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St. Louis

Boom Controversy

The Duluth Tribune

13

6

June 2, 1882

Hist. Society

G. H. Shepard

3, col. 3.

" OUR LUMBERMEN KICK.

THE DULUTH LUMBERMEN PROPOSE TO SEE WHETHER THEY HAVE ANY
ANY RIGHTS, WHICH THE "ST LOUIS POWER COMPANY" ARE

BOUND TO RESPECT

THE FOND DU LAC BOOM CUT BY THE SHERIFF AND THE LOGS FOR

DULUTH LET OUT

THE BEGINNING OF WHAT MAY BE SOME SHARP LITIGATION.

Three replevin suits were commenced in this county during the past week which are of much more than usual importance. The respective plaintiffs are Messrs. Graff, Little & Co., The Duluth Lumber Co., and Messrs. Wilson, Duncan & Co.; and the defendant, in each case is the 'St. Louis Water Power Company,' which is a company incorporated under the laws of this state, and which holds, we believe, all the franchises, which originally belonged to three different boom companies, viz: the 'Fond du Lac Boom Company,' the 'McIntyre Co.,' so-called, and a boom company holding a charter from the State of Wisconsin for boom privileges, on the opposite side of the St. Louis river. These three companies consolidated their interests under the name of the 'St. Louis River Water Power Co.,' and, last winter the new company constructed a boom^m across the river at Fond du Lac, and now claims a right of demanding a toll, of fifty cents per thousand, if we mistake not, for all

Contin'd from Pg. 216-A

logs passing down the river. To this charge, the Duluth lumbermen very naturally object, as they claimed it was no advantage to them to have their logs boomed at that place, ^{as} they have a capacious boom of their own at Grassy Point, much nearer their base of operations.

Of course, where there is such a conflict of views and interests, and where both parties are disposed to stand on their rights, recourse must sooner or later be had to the law, and we presume it is the desire of each of these conflicting interests that the questions at issue should be judicially determined as soon as possible.

Now, as a large quantity of logs destined for Duluth were recently stopped by the Fond du Lac boom, and as the boom company refused to let them pass down without the payment of the toll, the result was that some of the Duluth lumbermen most heavily interested in the matter instituted replevin proceedings a few days ago, and caused the sheriff to cut the boom and deliver to them their logs. Of course before this was done, the plaintiffs had to give bonds to pay whatever legal claims the Fond-du-Lac boom company shall show themselves entitled to, and there the matter rests. The boom company will now of course endeavor to collect their toll, and their claim will be strongly resisted by all the lumbermen of Duluth.

It should be stated in this connection that although the Duluth lumbermen have recently gone to work very quietly, and by dredging out a

Contin'd from pg. 216-B

channel across a strip of land at Grassy Point have secured for themselves the large and spacious boom which they have been for so long desiring and which is so necessary for their rapidly increasing industry; and it is not to be wondered at, that they object to paying toll merely for the sake of enriching the boom company at Fond du Lac. "

Red River - Lake Superior
Canal.

Canal Proposed

The Duluth Tribune (Weekly)

XII

16

Fri. August 18, 1882.

Hist. Society

H. H. Shepard

One. - Cols. 2, 3, 4, 5, 6, 7, 8.

Source--page Four - Col. 5, 6.

"(From the Daily Tribune of Wednesday Morning)

CANAL CONVENTION.

THE GREAT RED RIVER AND LAKE SUPERIOR CANAL SCHEME.

[The following notes are extracted from the printed version of the results obtained through Red River - Lake Superior Canal Convention held at Duluth, Minn., on Tuesday, August 15th and Wednesday August 16th, 1882]

*** At twelve o'clock noon yesterday, the most important convention in the history of Duluth was called together in Dramatic Temple. The call was issued weeks ago by the Duluth Chamber of Commerce to all chambers, boards of trade, councils and municipalities in the Northwest and West, inviting the selection and presence of delegates. The response in convention by the assemblage of men of high cast from a multiplicity of cities proved that the call had not been made in vain. ***.

