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Writers Project Research Notes.

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Winona Republican

1

14

Historical Society

Date Line of Story /

1/Fri. P.M. Feb. 1, 1856

1/Tue Feb. 26, 1856

/G. H. Shepard

page 1, col. 3

Excerpts from the Annual Address delivered by Hon. Henry H. Sibley,  
before the Minnesota Historical Society.

"VOYAGE IN MACINAC BOATS FROM PRAIRIE DU CHIEN TO RED RIVER COLONY.

In 1820, on the 15th of April, three Macinac boats manned with six hands each, and laden with 200 bushels of wheat, 100 bushels of oats, and 50 bushels of peas, under the charge of Messrs. Graham & Ludlow, left Prairie Du Chien for Selkirk's colony on the Red River of the north. They were detained by ice at Lake Pepin and the crews planted their Maypoles thereon. On the 3rd of May the ice was sufficiently broken up to allow the boats through the Lake. The voyage was continued up the Minnesota river to Big Stone Lake, from which a portage was made into Lake Travers, about one and a half miles distant, the boats being drawn across on wooden rollers. Traversing the latter body of water, and descending the Sioux Wood river, to the Red river, the party arrived at Pembina in safety with their charge, on the 3rd day of June. Pembina was at that time, as now, a small hamlet, the rival companies of the Northwest and Hudson Bay having each a trading post at the confluence of the stream with the Red River, but on opposite sides. -- The crop at Selkirk's colony have entirely failed the previous year, the grain was much needed for seed the ensuing season, and of course commanded a high price. The trip performed in these boats is worthy of mention, as it is the only instance of heavy articles being transported the entire dis-



Contin'd from 1-A

tance from Prairie Du Chien to the Red River settlement, with the exception of a portage between Big Stone and Traverses lakes, by Charles St. Antoine, who was one of the crew. \* \* \*. The party returned across the plains on foot, as far as Big Stone Lake, from which point they descended to Prairie Du Chien by canoes."

Description  
Part Root Valley

Power. Sites

Winona Republican

Date Line of Story

Nov. 29, 1855

1

4

Tue. Dec. 11, 1855

Hist. Soc.

G. H. Shepard

page 3, col. 1

Excerpts from col. captioned, 'Another New Town.' A letter to the editor of the Winona Republican from Marion, describing Marion, Olmstead County, M. T.

" \* \* \* We are situated on section 35, township 106 range 13 west, within one mile of the north branch of the Root River, upon which there is a good water power. We are on the direct road from Winona to Rochester, about forty miles from Winona and about eight from Rochester, within three miles of the centre [sic] of the county, eleven miles from Chatfield, and but one half a mile from the main stage road from Dubuque to St. Paul. \*\*\*

The soil is an undulating prairie, of a rich loam, interspersed with groves of timber.

The north branch of the Root River is but one mile from us, which affords good water power. It is a bold and rapid stream, furnishing much speckled trout in abundance.—The springs are numerous, cold and of crystal purity. \*\*\*

The inducements to settlers are, good land can be had here at Government prices by actual settlers. Goods, groceries and provisions are as cheap as you can find in any other portion of Southern Minnesota. \*\*\*."



Money Creek

Power Sites

Winona Republican

Feb. 12, 1856.

1

12

Hist. Soc.

G. H. Shepard

page4, col 6

## "NEW MILL ON MONEY CREEK

\*\*\* The most direct route to this mill, is to take the La Crosse road, turning off six miles south of Cooper's. The mill is about 25 miles from Winona over a good road and passable by loaded teams without any difficulty.

Fresh Meal kept constantly on hand at the Mill. \*\*\*"

Winona County

Whitewater

Mississippi

Mill Sites

Winona Republican

1

24

May 6, 1856

Historical Society

G. H. Shepard

page 2, col. 2

**"MIMEISKA.**

About a year since there were only two log houses at this point, and this now important town site was covered with heavy oak trees. \*\*\* Two or three stores are about being opened there; a small but excellently kept Public House has been opened. The commissioners of the Territorial Road to Oronoco have gone out with a competent surveyor, and are now on duty. The new country road from the Sweet Settlement comes in at the lower end of the town; substantial improvements are being made at the various important Mill Sites on the Whitewater, which are naturally tributary to Mimeiska, and the beautiful valley is nearly all occupied by thrifty settlers. \*\*\*"



South Branch  
Rollingstone Creek  
(Winona County)

Mississippi

Water Power Sites

Winona Republican

1

25

May 13, 1856.

Historical Society

G. H. Shepard

page 2, col. 1

"Stooton, about eight miles distant, is beautifully situated in a fertile region of country, possessing the advantage of a good water power, upon which is built several good mills, a convenience and a necessity to any place. \*\*\*"

Zumbro

C.

Power Sites

Winona Republican

1

25

May 13, 1853

Hist. Soc.

G. H. Shepard

page 2, col. 1

"Rochester, in Olmstead County, is already widely known. The water-power is pronounced by all judges as the best in Southern Minnesota; and when the mills are completed which are now building, will draw large numbers of enterprising men, to enjoy the many advantages the place affords."



South Branch  
of Root River.

7.  
Power Sites

Winona Republican

1

25

May 13, 1858

Historical Soc.

G. H. Shepard

page 2, col. 1

"Preston, is a small town, but is now the County Seat of Fillmore County. It has a good water power and a three story mill, built of stone, and is doing a thriving business. It will undoubtedly become an important point."

NEEPSPUN BOND

Badger Run Creek, Trib.  
to the South Zumbro

Mississippi

Power Sites

Winona Republican

1

25

May 15, 1856

Hist. Soc.

G. H. Shepard

page 2, col. 1

"Marion is also a new town, about forty miles from Winona, but during the last year it has received an impetus from the newly arriving emigration, which promises to make it one of the largest inland towns in the Territory. Col. James De Graff, one of the enterprising proprietors, has erected many buildings for the accommodations of the newcomers, and spared neither pains or expense to make it a desirable location. There is an abundance of timber here, and also good flouring and timber mills. \*\*\*"



Root

Power Sites

Winona Republican

1

25

May 13, 1856.

Hist. Society

G. H. Shepard

page 2, col. 5

"At Chatfield I found the citizens wide awake, and full of projects for the improvement of their place. They already have one Steam Saw-Mill in operation, and two water Mills nearly ready to run. The fine body of timber at that point renders such improvements doubly valuable both to the town and the owners of the Mills. The removal of the Land Office from Brownsville to that place will also tend much to help the growth of the town."

Root

Power Sites

Winona Republican

1

25

May 13, 1856.

Hist. Soc.

G. H. Shepard

page 2, col. 1

"Chatfield, in Fillmore County, is attracting attention from all classes, and at present bids fair to distance all its competition. The U. S. Land Office has been removed from Brownsville to that place, and capitalists are beginning to invest considerable money - and wherever that commodity is abundant business is sure to prosper. As an agricultural district, it is one of the best."



Badger Run  
Creek. Trib. to the  
South Zumbro

Mississippi

Power Sites

Winona Republican

1

25

May 13, 1856

Hist. Soc.

C. H. Shepard

page 2, col. 5

"Marion formerly known as Kinney's stand, and which only began to attract attention late last fall, is fast becoming a prominent point; and unless Rochester looks sharp, this rival point will soon shear her of her laurels. Col. De Graff the principal proprietor. [sic] I found to be a gentleman of affability and untiring zeal. He has a Steam Saw-Mill and a Grist Mill in operation, and has a first rate water power near by, on which he intends erecting a first class Flouring Mill during the summer, and which will add much to the business of the place. \*\*\*"

Rollingstone Creek

Mississippi

Power Sites

Winona Republican

1

25

May 13, 1856

Historical Soc.

G. H. Shepard

page 2, col. 5

"At Stockton I found friend Dodge busy as ever with his improvements now under way, and others in contemplation. Although the extreme cold winter, and Spring freshets had not only delayed his getting his Saw and Grist-Mill into operation as soon as contemplated, but had also injured it to the amount of several hundred dollars, yet, with his known energy and perseverance, he has not only repair<sup>ed</sup> the damages, but has made it even more permanent than before. The saw which is a Midey, got up on the most improved plan, will be in operation in a couple of weeks, much to the joy of those in the vicinity who wish to build. He has also introduced a new-fashioned water wheel, which is said by those who have tried it to be a very superior article. It is, I believe, the first of its kind to be brought into the Territory. \*\*\* He also has a Turning Lathe, Circular Saw, etc, ready to set up, and as he informs me, has perfected arrangements with gentlemen to commence the manufacturing of Fanning Mills and other agricultural implements, and also will start a cabinet business. \*\*\*. I can not imagine why, under the management of a man of Mr. Dodge's character and ability, it should not become the most important mechanical town in this region. The mill power is fed by springs, which renders it durable, and hence valuable." \*\*\*

CVM



Ashland later  
absorbed into Dodge Center,  
Dodge County

Root

Power Sites

Winona Republican

1

28

June 5, 1856

Historical Society

G. H. Shepard

page 2, col. 3

"\*\*\* The site of Ashland was selected in November last, and the first building selected in December following, and notwithstanding the severity of the winter, the backwardness of the spring, and the difficulty of procuring lumber, there is now a hotel, two stores and about fifty inhabitants. There is also a Steam Saw Mill in process of erection, which will be in operation the coming summer. \*\*\*"

Zumbro mid.  
Branch

Power Sites

Winona Republican

July 29, 1856.

1

36

Hist. Soc.

page 2, col. 4

G. H. Shepard

" \*\*\* Mantorville is the county seat of Dodge County; it is a fast growing town, surrounded by a excellent farming country, well watered and well timbered. It is situated on the middle branch of the Zumbro river, with a good water-power which has a saw-mill and one run of stone. Messrs. Lancaster & Wilbur are now constructing a Flouring Mill with four run of stone, to be completed in time for fall crops."



Red River Valley

Salt Beds

Winona Republican

Aug. 5, 1856

1

37

Hist. Soc.

G. H. Shepard

page 2, col. 5

[An Exchange from the 'Henderson Democrat.'

## SALT IN MINNESOTA.

The salt region between the Shyenne and the Red River of the North, which has furnished the Red River settlement and the Hudson Bay Territory with that indispensable article, for a series of years, has been long known to our citizens, and has excited much interest in the last year or two, but the existence of extensive salt beds much nearer our valley, is not yet generally known.

Cannon

16.

Power Sites

Winona Republican

1

41

Sept'r/21c/ 2, 1856

Hist. Society

G. H. Shepard

page 2, col. 4

"Waterford is the name of a town situated twenty miles from Hastings, on the Cannon river, and is going ahead rapidly. A hotel and saw mill will be in operation this fall."



Vermillion River

Power Sites

Winona Republican

2

3

Jan. 20, 1857

Historical Soc.

G. H. Shepard

page 3, col. 1

Vermillion, Dakota County

"On the 31st ult., a workman at the Vermillion Mills had his leg crushed by being caught in the machinery so badly as to render amputation necessary. During the operation he died."

Note: I cite the above to show establishment of a mill at Vermillion in 1857.

Zumbro - North  
Middle Branch Pine Island,  
Goodhue County

Power Sites

Winona Republican

2

3

Jan. 20, 1887

Hist. Soc.

G. H. Shepard

page 3, col. 1

"A new town called Pine Island has been located on the North -  
middle branch of the Zumbro, six miles from Cronose, Dodge County.  
It has two stores, one water and one steam saw-mill, \*\*\*"



La. Suor

Straight

Power Sites

Winona Republican

2

11

Feb. 10, 1957

Hist. Soc.

C. H. Shepard

page 2, col. 4

"ST. MARY, - \*\*\* is the name of a new town on the La Suor river in Steele County, and is said to be a very eligible site. It has the advantage of water power, upon which an excellent saw-mill has been built, and a large grist-mill is to be ready by autumn."

CVM

Shell Rock  
(Iowa)

20.

Power Sites

Winona Republican

2

12

Feb. 17, 1857

Hist. Society

G. H. Shepard

page 1, col. 6

"BANCROFT. - This town, situate (sic) in the center of Freeborn County, \*\*\* Water can be found by digging a moderate distance, anywhere in the place, while the clear waters of Silver Creek add to the many charms which nature has strowed around in such profusion. - While the proprietors have secured both Grist and Saw mills for construction in the spring, \*\*\*"



Whitewater

Power Sites

Winona Republican

2

12

Feb. 17, 1867

Historical Society

G. H. Shepard

page 1, col. 6

"WHITEWATER FALLS. - This new town \*\*\* It is situated on the main branch of the Whitewater River, and commands the first water power on that stream, from the Mississippi upward. From six to eight feet head may easily be obtained, with a natural tail race, having some four feet fall."

Elk River

Power Sites

Winona Republican

2

12.

Feb. 17, 1857

Historical Society

G. H. Shepard

page 2, col.4

[Excerpts from a] "LETTER FROM THE UPPER COUNTRY."

'Orono,' at the mouth of the of the Elk River, has a good water  
power. \*\*\*"



Shayenne

Red River

Navigation

Winona Republican

2

12

Feb. 17, 1857

Hist. Soc.

G. H. Shepard

page 2, col.4

[Excerpts from a]

"LETTER FROM THE UPPER COUNTRY.

\*\*\*. Towns and settlements are also rapidly being made on the route to the Red River, and a party have gone out to start a town at the mouth of the Shayenne River, said to be the head of navigation on the Red River. Another party have gone out to a place called Graham's Point, still further up the river, and navigation is still said to be good as high up as that place."

Blue Earth

Minnesota

Power Sites

Winona Republican

2

15

Mar. 10, 1857

Historical Society

G. H. Shepard

page 2 - col. 2

"Blue Earth City. - \*\*\* the county seat of Faribault County, \*\*\* between the east and west forks of the Blue Earth Rivers, \*\*\* and twenty feet above the water of said streams. \*\*\* Two saw-mills are being built, one on the city plat, and the other a half a mile south. \*\*\*"

CVM



Zumbro

Power Sites

Winona Republican

2

1

April 7, 1857

Hist.Soc.

G. H. Shepard

page 2,col.2

"Among the many new towns springing into existence in the interior of our flourishing Territory, Pine Island deserves a passing notice. \*\*\* The North middle branch of the Zumbro River runs through the town site, and forms a junction with the South middle branch within a few rods of the east boundary of the town. On the last named branch there is an excellent water power, sufficient for a large flouring mill. There is also a good water power on the North middle branch. \*\*\*"

Winona Republican

11

29

June 16, 1857

Hist. Society

G. H. Shepard

page 2, col.4

[Source: Sectional Survey Map 1864 on Zumbro River across from  
Alma, Iowa.]

"TEPECOTAH. - We learn that this new town laid out by Gov. Ford,  
of Ohio, and others, last fall, is progressing with great rapidity this  
summer. Among other improvements, there is a fine large hotel being built  
by Mr. J. B. Grimshaw, a large saw-mill by a company from Racine, Wisconsin.

\*\*\*\*"



Zumbro  
So. Branch

Power Sites

Winona Republican

2

40

Sept. 1, 1857

Historical Society

G. H. Shepard

page 2, col.6

"A SPLENDID MILL.- Judge F. A. Olds is now erecting in Rochester  
one of the finest Grist Mills in Southern Minnesota. \*\*\*."

Lake Minnetonka

Power Sites

Winona Republican

2

41

Sept. 8, 1857

Historical Society

G. H. Shepard

page 2, col.7

"A steam mill at St. Albans, on the south shore of Lake Minnetouka (sic), was destroyed by a fire last week. \*\*\*"



Winona Republican

2

42

Sept. 15, 1857

Historical Society

G. H. Shepard

page 2, col.7

"FANNING MILL FACTORY. - Mr. R. L. Donley and a gentleman from the East named Stone, are about to erect near the mouth of the Burns Valley, a Fanning Mill Factory upon a water power which was there donated to them for that purpose."

Blue Earth

Pearls

Winona Republican

2

44

Sept. 27, 1856

Hist. Society

G. H. Shepard

page 1, col.8

"MINNESOTA PEARLS. - The pearl gathering mania, we suppose, will wake up in this Western Region as it has in the 'Jerseys.' Yesterday evening a gentleman who has a claim and resides on the Blue Earth River, Minnesota, called on us with a friend and exhibited some half dozen pearls gathered by him from shells on his claim. One of them the largest was about the size of a swan shot, and the whole were valued by one of our jewelers at \$15, we think a low estimate. \*\*\*"



Minnesota

Power Sites

Winona Republican

S

6

Jan. 6, 1858

Hist. Society

G. H. Shepard

page 2, col.7

"SCOTT COUNTY. - A fine new flouring mill is in successful operation at the village of Belle Plain."

Bancroft Creek

Power Sites

Winona Republican

3

7

Thurs Jan. 13, 1858

Hist. Society

G. H. Shepard

page 3, col.1

"FREEBORN COUNTY. - The 'Bancroft Pioneer' says that twelve lots were sold in that village during the week ending on the 31st. ult, all to be built upon early in the Spring. Among the improvement contemplated there is the erection of a flouring mill, which will be a great convenience to the farmers of Freeborn County."



Zumbro

Bridges

Winona Republican

5

7

Jan. 15, 1959

Hist. Society

G. H. Shepard

page 3, col.1

"OLMSTED COUNTY. - Rochester The bridge across the Zumbro, on College street is now completed. It is one of the most substantial structures of the kind in Minnesota."

Minnesota

Navigation &amp; Power Sites

Winona Republican

3

20

Apr. 14, 1858

Hist. Society

G. H. Shepard

page 1, col.4

**"RIVERS OF MINNESOTA.**

Minnesota has a length of rivers navigable by steam of not less than 1030 miles - of which the Mississippi contributes 220 below and 320 above the Falls of St. Anthony; the Minnesota 200 miles above its mouth to Fort Ridgley; the St. Croix 60 miles to Taylor's Falls; and the Red River 200 miles from the mouth of the Shyenne to the British Boundary. \*\*\* The streams flowing from the great pine regions of the north are especially characterized by their magnificent water falls. - Taylor's Falls on the St Croix, and St. Anthony Falls on the Mississippi - afford the most splendid water power in the West."



Zumbro

Power Sites

Winona Republican

3

20

Apr. 14, 1858

Historical Society

G. H. Shepard

page 1, col. 6

"Our village (Concord) is in a prosperous condition. Among the improvements to be made here the coming spring are a first class flouring mill \*\*\*

Three branches of the Zumbro flow through this county, affording excellent water-power."

[Dodge County]

Red

Navigation

Winona Republican

3

30

June 2, 1959

Hist. Society

G. H. Shepard

page 2, col. 7

" \*\*\* The Red River of the North can be navigated by small boats throughout the summer, as high up as the town of Breckenridge."



Mississippi

Navigation

Winona Republican

13

32

July 7, 1858

Hist. Society

G. H. Shepard

page 2, col. 7

"The Mississippi River has been ascended this Spring as high as Pokegama Falls - upwards of one hundred and fifty miles further than has ever been reached before. The steamer North Star made the trip recently, having on board about sixty persons who went up on a pleasure excursion. \*\*\* They found the Indians very friendly, ready to offer all the information in their power, and to pilot the boat on their voyage around Sandy Lake and its inlets.

Zumbro

Minerals

Winona Republican

3

34

July 21, 1898

Historical Society

G. H. Shepard

page 3, col. 2

"THE GOLD REGIONS. - We have conversed with a number of reliable persons residing at or near the Zumbro, in relation to the gold prospects, and from them we learn that the more that region of the country is explored, the richer it is found to be in gold. In the dry ravines of the Bear Valley, five or six miles this side of the Zumbro, fourteen miles from Lake City, gold is found in larger pieces than the Zumbro produces. Some five hundred or more persons are now engaged in the gold washings on the river, and we are assured that their daily average accumulation is \$5. at least, a day, and when they get their sluices at work, they expect to make \$25 a day per man."



Bemidjina

Red River

History  
Navigation etc.

39A

SOCIAL-ETHNIC STUDIES

Source: Winona Republican  
(edition, page, column)

Date of Publication Aug 18, 1908

Vol. 3 No. 38

Date Line of Story     

Where consulted Historical Society

Date consulted     

[Exchange from the St. Paul Pioneer]

"The Red River Settlements--Their  
History etc

Simultaneously with the move-  
ment in this city, and in different  
parts of the State, for the estab-  
lishment of an emigrant route  
through Minnesota and British  
possessions to the new field  
of adventure on Fraser river,  
the opportune arrival of some  
six hundred carts from Red river,  
laden with furs of that region,  
had the effect of directing public  
attention more immediately of  
the growing importance of our  
commercial relations with these  
remarkable settlements, while  
it furnished at the same time  
a multitude of witnesses not  
only to the advantages of the

Your Item No.      Page No.      Your Name continued on 39B

GHS.

## SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_ Date of Publication \_\_\_\_\_  
 (edition, page, column)  
 Vol. \_\_\_\_\_ Date Line of Story \_\_\_\_\_  
 Where consulted \_\_\_\_\_ Date consulted \_\_\_\_\_

*continued from 39 A*

proposed route, but to the riches of the resources which such a route would develop, and to the beauty and fertility of the region tributary to the valley of the Mississippi, which it would open to colonization.

