston, with 10,814 volumes and 3,343 regular borrowers in 1935, supplements the school libraries.

The day of the pioneer is now only a memory, but opportunities to establish a new home in Polk County are as plentiful as in the days of its settlement. Land is priced according to improvements and nearness to markets, but a general low cost prevails. For those seeking an already established farm, the State Credit Bureau maintains a branch office at Crookston. Here any type of farm may be obtained at a reasonable cost and on long term payments.

Other inducements offered by the county are available markets, developed transportation facilities of all types, soils whose fertility has long been known, and more modern conveniences such as Rural Free Mail Delivery and telephone service.



## COUNTY OUTLINE

## I. Mound Builders.

Very brief.

## II. When the Indians were here.

## 1. How did the country side appear?

Forests - prairies - kinds of trees - berries - flowers.

(What can be found now?)

## 2. Animals &amp; birds.

Buffalo, fur-bearing animals, pigeons, wild turkeys etc.

(What wild animals live here now? Birds?)

## 3. Name of Tribe - and where they came from - why.

## 4. How did they live?

(Are there any Indians in the county now? Compare the way they live now with early days. Schools, Clothing, etc.)

## III. The First White Men.

## 1. Explorers - What were they looking for?

Did they make any maps?

(If map exists could you find your way about with it today?

Compare exploring of old days with government surveys, investigations, etc. of today. Road crews etc.)

## 2. Fur Traders.

Why did Europe and New York want furs? Fashions.

What kind of furs -

How did they get them -

What was the nearest post and how were they shipped -

How much did they make -

How did they dress?

(Describe a modern fox-farm. Are there ermine, beaver, etc., now?)

#### IV. Missions and Missionaries.

#### V. Settlers.

1. What nationality.

2. Why and from where did they come?

(Are there any people from the "old country" in your neighborhood? Can you tell their story?)

3. What kind of houses did they build? Furniture? (Where does the material your house is made of come from? Where the furniture?)

4. How did they get their water?

(Describe a modern wind mill or a municipal water plant.)

Were there any typhoid or cholera outbreaks? (How is your water protected from contamination?)

5. What did they eat?

6. Where did they go to church?

How far did they have to travel - How was the minister paid - Length of sermons - Sunday School - etc.

(Compare with church today.)

7. Were there lumber camps - describe -

(Compare with a wood products factory.)

8. Describe the first saw-mill -

(Describe a modern saw-mill.)

9. First flour mill - (modern flour mill.)

## VI. What Father did -

What vegetables were first raised? (now)

What did they sell?

Bartering? (Was there any bartering attempted in your village?)

Threshing - (modern farm machinery) -

The hired man (threshing crews) -

Feeding the animals (silos) -

Cows (modern dairying) -

Pigs (modern slaughtering) -

## VII. What Mother did -

Care of milk, etc. (modern creamery, butter & cheese making) -

Weaving & sewing - Cleaning, etc. - (modern sewing, etc. appliances) -

Canning - (modern canning factory) -

Chickens - (modern chicken farm).

## VIII. The Roads - Transportation

Old roads - 1st railroads.

Steamboats, stage-coaches -

(modern road building, compare old locomotives with Zephyr  
etc., Busses or Stages.)

## IX. The School.

Equipment - length of school hours, terms etc. (spelling matches,  
singing school) -

(Compare with radio - umbrella court, children calling  
up to get listeners for opera, etc.)

## X. The Store.

What was bought and what was made at home. (Compare.)

## XI. County Organization &amp; Government.

How and by whom platted?



(Describe townships)

When organized - (Present government - County officers, etc.)

Town meetings - (Voting places, Garages, Cooperatives, etc.)

Submitted by:  
Mrs. Agnette M. Lohn,  
Fosston, Minnesota.

Answers to Questionnaire  
Sent by Earl Chapin, State Editor

East of Crookston, 8 or 9 miles, a country road running north, converges with U. S. Highway No. 2. At the junction of this road is a wooden marker giving inscription of the Old Crossing Treaty monument and how to reach the old crossing ford of the Red Lake river at Huot which is 7 miles north of U. S. Highway No. 2 over a dirt road.