[Proposed Routes]

THE WINNIBIGOSHISH OR CENTRAL ROUTE

Let us follow the track of this first proposed route on the map. Leaving the St. Louis river one and one-half miles above the mouth of the Floodwood river, passing through a tamarack swamp 14 miles wide (by every

Contin'd from pg. 217-A

condition of it feasible for a canal), brings us to the Southern bend of the Swan river; thence along that river four miles, into the Mississippi river, at a point due north of Sandy Lake; thence up the channel, the Mississippi, to Pokegama Falls, continuing up the river to and through Winnibigoshish, till you reach Cass Lake; through this lake to the mouth of the Turtle river, which brings us to the chain of lakes called Turtle Lake Chain, which are on the summit of the land. It is claimed that the dam now being erected at Lake Winnibigoshish by the government, on the reservoir system, will raise a head of water even to Turtle lakes. These lakes bring us to the Red Lake river and into Red Lake, which is an inland sea. Out of this lake we pass into Grand Forks river and Red Lake river and into the Red River of the North. The whole distance, 380 miles including 40 miles of estimated canal. This is the route which has been most frequently considered.

THE SOUTHERN ROUTE

The Southern route has already been surveyed and the results seem to exhibit its feasibility. This route is as follows: From Breckenridge, on the Red River, to a point at, or near Fergus Falls, thence to Bear Lake, thence to Silver and Turtle Lakes; thence to Otter Tail lake, thence to the Leaf Lakes, thence to Crow Wing river and to the Mississippi near Brainerd, and afterwards the same as on the Northern route. It is claimed for this

Contin'd from pg. 217-B

route that it runs through a well inhabited country, and has a less lift to reach the heights of land as it is south of the dividing ridge. It is also claimed that the route will open on interminable number of feeders into Douglas, Grant, Pope, Bigstone and Traverse counties, touching even to the Minnesota river. There are

SEVERAL OTHER ROUTES INCLUDING

Pigeon River, or International, some of which, on careful examination, may prove superior to the ones indicated above. If we follow the tracks of the old voyagers engaged in the fur trade a hundred years ago, we will find that those adventurous spirits struck natural paths for commerce in that remote day. I have myself on frequent occasions, threaded with canoe and Indians, the long stretches of river and lake which lie between the mouth of the Pigeon river and the Rainy Lake Series. The up-lift to the ^alocustrine region, by the way of Pigeon river, is not greater than by the St. Louis river route. But the east and west lake stretches are most admirably formed for the water-route. (sic) They lie imedded (sic) in the solid rock, holding water like cisterns. The rainfalls are frequent, and there is no absorbtion of moisture by abundant soils. There are long stretches of natural canals where romantic beauty struggles with utility for mastery. This was the track of the lordly Hudson Bay Company when the intrepid voyager pushed his fortunes and his canoe to the Saskatchewan, Assinniboine and Lake

Contin'd from pg. 217-C

Athabasca. The route abounds in romantic beauty and gorgeous scenery. If once opened to commerce, it would be pronounced the most picturesque channel of trade in the world. This entire route to, and even beyond the Height of Land, is permeated by mineral veins, which are rich in silver and abounding in undeveloped wealth. The finest lakes are upon the very top of the 'divide,' and nature herself, has almost provided for the transition from ascent to descent.

THE VERMILLION ROUTE.

Still another route lies by the way of the Vermillion lake, which would have to be reached by the St. Louis, Pike and Embarrass rivers, and the transition is comparatively easy, being an old canoe route.

From Vermillion lake to the Rainy Lake, there is a succession of large lakes admirably adapted to navigation. Upon this route there are large deposits of iron of great value, which would find, by this canal, and outlet to the markets of the country. These iron deposits, the quantity and quality of which are now established beyond all question, abut (sic) upon the very borders of Vermillion lake. These deposits of iron extend from Lake Vermillion to Iron Lake, near the 4th Principal Meridian in Cook county. This lake was so named by myself, when making its survey, because of the iron deposits upon its shores. I have myself traveled forty miles from its shores, towards Vermillion, where iron was present nearly all the way. Other minerals are also abundant in our

MISCELLANEOUS

MUN

NAME

REF

(page)

PRON

EST

OTHER
NAMES

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LOC

EXACT
SITE

T

R

TWP

Description &
Name Origin:

State, in all the rocks which encircle the lacustrine regions beyond Vermillion. All these possible developments are fairly to be considered in the estimating the resources of these routes, connection would have to be made from Rainy Lake to Red Lake, down the Big Fork river, which, I am informed, is in every way feasible.