The novel appearance of the visitors themselves, the odd uniformity of their costume of coarse blue cloth, with its barbaric opulence of brass buttons, and fanciful ostentation of red belts; the strange mixture of complexions which they presented; all the way down from the fair skin and light, soft curls of the Celt, to the dingy color and straight black hair of the Indian, with every intermediate shade which the amalgamation of races could produce; their language as various as their origin - a

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name *continued on 39 C*



## SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_ Date of Publication \_\_\_\_\_  
(edition, page, column)

Vol. \_\_\_\_\_ Date Line of Story \_\_\_\_\_

Where consulted \_\_\_\_\_ Date consulted \_\_\_\_\_

continued from 39B

curious medley of Chippewa, Cree, French, English and Gaelic; their rude, wooden carts, gutters of iron, even to the venial peccadillo of a nail, drawn for the most part by oxen harnessed singly in shafts, with gearing made of strips of raw hide, and filing in long processions through the streets of the city, with the drop-lined sequences of an Asiatic caravan - it is not surprising that these incidents of social life, removed at once from the barbarism and civilization, should have excited some interest in the history of a people who, with marks of a European extraction, emerge from the depths of the wilderness with the characteristics of the savage.

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name continued on 39D

## SOCIAL-ETHNIC STUDIES

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 Where consulted \_\_\_\_\_ Date consulted \_\_\_\_\_

*continued from 39C*

his origin, pastoral and agricultural as to the other; a hunter by his Indian blood, a citizen from his European instincts; thrifty, indolent, staid, mercurial, as father or mother predominates in his nature - the Red River half breed has a story as curious as any which while away the winter nights in the chimney corner of his ancestral Highland home. When emigration had scarcely adventured to pass the Alleghanies, a colony of Scotchmen had penetrated beyond the waters which flow into the waters of Lake Superior, and settled at the mouth of the Assiniboine. For fifty years since then, the advancing wave of American Colonization has rolled westward, till the

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name *Continued on 39E*

*SSS*



## SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_  
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Date Line of Story \_\_\_\_\_

Where consulted \_\_\_\_\_

Date consulted \_\_\_\_\_

*continued from 39D*

valley of the Mississippi from one extreme to the other is submerged with population, and carried into wealthy States, and the most remote of inland lakes is thronged with steam-boats and lined with embryo cities, and yet the farthest point the American pioneer has reached, is still five hundred miles' short of the nearest of the settlements, which for a half a century have occupied the Red River Valley. This strange isolation of a European people in the profound abysses of a region almost unknown to the geographer surrounds them with charm and romance, and the dramatic situation prepares us for their strange eventful history.

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name *continued on 39F*

## SOCIAL-ETHNIC STUDIES

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continued from 39 E

Over a hundred years ago, French adventurers, eager to extend the area of their <sup>buy</sup> trade and the limits of the French Dominions, pushed their explorations through the rivers which debauch on the Northern shore of Lake Superior beyond Lake Winnipeg. In a old map reproduced in Mr. Neill's History of Minnesota, and dated as early as 1762, Fort La Reine is designated at the confluence of the Assiniboine and the Red Rivers, where the couriers de bois from the French establishment in Mackinac, used to trade with the Omahas and Assiniboins. a similar Trading Station at the same period existed on the East side of Lake Winnipeg, and another

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name continued on 39 B

G.H.S.



## SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_  
(edition, page, column)

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Vol. \_\_\_\_\_

Date Line of Story \_\_\_\_\_

Where consulted \_\_\_\_\_

Date consulted \_\_\_\_\_

continued from 39 Fon Lake of the Woods.

Thomas Curry, a French Canadian trader, who ascended the Saskatchewan in 1766, was the first who advanced beyond Lake Winnipeg, with a view to traffic. The profits of his voyage encourage others to follow his example. Their success aroused the jealousy of their English competitors, who had established a traffic on the shores of Hudson's Bay, and gave rise to a long series of disorders and excesses. Joseph Frobusser and his brother, who went beyond the fifty-ninth degree of latitude to Churchill and Lake la Crosse, and Peter Pond, who in 1778, entered English river and the river L'Original, where he passed

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name continued on 39 H

## SOCIAL-ETHNIC STUDIES

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 (edition, page, column)  
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*continued from 39 G.*

the routes — are the principal names associated with the earlier explorations of this country. In 1771, four canoes, filled with traders, ascended the Saskatchewan to the high-lands which divide its source from the valley of the MacKenzie. In 1783, the Northwester Company, principally composed of the persons already mentioned, was organized, and waged a bitter competition with numerous rivals. In 1787, the several Fur Companies who had been contending for the exclusive trade of Indians of the Northwest, consolidated under the name of the North-Western Company, which then had only one remaining rival in the Hudson Bay Company.

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name *continued on 39 I*

WORK PROJECTS ADMINISTRATION (MINNESOTA)  
 Federal Writers' Project, 415 Harvard St. S.E., Minneapolis



## SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_ Date of Publication \_\_\_\_\_  
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continued from 39 H

The latter corporation, whose charter dated back to the reign of Charles the Second in 1670, had not yet extended their establishments into this region, and the Northwest Company enjoyed an undisturbed monopoly of the lucrative trade which the French had resigned into their hands. Their dream of exclusive dominion was, however, soon ended.

In 1805, Lord Selkirk, a benevolent but impractical Scotchman, and a member of the Hudson Bay Company, who had penetrated into this region, was so struck with its beauty and fertility, and the mildness of its climate, that he conceived the project of planting colonies here whose growth would compensate the British

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## SOCIAL-ETHNIC STUDIES

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continued from 39 I

Crown for the recent loss of the United Colonies, and he wrote several tracts, urging the superiority of this region, for the British emigrant, over any portion of the United States. In 1811, he succeeded in obtaining for colonization, a grant of land on the Red river from the Hudson Bay Company, which was, at the same time, abused, by his representations, to the necessity of extending their jurisdiction over a country so rich in furs, and of securing its trade to themselves.

In the Autumn of the following year, a small detachment of emigrants, whom Lord Selkirk had collected from the Highlands of Scotland, after a long

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and toilsome journey - which must have been terrible in the vast solitudes through which it led them and to which it led - arrived on the banks of the Red River, near its confluence with the Assiniboine. There they commenced building houses, when their work was stopped by a party of men in the service of the Northwest Company - who, disguised, ordered them to desist. - Frightened by their menaces, they took refuge at Pembina. Their guides, as savage in disposition, as in their assumed dress, tyrannized without mercy over the affrighted colonists, robbing them of whatever they most prized, and found a cruel sport in the alarm they

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caused the mothers by pre-  
tending to run off with  
their children. Several of the  
more delicate died from the  
shock of this inhuman treat-  
ment. The winter having been  
passed in the tents at Pem-  
bina, they were permitted to  
return to the colony in the  
spring. Their labors seemed about  
to be rewarded with an  
abundant harvest, when it  
was destroyed by birds. —  
The next winter was again  
passed at Pembina, and when  
they returned to their settle-  
ments again in the spring,  
they were in abject poverty.

By the month of September,  
1815, says Mr. Peill, the number  
of settlers were about two-  
hundred, and the colony was

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*YHS.*



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called Kildonan, after an old parish in Scotland in which many were born. With increased numbers all seemed suspicious. Houses were built, a mill erected, and imported cattle and sheep began to graze on the undulating plains.

But avarice and jealousy followed them even to these solitudes. The Northwest Company never looked with favor on the settlement, which was regarded as a scheme of their rivals of the Hudson Bay Company to dispossess them of the lucrative posts which they occupied in the neighborhood, and in the summer of 1814 Duncan Cameron and Malox McDonnell were appointed at a meeting of

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LHAS

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continued from 39 M

the partners of the Company, to concert measures to stop the progress of the colony. In pursuance with this design, Cameron, who spoke Gaelic with fluency, artfully insinuated himself into the confidence of the Highlanders, and without evincing direct hostility to the plans of Selkirk, generally sowed the seeds of dissatisfaction in the settlement, which in the spring of 1815 culminated in the desertion of a number of the colonists to the quarters of the Northwest Company, who employees in the meanwhile had broken into the store house of the colony and carried away their furred pieces. Endeavors were also made to excite the minds of

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GHS.



## SOCIAL-ETHNIC STUDIES

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the Indians against the settlers. A murderous attack was made by the Northwest Company on the Governor's house, who was seized and carried off to Montreal by Cameron. M<sup>r</sup> Donnel followed up this outrage with a series of aggressions on the settlers. Persecuted to extremity, they were again forced to abandon their homes. About this time, says Mr. Neill, towards the latter part of the pleasant month of June, two Ojibwa chiefs arrived with forty braves, and offered to escort the persecuted settlers with their property to Lake Winnipeg. Guarded by the grim children of the forest from the assaults from their foes, they, like the Acadian peasants in 'Crangeline',

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were 'friendless, homeless, and hopeless.' The mournful picture of the Acadian expatriation was mournfully fulfilled, even in the sad sight of their dwellings wrapped in flames which the incendiaries' torch had lighted.

In the following Spring the fugitives returned to their colony, under the protection of the officers of the Hudson Bay Company, who arrested Cameron and sent him to England for trial.

continued.

[Winnona Rep. Vol. 3-No. 39-Aug 26, 1858]

In the meantime, the Earl of Selkirk, learning the distresses of the colonists, sailed for America. He arrived in New York in the fall of 1815, where rumors of their defection reached him, and in

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*Continued from 39 P*

the following Spring he set out for the colony with a military escort, which he had organized from some disbanded military companies. At Sault St. Marie tidings of new disasters reached him. Sample, the Governor of the Territory of the Hudson Bay Company, who had just taken possession of his new quarters on the Red River, was attacked by a party of employees of the Northwest Company, and killed, with a number of his men in the affray. The colonists were again evicted from their homes by the victorious marauders, and were already on their way to the sea-coast, when they were recalled by the welcome news of Selkirk's approach.

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*continued on 39 R*

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oach. A reinforcement of emigrants sent to the colony under his direction had proceeded him. Incensed by the atrocities which had been perpetrated by the agents of the Northwest Company, he had proceeded with his force to the headquarters of that company, at Fort William, on Lake Superior, and having apprehended the principal parties, sent them to Montreal for trial.

His arrival at Red river soon retrieved the affairs of the colony, and he left it the following year in a flourishing condition.

Owing, however, to the scarcity of seed, which was the natural consequence of

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the difficulties already stated, the harvest of 1817, though the yield was prolific, was insufficient to supply the wants of the increasing population, and hunting was again resorted to for a subsistence. They set out across the plains in December to join a distant camp of Pembina half-breed hunters and Indians. They reached it after a journey of terrible suffering, to find the Buffalo scarce, and the camp subsisting upon scanty fare. Spring renewed their hopes. The summer was propitious. The harvest was already ripe for the sickle, when a new and terrible calamity befell them.

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GWS.

## SOCIAL-ETHNIC STUDIES

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It was at this epoch, in the summer of 1818, that the grasshoppers, which for the past and the present years have devastated those settlements, and extended their depredations over a considerable part of Minnesota, made their first recorded appearance in that region. The vast armies of these insects, darkened the air, and passed over the land like a consuming fire, licking up every green thing. The next year (1819) the havoc was worse.

They were produced, says Ross, in masses two, three, and four inches in depth. The water was infected with them. Along the river they were to be found in heaps.

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*YRS.*



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like seaweed, and might be shoveled with a spade. Every vegetable substance was either eaten up or stripped to the bare stalk. — The bark of the trees shared the same fate. Even fires, if kindled out of doors, were immediately extinguished by them.

The hunters life alone seemed left to the despairing colonists, but one more effort was made to retrieve their condition. During the winter of 1819-20, a deputation of settlers travelled a thousand miles on snow shoes across Minnesota to Prairie Du Chemin for seed. The details of the return trip in the Spring of 1820, are highly interesting. Three

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*YHS.*

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*continued from 39 U*

Mackinac boats, laden with wheat, oats, and peas, started on the 15th of April from Prairie du Chien for Selkirk settlement on Red River. On the 3rd day of May, the boats passed through Lake Pepin. The voyage was continued up the Minnesota river to Big Stone Lake, from which a portage was made into Lake Traverse, a mile and a half distant, the boats being moved across on rollers. On the 3rd day of June, the party arrived at Pembina, where on opposite sides of the stream of that name the Hudson Bay and Northwest Companies had rival trading posts, which still exist. This eventful voyage is one of the most striking incidents in the chronicles of the settlement, and as remarked by the learned of our State, is worthy of note.

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as it is the only instance of heavy articles being transported the entire distance from Prairie du Chien to the Red river by water, with exception of the narrow portage between Big Stone Lake and Lake Traverse.

The next two years of continued prosperity repaired the disasters which had heretofore assailed the colony. In 1821 the two great rival Trading Companies, tired of useless bloodshed and expensive strife, consolidated under the name of the Hudson Bay Company and their union seemed to secure the future peace and safety of the settlement.

In the same year, a number of Swiss arrived in the colony. Clockmakers in occupation, the new pursuits to which they were

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*continued from 39 W*

called were not congenial to them. Like the Swiss soldiers of Napoleon, they grew homesick, and pined for their native mountain homes.

The settlement was not done with calamity. Misfortune, which had pursued it in every form, in each successive visit took shapes more appalling than the last. The winter and spring of 1825-6 brought a fresh train of disasters. In the month of December, a furious snow storm overtook a large party of Buffalo hunters in the Northern plains of Minnesota, and drove the Buffalo out of their reach. Relying solely on the flesh of this animal for subsistence, cut off by the wide waste of deep snow from the nearest settlement a Pembina, nearly two hundred miles dis-

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*L.H.S.*



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tant, they had no resource in this emergency. Starvation stood them in the face. Fuel was as inaccessible as food. Imprisoned in the deep snows, overwhelmed with cold and hunger, numbers perished in the camp, or in a vain attempt to reach Pembina, before rumors of their situation reached the colony.

The calamities of the settlers reached their climax in the ensuing spring, when the melting snows poured their torrents into the streams. The year 1826 is memorable in their calendar, as the year of the flood. On the 2nd day of May, the Red river rose nine feet in twenty-four hours, and by the 5th the level plain was submerged. - The waters continued to rise until the 21st, when

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*YHS.*

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*continued from 39 Y*

houses and barns were swept in the deluge. The settlers fled to the distant hills, whence the waters swept over the wide plains as far as the eye could see. The flood abated in June, and such, say Mr. Neill, is the surprising quickness with which vegetation matures five degrees of latitude north of St. Paul, that wheat planted on the 22d of June came to maturity.

The discontented Swiss driven from their homes by the flood, did not return to the settlement, but departed for the United States, and settled on different points of the banks of the Mississippi. It is a curious historical fact that the first Emigrants to Minnesota were Swiss refugees from the

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*LYAS,*



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*continued from 39 Z*

Red river, in 1826, who opened farms on the present site of St. Paul, and near Fort Snelling; and, according to our historians, should be recognized as the first actual settlers of our State.

Since this destructive inundation, no event has occurred in the history of the settlement to interrupt the calm course of its prosperity until the year 1852 brought another recurrence of the deluge which had swept over the plains twenty-six years before. - The waters in that year rose a foot higher than in 1826. In consequence of the exposure of the settlement at Pembina, to these ruinous casualties, <sup>(514)</sup> a new site was selected for the Catholic Mission at that

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*continued from 39AA*

place near Mount Pembina, forty miles distant, at a place call St. Joseph.

And during the last two or three years the Red river valley has been revisited by the mysterious army of grasshoppers, whose advance guard paused last year, in their blasting flight in the northwestern Counties of Minnesota.

Arrival of Col. Sumner, of the U. S. A. to Pembina in 1844, to stop the encroachments of the British half-breeds on the Buffalo ranges of Minnesota, and of Gov. Ramsey, in 1851, to make a treaty with the upper Chippewas; an occasional battle with the Yankton Sioux; the arrival of a new missionary; or the visit of an explorer; the success or failure of a

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seasons hunt, and the yearly expeditions from the settlement to the new cities which have arisen during the last year on the head waters of the Mississippi; the excitement of their return, freighted with curious wares to gratify the fancy of the delighted women and children, are all the incidents which have occurred in the interval to vary the quiet uniformity of their lives, until the prospect of emancipation from the control of the Hudson Bay Company, gave new impetus and an intelligent direction to the discontents which have been long brewing in the colony.

Imprisoned in the depths  
of the vast solitudes which

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W. H. S.

## SOCIAL-ETHNIC STUDIES

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surround them, cut off for half a century from human sympathy by the universal ignorance of their situation, they suddenly find themselves the objects of the concern of the civilized world, and all eyes fixed upon the isolated spot they occupy, as the theater of the most stupendous enterprise of the age, and destined in its realization to change the face of the continent."

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Your Name \_\_\_\_\_

*G. H. Shepard*

WORK PROJECTS ADMINISTRATION (MINNESOTA)

Federal Writers' Project, 415 Harvard St. S.E., Minneapolis



Breckenridge +  
above.

Red River

Navigation 40.

SOCIAL-ETHNIC STUDIES

Source: Winona Republican  
(edition, page, column)

Date of Publication Sept 15, 1858

Vol. 3 No 42

Date Line of Story Sept. 1, 1858

MINNESOTA  
HISTORICAL  
SOCIETY

Where consulted Historical Society

Date consulted \_\_\_\_\_

"The St Cloud Democrat. of the 1st inst. in speaking of navigation of the Red River of the North, says early explorers have pronounced the junction of the Bois de Sioux and Red River as the head of navigation of the North; and until a few weeks ago, nothing heavier (sic) than a canoe had ever been propelled either above or below that point. By our last advices from Breckenridge, we learn that a drive of several thousand pine logs have arrived at that place from Otter Tail Lake, lying one hundred miles above on the Red River, and the drivers report that the Indians ascend and descend in their canoes, two hundred miles above Breckenridge."

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Y. H. Shepard

The Whitewater River

The Miss. River  
And Its Tribs

Power Site  
Prospectus -

41.

SOCIAL-ETHNIC STUDIES

Source: Winona Republican 2-2 Date of Publication Sept 22, 1858  
(edition, page, column)

Vol. 3 No 43. Date Line of Story \_\_\_\_\_

Where consulted Historical Society Date consulted \_\_\_\_\_

[The Whitewater River Winona County]

"XXX"

There are many unimproved water powers on this stream, which at present can be obtained at a merely nominal price; a few years hence, however, they will be much sought after, and will readily command valuable considerations. Timber is abundant in the vicinity. The villages of Whitewater, Beaver, Elba, and Mankaska, all on the Whitewater, are flourishing places, and must eventually become the centers of a considerable trade. XXX "

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To Fort Ridgley

Minnesota  
River

Navigation

42.

## SOCIAL-ETHNIC STUDIES

Source:

Winona Republican<sup>32</sup>  
(edition, page, column)

Date of Publication

Nov. 31, 1858

Vol.

IV No I

Date Line of Story

MINNESOTA  
HISTORICAL  
SOCIETY

Where consulted

Date consulted

" [ From the St Peter Statesman ]  
XXX During the past summer,  
an extensive government and  
private trade has been estab-  
lished between points in the  
southern portion of the State [ Minnesota ]  
and the new Fort, [ Abercrombie ]  
and, contends our contemporary,  
this trade can be better carried  
on upon a road leading from  
St. Peter than any other place.  
From that town to Fort Ridgley,  
on the upper Minnesota River,  
there is a good road, and the  
river is frequently navigable,  
besides; thence to Abercrombie  
the distance is computed at 168  
miles, making the whole dis-  
tance from St. Peter 208 miles,  
a route equally as short as  
that in use from St. Paul. XXX "

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Your Name

L. H. Shepard

WORK PROJECTS ADMINISTRATION (MINNESOTA)

Federal Writers' Project, 415 Harvard St. S.E., Minneapolis

Rush Creek  
Menona County

Root River  
& Tribs

Power Sites 43.

SOCIAL-ETHNIC STUDIES

Source: The Menona Republican  
(edition, page, column)

Date of Publication Feb 14, 1862

Vol. 3 No. 689.

Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Where Consulted \_\_\_\_\_

Date consulted \_\_\_\_\_

"Destruction of a Mill. - On last Monday or Tuesday night, the Grist Mill belonging to Mr. Hitchcock, on Rush Creek, was completely destroyed by fire."

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Your Name Lytt Shepard



Blue Earth County  
Butternut Town.

Butternut  
Valley

Power Sites .44

SOCIAL-ETHNIC STUDIES

Source: Winona Daily Republican<sup>3-1</sup> Date of Publication Mar. 4, 1862  
(edition, page, column)

Vol. 3 No. 704

Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Where consulted \_\_\_\_\_

Date consulted \_\_\_\_\_

"The steam saw and grist mill  
belonging to O.P. Davis, of Butternut  
Valley, Blue Earth County, was  
destroyed by fire on the 13th ult.  
The loss falls heavy upon both  
the owner and community"

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Winona County

Navigation  
on Ice

45.

## SOCIAL-ETHNIC STUDIES

Source: Winona Daily Republican<sup>3-1</sup> Date of Publication Mar 21, 1862  
(edition, page, column)Vol. III No. 719

Date Line of Story \_\_\_\_\_

Date consulted \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

"The idea of constructing an Ice Boat, for navigating the Northern Rivers, has not been wholly abandoned yet, notwithstanding the sorry failure of Norman Ward in that line. A few days since, a model of an ice boat, or car, was exhibited to us by Mr Perry Dickson, a resident of Winona County, on a plan which the inventor (Mr. D. himself) thinks cannot fail of success. The principal on which it is constructed is somewhat novel, differing both from that of Mr. Ward and others which we have seen, and promises to be of more general utility in its practical operations. As it is applicable alike to common roads and frozen rivers. Mr. Dickson has made application for a patent on his invention."

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Your Name \_\_\_\_\_

L. K. Shepard

WORK PROJECTS ADMINISTRATION (MINNESOTA)

Federal Writers' Project, 415 Harvard St. S.E., Minneapolis



Cottonwood, Redwood,  
Des Moines, Rock, and  
Watanwan rivers.

Minnesota River

Gen. Description  
of Power Sites &  
Navigation 46A

SOCIAL-ETHNIC STUDIES

Source: Minna Republican 1-3  
(edition, page, column)

Date of Publication Jan. 19, 1869

Vol. IV No. 8

Date Line of Story \_\_\_\_\_

Date consulted \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

"Southwestern Minnesota and  
Dakota.