As this country road is impassible during wet weather, it is advisable that travelers continue west a short distance to where a graveled county road leads north to Gentilly, a distance of  $2\frac{1}{2}$  miles from U. S. Highway No. 2. Continuing north from Gentilly,  $6\frac{1}{10}$  miles along the graveled county road, one reaches Huot from where the graveled road runs north to Dorothy. Bordering the graveled road near Huot is the "Old Crossing Memorial Park" which adjoins Red Lake river on the south. Close to the Huot road in the park is a granite monument of the Old Crossing Memorial Park, having a bronze tablet with an inscription. A part of the inscription reads: "Here stood the old cottonwood tree which served as a post office for the early settlers." There is no cottonwood tree at this point. From the inscription, visitors would be inclined to believe the tree was destroyed and the monument erected in its place. Near the monument a trail branches west off the main road and circles through the park. About 300 feet down this trail is a small granite monument having a bronze tablet with the inscription "Ox Cart Trail." Close to this monument is a giant cottonwood tree. The hoary trunk is deeply grooved and parts of its massive limbs are broken off near the top.

Mrs. Agnette M. Lohn,  
Fosston, Minnesota.

Answers to Questionnaire  
Sent by Earl Chapin,  
State Editor.

There is no inscription on the monument or tree to indicate that this is the historic old tree which served the early settlers as a post office. However, an interview with Earnest Huot, a grandson of the pioneer Huot, for whom the town was named, gave us reliable information that this is the tree which served as a post office for the early settlers. About 50 feet from the Ox Cart Trail monument and ancient cottonwood straight across to Red Lake river was the old crossing ford of the Pembina trail but there is no monument there to mark the old ford. Here the river is narrow and the shallow water flows over riffles and a smooth rock bottom.

The ford or old crossing of the river is reached quickly by the fine graveled roads leading from north and south into Huot which is less than a half mile east of the ford. The

The 9 acres comprising the Old Crossing Memorial Park was donated to the State of Minnesota in 1931. Let us hope that money can be spent to improve this beautiful historic spot.



*Section 3*  
Submitted by  
Mrs. Agnette M. Lohn  
Fossten, Minnesota

*Polk*  
Lengby, Polk County,  
Area 1980 Sq. Mi.  
North-central, Minn.

Field Notes

Name of town: Lengby, situated on G. N. Railroad, 1 mile  
north of highway no. 2/

Population: 144, hotel, restrants, stores, garage.

Transportation: Railroad, bus line, highway.

Resorts: Tourist camp.

Industry: Agriculture, dairying, sheep-raising, cord-wood  
and pulp-wood cutting, trapping.

School: Public school

Churches: Scandinavian

Elevation: 1395

Mrs. Agnette M. Lohn  
Fosston, Minn.

Narrative of Field  
Notes of Lengby environs.

*Polk Co. Minn*

### Lengby and Spring Lake

The country around Lengby is gently rolling and well adapted to general farming and dairying. Between cultivated farms are strips of land timbered with balsam spruce, birch, oak, poplar and jack pine where sheep-raising and cord-wood cutting is carried on. The low marshy land is saturated with springs whose cool pure water gather into rivulets that flow into Spring Lake. Since the lake is fed by springs, it is deep and cold and offers good fishing of bass, pike and pickeral. There is swimming, boating and a tourist park with a camp-kitchen and well. The adjacent springs supply pure drinking water and offer cool woodsy spots where one can linger over a basket lunch.

### Speckled Trout and a Beaver Dam.

Driving east of Lengby over a country road about one mile, one comes to a spring fed creek which flows into Spring Lake. Trout often measuring a foot in length can be taken in this creek. Further up this delightful little creek are two beaver dams and two dens made from poplar trees which line the stream. The parent beavers came to the creek in the fall of 1934 and have become domiciled.



Lengby Narrative  
P. 116 Co. Minn

### Among the Christmas Trees

The black spruce timber surrounding Lengby and stretching south towards Ebro supplies employment for the cutting and shipping of spruce for the Christmas tree trade. Uniform trees are cut and stacked in clearings or placed in temporary shelters until the time for delivery of the Christmas trees by truck, sled or railroad to the various cities and towns. Bittersweet is often gathered and shipped for Christmas decorations. Trapping of small fur-animals is carried on in the adjacent marshes.



Mrs. Agnette M. Lohn  
Fosston, Minnesota

State Editorial Copy  
of Lengby narrative.

*Polk Co. Minn*

The interest and charm of the Lengby country centers around Spring lake with its sparkling springs, its charming rivulets and woodlands. The fine boating and swimming offer inducement to tourists. Its productive farm lands bring in new settlers.