THE DAWSON ROUTE.

In this connection it should be stated that our Canadian neighbors once established what is known as the 'Dawson Route,' through the lacustrine region we are considering. When the Rice insurrection took place in Manitoba, Col. Woolsey was despatched with a military force, on Canadian soil. It took him more than three weary months to find his way from Thunder Bay to Fort Gary. To make communication for military and other purposes more easy, the Canadian government established on these great water stretches the 'Dawson Route.' This was about 400 miles in length, and was the first effort made to utilize, for commerce and travel, these lakes and lacustrine rivers. Tugs and barges were placed on the great water stretches and Ox carts on the portages, and thousands of immigrants were thus carried over the route by the Canadian government at an expense to the immigrant of \$22 each. Reference is made to this route, now abandoned, to show the possibilities of these wonderful water-ways.

The greatest obstacle to the Vermillion route, I have proposed, is the Falls of St. Francis on the Rainy river. But the Canadian government

Contin'd from pg. 217-E

has already overcome this obstacle by building the Fort St. Francis lock. The fall is 22 feet, and the lock is well cut out of solid stone, and when I was there in 1878, it was estimated that it would cost \$250,000. It is large enough for vessels of great capacity, and could at once be turned to account in the Vermillion route. It was constructed for use in the 'Dawson Route,' by the Canadian government, and it is all done but the gates. Thus it will be seen that there is nothing new in the utilization of these lake stretches for commerce. The track of the early voyager, and that established by Dawson, may prove the forerunners of a great and perfected waterway.

THE ELEVATIONS OF THE DIFFERENT ROUTES.

It is important to understand clearly the elevations of the routes indicated. The Winnibegoshish or Central route, has an elevation below Piskegama Falls, of 651 feet according to measurement. The Falls are 24 feet and to the head of Turtle Lakes is 27 feet more; making in all from the level of Lake Superior to the height of land, 702 feet.

The elevations on the Central route, I have not received, but they can be easily obtained from the levels of the Northern Pacific railway.

The elevations of the Vermillion and Pigeon River Routes, vary but little from those of the Central route. ****.

ALSO AN INTERNATIONAL PROJECT.

While the project is national in the sense that it will subserve a vital interest of every portion of the Union, it is also international in

Contin'd from pg. 217-F

the sense that it will draw into the currents of its line, the cereal belts of Manitoba. Observe upon the map the grand sweep and range of this design. Through the Red River of the North, connecting first with Lake Winnipeg, 300 miles in length, it finds its way into the great Saskatchewan river, with its 1500 miles of navigation, gathering products from a fertile belt, so vast, that we can only compare it to our own Mississippi. Out of this same Lake Winnipeg, we also find an outlet, through Nelson river, to Hudson's Bay. Secondly, the Assinniboine river and all its tributaries will swell the products to be carried. From this river we also reach the great lake, Manitoba which, with its encircling tributaries is a granary itself. The possibilities opened up beyond the international line, are of such commanding importance as to fill the mind with the grandeur of the results to be obtained by this water line. ***

Mr. George R. Stuntz of this city was called upon for his opinion on the practicability of the proposed canal. Taking a position near a map of Minnesota, he pointed out the route he would follow. He said commencing at Duluth, we have twenty miles of navigable river for vessels of eight feet draught. Then for eight miles we have rapids which can be improved by locks for slack water navigation. Then three or four miles below Thomson we reach an exceedingly rough river, which extends to Knife Falls. The elevation at Knife Falls is 506 feet above Lake Superior. Thence we go to Pine Islands,

Contin'd from pg. 217-G

the mouth of the Cloquet river and to the Floodwood river. Part of the way we have a broad and deep river. The mouth of the Cloquet river, by barometrical observations is 600 feet above Lake Superior. Thence to Grand Rapids and Pokegama Lake. We get fifteen miles of lake here, then we have the navigation of the Turtle river for some distance, and so on. In the whole region passed through there is one rocky place and that can be avoided.