Little has been said of the  
beautiful portion of our State  
lying southwest of the Minne-  
sota river, and adjoining this  
ceded portion of Dakota Terri-  
tory. This region of country lies  
some 3 degs, west, and from  
one to two and a half degs, south  
of St. Paul. It embraces the Big  
and Little Cottonwood and Red-  
wood rivers, and the head-  
waters of the Des Moines, Wat-  
anwan and Rock rivers. It  
also embraces some of the  
finest lakes in the State; among  
which are Lake Benton, Lake Shetek,  
Denier Lake, Pelican Lake, Bad-  
ger Lake and Cottonwood Lake, xxx  
The rivers are well wooded, and  
afford good water powers. xxx

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GHS.

## SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_

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MINNESOTA  
HISTORICAL  
SOCIETY

Continued from 46 A.

Eighteen months ago, <sup>white</sup> no man had a habitation or place on this extensive area. The Dakota Land Company, we believe, were the first to open the way to its settlement. The company was organized in St. Paul nearly two years ago, and received their charter, (which was a very liberal one,) from the Legislature at its extra session in June, 1857.

On the 21st of May, 1858, the steamer, Waver, Capt. Maxwell, commander, was chartered by the company to carry twelve months supplies, forty men, teams and wagons, skis, glass, nails, doors, furnishing lumber, agriculture and mechanical implements, etc, etc, up to the Sioux Agency. The design of

Your Item No. \_\_\_\_\_

Page No. \_\_\_\_\_

Your Name \_\_\_\_\_

continued on 46 C



SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_  
(edition, page, column)

Date of Publication \_\_\_\_\_

Date Line of Story \_\_\_\_\_

Date consulted \_\_\_\_\_

Vol. \_\_\_\_\_  
MINNESOTA  
HISTORICAL  
SOCIETY

*continued from 46B*

this expedition was to 'explore, open up and colonize the southwestern portion of Minnesota, and that part of Dakota which is subject to settlement?' - This being most effectually accomplished. Hundreds have followed in the wake of those pioneers, and now boast of their choice homesteads. Wagon roads and mail routes have been extended to meet the wants of the settlers. XXX The valleys of the Big Cottonwood and Redwood rivers, and the lands adjoining are fast settling up. XXX We are informed that there are plenty of magnificent claims yet to be had in this range. XXX "

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name G. M. Shepard

Hokah

Root River

Power Sites 47.

SOCIAL-ETHNIC STUDIES

Source: The Winona Republican 3-2 Date of Publication Jan 19, 1859  
(edition, page, column)

Vol. IV No 8. Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Where consulted \_\_\_\_\_

Date consulted \_\_\_\_\_

"S. J. Prentice, a workman in  
a mill at Hokah, got the  
ends of his fingers sawed off  
recently."

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name G. M. Shepard

WORK PROJECTS ADMINISTRATION (MINNESOTA)  
Federal Writers' Project, 415 Harvard St. S.E., Minneapolis



Soux Wood, Assiniboin,  
Goose, Red Lake,  
Lake Winnipeg and  
Saskatchewan

Red River and  
Tribes

Navigation 48.A

SOCIAL-ETHNIC STUDIES

Source: Winona Republican 1-344 Date of Publication Feb. 9, 1859  
(edition, page, column)

Vol. IV No. 2

Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Where consulted \_\_\_\_\_

Date consulted \_\_\_\_\_

"The Navigable Rivers of the North-  
West."

The merchants of St. Paul have very prudently organized a Chamber of Commerce in that city, for the double purpose of protecting and extending their trade, and shedding new light from time to time upon the vast and fertile country stretching away to the north-west. At a meeting of the Chamber on the 22d ult., James W. Taylor Esq., read as a memoir upon the geographical appearance and condition of the arid (sic) adjoining Minnesota, in which, as a St. Paul paper says, he presented a perfect panorama of the whole country threaded by a great central river system of the American Tartary—a succession of fine and faithful pictures framed in natural boundaries of future

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name continued on 48 B

GHS.

## SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_  
(edition, page, column)

Date of Publication \_\_\_\_\_

Vol. \_\_\_\_\_

Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Where consulted \_\_\_\_\_

Date consulted \_\_\_\_\_

*Continued from 48A**States.*

He described in the first place the great hydrographical skeleton of the adjacent north-west, particularly in relation to the navigability and volume of the rivers which interlock upon our Western boundary with the sources of the great St. Lawrence and the Mississippi channels of inland commerce. The Red River averages, he stated, from five to nine feet in depth, from the mouth of the Sioux Wood to the mouth of Goose River, from Goose River to Red Lake, twelve feet, and thence to Lake Winnipeg, sixteen feet. The Assiniboine is navigable for two hundred miles to a point very near the Saskatchewan, and a short portage affords the means of cutting off several hundred miles

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name *Continued on 48C**G.H.S.*



SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_ Date of Publication \_\_\_\_\_  
(edition, page, column)

Vol. \_\_\_\_\_ Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Where consulted \_\_\_\_\_ Date consulted \_\_\_\_\_

*continued from 48B.*

of navigation around through Lake Winnepeg. The distance on the Red River navigable by steamers is five hundred a Seventy-five miles, with a navigation of tributaries equal to three hundred and fifty miles - making nine hundred miles of navigation in the Red River. Lake Winnepeg adds a length of two hundred and fifty miles to this.

The rapids at the mouth of the Saskatchewan, a mile in length, are the only obstacles to a navigation of 1400 miles on that stream. In depth and volume it is fully equal to that of the Mississippi above Cairo. The area comprised within the rivers converging to Lake Winnepeg contains 400,000 square miles. "XXX"

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name G. A. Shepard

Zumbro.

Zumbro  
River

Power Sites 49.

SOCIAL-ETHNIC STUDIES

Source: Winona Republican 2-8 Date of Publication Feb. 23, 1859  
(edition, page, column)

Vol. IV No 13 Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Where consulted \_\_\_\_\_ Date consulted \_\_\_\_\_

"News of The State

Wabasha County. - C. R. Reed  
is erecting a fine saw-mill  
at the town of Zumbro."

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name J. H. Shepard



Great Lakes to N. Y.  
Puget Sound  
Northern Canada  
New Orleans.

Red River of  
the North

Navigation 50.A

SOCIAL-ETHNIC STUDIES

Source: Minneapolis Rep. 1 3  
(edition, page, column)

Date of Publication Mar 16, 1889

Vol. IV No 16

Date Line of Story \_\_\_\_\_

Where consulted Historical Society

Date consulted \_\_\_\_\_

[Excerpts from The Albany Evening Journal]

"Red River of the North."

'The Red River of the North' is almost an unknown name to Eastern ears. But it is nevertheless a stream of vast prospective importance, and the Minnesotians do not overestimate the advantages to be derived from the introduction of steam navigation on its waters.

The Red River of the North rises in central Minnesota, and flows north-westwardly into British Territory, emptying into Lake Winnipeg, whence its waters ultimately find their way into Hudson's Bay. It is nearly as long and as large as the Ohio, and is even more navigable at all seasons. It flows through a country rich in mineral and forest productions (sic) fertile and salubrious, which will before long attract a large immigration.

The productions of this region

Your Item No. \_\_\_\_\_

Page No. \_\_\_\_\_

Your Name \_\_\_\_\_

continued on 50B

GHS

## SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_ (edition, page, column) Date of Publication \_\_\_\_\_  
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 Where consulted \_\_\_\_\_ Date consulted \_\_\_\_\_

*continued from 50.A.*

must find their way to our Eastern markets, (sic) though to do so they will take the somewhat unusual direction of going upstream instead of down. Arrived at the head of navigation on the Red River, they can easily be transhipped to other navigable waters flowing into the Mississippi, and into the Lakes.

Minnesota is literally the central head of inland navigation on this continent. No other State enjoys such facilities. A slight rise of ground, and a few miles of distance, are all that separate streams flowing to different extremes of North America. You can take another route and sail through the Great Lakes and Canal to New York. You can take a third route and sail to the head waters of the Sask-

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name *Continued on 50.C*



SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_ Date of Publication \_\_\_\_\_  
(edition, page, column)  
Vol. \_\_\_\_\_ Date Line of Story \_\_\_\_\_  
Where consulted \_\_\_\_\_ Date consulted \_\_\_\_\_

*Continued from 50 B.*

*atchewan, and thence after a short portage, to the head waters of the Columbia sail down to the Pacific Ocean. You can take a fifth route by the way of the Peace River, and another portage to the head waters of the Fraser River and so on down to Puget Sound. XXX "*

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name *G. H. Shepard*

Excelsior, Minn Lake Minnetonka Power Sites 51.

SOCIAL-ETHNIC STUDIES

Source: Minna Rep. 3 3 Date of Publication Apr. 24, 1889  
(edition, page, column)

Vol. IV No 21 Date Line of Story \_\_\_\_\_

Date consulted \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

"The steam saw-mill of  
O. Wilcox at Excelsior, Henn-  
epin Co. was destroyed by a  
fire a few days since."

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name J.H. Shepard



St. Louis  
River

Early Fur  
Trading Period

52A

SOCIAL-ETHNIC STUDIES

Source: Duluth Minnesotian 2-4  
(edition, page, column)

Date of Publication Apr. 24, 1869

Vol. I Col I

Date Line of Story \_\_\_\_\_

Date consulted \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

"Local Reminiscences of Nearly  
Fifty Years Ago.

Henry R. Schoolcraft, the historiographer of the Cass expedition by the way of the St. Louis River to the sources of the Mississippi, in 1820, makes the following observations after having passed through the Entry in St. Louis River:

Three miles above the mouth of the St. Louis River there is a village of Chippeway Indians, of fourteen lodges, and containing a population of sixty souls.

Among these we noticed a negro who (sic) has been long in the service of the Fur Company, and who married a squaw, by whom he has four children. It is worthy of remark, that the children are as black as the father, and have the curled hair and glossy skin of the native

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Page No. \_\_\_\_\_

Your Name \_\_\_\_\_

continued on 52B

G.H.S.

## SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_ Date of Publication \_\_\_\_\_  
(edition, page, column)

Vol. \_\_\_\_\_ Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Date consulted \_\_\_\_\_

*continued from 52A*

African. It does not appear, that climate has any more influence here, than it has along the borders of the Atlantic, in ameliorating the color of this race. But this evidence is certainly not wanted in the present state of physical and philosophical science, to establish the fact, that the racial colors of the different species of the human family, are independent of the influence of <sup>the</sup> climate.

A short distance above this village on the opposite side of the river, are the ruins of one of the old forts and trading houses of the Northwest Company, which was abandoned about six years ago. - The site is elevated and pleasant, but the American Company

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name *continued on 52C**G.H.S.*



## SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_

(edition, page, column)

Date of Publication \_\_\_\_\_

Vol. \_\_\_\_\_

Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Date consulted \_\_\_\_\_

*continued from 52 B*

have not thought proper to re-occupy it, and have fixed their establishment for the Fond du Lac department, eighteen miles above, where the first portage commences. By this change of site, they save the labor of loading and unloading their canoes at the mouth of the river!

The Indian Village that Schoolcraft speaks of, is legally removed from the St. Louis River Reservation above the Falls; but, in point of fact, several lodges still annually make it their summering place. It is on Minnesota Point about two miles south of Duluth.

The negro spoken of was named Bungo. He is long since dead; but his children have again intermarried

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Your Name \_\_\_\_\_

*continued on 52 D*

*YHS*

## SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_

(edition, page, column)

Date of Publication \_\_\_\_\_

Vol. \_\_\_\_\_

Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Date consulted \_\_\_\_\_

*Continued from 52C*

with their mother race, and are scattered from here towards the headwaters of the Mississippi. One of them, Stephen Bungo, lives with his family over in Superior City. He is now quite old; but it is said that in his day of youthful vigor he was remarkable as a 'packer,' or burden-carrier for the fur traders. We do not observe that 'climate' (!) has made much difference in his children. A brother named George Bungo we have heard as an Indian Trader of skill an influence at Leech Lake on the upper Mississippi, amongst the Pillager Chepeways.

The old Northwest post, alluded to, was on the Wisconsin side, on Connois Point, not far from Howard's saw-mill. There are some evidences of former English occupation about, Vincent Roy's."

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Page No. \_\_\_\_\_

Your Name \_\_\_\_\_

G. H. Shepard.

WORK PROJECTS ADMINISTRATION (MINNESOTA)

Federal Writers' Project, 415 Harvard St. S.E., Minneapolis



Fond du Lac

St Louis  
RiverSteam  
Navigation

53.

## SOCIAL-ETHNIC STUDIES

Source: The Duluth Minnesotian<sup>3-1</sup> Date of Publication Apr 24, 1869  
(edition, page, column)Vol. I No I

Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Date consulted \_\_\_\_\_

"Early Steamboat on St Louis River.

At page 270 of Owens Geological Report, relative to the earth and rock formations of Wisconsin and Minnesota on Lake Superior, we find the following foot note: -

In 1850, the propeller Manhattan, Captain Cadwell, entered this [St Louis] river without difficulty, and proceeded as far up as Fond du Lac Village. The River at that time was not above its ordinary stage, and at the lowest part sounded there was over six feet in the channel. This brings the steam navigation on Lake Superior within thirty five miles of the Mississippi at Sandy Lake.

It was in 1848 that Owens' Geological party made their exploration in this region but the

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Your Name \_\_\_\_\_

report was not published until

WORK PROJECTS ADMINISTRATION (MINNESOTA)

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1852."

G. H. Shepard

Oreota (now  
Duluth)

Power Saws 54

SOCIAL-ETHNIC STUDIES

Source: Duluth Minnesotian<sup>32</sup> Date of Publication Apr. 24/1869  
(edition, page, column)

Vol. I No I Date Line of Story \_\_\_\_\_

Date consulted \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

"The Oreota [now absorbed by  
Duluth] Mill. - This large and  
fine mill will be ready for  
operation about the 1st of May.  
It has been undergoing thorough  
repairs; and is furnished with  
new saws; and the popular  
proprietors Messrs Cly, Mungar  
and Gray are determined to  
please their customers. All  
in want of lumber, lath,  
or bill stuff, will do well  
to look here before purchasing  
elsewhere."

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name G. H. Shepard



## SOCIAL-ETHNIC STUDIES

Source: Duluth Minnesotian<sup>22</sup>  
(edition, page, column) Date of Publication May 8, 1869Vol. I No. III Date Line of Story \_\_\_\_\_

Date consulted \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETYNotes on the Overland Passage

They were informed by our Railroad officials in St Paul that the Ward steamship line had agreed to send up from Detroit this summer a small steamboat suitable for navigating the St Louis river, by which passengers by teams, stages or otherwise from St. Paul could reach Duluth in an easy, cheap and direct manner."

[An enterprise to assist travelers and settlers from St Paul via overland routes. This boat met them at Fond du Lac and took them to Duluth via the St. Louis River.]

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name Gustafson

Watab  
Benton County

Mississippi

Power Sites 56.

SOCIAL-ETHNIC STUDIES

Source: Duluth Minnesotian<sup>1-4</sup> Date of Publication June 12, 1869  
(edition, page, column)

Vol. I No VIII Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Date consulted \_\_\_\_\_

"Quartz Mill:- It is reported that Capt. Newson of St. Paul, is making arrangements to use the power at Libby's saw-mill, Watab, to drive a quartz mill."

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name J. H. Shepard



Beaver Bay  
Lake Superior

Beaver River

Power Sites 57.

SOCIAL-ETHNIC STUDIES

Source: Duluth Minnsonian 2-2 Date of Publication June 12, 1869  
(edition, page, column)

Vol. I No VIII

Date Line of Story \_\_\_\_\_

Date consulted \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

"XXX The Wieland Brothers, have now 200,000 of logs on hand, and the movement to make Duluth a city, are stimulating them to still further efforts in the production of sawed lumber, expecting to find a near and favorable market. They have considerable stock, cows, etc., and plenty of burden oxen - but here - before no horses; there being until of recent years no roads which could allow of their profitable use. When they were here, a week ago however, they purchased a pair of horses and a wagon for \$70. (sic) and took the horses down the North Shore Indian trail, and the wagon by their schooner. The Brothers own considerable water power on Beaver River in addition to which they have improved - one fall immediately above the mill of fifteen feet fall and another just below of twenty-five feet. XXX"

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name G. H. Shepard

Vermillion Lake

Power Sites  
Gold Sites

58.A

## SOCIAL-ETHNIC STUDIES

Source: Duluth Minnesotian <sup>2-4</sup>  
(edition, page, column)Date of Publication June 12, 1889Vol. I No VII

Date Line of Story \_\_\_\_\_

Date consulted \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY"News From The Vermillion Lake  
Gold Mines."

On Tuesday night, June 8, Arthur Clary and Thomas Saxton reached Duluth from Vermillion Lake having footed in the entire distance over the new State Road. They started from Col. Noble's works on Minnesota Point, Findall vein, on Friday at noon, and first footed on Vermillion Lake twelve miles to 'Winston City' Town site, which they reached by dark. It is at this point C. Symour is located with his machinery and stamp mills. The next morning they left for Duluth 34 miles distant, which they reached in four days. XXX

We learn from Mr Clary that prospects of success for the mining operations, stamp mills and workers by the different processes for reducing the gold and silver ores from

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name continued on 58B

GAS.



## SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_  
(edition, page, column)

Date of Publication \_\_\_\_\_

Vol. \_\_\_\_\_

Date Line of Story \_\_\_\_\_

Date consulted \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY*continued from 58A*

their sulphurets were frightening considerably. Col. H. H. Nobles had got all his machinery working, his steam engine, five stamp mills, two furnaces and four amalgamators were in excellent running order; and he had stamped out about five tons of gold and silver quartz; but had only put partially through the chemical process one small batch, with a considerable amalgam product, but of value not yet ascertained when our informant left.

XXX."

Your Item No. \_\_\_\_\_

Page No. \_\_\_\_\_

Your Name \_\_\_\_\_

*L. K. Shepard*

WORK PROJECTS ADMINISTRATION (MINNESOTA)

Federal Writers' Project, 415 Harvard St. S.E., Minneapolis

## SOCIAL-ETHNIC STUDIES

Source: Duluth Minnesotian <sup>4-5</sup>  
(edition, page, column)Date of Publication June 19, 1869Vol. INo IX

Date Line of Story \_\_\_\_\_

Date consulted \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

"The Manufacturing Town At The Falls.  
In those years of progress I  
have been foreshadowing, between  
the completion of the railroad in  
1870 and the American Centenary of  
National Birth, in 1877, the man-  
ufacturing town started upon the  
falls of the St. Louis River, 18 miles  
from the lake, will have reached  
a size and importance, at least  
equal to the city around the St.  
Anthony Falls of the Mississippi;  
surpassing the latter in the giant  
energies at its command, gener-  
ated by the weight of as great  
waters, precipitated hundreds  
of feet in the short distance of  
five or six miles, and which in  
1877 will be found already har-  
nessed with shafts and wheels  
unnumerable, in scores of mills,  
sawing, rending, splitting and

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name Continued on 59B



## SOCIAL-ETHNIC STUDIES

Source: \_\_\_\_\_  
(edition, page, column)

Date of Publication \_\_\_\_\_

Vol. \_\_\_\_\_

Date Line of Story \_\_\_\_\_

Date consulted \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY*continued from 59A*

and tearing wood into a multitude of forms for multitudinous uses, while in scores of other mills whirling furrows will be manufacturing into flour the grain brought by the Mississippi and Superior Railroad to the very mill doors from the teeming harvest fields of Southern and Western Minnesota through the gate of St. Paul; and in still other factories, the same unwearied power, with its Bracean arms, will be found geared to aid in shaping into varied commercial forms the massive slate ledges which, like fences to the land, range at intervals almost due East and West in nearly parallel lines, throughout the vicinity of the "Huge Cataract."

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name *G. H. Shepard*

Milford

St Louis  
River

Power Sites 60.

SOCIAL-ETHNIC STUDIES

Source: Duluth Minn. Times 3-4 Date of Publication Sept 25, 1869  
(edition, page, column)

Vol. I

No XXIII

Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Date consulted \_\_\_\_\_

Trip To Fond Du Lac.

"XXX Stopped at Milford and took  
on some lumber, and heard its  
mill extolled as the most pro-  
ductive in the country. XXX"

Your Item No. \_\_\_\_\_ Page No. \_\_\_\_\_ Your Name G. Shepard



East Grand Forks | Red River  
of the North | Bridges 61.

SOCIAL-ETHNIC STUDIES

Source: Republican 2-5 Date of Publication Dec 29, 1883  
(edition, page, column)

Vol.

Red Wing

Date Line of Story \_\_\_\_\_

MINNESOTA  
HISTORICAL  
SOCIETY

Vol. 27 No 22

Date consulted \_\_\_\_\_

"  
The Polk county grand  
jury has condemned the Red  
River bridge at East Grand  
Forks."  
"

Your Item No. \_\_\_\_\_

Page No. \_\_\_\_\_

Your Name \_\_\_\_\_

G. H. Shepard

Grindstone

Kettle -  
Trib. of St. Croix

Power Sites

Duluth Minnesotian

1

XL1

Feb. 5, 1870

G. Shepard

*Min. Hist. Soc.*

page 2 - col. 3.

"Grant & Brosseau have a portable mill at Hinckley, which runs night and day, and cuts out a fine quality of pine wood. It has furnished all the bridge timber for Grindstone and Kettle River, and some lumber to St. Paul. The mill has been running since the middle of December."



Snake  
Cross Lake

St. Croix

Power Sites

The Duluth Mimesotian

1

XL1

Feb. 5, 1870

G. Shepard

*Min Hist Soc.*

2 col. 4.

#### "PINE CITY

Pine City is on the railroad crossing where Snake River enters Cross Lake. There are five or six houses here besides a good two story hotel and a store. Also a 100 horsepower saw mill, capable of cutting 40,000 feet of lumber per day."

Snake

Cross Lake

St. Croix

Power Sites

Duluth Minnesotian

1

XII

Feb. 5, 1870

G. Shepard

*Min Hist Soc*

2 col. 4

"A stone and lath mill has been put up by Messrs. Munch & Co., and the machinery will soon be in readiness for operation."



Town of:  
XXXXX

Thomson

St. Louis River  
XXXXXXXXXXXXX

65

Power Sites

The Duluth Mimesotian

1

L11

April 16, 1870

G. Shepard

*Min Hist. Soc.*

2 Col. 4

"The new town of Thomson is located on the Dalles, about twenty miles from Duluth, and here the Northern Pacific forms a junction with the Lake Superior and Mississippi Railroad, making inevitable the building up of a mammoth manufacturing center at that point. The power is extended enough to allow all the mills of New England ample facilities, while its capacity would drive them as though they were mere toys. \* \* \*"

Wadena County

Crow Wing

Red Eye

Trib. of Mississippi

Power Sites

The Republican (Redwing)

27

27

June 28, 1884

G. Shepard

*Min Hist Soc*

6 - col. 5

Minnesota

"MINNESOTA NEWS.

Eddy's saw mill on the Red Eye river, Minnesota, was burned.

The loss is about \$3,000, insured."



Cannon River

Mississippi

Navigation

The Republican (Redwing)

27

48

July 5, 1884

G. Shepard

*Min Hist. Soc.*

5 - col. 3.

"Dr. Jaehmig and family accompanied by Mrs. C. J. Hodgson, of St. Paul, went out Thursday of last week to Cannon Falls camped four miles below the city and returned by boats arriving at home at eleven o'clock Friday evening. The navigation of the Cannon seems to be becoming quite popular. Dr. Truesdell was Dr. Jaehmig's co-navigator and the boating was fine sport except at those points where the boats had to be carried around by land. We believe they lost their reckoning for a time at the mouth of the river. There is a lack of proper maps and charts."

St. Louis

Navigation

The Duluth Minnesotian

2

L11

April 22, 1871

G. Shepard

*min. Hist. Soc.*

2. col. 3

"the St. Louis River Entry is a troublesome customer for Uncle Sam's money. About \$150,000 have been expended upon it in congressional appropriations.

When the 'improvement' was started there was about 9 feet of water on the Bar; and this is the depth upon it still!

The way we know is thusly: Just before our last big Northeaster, a few days since, the pilot of the Steamer Artic, (which wintered inside, at Rice Point, and was preparing to go out with a cargo of flour,) sounded the <sup>te</sup> Entry channel to ascertain the exact depth of water in it and on the bar, so as to adjust the amount of loading to be taken on inside to the depth of water that would be required to float her out.

This sounding showed, as we said, just 9 feet on this Bar - and this, after all that cribbing work, costing so much labor and expenditure.

The conviction is continually sustained by the facts, that the Entry 'improvements' on that South Shore of shifting sands, have not any other effect than merely to remove the location of the Bar - the cribbing, no matter how far it may be extended, only causes the Bar to form further out, at about the same depth as before."



Fergus Falls

Otter Tail

Red River of No.

Power Sites

The Duluth Minnesotian

11

L11

April 22, 1871

G. Shepard

*Min Hist Soc*

3. col. 5.

"We had a visit from the editor of the Fergus Falls advocate, a new paper just starting at Fergus Falls, a town commenced [on the Otter Tail Fork of the Red River of-the-North] under very favorably auspices. They claim to have a very splendid water paper (sic); the proprietors of the plot are very enterprising men, and they will certainly build up a good sized town. \* \* \*."

Cannon

Falls

70

Cannon

Mississippi

Power Sites

Redwing Republican

1

46

July 16, 1858

G. Shepard

*Min Hut Soc*

2 col. 3

"In about the prettiest valley through which the Cannon river finds its way, and just at the junction of its two important branches, is situated the village of Cannon Falls, renowned abroad for its advantages as a manufacturing point; it having, next to St. Anthony, the most complete and extensive water power in the State. \* \* \*"



Lake Oaskis  
Saulk

71.

Mississippi

Power Sites

The Duluth Minnesotian

3

1

April 29, 1871

G. Shepard

*M. Hist Soc*

2 Col. 3

"Oaskis puts on scollups over the new grist mill"

[Douglas County]

Power Sites

Duluth Minnesotian

3

1

April 29, 1871

G. Shepard

*M Hist Soc*

"Glenwood is very stylish over a water wheel,  
to which a mill is to be attached."

[Todd County]



The Dalles

St. Louis River

Power Sites

The Duluth Mimesotian

3

1

April 29, 1871

G. Shepard

*M. H. Soc*

2. col. 4.

"The Hastings Bridge across the Mississippi is well under way to completion; the stone piers being ready for the superstructure; and the superstructure being also on hand. The timber for it was chiefly sawed at Payne & Co's mill near the Dalles of the St. Louis River in Carlton county."

No. Br. Buffalo River

Red River North

Power Sites

The Duluth Minnesotian

3

2

May 6, 1871

G. H. Shepard

*m Hist Soc*

2. Col. 4

"[Excerpts from a letter from Alexandria]"

All the machinery for a new-saw mill at Buffalo Lake, Otter Tail County, passed through town on Wednesday last. It is intended for a mill now being erected at Buffalo Lake, away up the country."

[Becker County]



Long Lake

75

Chippewa

Minnesota

Power Sites

The Duluth Minnesotian

3

2

May 6, 1939

1871

G. Shepard

*M. H. Soc*

2. Col. 4.

"Several Gentleman from St. Lawrence, New York, passed through Alexandria on Wednesday last, looking at our Minnesota lands, with a view to the settlement of a colony. They made a reconnaissance of the town, visiting the land office, looked over the fine saw and grist mills of E. W. Hicks, and passed on we believe up to Otter Tail Lake."

St. Louis

Description

The Duluth Minnesotian

3

3

May 13, 1871

G. Shepard

*Wm Hist Soc*

2. Col. 1

"At Fond-du-Lac we reach the rapids - the Dalles of the St. Louis, and for ten miles the river is a succession of rapids and cascades. Starting in the morning from Wheeler's, let the day be devoted to walking these ten miles to Thomson at the head of the Dalles. There are scenes of most wonderful beauty, - in the river as it makes its way down the broken channels furrowed in the slate rocks, in rapids, little waterfalls, in quiet pools and eddies - and in the banks which are clothed with evergreens and shrubs to the waters edge. \* \* \*

Thomson the future Lowell of the North West is most eligibly located, and with a water power almost unlimited, can not but have a rapid growth."



Crow Wing

Mississippi

Bridges

The Duluth Minnesotian

3

3

May 13, 1871

G. Shepard

*My Hist Soc*

4. col. 2.

"A GENTLEMAN from Crow Wing informs us that the track of the Northern Pacific road is laid and the road finished as far as the Crow Wing river crossing, twenty-five miles beyond Brainerd, [sic] Workmen are now engaged in putting a bridge across that stream, and the bridge will be finished in about ten days."

Grand Forks etc.

Red River

Power Sites

The Duluth Minnesotian

3

4

May 20, 1871

*Hist. Soc.*

G. Shepard

3. col. 3.

"Recent arrivals from the Red River of the North, communicate the news that settlements were rapidly being made along both banks of Red River, and also along the Wild Rice river. Three hundred families of Americans are about to colonize on the Cheyenne river, about forty miles from Fort Abercrombie. At Grand Forks, on Red River, at the mouth of the Red Lake river, a new town site is being laid out, and the prospects are good that it will be rapidly built up. Saw and Grist mills are [sic] being established, and as the Red Lake river extends into valuable pineries the lumber trade of the new town will no doubt be of considerable importance."



Pine Lake  
Rush Lake

Otter Tail

Red River

Navigation Prospectus

The Duluth Minnesotian

3

10

July 1, 1871

G. Shepard

*Hess, Luc.*

2. Col. 5

"STEAMBOAT ENTERPRISE. - It has always been thought an impractical idea to speak of navigation upon the waters of this part of the Red River. But late explorations have demonstrated the fact that by removing a few large boulders in the rapids, that is perfectly feasible, and that a good stage of water can be had for a light draft steam tug for the entire summer. The difficulties and delays which have beset our lumbermen in getting their rafts and logs through the twenty odd different lakes, often being obliged to lay up weeks at a time, waiting for favorable winds, have made a steam tug upon the lakes a positive necessity to the successful manufacture of lumber, and Geo. B. Wright Esq. has taken the matter in hand and will push it through to a successful completion. He proposes to secure the building of a powerful steam tug, of light draught, to be used in the spring for towing rafts through the different lakes to the rapids after which it will make regular trips between this place and the first crossing of the Otter Tail river between Rush and Pine Lake's, connecting at that point with the Northern Pacific Railroad. \* \* \*

Thomson

St. Louis

Canal

The Duluth Minnesotian

3

11

July 8, 1871

G. Shepard

*Hest. Soc.*

S. Cal. 3.

## "MORE CANAL

The Water Power Company having now fully organized for the complete development of our magnificent water power at the Dalles of the St. Louis River, will immediately commence the construction of the important works for milling purposes at Thomson. Mr. Hollingsworth, Engineer of this city, has been placed in charge of the improvements. \* \* \*



The Falls

St. Louis

Submarine Geology

The Duluth Minnesotian

3

12

5 July 15, 1871

*Hess, Sec.*

G. Shepard

3. col. 3

[From the St. Paul Press]

We learn that Gen. Macomb, U. S. Engineer, has obtained the services of Mr. Upham, a well known diver, who has been employed in submarine operations at Duluth and on the St. Louis river, to undertake with his diving apparatus a thorough exploration of the bed of the river at the Falls, in order to ascertain the condition of the limestone ledge - whether, and to what extent, it reveals fissures, and where the ledge terminates. It has until recently been supposed that this limestone ledge which covers a stratum of friable white sandstone, extended a considerable distance above the Falls. Recent investigations have led to the belief that it abruptly terminates a short distance above the Falls. To determine this and other facts, Gen. Macomb has concluded on a careful exploration of the bed of the river by the aid of this expert in submarine geology. A learned fish of this sort who can penetrate the mysteries of the great deep is handy to have around in an emergency of this sort."

Trib. of Otter Tail

Red River

Power Sites

Duluth Minnesotian

3

26

Oct. 21, 1871

G. Shepard

*Hist. Soc.*

3. col. 5.

"LOOMIS. - This is the name of a new town just laid out at Pelican Rapids, Otter Tail county. It is named in honor of Col. John S. Loomis, land Commissioner of the N.P.R.R. Co. The land upon which the town is laid out is the property of Lord Gordon, who has already established his headquarters there. Mr. G. W. Tuttle has a large force of men at work building a grist and saw mill which is to be finished by January 1st. The dam is already finished. Lord Gordon has purchased twenty-six sections of land in the vicinity of the town and is already arranging for the settlement of a large Scotch Colony."



Breckenridge

Red River

Power Sites

The Duluth Minnesotian

3

30

Nov. 18, 1871

G. Shepard

*Hist. Soc.*

4. col. 2

"A dozen years ago the irrepressible Geo. F. Brett built at Breckenridge a four story hotel, which the Indians burned in 1862; and took there the machinery for an 80 - horsepower steam saw mill - being the same machinery which is now in one of Mr. G. Bridgeman's saw mills at this place." [Helrose, Minn.]

Long Prairie

Mississippi

Navigation

The Duluth Mimesotian

3

36

Dec. 23, 1871

G. Shepard

*Hist. Soc.*

S. Col. 5.

[Excerpts from the Alexandria Post of Dec. 16, 1871]

"Navigation by the Long Prairie Water Route from Alexandria to  
New Orleans is closed for the winter."



Jewett's Creek  
North Fork  
of the Crow

Mississippi

Power Site

85

The Duluth Mimesetian

3

35

Dec. 23, 1871

G. Shepard

*Hist. Soc.*

3. Col. 6

[Excerpts from Glenwood Eagle Dec. 6]

"We are glad to learn that the new steam mill in Litchfield  
is enclosed and will soon be in running order."

Chippewa

Minnesota

Power Sites

The Duluth Mimesotian

3

35

Dec. 23, 1871

G. Shepard

*Hesh. Soc.*

S. Col. 6

[Excerpts from Glenwood Eagle - Dec. 6.]

"There is some talk of starting another grist mill in town during the coming spring, also the possibility of a steam mill being established. There is one water power of sufficient capacity for four run of stone."



The Great Red River Raft

Red River

Navigation

The Duluth Tribune

2

40

Feb. 1, 1872

G. Shepard

*Hist. Soc.*

2 Col. 3.

**"THE GREAT RED RIVER RAFT ONE OF THE WONDERS OF THE WORLD."**

Having heard of the 'great raft' in the Red River since our geography days, we are all apt to suppose we know all about it. We are all aware that it is a mass of driftwood, completely obstructing navigation at the point where it covers the water with its countless trunks of forest trees. We know that the river passes under this mass as if it were a bridge; and we may remember that in 1833, when the raft was one hundred and twenty-four miles long, the general government began the work of removing it, but after working at for twenty-two years, abandoned the attempt as impracticable, and confined its efforts to the opening up of some of the lateral channels or bayous. We may know all this, but still be ignorant of one of the most curious characteristics of the great raft, which is that it, unlike rafts in general, moves up the river against the current instead of down. The movement is very slow being but a mile or two in a year. The explanation of this retrograde movement of an apparently stationary mass is simple enough. The logs of the lower end of the raft are continually broken away and carried off by the current, while the fresh driftwood is brought down and added to the upper end by floods and

The Great Red River Raft

Red River

Navigation

The Duluth Tribune

2

40

Feb. 1, 1872

*Hest. Soc.*

G. Shepard

2 col. 3.

freshlets. Thus the raft always falling away at one end and growing at the other, gradually moves up the river, and it is calculated that it has moved since its forming about 400 miles. Scientific writers have suggested the idea that this vast mass of timber, after lying in the old bed of the river for a number of ages, will become a coal bed. But when the Red River country becomes thickly settled this enormous collection of the driftwood may be utilized in some way or other, and thus incalculably distant generations may be cheated out of many a good coal fire."



Buffalo

Red River

Power Sites

The Red River Gazette

1

1

March 1872

(monthly)

G. Shepard

*Hist. Soc.*

4

**"QUESTIONS ANSWERED.**

\* \* \*

**8. Is there any Water Power?**

The Buffalo furnishes a good water power, the fall  
being estimated at 18 feet."

Knife Falls

St. Louis River

Power Sites

The Duluth Minnesotian

3

39

Jan. 20, 1872

G. Shepard

*Hist. Soc.*

2. col. 3.

**"THE KNIFE FALLS CORPORATIONS.**

The St. Paul Dispatch contains two legal advertizements - published under the general corporation law-one being the 'Articles of Association of the Knife Falls Boom Corporation' - its bussiness being to construct and maintain log booms in the St. Louis River, in Carlton County, at Knife Rapids above Thomson; - and the other advertizement being the 'Articles of Association of the St. Louis River Manufacturing Company' - its business being stated to be the improvement of the water power at below and above Knife Falls of the St. Louis River,' to utilize it for propelling mills, etc. \* \* \*."



Rainy

Rainy River

Navigation

The Duluth Minnesotian

3

44

Feb. 17, 1872

G.H. Shepard

*Hest. Soc.*

2. Col. 5.

"STEAMBOAT ENGINEERS.--Yesterday Mr. Chisholm and two other Machinists and Steam Engineers (with four packers) left by the Shore for Fort William, having been sent out by the Canadian government to put in the machinery of the three small scow steamers on Lake of the Woods, Rainy and other lakes on the Dawson Route from Fort William to Manitoba. After getting them ready we suppose they will stay to run them during the summer."



St. Cloud

Mississippi

Bridges.

The Duluth Minnesotian

3

48

March 23, 1872

G.H. Shepard

*Hist. Soc*

1. Col. 3.

"The piers of the new St. Cloud bridge were completed yesterday. Forty of Boomer's bridge builders, of Chicago, have gone up to commence operations on the superstructure."

A.P.



Lake Manitoba

92.  
Communication and

Saskatchewan

Red River

Navigation

The Duluth Minnesotian

3

48

March 23, 1872

CH Shepard

*Hist. Soc.*

1. Col. 3.

[From the St. Paul Daily Press of March 16]

"One of the steamers in the Red River trade will operate on Lake Manitoba during the coming season, and another on the Saskatchewan-- and none on Lake Winnipeg as stated the other day. [The Falls at the mouth of the Saskatchewan is the obstacle to the last.] "



Toad.

Red River

Logging.

The Duluth Minnesotian

3

50

April 6, 1872

GH Shepard

*Hist. Soc.*

S. Col. 5 [From the Otter Tail City Record]

"MR. E. CURO, at his lumber camp on Toad River, has made and got on the river bank ready for driving about 15,000 ties."



Long Prairie

Mississippi

Power Sites

The Duluth Minnesotian

3

50

April 6, 1872

GH Shepard

*Hest. Soc.*

3. Col. 5.

"Nearly one million feet of logs are now on hand (sic) at the Alexandria Mills, 'and still they come'."



Long Prairie

Mississippi

Navigation

The Duluth Minnesotian

3

61

April 13, 1872

Hit Lee.

GH Shepard

2. Col. 5.

" [From the Alexandria Post of April 6.]

STEAM ON OUR LAKES.--Two or three of our citizens are maturing a plan for a steam tug on the Alexandria Lakes. Large bodies of timber contiguous to all principal lakes in the county will furnish ample business for such a craft."



Leaf River  
Trib  
of Crow Wing

96.

Mississippi

Logging.

The Duluth Minnesotian

4

4

May 18, 1872

Hit. sec.

GH Shepard

2. Col. 4

[From the Brainerd Tribune of May 11.]

"Last week Scott & Stanchfield of Minneapolis, left with one million feet of White and Norway pine, brought out of Leaf river."



Moorhead  
to

97.

Fort Garry

Red River

Navigation

The Duluth Minnesotian

4

7

June 8, 1872

Hist Rec

CH Shepard

3. Col. 4.

"[From the Winnipeg Manitoban of June 1.]

#### ARRIVAL OF THE SELKIRK

Hill, Gregg & Co's Steamer, the Selkirk, arrived on the evening of the 25th at her wharf at Fort Garry. She started from Moorhead and had a good run to this port, experiencing no delays from the navigation of the river. She had in tow a barge, and had in all a 190 tons of goods and 40 passengers. A number of flat boats, with goods and passengers were passed en route."



Detroit Lake  
White Earth

98.

Trib. of Wild Rice.

Red River

Power Sites

The Duluth Minnesotian

4

8

June 8, 1872

Hist. Soc.

GH Shepard

1. Col. 3.

From the St. Cloud Times of June 8.

" There is only one flouring mill in becker (sic) county, and that is hardly entitled to be called one--the old government mill at White Earth, of very small capacity. The grain crop of this county, even the present year, would afford plenty of work for a good mill. Detroit is about the best point in the county for properly working a steam mill, and sooner or later one is coming. Who is going to improve the chance."

A.P.

Fargo  
Moorhead

Red River

Bridges

The Duluth Minnesotian

4

9

June 22, 1872

Hut. Soc.

GH Shepard

4. Col. 2

\*From the Alexandria Post of June 18.

" The Northern Pacific railroad bridge across the Red River at  
Moorhead is completed. \*\*\* "



## Red River

## Navigation

The Duluth Minnesotian

4

10

June 29, 1872

Hist. Soc.

G. H. Shepard

1. Col. 3.

"From the Detroit Lake, Minn Record June 22"

"Steamboats on the Red River do not now come above Frog Point,  
75 miles below Moorhead. The river is falling."

Otter Tail

Red River

Dams

Duluth Minnesotian

4

11

July 6, 1872

*Wit. E. C.*

G. H. Shepard

1. Col. 3.

\*From the Fergus Falls Advocate of June 22

"As we predicted last week, the flush boards were on Thursday put on the dam, the flumes closed up and most of the water in the river stopped for about fifteen minutes. \*\*\*"



Otter Tail

Red River

Power Sites

The Duluth Minnesotian

4 11

Hut. Sec.

July 6, 1872

GH Shepard

1. Col 3.

[From the Fergus Falls Advocate, of June 22]

Louis Goodsell, of Northfield, was in town yesterday for the purpose of looking over the mill and water power of the Mill Co's. with a view to its purchase. He was very much pleased with the looks of things, and says if he can make satisfactory arrangements with the owners he will purchase the whole upper water power. \*\*\* "

Chippewa

Minnesota

Power Sites

The Duluth Minnesotian

4

13

July 20, 1872

*Hist. Soc.*

G.H. Shepard

1. Col. 3.

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From the Glenwood, Pope County Eagle, of July 10.7

"The work of the mill is progressing. The race is nearly completed. It has been a heavy job. Several men, and from one to five teams, have been at work. The wheel will receive attention in a few days. When this mill is completed it will rank amongst these of first-class. The cost of improvements will reach near \$1000."



Cannon

Mississippi

Navigation

Goodhue County Republican

3

23

Feb. 3, 1860

*Hint. loc.*

GH Shepard

3. Col. 3

"NAVIGATION OF CANNON RIVER.--We are informed that steps are being taken to perfect the arrangement spoken of in our paper some weeks ago, with a gentleman from Maine, for the navigation of the Cannon river. He desires to have secured for him the exclusive use of the river for the purpose named, for a number of years, and a bill granting such privilege will probably soon be introduced into the Legislature. \*\*\* The proposition is to put on steam tugs, to which will be attached flat boats or barges, for transporting freights etc. up and down the river. The boats are to draw about ten inches of water, and it is thought that that depth can (sic) at all times."

Sauk

Mississippi

Power Sites

The Duluth Minnesotian

4

17

Aug. 17, 1872

*Hint See.*

GH Shepard

1. Col. 3.

[Todd County]

" \*\*\* Little Sauk is on the route from Sauk Centre to Hartford, and the establishment of a Post Office at that point is a great accommodation to settlers, as the office is convenient to Moore's saw and grist mill in a section of county thickly settled."



Mud

Mississippi

Navigation

The Duluth Minnesotian

4

19

Aug. 31, 1872

*Hist. Soc.*

G. H. Shepard

2. Oct. 4.

"From the Brainerd Tribune of Aug. 24."

## " THE GREAT MILLE LAC

We received a call on Tuesday last from our old Scott County friend, Mr. Hawkins, who was accompanied by a Mr. Lynch, both in from the region round about the remarkable lake above named. These gentlemen have spent the whole summer in that country. This lake lays some fifteen or twenty miles South-east of Brainerd, and the nearest point on the Northern Pacific to this lake is Aiken, on Mud River. This river can be navigated, as these gentlemen tell us, by boats of considerable size, from within two or three miles of the Aiken station up the river to within less than two or three miles from the lake. \*\*\* "

Pelican

Red River

Power Sites

The Duluth Minnesotian

4

20

Sept. 7, 1872

Hist. Soc.

GH Shepard

1. Col. S.

\*From the Detroit, Becker County Record of Aug. 31.7

"Messrs. Buck & Farrer, who own a saw mill on the Pelican, seven miles below Detroit, are to put in a grist mill at the same place."



Red Lake

Red River North

Navigation

The Duluth Minnesotian

4

XII

Sept. 21, 1872

*Hunt Inc.*

G.H. Shepard

1. Col. 3.

*From the Detroit, Becker County., Record, of Sept 14*

Steamboating on Red Lake River was inaugurated on the 3d inst., by the steamer Dakota, Capt. Jerry Webber, which made the first trip from the Red River to Crooksbury, at the Red Lake crossing of the Pembina Branch 23 miles from Grand Forks and 13 from Frog Point, and found four feet of water all the way, as well as some snags and rocks."

Crow

Leaf River

Wing--Miss.

Power Sites

The Duluth Minnesotian

4

22

Sept. 21, 1872

*Dist. loc.*

CH Shepard

3. Col. 3.

"A fire broke out in Frazee's Mill at Leaf River, on the N.P. R.R. 166 miles west of Duluth, last Saturday afternoon, and burned the building and some lumber. The engine and machinery were somewhat damaged but not seriously. Total loss \$1600."



St. Croix.

Lake Superior

Mississippi

Canal

The Duluth Minnesotian

4

29

Nov. 9, 1872

*Hist. Soc.*

GH Shepard

3. Col. 5.

"Judge Meeker's project for a ship canal from the St. Croix river to Lake Superior, receives a dash of cold water from the St. Paul Press. The Press asserts that the Mississippi, even at St. Paul, is considerable higher than Lake Superior, and at Taylor's Falls, where the proposed canal is to start, it is still higher by five hundred feet. The water of Judge Meeker's canal, therefore, if it is ever dug, will have to flow toward the Lake instead of from it, and in order to accomplish this result without pumping, the current of the Mississippi must be changed--a rather difficult piece of engineering work.--Winona Republican."

Sauk Lake

111.

Sauk River

Mississippi

Power Site

The Duluth Minnesotian

4

44

Feb. 15, 1873

*Hint. See.*

GH Shepard

3. Col. 6.

"Sauk Centre folks are moving for increased mill facilities. With their usual energy they are taking all the necessary steps to have a large steam mill built, and will no doubt speedily accomplish the desired result. A powerful mill is needed there in addition to the one already in operation. The people have taken the right way so (sic) secure a large trade and a lively town."



Buffalo. No Br.

Red River No.

Power Sites

The Duluth Minnesotian

4

47

Mar. 15, 1873

*Hist. Soc.*

GH Shepard

2. Col. 4.

"From the Glyndon Clay Co., Gazette, of March 6"

--We learn that Mr. Ole Jacobson, of Hawley, is getting the material on the ground for the erection of a grist mill on the Buffalo River, two miles south of Hawley. \*\*\* "

Above St. Anthony Falls

Mississippi

Navigation

The Goodhue County Republican

3

39

May 25, 1860

*Hist. Soc.*

GH Shepard

2. Col. 1.

"STEAMBOATING ABOVE THE FALLS.--The St. Cloud Democrat of the 17th says: The steamer Enterprize has made two trips since our last issue. She brought up seventy tons of freight for the Hudson's Bay Company, and took down three thousand five hundred bushels of wheat. A barge also took down six hundred bushels of grain on Monday."



South

Branch Buffalo

Red River of No.

Power Sites

The Duluth Minnesotian

5

3

May 10, 1873

*Hut. loc.*

CH. Shepard

1. Col. 4.

"From the Glyndon, Clay Co; Gazette, of May 1."

--Messrs. Sutherland and Mercer have located at this place preparatory to going into business will will be mainly in grainard produce, having in view the erection of a large steam flouring mill. \*\*\* "

The Duluth Minnesotian

5

27

Oct. 25, 1873

Hist. Soc.

G. H. Shepard

3. col. 5.

"From the Audubon, (Becker County) Journal of Oct. 187.

Mr. R. L. Frazee - who, by the way, is one of Becker County's best and most enterprising citizens - is laying the foundation for a live little town at his mills in the extreme eastern part of this county, where the N.P. crosses the Otter Tail river. It is reported and generally believed by railroad men, that Hobart station will be removed to that point. It has already a large saw mill, and a grist mill nearly completed, with a capacity of two hundred barrels per day; \*\*\*."



Rock Creek

St. Croix

Power Sites

The Duluth Minnesotian

5

5

April 4, 1874

Hist. Soc.

G. H. Shepard

2, col. 4

"(From the Pine City News, of March 28)"

The preparations for the building of a steam saw mill at Rock Creek is going on. A dam is now being erected to float the logs, and the mill will be put up as soon as possible."

Snake

St. Croix

Power Sites

The Duluth Minnesotian

5

5

April 4, 1874

Hist. Soc.

G. H. Shepard

2, col. 4

"(From the Pine City News of March 29)

--The shingle mill owned by Robie & Brown, Miller Station, is to be started in about a week. Over 600,000 feet of logs have been put in this season and upwards of 5,000,000 shingles will be manufactured."



Red

Red

Power Sites

The Duluth Minnesotian

5

5

April 4, 1874

Hist. Soc.

G. H. Shepard

2, Col. 4.

"(From the Moorhead (Red River) Star, of March 28.)

-- We have this week the gratifying intelligence to communicate, that the Moorhead Manufacturing Co., have ordered the necessary machinery for their saw mill, to cost four thousand dollars. It is designed to first erect a saw mill and through its agency to get out material for the building of a flouring mill alongside - the two to be run by one mammoth engine capable of propelling eight run of stone. \*\*\*."

The Duluth Minnesotian

5

5

April 4, 1874

Hist. Soc.

G. H. Shepard

2, col. 5.

"From the Fargo (D. T.,) Express of March 26"

\*\*Writer J. S. Trail, of Grand Forks, visited Fargo, on Saturday.

Mr. Trail is one of the leading citizens of the Forks and one of the most trusted of the Hudson Bay Co.'s agents in North Dakota. As stated before in the Express, Grand Forks is one of the wide awake towns of the Red River valley. The Hudson's Bay Co. alone having given steady employment to 150 men during the past winter, at that point. A steam saw mill is in active operation day and night, and a large grist mill is in progress of construction, which will be of great convenience to the settlers and do much to induce immigration into that portion of our beautiful valley."



Sleepy Eye.

Minnesota.

Power Sites.

The Goodhue County Republican

3

40

June 1, 1860

Hist. Soc.

O. H. Shepard

2, col. 4.

"The large flouring mill and saw mill at New Ulm was entirely  
destroyed by fire last week."

Ottertail

River  
Red/of the North

Power Sites

The Duluth Minnesotian

5

52

April 18, 1874

Hist. Soc.

G. H. Shepard

2, col. 3.

"(From the Fergus Falls Journal of April 9.)

Fraxee City, a new town a mile north of Hobart, is a smart, lively place, with a good water power \*\*\*. It has a good saw mill, a grist mill with three run of stone \*\*\*\*. A planing mill will be in operation within 60 days. \*\*\*\*



Ottertail

Red River

Navigation

The Duluth Minnesotian

6

1

April 25, 1874

Hist. Soc.

E. H. Shepard

3, col. 5.

"(From the Fergus Falls Journal, of April 16.)

-- J. W. McLain is in town. Mr. McLain has 15 flat boats all ready to start for Fort Garry as soon as the ice is out of Red River."

Red

Red River

Navigation  
and Ship Building

The Duluth Minnesotian

6

1

April 25, 1874.

Hist. Soc.

G. H. Shepard

3, col. 5.

"[From the Moorhead (Red River) Star, of April 18.]"

-- Flatboating on the Red River this season will be carried on to a greater extent than ever before. Large numbers of boats are being built at this point by townsman Davidson and others, and reports from Breckenridge state that more than the usual number will be launched there."



The Duluth Minnesotian

6

2

May 2, 1874

Hist. Soc.

G. H. Shepard

2, col. 3.

"(From the Fergus Falls Journal of April 24.)"

-- J. W. McLane's large fleet of flatboats recently built at Page & Scott's landing, having all been launched and loaded, are now probably, on their winding way to Fort Gerry, laden with flour, butter, eggs, etc. for those insatiate Manitobans."

Cormorant Lake

Headwater Otter Tail

Power Sites

The Duluth Minnesotian

6

3

May 9, 1874

Hist. Soc.

G.H. Shepard

3, col. 5.

"(From the Audubon Journal, of May 2.)

-- The Pelican Flouring Mill, situated twelve miles south of Audubon, is now grinding feed, and will commence grinding flour the last of the coming week. Mr. Way, of this place, took a load of wheat down there on Saturday last, and found the road through the timber in good condition. He says the mill is a first class one, and is managed by an experienced miller."



Red River

Freight Tonnage

The Duluth Minnesotian

6

7

June 6, 1874

Hist. Soc.

G. H. Shepard

3, col. 4

"From the Moorhead (Red River) Star. of May 30.]

-- The Red River Transportation steamers have, since the opening of navigation this season, cleared from Moorhead for Fort Garry with two thousand two hundred and sixty-five tons of merchandise and a large quantity of lumber, wheat the other grains. \*\*\*\*

Snake

St. Croix

Power Sites &amp; Dams

The Duluth Minnesotian

6

8

June 13, 1874

Hist. Soc.

O. H. Shepard

3, col. 4.

"(From the Pine City News, of June 6.)

-- The Pine City Lumber Company are shipping on an average of 10 cars of lumber per day.

(Ibid)

-- The mill of Grant, McCain & Co. is doing a good business of late. Their log drive of about 2,500,000 feet has arrived at the dam"



Snake

St. Croix

Navigation Prospectus

The Duluth Minnesotian

6

8

June 13, 1874

Hist. Soc.

G.H. Shepard

3. col. 5.

"(From the Pine City News of June 5.)

-- Messrs. Munsh & Burrows have recently made the purchase of an elegant steam tug. (sic) at St. Paul, and will bring it to their place on the cars. It will be used on the Snake river and Lake for the purpose of towing stave bolts and wood down the river and carrying supplies up the river."

Assiniboine

Red River

Nav.

The Duluth Minnesotian

6

11

July 4, 1874

Hist. Soc.

G.H. Shepard

3, col. 4

"NORTHERN NAVIGATION.

The Winnipeg Manitoban gives an account of the trip of the steamer Dakota, Capt. Sam Painter, up the Assiniboine river on the 23d of May to Portage, La Prairie, 150 miles West of Winnipeg. She took up nineteen tons principally potatoes. \*\*\*\*\* "



Pelican

Otter Tail

Power Sites.

The Duluth Minnesotian

6

20

Sept. 25, 1874

Hist. Soc.

G.H. Shepard

2, col. 4.

"(From the Detroit Record, of Aug. 29.)"

Work on the mill dam in the Pelican River steadily progresses. Squire Rossmann has charge of the work. The raceway, flume and bulkhead are to be put in next week."

Toad

Red River

Power Sites.

Duluth Minnesotian

6

23

Sept. 26, 1874

Hist. Soc.

G.H. Shepard

4, col. 2.

"(From the Perham News, of Sept. 18.)"

We understand that Clark & McClure's mill will be through sawing in about a week. They have sawed over 2 million and a half this season, making an average of at least 20,000 per day; this is doing pretty well when the fact of their not sawing more than nine hours per day is remembered. Where is the mill that can beat this?"

CVM



St. Louis  
Mississippi

132-A

Canal Prospectus

The Duluth Minnesotian

6

39

January 16, 1875

Hist. Soc.

G.H. Shepard

4, col. 2.

#### CANAL CONNECTION.

Memorial to Congress from the Minnesota Legislature asking for a survey of the Mississippi and St. Louis Rivers with a view to Canal Connection.

The following memorial was introduced into the House of Representatives this week by Mr. Gilman of St. Cloud, and is now in course of passage through that body. It will pass without opposition:

To the Congress of the United States:

The Legislature of the State of Minnesota would respectfully represent that the interest of said State and of the country at large would be prompted by the construction of a steamboat canal so as to connect the St. Louis River with the Mississippi River at or near Sandy Lake; and to make such other immediate improvements as are needed to afford a good steamboat route between the Falls of St. Anthony and the Harbor of Duluth at the Head of Lake Superior, via said rivers and proposed canal; thus connecting the grand system of River and Lake navigation, and bringing a connection of the waters of the Red River Valley and Manitoba within the scope of easy practicability via Pokegama Falls, Cass Lake, Turtle River, and Red Lake and River.

This improvement would afford continuous water transportation to the east for the products of the most extensive Flouring Mills in the world. It would furnish a water route to an immense agricultural region in Northern

Contin'd from P. 132-A

Minnesota now without that advantage, would facilitate lumbering operations, and would cause the settlement and cultivation of much of that part of the State now uncultivated.

We would represent that Government Engineers have already surveyed the Mississippi River from the Falls of St. Anthony to Pokegama Falls; and found its improvements for steamboating practicable; and we respectfully request an early survey of the balance of the route herein indicated, and an improvement of the same should it be found practicable. And, in duty bound, your Memorialists. (sic) will ever pray."



Clearwater

Red Lake River

Logging

The Duluth Minnesotian

6

42

Feb. 6, 1875

Hist. Soc.

G.H. Shepard

4, col. 3.

"Some thirty men are now engaged in getting out logs on Clearwater River, a short distance from the White Earth Reservation for a Minneapolis firm."

Lake Washington

Le Sueur County

Power Sites

The Duluth Minnesotian

6

43

Feb. 13, 1875

Hist. Soc.

O.H. Shepard

x42, col. 7.

"Albert Volk is building a saw mill and stave factory on Lake Washington, LeSueur County. The stave and heading manufactory is claimed as one of the most complete in the State."



Long Prairie

Crow Wing

Navigation

The Duluth Minnesotian

6

48

Mar. 20, 1875

Hist. Soc.

G. H. Shepard.

4, col. 4.

## "LONG PRAIRIE RIVER NAVIGATION.

Alderman Bassett has sold a portable boiler and engine to Chandler, Fisher & Wait, enterprising merchants of Long Prairie, Todd County, which will be the motive power to a new steamboat, built by those gentlemen the past winter. Long Prairie is situated on Long Prairie River, an important southwest tributary to Crow Wing River. The steamer will ply between Long Prairie and Motley, an important town on the Northern Pacific Railroad, distant some 80 miles by land and 50 miles by water. Quantities of wheat accumulate at Long Prairie during the winter, and by the agency of the steamer and the railway can be cheaply transported to Duluth in the spring. The steamer is built to accommodate passengers as well as freight. - Minneapolis Tribune."

## Red River

## Navigation

The Duluth Minnesotian

6

49

Mar. 27, 1875

Hist. Soc.

G.H. Shepard

1, col. 4.

"(From the St. Paul Pioneer, of March 20.)

## EARLY DAYS OF RED RIVER NAVIGATION.

In our review of trade with Manitoba, we noticed cursorily the progress of steam navigation on Red River. Except the voyages of canoes, and occasionally a flat-boat, the waters of that stream were a solitude until, under the Frazer River gold excitement, the citizens of St. Paul, aided Anson Northrup, <sup>(sic)</sup> Baldwin Olmstead and Lewis Stone, to transport the hull and materials of a small steamer, on sledges, in the winter of 1858-9, from Gull River, near Crow Wing, to the mouth of the Sheyenne on Red River - a distance of 250 miles. The vessel was removed from the waters of the Gulf of Mexico to those of Hudson's Bay, was the original Gov. Ramsay, the machinery of which was from Bangor, Maine, and constructed for navigation <sup>(sic)</sup> above the Falls of St. Anthony. In the spring of 1859, the Anson Northrop, / as newly christened, made successful trips to and from Fort Garry. For two years, with the name changed to the Pioneer, irregular trips were made, when in 1862 the International succeeded. In 1861, the Freighter, Capt. Davis, has been pushed up the Minnesota River to Patterson's Rapids, near Big Stone Lake, but the spring flood subsiding, was abandoned and dismantled, the boilers and machinery still being used in the hull of the International.



Contin'd from P. 136-A

Simultaneously with the advent of the International, the Anson Northrup, (sic) or Pioneer, was broken up, but the Bangor boiler is still in use in the 'Chief Commissioner,' on Lake Winnipeg, and its engine, also a miracle of Yankee longevity, propels a saw mill at Lower Fort Garry.

It was only until 1871 that much commercial activity was visible on Red River. With the organization of Manitoba, as a Province of Canada, James J. Hill of the firm Hill, Griggs & Co., projected the steamer, 'Selkirk,' which was constructed in the winter of 1870, at Fort Abercrombie, under the direction of Capt. Alex. Griggs. Its arrival at Winnipeg was a notable event, celebrated in Governor Archibald's message as the dawn of a new era, and materially cheapened transportation. The more recent navigation of the river is sufficiently familiar, as well as the extraordinary accumulation of business which now demands a fleet of seven steamers, and double that number of barges. Whether a railroad will supercede this activity on the tortuous course of the Red River, or give it a new impulse under necessary modifications, is a problem for the future."

## Canals

The Duluth Minnesotian

6

50

Apr. 3, 1875

Hist. Soc.

G.H. Shepard

1, col. 3.

## MINNESOTA CANALS.

Gov. R. Stuntz REVIEWS THE ESTIMATES OF THE ST. PAUL PIONEER,  
AND PRODUCES DIFFERENT RESULTS.

Duluth, March 31, 1875.

Editor Duluth Minnesotian:- In your last issue appears an article entitled 'Minnesota Canals,' taken from the St. Paul Pioneer, in which a thorough exposition is given of the various routes, with valuable estimates of cost.

For the purpose of keeping this subject before the people, I propose to review the estimates on the northern route, and its connections.

From the junction of the Red Lake River with the Red-River-of-the-North to a point 12 miles east of Crookston, the navigation of that stream as uninterrupted by any material obstruction, for all boats running to Fort Garry. From that point (near the old cart-trail crossing,) to Red Lake, the estimate is for four Dams and Locks of 15 feet lift each. These dams in the absence of better material will have to be built of earthwork, and will not exceed on an average 1,000 feet in length; and such work can be put in for Fifty Cents per Cubic yard, and they will not average 50,000<sup>c</sup> cubic yards for each Dam; and Locks, 50 feet by 200 feet, can be built of solid masonry where stone is convenient, for \$40,000 each. When stone is not convenient a combination lock, built of timber and ballasted with rubble, for half that



Contin'd from P. 137-A

price; and in that locality the first construction would no doubt be of this kind. The estimate, on this basis, after adding 25 per cent for contingencies would be \$225,000, instead of \$800,000 for improving Red Lake River.

From Red Lake to Cass Lake, the distance is 36 miles, but over one-half of that distance is in the valleys of streams, and navigable Lakes having but 18 miles of actual canal.

18 miles of canal at \$50,000 per mile - - - - -	\$900,000
10 Locks at \$20,000 each - - - - -	<u>200,000</u>
To Cass Lake - - - - -	\$1,325,000 (sic)

Four Dams and Locks on the Mississippi at an estimated cost equal to those on Red Lake River with improve that stream to West Swan, \$225,000.

Keeping East up that stream 3 miles we will have only 15 to 16 miles of actual canal to construct to reach the St. Louis River. 16 miles at \$50,000 per mile \$800,000.

From these take my estimates produced before the Duluth Chamber of Commerce, and for contingencies add 25 per cent, and the sum total amounts to \$4,502,500.

Col. Farquhar's estimate to prove the Mississippi River, from St. Paul to the mouth of West Swan River is \$4,980,220, (which, I think is high) will make the northern route cost \$9,482,720, instead of \$11,142,220, as figured in that article.

Contin'd from P. 137-B

The item of \$100,000 for removing the floodwood in the St. Louis is 10 times too large. Parties here will remove it for \$10,000.

The ability of inclines over which to transport loaded steamers, I am not posted on, but believe they would prove expensive luxuries.

With the improvement of the Mississippi River, as above, and the connection with Red River, and with Duluth, as estimated upon, all the objects will be obtained (and at an expense of less than \$10,000,000) that would be procured by the Minnesota River, and Fergus Falls, and Crow Wing, or the St. Croix routes, and give us forever the control of the Manitoba grain trade.

If the present development of the State produces 20,000,000 bushels of wheat, to say nothing of other grains, and we pay 10 cents more per bushel for carrying it to market than we would have to with this improvement, we are paying annually \$2,000,000 into somebody's pockets that ought to be kept in our own. And in five years this would make the improvement without farther development. But the moment this improvement is commenced with a prospect of speedy completion, 5 years will tripple (sic) the annual productions of the State.

Geo. R. Stuntz"



Davis Lake  
Sandy River

Mississippi

Navigation

The Duluth Minnesotian-Herald

1

6

Oct. 16, 1875

Hist. Society

G. H. Shepard

4, col. 2.

"A TRIP TO SANDY LAKE, AITKEN COUNTY

\*\*\* After repast we again embarked and soon arrived at the Rapids of Sandy River, which continue a distance of about two miles,\*\*\*. At five o'clock we arrived at, and paddled into Davis Lake, which is at the head of steamboat navigation; being the point where Capt. Houghton turned about with the steamer Pokegama two years ago last spring. At this point we were twelve miles from the river, and two miles across land to the N. P. R. R. Here we camped in a pine grove on the right bank of the Lake."

Mississippi

Power Sites

The Duluth Herald

9

44

July 6, 1878

Hist. Soc.

C.H. Shepard

2. Col. 6.

"When the new flouring mills, now in process of construction, are completed the aggregate run of stone will be more than before the late fire; not including the Washburn 'A' mill, which will probably not be built this season. Minneapolis Tribune."



Red

Ship Building

The Duluth Tribune and Herald

9

21

Sept. 20, 1978

Hist. Soc.

G.H. Shepard

2. Col. 3.

"P. Mc Arthur, of Winnipeg, is building a double screw propeller on the Moorhead levee, just below the bridge. It is 125 feet <sup>[sic]</sup> long, 28 feet <sup>[sic]</sup> beam, 4 feet hold, and is designed to run between Moorhead and Winnipeg."

Prairie

Mississippi

Logging

The Duluth Weekly Tribune

6

50

Apr. 14, 1876

Hist. Soc.

G.H. Shepard

4. Col. 1.

"--The lumber teams from L. Day & Sons' camp on Prairie River, arrived in town on Tuesday last. They report three feet of snow in the woods, which being soft, made traveling very difficult."



Red

Ship Building

The Duluth Weekly Tribune

6

51

Apr. 21, 1876

Hist. Soc.

G.H. Shepard

2. Col. 3.

"The new steamboat built here this winter for Mr. Davidson, but which has been sold to the Kittson, is now finished and ready for launching as soon as the ice goes out. It is the largest boat on the river, is of fine model, and reflects great credit on the builders, Messrs. Kirk and Beaton."

A.P.

Red Lake

Red

Logging

The Duluth Weekly Tribune

7

2

May 12, 1876

Hist. Soc.

G.H. Shepard

2. Col. 1.

## " MOONHEAD ITEMS

From the Star.

A late dispatch states that 6,000,000 feet of pine lumber, worth over \$100,000 has been unlawfully cut from the Red Lake Indian Reservation, and is now awaiting the spring thaw to be moved to Fort Garry and a market. This is alleged to be a newly discovered piece of robbery on the part of the Indian ring, and if so, will receive prompt attention at the hands of Secretary Chandler.

The Minneapolis Tribune makes light of the steal above noted, insisting that the story is a Democratic gag, while in truth the alleged robbery is a job of the notorious [sic] Minneapolis pine ring."

A.P.



Red.

Navigation  
and Ship Building

The Duluth Weekly Tribune

7

22

Sept. 29, 1876

Hist. Soc.

OH. Shepard.

4. Col. 4.

"Fargo Times, 23d.

Flatboating has been unusually lively on the river this week  
(sic) Five fleets laden with merchandis<sup>s</sup>e having passed through from  
Breckenridge to Winnipeg. The river at this point is full of new  
boats (sic) many more are being built on the banks."

St. Louis

Lake Superior

Logging etc.

The Duluth Weekly Tribune

VII

36

Jan. 12, 1877

Hist. Sec.

OH. Shepard

1. Col. 1.

"LET'S" HAVE A SWAMP LAND GRANT FOR THE IMPROVEMENT OF THE ST. LOUIS  
RIVER :

Minneapolis, the largest city in the State, and Stillwater, which is, we believe, the third in size, have both been almost wholly built up by the manufacture of lumber. Minneapolis has had tributary to her the vast but now rapidly-being-exhausted pineries of Rum river and the Upper Mississippi. Stillwater has had tributary to her, the pineries of the St. Croix and Snake rivers. By far the largest and most valuable pineries in the whole northwest now lie upon the St. Louis river (and its tributaries) which river flows down and empties into the beautiful bay in front of our doors, where can be found ample and safe boomage for billions on billions of feet of logs. Could these pineries have been reached, say 20 years ago--about the time that Minneapolis started--and could a market have been found for the lumber produced thereof, there is no reason why, around the head of this lake and in our state, there might not to-day be (with our other advantages) a busy and prosperous population of 100,000, and a capital of scores of millions of dollars, and that, too, without detracting in the least from the prosperity

A.P.



(continued from 146. A.)

Ch. Shepard

of either of the other points above named--thus adding largely to the population of the state and contributing largely to the payment of the expenses of the state government.

During the past few years large sums of money have been invested in the pine lands on the St. Louis river, and many of the purchasers thereof would have engaged largely in the manufacture of lumber ere this, had they only been able to get at their pine. To undertake to manufacture that vast quantity [sic] of lumber at any point above the Dalles of the St. Louis river, would evidently be impracticable, by reason of the inconvenience, in that narrow river, of keeping the logs of probably a score of different manufacturers separate from each other, and by reason of various other disadvantages unnecessary to here mention.

What is wanted in order to get at that pine, is to improve the St. Louis river so that the logs can be brought down here where there is ample boomage, and where there would be no expense in the way of railroad freights, on lumber designed for the Chicago and Eastern markets.

continued from 146. B.

This improvement is earnestly desired by the purchasers of the lands in question and also by the city; but the city is not able to aid in the enterprise<sup>s</sup>, and the owners of the lands seem to hesitate about putting in the money necessary to make the desired improvement. Two years ago a charter was obtained which gave to the corporators certain rights and priveledges, [sic] in case they should improve that river so that the logs could be brought down to Duluth, but the company have done nothing and the charter is now about to expire, and it is hardly probable that the work will be again attempted by private enterprise<sup>s</sup> at least, not for a long time to come.

Now in view of these facts, why might not a swamp land grant be obtained from the state for the improvement of this river? We believe that by proper effort such a grant could be obtained. The State has given grants of swamp lands for far less meritorious projects.

The state can well afford to make a liberal grant of lands given her by the general government for internal improvements, in



(Continued from 146. C.)

OH. Shepard.

order to secure the building up here--in case we can procure a compromise of our indebtedness--of a lumber manufactory and a lumber mart equal to Minneapolis; and, that the pineries naturally tributary to the head of the lake are amply sufficient to build up such a city, there can be no reason of doubt.

Of course, without a compromise of our city indebtedness, we should not expect any mills to be built here, even if the obstructions from St. Louis river were removed; but we have strong hopes that the compromise will be effected. Should blindness, however, take possessors<sup>[sic]</sup> of our creditors and should they decline our offer of compromise, we might still secure the manufacture of that lumber in this county, by letting our city bondholders take Duluth, and by our moving the town, or rather ourselves, up to Oneota, three miles above, on the beautiful bay of St. Louis, where, with a little dredging, ample harbor facilities could be procured for our largest lake boats."

A.F.

St. Louis

River Improvement

The Duluth Weekly Tribune

7

41

Feb. 16, 1877

Hist. Soc.

Ch. Shepard.

1. Col. 1.

"IMPROVEMENT OF THE ST. LOUIS RIVER.

A paper has been in circulation here during the past week, which has, we believe, been signed by almost everyone, setting forth the necessity of having the rapids of the St. Louis River improved so that the immense pineries on its upper waters can be reached, etc "



Red

Bridges

The Duluth Weekly Tribune

7

51

April 27, 1877

Hist. Soc.

G.H. Shepard

4. Col. 1.

"A freshet on the Red river last week carried away the wagon bridge between Moorhead and Fargo."

Willow

Kettle

Bridges

The Duluth Weekly Tribune

8

1

May 4, 1877

Hist. Soc.

CH. Shepard

4. Col. 1.

"--Some of the timbers in the bridge across Willow river, a 30-foot stream a few miles this side of Kettle river, were burned and weakened yesterday to such an extent that the engine of a special freight train broke through and plunged into the bed of the stream. \*\*\*x"



## River Improvement

The Duluth Weekly Tribune

8

1

May 4, 1877

Hist. Soc.

GH. Shepard

4. Col. 2.

## "\$9,000 TO BE EXPENDED IN THE DULUTH HARBOR.--

In pursuance of the recommendation of the Chief of Engineers it has been determined to expend the unexpended balance of the appropriation of 1876 for rivers and harbors amounting to \$1,124,100. The following will be expended at the points named:

Duluth, Minn.-----	9,000
Falls of St. Anthony-----	49,000
Red River of the North-----	10,000
Mississippi River above the Falls of St. Anthony-----	20,000
Minnesota River-----	10,000

The remainder goes to about seventy other points, in small amounts."

Red

Navigation

The Duluth Weekly Tribune

8

1

May 4, 1877

Hist. Soc.

CH. Shepard

4. Col. 5.

"Bruns & Finkle bought 2000 bushels of wheat at Winnipeg during the past week, and it will be shipped to Moorhead to be ground--the first wheat ever brought up the river. Moorhead Advocate."



Midway

St. Louis

Power Sites

The Duluth Weekly Tribune

8

6

June 8, 1877

Hist. Soc.

CH. Shepard

4. Col. 1.

"--Wile Nilson has purchased all the machinery for a small  
flouring mill, which he has arranged to erect on Midway river, a  
short distance back of Thomson, where he owns quite a good water  
power. \*\*\* "

Chester Creek

Lake Superior

Power Sites

The Duluth Weekly Tribune

8

3

June 8, 1877

Hist. Soc.

CH. Shepard

4. Col. 1.

"... We regret that Mr. Nilson has not seen his way clear to build his mill in Duluth--on Chester creek, for instance, where it could be run by water power most of the year and where wood could be purchased cheaply for running it the rest of the time."



Mission Creek

Kettle River

Power Sites

The St. Paul Daily Globe

1

8

Jan. 22, 1878

Hist. Sec.

G.H. Shepard

2. Col. 4.

"Friday last a man by the name of William Ramsden was killed at Munson's camp near Mission Creek. He was chopping a tree when a limb fell, striking him on the head, killing him almost instantly. \*\*\*\ -- Rush City Post "

Run

Miss.

Logging

The St. Paul Daily Globe

1

14

Jan. 28, 1876

Hist. Sec.

CH. Shepard

2. Col. S.

"Some of the lumbermen in the Run Valley pineries now run sprinkling carts over their logging roads and so keep them tolerable working order. The sprinkling is not to lay the dust, but to improve the sledding."



St. Croix

Mississippi

Power Sites

The St. Paul Daily Globe

1

22

Feb. 5, 1878

Hist. Soc.

Ch. Shepard

2. Col. 6.

"The St. Croix flouring mill shipped three carloads of flour  
to Boston on Monday.--Stillwater Gazette."

Hawk Creek

Minnesota

Power Sites

The St. Paul Daily Globe

1

23

Feb. 5, 1878

Hist. Soc.

CH. Shepard

3. Col. 3.

"WILLMAR,

the county seat of Kandiyohi County. \*\*\* The steam merchant flour-  
ing mill of <sup>E</sup> W. Lock, Esq. (Hawk Creek) is one of the substantial  
business features of the place, and richly deserves success."



Cannon

Mississippi

Power Sites

The Daily Evening Times

1

168

Feb. 17, 1873

Hist. Sec.

OH. Shepard

3. Col. 4.

"Captain Edward Murphy, of this city, has sold to C.A. Moore, of Hastings, a water power at Cannon Falls. \*\*\*"

Groundhouse

"

"

Snake  
St. Croix

Power Sites

The St. Paul Daily Globe

1 30

Feb. 13, 1878

Hist. Soc.

GR. Shepard.

3. Col. 3.

## "LOGGING

Stephen E. Danforth, the host at Brunswick, Kanabec county, was in the city yesterday, and from him we learn that there is no snow and the loggers are all down in the mouth."



Mud Lake

" "

Part of  
Mud River  
Mississippi

160.

Power Sites

The St. Paul Daily Globe

1 30

Feb. 13, 1876

Hist. Soc.

GR. Shepard

3. Col. 3.

### "LOGGING

Nelson & Johnson, on Mud lake, have 400,000 feet [of logs]  
on the ice, and have quit hauling, and will not do any more unless  
there is snow."

Snake  
 " " St. Croix Power Sites  
 Knife

The St. Paul Daily Globe

1

30

Feb. 13, 1878

Hist. Soc.

GE. Shepard.

3. Col. 3.

### "LOGGING

Ed. Mackey, on Knife river, has not banked a log.

Stephen Powell has got in nearly 400,000 feet."



Cannon

Mississippi

Power Sites

The St. Paul Daily Globe.

1

32

Feb. 15, 1878

Hist. Soc.

Ch. Shepard

3. Col. 2.

"The Morristown saw mills are running daily, notwithstanding the small amount of snow."

Red

Bridges

The St. Paul Daily Globe

1

52

Feb. 15, 1878

Hist. Soc.

GH. Shepard

3. Col. 2.

"The bridge across the Red river, connecting Moorhead, this State, and Fargo, D.T. was finished last week."



Roberts Lake  
headwater of

164.

Roberts Creek

Cannon

Power Sites

The St. Paul Daily Globe

1

33

Feb. 18, 1878

Hist. Soc.

Ch. Shepard

"A new run of stone has been added to the Roberts Lake mill,  
Rice county, to be utilized in grinding buck-wheat and corn."  
[sic]

So Br.

Root.

Mississippi

Power Sites

The St. Paul Daily Globe

1

42

Feb. 25, 1878

Hist. Soc.

G.H. Shepard

2. Col. 3.

"There is some talk of improving the magnificent mill power below Preston, Fillmore county, which has a capacity sufficient to drive twelve run of burrs, and is owned abundantly able to utilize it."



Elm Creek

Mississippi

Power Sites

The St. Paul Daily Globe

1 56

March 11, 1878

Hist. Soc.

GH. Shepard

4. Col. 3.

"The flouring mills at Champlin, Anoka county, turn out  
seventy barrels of flour daily."

Mississippi

Power Sites

The St. Paul Daily Globe.

1

56

March 11, 1878

Hist. Soc.

CH. Shepard

4. Col. 3.

// The Polar Star Mill company, of Faribault, is turning out 200  
barrells of flour daily in that city, besides manufacturing 50 bar-  
rels daily at its mill in Warsaw. //



Run

Mississippi

Power Sites

The St. Paul Daily Globe

1

56

March 11, 1878

Hist. Sec.

G.H. Shepard

4. Col. 3.

"Negotiations are pending between W.D. Washburn & Co., of Minneapolis, and Stein Bros., of Anoka, for the purchase of the flouring mill property of the latter."

So. Fork of

Crow

Mississippi

Power Sites

The St. Paul Daily Globe

1

56

March, 11, 1878

Hist. Soc.

OH. Shepard

4. Col. 4.

"The Wright county Eagle mourns over the fact that the turbine water wheel, placed in Walker's dam, at Delano, a year ago, has been taken out and shipped to Minneapolis, thus ending the village's hopes for water power, for the present, at least."



St. Croix

Mississippi

Logging

St. Paul Daily Globe

1

58

March 13, 1876

Hist. Soc.

G.H. Shepard

2. Col. 7.

"It is estimated that the cut of logs on the St. Croix and  
its tributaries will not exceed 100,000,000 feet." [Season 1877-1878]

Silver Creek

Mississippi

Power Sites

St. Paul Daily Globe

1

61

March 16, 1878

Hist. Soc.

CH Shepard

2. Col. 5.

"The Monticello, Wright county, mills are running night and day, having a plentiful supply of water."



Mississippi

Ship Building

The St. Paul Daily Globe.

1 68

March 22, 1878

Hist. Sec.

GH Shepard

3. Col. 2.

"A new steamboat to take the place of the Pokegama, burned last fall, is being built at Brainerd, and it is expected will be ready to commence regular trips to Pokegama April 1st. The hull is 70 feet long, 16 feet wide, with 3 feet hold. The boat is to be christened the White Swan."

Thompson's Creek

Root--Miss.

Power Sites

The St. Paul Daily Globe.

1

68

March 23, 1878

Hist. Soc.

OH Shepard

3. Col. 5

"The flouring mills at Hokah have shut down for want of wheat."



Cannon

Mississippi

Power Sites

St. Paul Daily Globe

1

78

March 29, 1878

Hist. Soc.

GH Shepard

2. Col. 2

"The flour mill burned at Waterville, Rice county Friday night the 22d., was owned by Major H.W. Bingham, of Northfield. It costs \$20,000 originally, but was worth considerably more at the time of its destruction."

Run

Mississippi

Logging

The St. Paul Daily Globe

1

77

April 1, 1878

Hist. Soc.

GE Shepard

2. Col. 2.

"The Anoka Union hears unfavorable reports from the Run  
river drive."



Red

Ship Building

The St. Paul Daily Globe.

1 80

April 4, 1878

Hist. Soc.

CH Shepard

1. Col. 7.

"The Moorhead levee is crowded with flat boats in course  
of construction."

## Mississippi

## Bridges

The St. Paul Daily Globe

1

82

April 6, 1876

Hist. Soc.

CH Shepard

"The contract for building the bridge over the Mississippi at Sauk Rapids, for which the Legislature last winter allowed town bonds to be issued, has been awarded Jas. McIntyre & Co., New York, \$22,600. It is to be a combination of wood and iron."



Des Moines

Miss.

Power Sites

The St. Paul Daily Globe

1

92

April 15, 1878

Hist. Soc.

OH Shepard

2. Col. 3.

"Collins & Drake have begun work on the erection of a three  
run flouring mill at Windom."

Minnesota

Miss.

Bridges &amp; Power Sites

The St. Paul Daily Globe

1 92

April 15, 1878

Hist. Soc.

G.H. Shepard

2. Col. 3.

"The new bridge at Shakopee is to be located opposite the steam mill about a half a mile below the ferry."



Hay Creek

Goodhue County

Industry

The St. Paul Daily Globe

1

92

April 15, 1878

CH Shepard

2. Col. 3.

"There are 112 runs of burrs in the flouring mills of Goodhue county, instead of 97, as has been published. Of these 36 are in the mills of Red Wing."

Swan

Mississippi

Logging

The St. Paul Daily Globe.

1

96

April 20, 1878

Hist. Soc.

CH Shepard

3. Col. 2.

"The logs on Swan river were making good headway. There was a fine stage of water, and there was no doubt that a clean drive would be made. \*\*\*"



Le Sueur<sup>V</sup><sub>X</sub> Creek

Minnesota

Power Sites

The St. Paul Daily Globe

1

98

April 22, 1878

Hist. Soc.

CH Shepard

1. Col. 7.

"Charles Haverland, from St. Paul, has taken charge of the  
Glen flouring mill near Le Sueur<sup>V</sup><sub>X</sub>."

Watowwan

Minnesota

Power Sites

The St. Paul Daily Globe

1

101

April 25, 1878

Hist. Sec.

CH Shepard

2. Col. 6.

~~"MADEIRA,~~

the county seat of Watowwan county. \*\*\* Less than a mile from the town a flouring mill, containing two run of stone, is humming away, day and night, turning out fifty barrels of flour every twenty-four hours. \*\*\*"



Trib. of Straight  
Trib. of  
Cannon

184.

Crane Creek

Miss.

Power Sites

The St. Paul Daily Globe

1 105

April 29, 1878

Hist. Soc.

GH Shepard

4. Col. 4.

"The stock has been subscribed for a steam flouring mill  
at Meriden, Steele County, and work on the building is to be  
commenced immediately."

Chain  
(Mouth of )

Trib. of Blue Earth  
Minn.

185.

Miss.

Power Sites

The St. Paul Daily Globe

1

105

April 29, 1878

Hist. Soc.

CH Shepard

4. Col. 4.

"The Winnebago City flouring mill has been enlarged and greatly improved, and it is now one of the most complete institutions of the kind in the State. Its capacity is one hundred and seventy-five barrels of flour daily."



Grindstone

St. Croix

Logging

The St. Paul Daily Globe

1

108

May 1, 1878

Hist. Soc.

CH Shepard

2. Col. 7.

"The drives on Grindstone, amounting to about 3,000,000 feet,  
got into Kettle river Monday."

Ann  
Ground House

187.

Kettle

St. Croix

Logging

The St. Paul Daily Globe

1

111

May 5, 1878

Hist. Soc.

GH Shepard

4. Col. 6.

"Reports from the drives are favorable. Jordan & Mathews, O'Brien Bros., Mc Carthy Bros. are at Millets rapids. Ann river and Ground House are in the dead water. Kettle river drive is within four miles of the mouth and will get in. A good driving stage is reported."



## Missouri

## Power Sites

The St. Paul Daily Globe

1 121

May 15, 1878

Hist. Soc.

GH Shepard

1. Col. 7.

"\*\*\* Luverne, Rock County, Minn., May 13, 1878.---\*\*\* The Rock river, a stream of considerable volume, cuts it in two North and South, \*\*\* There are about thirty-five business houses of all kinds. They want a flouring mill, as the next most important enterprise. They claim to have the water power and it is a little singular that some wide-awake mill man has not jumped in here and built a mill before now."

Rum

Mississippi

Logging

Goodhue County Republican

5

36

May 2, 1862

Hist. Soc.

GH Shepard

2. Col. 4.

"RUM RIVER has been at a high stage for the past ten days, but has commenced falling. We have heard of no damage to property in consequence, except by the breaking of Cutter, Stowell & Co.'s boom. It was strung across the river just above the dam, which prevented the escape of the logs, and a number of men by working Sunday, got them into a side boom clearing the river, so that rafts which were waiting passed over the dam in the evening.

Anoka Republican."



Little Elk

Miss.

Power Sites

The St. Paul Daily Globe.

1

140

June 3, 1878

Mist. Sec.

GB Shepard

2. Col. 2.

"John Dodd, of Clearwater, has succeeded in clearing Little Elk river of logs, about 17,000,000 feet, all told, old and new."

Root

Mississippi

Power Sites

The St. Paul Daily Globe

1

155

June 18, 1878

Hist. Soc.

G. Shepard

3. Col. 2.

"\*\*\* Rushford 31 miles from La Crosse, has a population of 1,700. It has four fine churches a splendid school building, a wagon factory that employs 30 men, two foundries and a woolen mill. Within the township are 42 run of burrs that use this place as a shipping point." /Fillmore county/



Root

Mississippi

Power Sites

The St. Paul Daily Globe

1

155

June 18, 1878

Hist. Soc.

G. Shepard

S. Col. 2

\*\*\* Peterson and Whalan, brisk little milling villages, and  
 Lanesborough, of which we have written before, brings us to  
 the end of the Root River valley. \*\*\* " /Fillmore county/

## Lake Waconia

## Power Sites

The St. Paul Daily Globe

1

182

July 15, 1878

Hist. Soc.

G. Shepard

2. Col. 4

"The Waconia grist and saw mill is to be rebuilt immediately, and is to be in running order in January, 1879." /Carver County/



Rush Creek

St. Croix

Power Sites

The St. Paul Daily Globe

1

184

July 17, 1878

Hist. Soc.

G. Shepard

2. Col. 6

"A Swede boy, working in the big mill at Rush City, throwing a belt off from a pulley, got caught between it and a post, and was jammed into a space of five inches, injuring him internally."

Lyons creek

Minnesota

Bridges

The St. Paul Daily Globe

1

189

July 22, 1878

Hist. Soc.

G. Shepard

2. Col. 4

"The Mankato Record says the new iron bridge of Lyon's creek has been placed in position and in a few days the approaches thereto will be completed ready for travel. \*\*\*"



So. Branch

Zumbro

Miss.

Power Sites

The St. Paul Daily Globe

1

196

July 29, 1878

Hist. Soc.

G. Shepard

2. Col. 3.

"A 10 year old son L. W. Lonoro, of East Rochester,  
fell in his father's mill, from an upper floor, \*\*\*."

Cedar

Dobbins Creek

Trib. of : Miss.

Power Sites

The St. Paul Daily Globe

1

199

August 1, 1878

Hist. Soc.

G. Shepard

2. Col. 5.

"The Austin (Mower county,) Republican of July 25th says:  
The deluging rain storm of last Friday morning set Dobbins Creek  
booming, and swept away the dam to Warner & Crane's mill, the  
new wood and iron bridge just below, and demoralized the rail-  
road bridge so as to stop the running of trains across it for  
two days. \*\*\*"



Cedar

Miss.

Power Sites

The St. Paul Daily Globe

1

199

August 1, 1878

Hist. Soc.

G. Shepard

2. Col. 5.

"For several hours fears were entertained that the dam over the cedar, at Engle & Co's mill, would go out, also that the bridges over said river would take a trip southward; but they withstood the storm and flood unharmed." /Mower county./

Straight

Cannon

Power Sites

The St. Paul Daily Globe

1

200

August 2, 1878

Hist. Soc.

G. Shepard

2. Col. 5.

"The Faribault Republican says most of the mills in  
that vicinity are stopped for lack of water."



Clear Lake

Power Sites.

The St. Paul Daily Globe

1

208

August 10, 1878

Hist. Soc.

G. Shepard

S. Col. 4.

"Last week a number of bags of meal were stolen from  
the mill of G. A. Roland, of Waseca. \*\*\* " /Waseca County./

Run

Miss.

Power Sites

The St. Paul Daily Globe

1

224

August 26, 1878

Hist. Soc.

G. Shepard

2. Col. 4.

"The Anoka Union of Aug. 24 says the three lumber mills in that city paid out over \$20,000 to their workmen last week."



Mud Creek

Cannon-Miss.

Power Sites

The St. Paul Daily Globe

1

224

August 26, 1878

Hist. Soc.

G. Shepard

2. Col. 4

"Burglars entered the Walcott, near Faribault, the other night, blew open the safe and secured \$166.80 in cash. "

/Walcott Township/

Mouth of

Crow

Miss.

Power Sites

The St. Paul Daily Globe

1

251

Sept. 2, 1878

Hist. Soc.

G. Shepard

2. Col. 4.

"Bennett's saw-mill, at Dayton, Hennepin county, has been  
destroyed by fire."



Lake Amelia  
headwater of  
Chippewa

204

East Fork

Minnesota

Power Sites

The St. Paul Daily Globe

1

235

Sept. 6, 1878

Hist. Soc.

G. Shepard.

G. Col. G.

"The Lake Amelia mill in Pope county is undergoing a  
thorough overhauling."

Root

Miss.

Power Sites.

St. Paul Daily Globe

1

243

Sept. 14, 1878

Hist. Soc.

G. Shepard

2. Col. 5

"The large flouring mill at Houston, on the Southern  
Minnesota road, has commenced operations since the harvest."



Elk River

Miss.

Power Sites

The St. Paul Daily Globe

1

253

Sept. 24, 1878

Hist. Soc.

G. Shepard

2. Col. 6.

"Elk River, (Sherburne county) Star, Sept. 20: Mills & Houlton have received a letter from a commission merchant in Philadelphia, who handles a good deal of their flour, in which he says that the last lot of flour received from here is a far better quality than any that comes from Minneapolis."

CANALS

The Minneapolis Daily Tribune

8

274

April 20, 1875

Hist. Soc.

G. Shepard

3. Col. 4.

## "THE ST. CROIX AND LAKE SUPERIOR CANAL.

\*\*\* During the late session of the Legislature a Board of Commissioners, consisting of W. G. Ward, of Waseca; L. K. Stannard, of Taylor's Falls; and R. R. Davis, of Stillwater, was appointed to undertake the survey of a route for the convenient construction of a canal from the navigable waters of the St. Croix River to the waters of Lake Superior. The act appointing the commission also appropriated the sum of \$3000 for the service.

The commissioner<sup>s</sup> have been in session in Stillwater for the past few days, and have, for the present, concluded their labors. Their deliberations were embarrassed at the outset by the following letter from the chairman of the Board:

Waseca, Minn. March 18.

Hon. Wm. McKusick:

Dear Sir - Yours of the 13th inst. is received. And in reply I must decline to undertake the survey, for the reason that the appropriation is not sufficient to defray one quarter of the expenses which would be necessary to survey, map and estimate the route.

Yours with respect,

W. G. Ward.

eb



The Mpls. Daily Tribune

8

274

April 20, 1875

Hist. Sec.

G. Shepard

## 3. Col. 4

By mutual consent of Messrs. Stannard and Davis and after a careful consideration, they concluded to proceed to business, deeming that, as they were two-thirds of the commission their acts would be legal under the statute.

This difficulty disposed, the most feasible routes which the extended pioneering experience of the commissioners suggested were discussed, maps comed, and the old settlers who were com-at-able consulted. It was finally concluded that the examination be made by the commission of

## THREE ROUTES,

which are as follows: One by the way of the St. Croix River, Upper Lake St. Croix and Brule River; one by the way of St. Croix, Namakogan and White Rivers, to Ashland Bay; and one by the way of the St. Croix, Kettle, and some river leading into lake Superior.

\* \* \*

## List of Minn.

## Rivers &amp; Streams

Department of Drainage and Waters

October 1922

Hist. Sec.

G. Shepard

/This list was compiled from the research to date (Feb. 1, 1940) of L. Staples and G. H. Shepard on Waterways of Minnesota; also from a booklet headed "Drainage and Waters," October 1922, State of Minnesota, Alphabetically./

Compiled by Dept. of Drainage and Waters, State of Minnesota,

E. V. Willard, Commissioner.

1. Ada Brook	Pine	<u>A</u>	Miss.
2. Adley Creek	Sauk		Miss.
3. Amity Creek			Lake Superior
4. Ann River	Snake- St. Croix		Miss.
5. Anoka Sebu	Run		Miss.
6. Armstrong R.	Vermillion		Rainy
7. Ash River			Rainy
8. Ashley Creek	Sauk		Miss.
		<u>B</u>	
9. Badger Creek	Clearwater - Red Lake R.		Red R. of N.
10. Badger Run Creek	Zumbro		Miss.
11. Ball Club			Miss.
12. Bandell Brook	Run		Miss.
13. Baptism R.			Lake Superior



14. Bassett Creek		Miss.
15. Battle Brook	St. Francis - Elk	Miss.
16. Battle River	Red Lake R.	Red R. of the N.
17. Bear Creek	St. Croix	Miss.
18. Bear River		Miss.
19. Bearskin R.	Sturgeon - Little Fork	Rainy
20. Beaver Bay R.		Lake Superior
21. Beaver Brook	Little Fork	Rainy
22. Beaver Creek	Minn	Miss.
23. Beaver Creek	Crow Wing	Miss.
24. Beaver Creek	Little Fork	Rainy
25. Beaver Creek	Big Sioux	Missouri
26. Beaver R.	Kawishiwi	Rainy
27. Beaudette R.		Rainy
28. Belle Creek	Cammon	Miss.
29. Belle R.	Long Prairie - Crow Wing-	Miss.
30. Bevans Creek	Minn.	Miss.
31. Big Fork R.		Rainy
32. Big Rock R.	Red Lake R.	Red R. of the N.
33. Big Sioux		Missouri

34.	Birch R.	Kawishiwi	Rainy
35.	Black Duck R.	Ash	Rainy
36.	Black Duck R.	Red Lake R.	Red
37.	Black Hoof Creek	Wemodji	Lake Superior
38.	Black River	Clearwater - Red Lake R.	Red R. of N.
39.	Black River		Rainy
40.	Blueberry River	Shell - Crow Wing	Miss.
41.	Blue Earth River	Minn.	Miss.
42.	Blue Earth River (East Br.)	Blue Earth - Minn.	Miss.
43.	Bogus Brook	Rum	Miss.
44.	Bollen Creek	St. Croix	Miss.
45.	Boat Creek	LeSueur - Blue Earth-Minn.	Miss.
46.	Borden Brook	Rum	Miss.
47.	Boulder Creek	Cloquet	St. Louis
48.	Bow String River	Big Fork	Rainy
	48½ Boy River		Miss.
49.	Bradbury Brook	Rum	Miss.
50.	Brown Creek	St. Croix	Miss.
51.	Brule River		Lake Superior
52.	Buffalo Creek	Crow (So.Br.) Crow	Miss.
53.	Buffalo River		Red R. of the N.
54.	Buffalo River (So. Br.)	Buffalo	Red R. of the N.



55. Burntside River	Kawhiwi	Rainy
56. Bluff Creek	Leaf - Crow Wing	Miss.
	<u>C</u>	
57. Cadwell Brook	Big Fork	Rainy
58. Calamas Creek	Long Prairie - Crow Wing	Miss.
59. Canby Creek	Lac qui Parle - Minn.	Miss.
60. Cannon River	Lac qui Parle - Minn.	Miss.
61. Cascade River		Lake Superior
62. Cat River	Crow Wing	Miss.
63. Cedar Creek	Rum	Miss.
64. Cedar River		Miss. (Ia)
65. Center Creek	Blue Earth - Minn.	Miss.
66. Chain River -	Blue Earth - Minn.	Miss.
67. Carver Creek	Minn.	Miss.
68. Champepedan Creek	Rock	Missouri
69. Chamrambic Creek	Rock	Missouri
70. Chester Brook (Little Snake R.)	Snake - St. Croix -	Miss.
71. Cherry Creek	Minn.	Miss.
72. Chetamba Creek	Hawk Creek	Minn.
73. Chippewa River	Minn.	Miss.
74. Chippewa River (East Br.)	Chippewa - Minn.	Miss.

75.	Chub Creek	Cannon	Miss.
76.	Clearwater R.	Red Lake R.	Red R. of the N.
77.	Clearwater R.		Miss.
78.	Cloquet River		St. Louis
79.	Cloquet River (West Br) - Cloquet		St. Louis
80.	Cobb River	Le Sueur - Blue Earth - Minn.	Miss.
81.	Coon Creek		Miss.
82.	Cottonwood R.	Minn.	Miss.
83.	Cowan Brook	Snake - St. Croix	Miss.
84.	Credit River	Minn.	Miss.
85.	Crooked Creek	St. Croix	Miss.
86.	Crane Creek	Straight - Cannon -	Miss.
87.	Cross River		Rainy
88.	Cross River		Lake Superior
89.	Crow River		Miss.
90.	Crow River (N. Br.)	Crow	Miss.
91.	Crow River (S.Br.)	Crow	Miss.
92.	Crow River (Med. Br.)	Crow	Miss.
93.	Crow Wing River		Miss.
94.	Crystal Creek	Root	Miss.



## D.

95.	Daggett Brook	Pine	Miss.
96.	Daggett Brook	Nokasippi	Miss.
97.	Dan Brook	Rice - Willow	Miss.
98.	Dead River	Otter Tail	Red R. of the N.
99.	Dead Moose River	Kettle	St. Croix
100.	Dean Brook	Willow	Miss.
101.	Deer Creek	Root	Miss.
102.	Deer River		Miss.
103.	Deerhorn Creek	Buffalo	Red
104.	Des Moines		Miss. (Ia)
105.	Des Moines (East Br.)		Miss. (Ia.)
106.	Devil Creek	Cannon	Miss.
107.	Devil Track R.		Lake Superior
108.	Dunka River	Kawishiwi	Rainy

## E.

109.	East Savannah R.		St. Louis
110.	East Swan		St. Louis
111.	East Two Rivers		St. Louis
112.	East Two Rivers	Vermillion	Rainy
113.	Eagle Creek	Long Prairie - Crow Wing	Miss.

E. cont.

114.	Echo Lake Outlet	Vermillion	Rainy
115.	Elk River		Miss.
116.	Elk Creek	Rock	Missouri
117.	Elm Creek	Blue Earth	Miss.
118.	Elm Creek		Miss.
119.	Elm River (N. Dak.)		Red
120.	Embarrass River		St. Louis
121.	Elbow River	Pelican - Vermillion	Rainy
122.	Encampment River		Lake Superior
123.	Este's Brook	Run (W.Br.) - Run	Miss.

F.

124.	Farnham Creek	Crow Wing	Miss.
125.	Fish Hook River	Straight-Shell-Crow Wing	Miss.
126.	Fish Trap River	Long Prairie - Crow Wing	Miss.
129.	Five Mile Creek	Mustinka	Red R. of the N.
130.	Flandreau Creek	Big Sioux	Missouri
131.	Fletcher Boundary Creek		Miss.
132.	Floodwood River		St. Louis
133.	Florida Creek	Lac qui Parle	Minn.
134.	Forest River (N. Dak.)		Red R. of the N.



F. cont.

135.	French River	Lake	Lake Superior
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G.

136.	Goose Creek		St. Croix
137.	Goose River		Red R. of the N.
138.	Gooseberry River		Lake Superior
139.	Grand Marais River		Red R. of the N.
140.	Grant Creek		Miss.
141.	Green Lake Brook	Rum	Miss.
142.	Greenwood River		Lake Superior
143.	Grindstone River	Kettle	St. Croix
144.	Groundhouse River	Snake	St. Croix
145.	Gull River	Crow Wing	Miss.

H.

146.	Hawk Creek		Minn.
147.	Hay Creek	Red Lake R.	Red R. of the N.
148.	Hay Creek	Cannon	Miss.
149.	Heath Creek	Cannon	Miss.
150.	Heron Lake Outlet	Des Moines	Miss. (Ia.)
151.	High Island Creek		Minn.
152.	Highwater Creek	Cottonwood	Minn.

H. cont.

153.	Hill River	Willow	Miss.
154.	Hill River	Lost - Clearwater	Red Lake R-Red
155.	Hone Brook	Gall - Crow Wing	Miss.

I.

156.	Iowa River		Miss. (Ia.)
157.	Isabella	Kawishiwi	Rainy
158.	Isabella (So.Br.)	Isabella - Kawishiwi	Rainy

J.

159.	Jack Creek	Des Moines	Miss.
160.	Jewett Creek	Crow	Miss.
161.	Jones Creek	Blue Earth (E.Br.) Blue Earth - Minn.	

K.

162.	Kabakona		Miss.
163.	Kanaranzi Creek	Rock	Missouri
164.	Kawishiwi River		Rainy
165.	Kettle River	St. Croix	Miss.
166.	Knife River	Snake	St. Croix
167.	Knife River		Lake Superior

L.

168.	Lac qui Parle		Minn.
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L. cont.

169.	Lac qui Parle (E.Br.)	Lac qui Parle	Minn.
170.	Leach Lake River		Miss.
171.	Leaf River	Crow Wing	Miss.
172.	Laura Brook	Boy	Miss.
173.	Lester River		Lake Superior
174.	Le Sueur Creek	Minn.	Miss.
175.	Le Sueur River	Blue Earth - Minn.	Miss.
176.	Lily Creek	Center Creek - Blue Earth	Minn.
177.	Little Cannon R.	Cannon	Miss.
178.	Little Cedar R.		Miss. (Ia.)
179.	Little Chippewa	Chippewa - Minn.	Miss.
180.	Little Cloquet	Cloquet	St. Louis
181.	Little Cobb R-Cobb R-Le Sueur-Blue Earth-Minn.		Miss.
182.	Little Cottonwood	Minn.	Miss.
183.	Little Elk		Miss.
184.	Little Fork		Rainy
185.	Little Pine	Pine	Miss.
186.	Little Pine	Pine - St. Croix	Miss.
187.	Little Le Sueur creek - Le Sueur Creek		Minn.
188.	Little Rock River		Miss.
189.	Little Rock River	Rock	Missouri

	<u>L.</u>	
190. Little Sioux	Big Sioux	Missouri
191. Little Swamp Creek	Crow Wing	Miss.
192. Little Willow	Willow	Miss.
193. Long Prairie R.	Crow Wing	Miss.
194. Loon River		Rainy
195. Lost River	Clearwater-Red Lake R.	Red R. of the N.
196. Machensie Creek	Cannon <u>M.</u>	Miss.
197. Maple River	Le Sueur R. Blue Earth	Minn.
198. Manitou River		Lake Superior
199. Marsh River		Red R. of the N.
200. Mawakiquawcaudu River		Lake Superior
201. Mayhew Creek	Elk	Miss.
202. Middle River	Snake	Red R. of the N.
203. Midway Creek	St. Louis	Lake Superior
204. Messaba Creek	Partridge	St. Louis
205. Mike Dreur Brook	Run	Miss.
206. Mill Creek	Root	Miss.
207. Minnehaha Creek		Miss.
208. Minneopa Creek	Minn	Miss.
209. Minnesota River		Miss.
210. Missaiah River		Lake Superior



M. Cont.

211.	Mission Creek	Snake - St. Croix	Miss.
212.	Mississippi River		Gulf of Mexico
213.	Money Creek	Root	Miss.
214.	Moose River		Red R. of the N.
215.	Moose River		Rainy
216.	Moose River	Kettle - St. Croix	Miss.
217.	Moose Horn River	Kettle - St. Croix	Miss.
218.	Moose River	Willow	Miss.
219.	Moran Brook	Long Prairie - Crow Wing	Miss.
220.	Morrison Brook	Hill - Willow	Miss.
221.	Mosquito Creek	Crow Wing	Miss.
222.	Mud River		Miss.
223.	Mud River	Red Lake R.	Red R. of the N.
224.	Mud River	Willow	Miss.
225.	Mud Creek	Pomme de Terre	Minn.
226.	Mud Creek	Snake	St. Croix
227.	Mud Hen River	St. Louis	Lake Superior
228.	Mustenka River		Red R. of the N.

N.

229.	Nomekin River		Rainy
230.	Net River	Nemadji	Lake Superior

N. cont.

231.	Net Lake River	Little Fork	Rainy
232.	Nemadji River		Lake Superior
233.	Nicollet Creek	Minn.	Miss.
234.	Nine Mile Creek	Minn.	Miss.
235.	Nokasippi River		Miss.
236.	North Two Rivers	Two Rivers	Miss.

O.

237.	Oak Ridge Creek	Leaf - Crow Wing	Miss.
238.	Okabena Creek	Des Moines	Miss. (la)
239.	O'Neil Brook	Run	Miss.
240.	Otter Brook	Kettle	St. Croix - Miss.
241.	Otter Creek		St. Louis
242.	Otter Tail River		Red R. of the N.
243.	Otter River		St. Louis

P.

244.	Paleface River	Whiteface	St. Louis
245.	Partridge River	St. Louis	Lake Superior
246.	Partridge River	Crow Wing	Miss.
247.	Pelican River	Vermillion	Rainy
248.	Pelican River	Otter Tail	Red R. of the N.
249.	Perch Creek	Watonwan - Blue Earth	Minn.



P. cont.

250.	Partridge River	Moose - Kettle	St. Croix
251.	Park River (N.Dak.)		Red R. of the N.
252.	Pembina River		Red River of the N.
253.	Pike Creek	Red Lake R.	Red R. of the N.
254.	Pigeon River		Lake Superior
255.	Pike Creek		Miss.
256.	Pillager Creek	Crow Wing	Miss.
257.	Pike River	Vermillion	Rainy
258.	Pine River		Lake Superior
259.	Pine River		Miss.
260.	Pine River	Kettle	St. Croix
261.	Pine Creek		Miss.
262.	Pioneer Creek	Crow	Minn.
263.	Pipestone Creek	Big Sioux	Missouri
264.	Platte River		Miss.
265.	Plum Creek		Miss.
266.	Plum Creek	Cottonwood	Minn.
267.	Pokegama creek	Snake	St. Croix
268.	Pomme de Terre		Minn.
269.	Poplar River	Lost - Clearwater	Red Lake R - Red
270.	Poplar River		Lake Superior

P.

271. Poplar River	Brule	Lake Superior
272. Portage Brook		Lake Superior
273. Porter Creek	Sand Creek	Minn.
274. Prairie River		Miss.
275. Prairie River	Sandy	Miss.
276. Prairie Creek	Cannon-	Miss.

Q.R.

277. Rabbit River		Miss.
278. Rainy River	Hudson Bay	Hudson Bay
279. Rapid River		Rainy
280. Raven Stream	Sand Creek	Minn.
281. Red Cedar River		Miss. (Ia)
282. Red Eye	Leaf - Crow Wing	Miss.
283. Red Lake River		Red R. of the N.
284. Red River of the North		Hudson Bay
285. Redwood River	Minn.	Miss.
286. Rat Root River		Rainy
287. Rice River	Willow	Miss.



R.

288.	Riceford Creek	Snake Root	Miss.
289.	Rice Creek	Snake	St. Croix
290.	Rice Creek	Elk	Miss.
291.	Rice Creek		Miss.
292.	Roberts Creek		Roberts Lake
293.	Rock River		Missouri
294.	Rollingstone Creek		Miss.
295.	Rollingstone Creek (S.Br.)	Rollingstone	Miss.
296.	Rollingstone Creek (W.Br.)	Rollingstone	Miss.
297.	Root River		Miss.
298.	Root River (Mid.Br.)	Root	Miss.
299.	Root River (S.Br.)	Root	Miss.
300.	Root River (S.Fork)	Root	Miss.
301.	Rose Creek	Cedar	Miss. (Ia)
302.	Roseau River		Red R. of the N.
303.	Rush Creek	Elm Creek	Miss.
304.	Rush Creek	Root	Miss.
305.	Rush River	Minn.	Miss.
306.	Rum River		Miss.
307.	Rum River (W.Br.)	Rum	Miss.

S.

308.	Sand Creek		St. Louis
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S. cont.

309.	Sand Creek		Miss.
310.	Sand Creek	Minn.	Miss.
311.	Sand River	St. Croix	Miss.
312.	Sand Hill River		Red R. of N.
313.	Sandy River		Miss.
314.	Snady River	Red Lake R.	Red R. of the N.
315.	Sauk River		Miss.
316.	Seely Brook	Run	Miss.
317.	Seven Mile Creek	Crow Wing	Miss.
318.	Savannah River	Sandy	Miss.
319.	Shakopee Creek	Chippewa	Minn.
320.	Shengobi Creek		Miss.
321.	Shell River	Crow Wing	Miss.
322.	Shanaska Creek		Minn.
323.	Shell Rock River	Cedar	Miss (Ia)
324.	Sheyenne River (N.Dak.)		Red R. of the N.
325.	Shotley Brook	Red Lake R.	Red R. of the N.
326.	Shingle Creek		Miss.
327.	Silver Creek		Miss.
328.	Silver Creek	Root	Miss.
329.	Sesabagama Creek	Willow	Miss.



S. cont.

330.	Skunk River	Crow	Miss.
331.	Sleepy Eye Creek	Cottonwood	Minn.
332.	Skunk River	Platte	Miss.
333.	Snake R.		Red R. of the N.
334.	Snake R.	St. Croix	Miss.
335.	South Creek	Blue Earth - Minn.	Miss.
336.	Snake River	Elk	Miss.
337.	South Two Rivers	Two Rivers	Miss.
338.	Split Rock R.	Kettle	St. Croix
339.	Split Rock R.		Lake Superior
340.	Split Rock Creek-	Big Sioux	Missouri
341.	Split Hand River		Miss.
342.	Spruce River		St. Croix
343.	Spunk River		Miss.
344.	Stanchfield Creek	Rum	Miss.
345.	St. Augusta Creek		Miss.
346.	St. Croix		Miss.
347.	Stewart River		Lake Superior
348.	St. Louis River		Lake Superior
349.	Stone River	St. Louis	Lake Superior
350.	Stoney Brook (Yellow Pine)		St. Louis

S. cont.

351.			
352.	Stoney Brook	Gull - Crow Wing	Miss.
353.	Stoney Run	Minn	Miss.
354.	Stoney Brook	Run	Miss.
355.	St. Francis River	Elk	Miss.
356.	Steamboat River		Miss.
357.	Straight	Cannon	Miss.
358.	Straight	Shell - Crow Wing	Miss.
359.	Stump River		Lake Superior
360.	Sturgeon River	Little Fork	Rainy
361.	Sturgeon River	Big Fork	Rainy
362.	Sucker Creek	Crow	Miss.
363.	Sunrise River	St. Croix	Miss.
364.	Swamp River	Crow Wing	Miss.
365.	Swan Creek	Crow Wing	Miss.
366.	Swan River		Miss. (Morrison Co.)
367.	Swan River		Miss. (Itasca Co.)
368.	Swift River	Boy	Miss.
369.	Swan River		St. Louis

T.

370.	Tamarac River	Red Lake R.	Red R. of the N.
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T. cont.

371.	Tamarack River	Prairie (above Sandy L.) Sandy	Miss.
372.	Tamarack River	St. Croix	Miss.
373.	Temperance River		Lake Superior
374.	Thief River		Red R. of N.
375.	Thompson Creek	Root	Miss.
376.	Third River		Miss.
377.	Three Mile Creek	Redwood - Minn.	Miss.
378.	Tibbett Brook	Elk	Miss.
379.	Tibbett's Brook	Rum	Miss.
380.	Toad River	Ottertail	Red
381.	Trout Brook	Rum	Miss.
382.	Trout Brook	Cannon	Miss.
383.	Trout Creek	Root	Miss.
384.	Turtle Creek	Cedar	Miss. (Ia)
385.	Turtle Creek	Long Prairie - Crow Wing	Miss.
386.	Turtle River		Miss.
387.	Turtle River (N. Dak.)		Red R. of N.
388.	Twelve Mile Creek	Mustinka	Red R. of N.
389.	Twelve Mile Creek	Crow	Miss.
390.	Two Rivers		Miss.
391.	Two Rivers		Red R. of N.

T. cont.

392. Two Island River Lake Superior

U.

393. Ushkabwakka River Cloquet St. Louis

V.

394. Vermillion River Leach Lake R. Miss.

395. Vermillion River Rainy

396. Vermillion River (btw. St. Croix & Cannon) Miss.

W.

397. Warroad River Rainy

398. Washburn Brook Daggett Brook - Pine Miss.

399. Watomwan River Blue Earth - Minn Miss.

400. Water Hen River Mud Hen St. Louis

401. Watob River Miss.

402. Well's Creek Miss.

403. West Two Rivers Vermillion Rainy

404. West Two Rivers St. Louis

405. Willow River Little Fork Rainy

406. Willow River Kettle St. Croix

407. Willow River Buffalo Red R. of the N.

408. Willow River Miss.

409. Whiskey Creek Buffalo Red R. of the N.



W. cont.

410.	White Earth River	Wild Rice	Red R. of the N.
411.	White Elk Brook	Willow	Miss.
412.	Whiteface River	St. Louis	St. Louis
413.	White Pine Creek		St. Louis
414.	Whitewater River		Miss.
415.	Whitney Brook	Rum	Miss.
416.	Wild Rice River		Red R. of the N.
417.	Wild Rice (So.Br.)	Wild Rice	Red R. of the N.
418.	Wing River	Leaf - Crow Wing	Miss.
419.	Winnebago Creek		Miss.
420.	Winter Road River		Rainy
421.	Wolf Creek	Cannon	Miss.
422.	Woodbury Brook	Cedar	Miss. (Ia.)

X

Y.

423.	Yellow Bank River	Minn.	Miss.
424.	Yellow Head River		Miss.
425.	Yellow Medicine River - Minn.		Miss.

2.

426.	Zumbro River	Miss.
427.	Zumbro River (So.Brch.) Zumbro	Miss.
428.	Zumbro River (No.Brch.) Zumbro	Miss.
429.	Zumbro River (Med. Brch.) Zumbro	Miss.



Elk River

Miss.

Power Sites

The St. Paul Daily Globe

4

230

August 8, 1881

Hist. Soc.

G. Shepard

2. Col. 4

"The Elk River News says the mill has started up after a stoppage of ten days for want of logs. It is now turning out 40,000 shingles and 40,000 feet of lumber per day.

## Madison Lake

## Power Sites

The St. Paul Daily Globe

4

230

August 18, 1881

Hist. Soc.

G. Shepard

2. Col. 4

"John Farmer, proprietor of a sawmill at Madison Lake, Blue Earth county, was killed last week by the fall of a limb from a tree during a high wind. \*\*\*."



St. Louis

Jurisdictional Dispute

The Duluth Tribune

12

25

Oct. 21, 1881.

Hist. Soc.

G. Shepard

1. Col. 4.

Two bills were introduced in the Minnesota Legislature and they both miscarried. \*\*\*One of these was for a boom on the St. Louis river between Duluth and Fond du Lac. That larger boomage facilities are need between these two points, no one denies. But the friends of that bill made two mistakes. In the first place, they undertook (or at least an impression of that sort very generally prevailed) to get the bill through on the sly, and before the people knew anything about it; and the people were very naturally suspicious of legislation which was hatched in that sort of a way. In the second place, the friends of that bill made a mistake in going a little too far, and in asking too much; and when a certain objectionable feature of the bill leaked out, that one objectionable feature, coupled with the method in which it had been attempted to pass the bill, raised sufficient opposition to the bill to defeat it. We understand that our lumbermen are now maturing a bill which shall give them the facilities which they need, and which will be free from the objectionable features of the bill of last winter. If the proposed bill should be fair and reasonable, and if the public could be satisfied of the fact before hand, of course there would be no opposition to it. \*\*\*"

ob.

St. Louis

Boom Controversy

The Duluth Tribune

12

26

Oct. 28, 1881

Hist. Soc.

G. Shepard

1. Col. 6.

## "THE BOOM QUESTION"

The Tribune has received the following letter in reference to the Fond du Lac boom question, which it publishes with this comment. We are in favor of any improvement that will benefit Duluth, and strongly and persistently opposed to anything that is detrimental to the interests of our city. We have not yet given the Fond du Lac boom that consideration which we intend to give the question, and we are not prepared to say whether it will be injurious or beneficial to the interests of Duluth.

Some of our own mill men believe that it will be injurious, while, as will be seen by the letter, those interested in the Fond du Lac boom regard it as a benefit to Duluth. It seems that some way ought to be found to harmonize these conflicting interests, and we think that a fair discussion of the question would do much to bring that about.

The columns of the Tribune will be held open to any communications on both sides of the question.

St. Paul Oct. 22, 1881

To the Editors Duluth Tribune:

In your issue of the 20th inst., you speak of the Fond du Lac



Boom Co., as being a Wisconsin organization, and that it is trying to secure control of the St. Louis river, to the detriment of the lumber interests at Duluth. Permit me to correct this error, and in a few words to dissuade the people of their wrong impressions of this concern, whose interests are indetical with those of the lumbermen at Duluth, several members of the company being large owners of lands through the northern part of the State and along the St. Louis river, and are anxious to have the river put in the best possible shape for the running and booming of logs, etc.

Realizing the danger and loss, from last years experience, they purpose putting in such substantial work as will guarantee to every party the full protection necessary under any circumstance, for the safety of their logs.

This is not a Wisconsin organization, nor will it ever be. Every member of the company is now, and has been for years, a resident of this state, and are all heavily interested in lands throughout the state, and are desirous of doing what others have long failed to do, and which is so necessary to the growth and progress of the Superior country; and this they are doing at their own expense and not that of owners of land along the river fronts. For this purpose they have secured by purchase, lease, or contract

all lands necessary to conduct such work, and in no issue do they ask or demand the condemnation of lands belonging to other parties for their enterprise<sup>s</sup>, believing it the best policy to act fairly and squarely with all, and not trespass upon the rights of any individual.

Furthermore, the very men who are crying out against this company have been among its most ardent supporters. Why then all this hubbub? If they would take the trouble to inquire into the merits of the case, they would soon be convinced of their error that the Fond du Lac boom company is just what they want in every particular, and is far from being a foreign organization, and will serve the interests of every lumberman on the St. Louis River. I know these to be facts, and they are worthy the consideration of parties now endeavoring to thwart the purposes of this company. I am, with much respect, A READER OF THE 'TRIBUNE'."



Little Fork

213 A

Big Fork

Rainy

Navigation &  
Logging Improvement

The Duluth Tribune

12

28

Nov. 11, 1881

Hist. Soc.

G. Shepard

1. Col. 4.

"NORTHERN MINNESOTA'S PINE TIMBER. Exchange from the Emerson International.

Lumbermen are beginning to turn their attention to the splendid pine timber resources of Northern Minnesota, and it is safe to predict that it will not be many years before the northern portion of the North Star State - now almost a trackless forest will be dotted with sawmills which will pour their products into the Red River Valley and Manitoba over the two lines of railways that are now certain to be constructed through the region referred to - one by the Northern Pacific Railway Company, from Brainerd, on the Mississippi River, to Emerson, and one from Duluth, also to terminate at this point. The splendid pine timber lands in the vicinity of Red Lake, being an Indian Reservation, still remain intact, but attention is being turned to the government lands along Rainy River, the boundary line between Minnesota and Keewatin. A number of Duluth lumbermen have formed two companies known respectively as, 'The Rainy River Log Running and Improvement Company,' and the 'Rainy River Boom Company'. The incorporators are, in each, John McGuire, S. R. Wentworth, D. E. Little, P. M. Graff, E. D. Graff and J. R. Cook. The object of the first is to improve the navigation and running of

logs and timber on the Little Fork, Big Fork and Rainy Rivers.' The object of the second is to construct, maintain and operate and keep in reasonable repair good and sufficient boom or booms at or near the mouth of Rainy River, for the purpose of collecting, receiving and securing any and all logs or timber that may be floated or driven down the Rainy River'. The capital stock of the 'Rainy River Log Running and Improvement Co.' is fixed at \$30,000 /sic/, and of the 'Rainy River Boom Co. ' at \$25,000. There is the same board of directors in companies, viz: John McGuire, D. E. Little, and John R. Cook."



St. Louis

Lake Superior

Power Sites

The Duluth Tribune

12

41

Feb. 17, 1882

Hist. Soc.

G. Shepard

1. Col. 4.

## "THE ST. LOUIS WATER POWER COMPANY.

A correspondent of the Minneapolis Tribune sent the following to that paper under the date of the 13th."

Final arrangements were completed today which will result in the early beginning of work by the St. Louis River Water Power Company for the improvement and utilization of the great water power furnished by the dalles of the St. Louis river, at and below Thomson, eighteen miles from this city. This is Jay Cooke's pet enterprise. The corporation is organized under the laws of the state of Wisconsin, has a total authorized stock of \$1,000,000 full paid and nonassessable most of it having been paid up by the transfer to the company of the WATER POWER AND BOOM PRIVILEGES below the falls. The officers of the company are: President, James Smith, jr., /sic/ of St. Paul; vice-president /sic/ E. L. Crow, of Detroit, Mich; secretary, /sic/ J. B. Kirkbridge, of Minneapolis; Treasurer, Luther Mendenhall, of Duluth; manager /sic/ James Bardon, of Superior City. The majority of the stock is owned by Jay Cooke and the Western Land Association, whose headquarters are in this city. Vice President Crow and Mr. James McIntyre, of St. Paul, are also large owners.

The leading purposes of the corporation as set forth in its

charter, are the improvement of the St. Louis river water power, manufacturing, milling, booming, logs, etc. It succeeds to the rights among others, of the Fond du Lac Boom Company.

#### THE COMPANY'S PROPERTIES

consist mainly of the lands lying along either bank of the St. Louis river, from Onesta to a point above Thomson, near Knife Falls, including all riparian rights, the entire Dalles water power, the accompanying mile sites, and the booming space in the widest portion of the river below the falls. This control of the river and both banks extend for nine miles.

The first portion of the power to be improved will probably be that just above Fond du Lac where a descent of thirty feet gives some 5,000 horse power. Immediately at Thomson it is claimed that 20,000 horse power can be utilized. This water at the Dalles can be used over and over several times.

With some dredging the stream can be made navigable for lake vessels up to the foot of the falls - the theory being that flour manufactured at the falls can be loaded.

#### DIRECTLY ON BOARD VESSELS

and sent to Montreal without breaking bulk. The water power is now flanked on one side by the St. Paul & Duluth road and on the other



by the Northern Pacific, the latter being expected ultimately to furnish all rail transit along the south shore to the Sault. Until the lower river is improved through a government appropriation, manufactured products from the falls can be lightened down to Duluth - it is claimed at moderate cost.

The company estimate that they have booming ground for two million feet of logs, and that there are from nine to twelve billion feet of pine on the St. Louis and tributaries, the bulk of which will pass through this boom. This, it will be seen, furnishes a beautiful vista of dividends.

I do not learn that any capitalists have yet put in an appearance, proposing to erect any.

#### FLOURING MILLS

at the new seat of the magnitude of those in Minneapolis, but various parties have spoken for power to carry on several branches of manufacturing. The business of the corporation will probably be limited to improving the power and letting privileges.

Some enthusiastic people here insist that A NEW MILLING CENTER will grow up at the Dalles which will prove a sharp competitor with Minneapolis in making flour from No. 1 hard wheat. \* \* \*."

St. Louis  
Nemadji  
Ho. & So. Shore Lake Sup

215 A.

Lumber Statistics

The Duluth Tribune

12

47

Mar. 31, 1882

Hist.

C. Shepard

4. Col. 5.

#### "DULUTH LUMBER STATISTICS

---

Magnificent Showing for the coming Season --- Total Product for  
1882.

---

In a short time nearly all the sawmills will be in full operation, and the air will be musical (or otherwise) with the buzzing of many saws. It is proper that we should now take a prospective view of the lumber business, and the TRIBUNE is indebted to Mr. D. A. Duncan for the figures which are presented. The total product for 1882 will vary very little from the following figures:

#### PROBABLE PRODUCT 1882.

Duluth Lumber Co. -----	23,000,000
Graff, Little & Co. -----	18,000,000
Peyton, Kimball & Barker -----	12,000,000
J. S. Taylor -----	1,000,000
Fish & Haupt -----	1,000,000
Oneco Lumber Co. -----	4,500,000
Page Semath Lumber Co. -----	12,000,000
H. S. Wilson & Co. -----	8,500,000
Dailey & Laschappelle -----	4,000,000



R. A. Gray -----	500,000
Cutter, Gilbert & Pearson-----	7,000,000
F. J. Baars, Jr. -----	3,000,000
A. M. Miller -----	5,000,000
Duncan, Gamble & Co.-----	6,000,000
Bradley, Hanford & Co.-----	1,500,000
J. I. Rickert -----	1,800,000
C. M. Wilson -----	2,000,000
Hall, Norton & Co.-----	1,500,000
F. W. Eaton -----	1,000,000
M. S. Stewart -----	<u>1,000,000</u>
Total -----	114,800,000

This stock will come from the following places:

Nemadji River and tributaries-----	34,000,000
St. Louis " " " -----	17,000,000
North and South Shores Lake Superior-----	<u>64,000,000</u>
Total -----	115,000,000

To manufacture this lumber we have the following mills, whose full capacity and working capacity for 1882 are both shown. The difference between the working and full capacity is caused by the fact that some of the new mills will not be ready to begin operations

at the opening of the season:

#### SAVING CAPACITY

MILLS	1882	FULL
Page, Smith Lumber Co.,	16,000,000	20,000,000
Peyton, Kimball & Barber,	10,000,000	12,000,000
Gray, R. A.,	5,000,000	5,000,000
Taylor, Fish & Haupt,	7,000,000	7,000,000
Cutler, Gilbert & Pearson,	7,000,000	7,000,000
Peck & Hutchinson,	9,000,000	12,000,000
Graff, Little & Co.,	15,000,000	15,000,000
Hall, Morton & Co.,	3,000,000	3,000,000
Duluth Lumber Co.,	16,000,000	20,000,000
Oneota Lumber Co.,	6,000,000	6,000,000
J. S. Taylor,	2,000,000	2,000,000
Dailey & Laschappelle,	<u>3,000,000</u>	<u>3,000,000</u>
Total -----	98,000,000	112,000,000

#### MORE MILLS.

It will be noticed that the working capacity for the coming season will fall about 16,000,000 short of the total product, and there is room for more mills. It would take three mills with the capacity of



R. A. Gray's to manufacture the surplus, and even if our mills were ready to begin without the loss of a week, they would be inadequate to the demand.

#### NUMBER OF CARS NEEDED

To move 115,000,000 feet of lumber 12,650 cars of 9,000 feet per load will be needed. The probable shipments during the season from June 1st to November 1st, 1892, will be about 75,000,000 requiring an average of 64 cars per day for the five months named. This is a great showing, and these figures will bring home to everyone who sees them the magnitudes and growing importance of Duluth's lumber business. Every succeeding year will add to it, until in time Duluth will be, if not the first, at least in the first rank of lumber manufacturing centers of the west."