Judge Ives said the highest point on the whole route will be 651 feet and the highest point beyond the Mississippi, 262 feet. ***.

RESOLUTIONS.

This convention composed of representatives from the commercial bodies of the cities and towns of Minnesota and Dakota, has heard the statements of engineers and citizens who have traversed and are familiar with the country between Lake Superior and Red River of the North, and of the country tributary to that river, do hereby,

Resolve, That in our opinion it is practicable, by the building of about 40 miles of canal with suitable locks and dams to utilize 340 miles of deep water lakes and rivers now navigable for steam vessels, lying between Lake Superior and the Red River, and so to make a useful waterway for crafts propelled by steam from the Great Lakes to the vast system of water routes in the valleys of the Red, the Assiniboine, the Saskatchewan and their

Contin'd from pg. 217-H

tributaries, which reach so large a part of Minnesota, North Dakota, Manitoba and the Northwestern territory and are the national highways to the richest and most extensive body of contiguous agricultural lands on this continent.

That it will afford an outlet by a through water route to the Atlantic Seaboard for a stretch of arable country equal in dimensions to the entire Eastern and Middle States of this Union. A country already containing a large population and producing twenty million bushels of grain, into which an immense population is pouring, and capable of producing breadstuffs for the world, and will give to the vast population which will inhabit this territory, all the advantages of a cheap transport to their produce and their return supplies.

That it will practically extend the existing northern water routes from the Atlantic to and through the Great Lakes to the valleys of the Red River, the Assiniboine, the Saskatchewan and their tributaries, and cheapen the transportation to the seaboard of their vast products sufficiently to make those lands valuable and the inhabitants of them prosperous.

That it will bring through the United States the principal traffic of the Canadian Northwest, and a powerful commercial link between the two peoples.

Resolved, That we urge upon the Congress of the United States an order for the examination and survey of this proposed improvement of the natural waterways of the Northwest, that exact information about the same may be obtained.

Resolved, That we request of all commercial bodies and legislative assemblages in the states lying along the northern boundary of our country, assistance in pressing this matter upon the attention of Congress and the people at large.

And your committee recommend:

First - That a committee of five be appointed by this convention, with authority to frame the detailed report, supplementing the resolutions, by facts, statements and figures, and to publish the same, together with a map illustrating it, in a neat pamphlet.

Second - That subscriptions be now taken from the different commercial bodies represented here for such numbers of this report as they can take and distribute.

Third - That the officers of this convention be made permanent, to serve until their successors are elected, and be authorized to call the convention together again at a proper time to continue the work now so happily begun. ***

Red &
Lake Superior

Canals.

The Duluth Tribune

13

17

August 25, 1882.

Hist. Society

G.H. Shepard

2, col. 3.

"The Lake Superior & Red River canal can be discussed on its merits when a preliminary survey has approximately ascertained its cost. Such a water-way would, if constructed and maintained, have some value as a check on railroad rates - scarcely any as a channel for the actual exportation of grain. --

Minneapolis Tribune.

***"

Lake Superior-Red River
Canal

Canals

The Duluth Tribune

13

17

Aug. 25, 1882.

Hist. Society

G. H. Shepard

2, col. 5.

[Speech of Col. Graves on the situation at the Lake Superior - Red River canal convention, Aug. 16, 1882.]

"Mr. President:- After so much has been said already, I do not know that I can add anything, but as our eloquent friend, W. L. Banning, has said, fill up some of the points not touched upon by others, that this subject may be more clearly and fully before the minds of this convention.

I am personally familiar - have been driven to be personally familiar - with the wheat trade of the Northwest. It is a great industry and on the stream of this great natural product is the flow of all commerce, for the stream of wheat moves everything, and the questions all involving the movements of the grain product are questions that help all business. Now, I ask you to bear in mind the wonderful fact connected with this scheme of water communication from Lake Superior to the Red River of the North that but about 40 miles of canal - little patches here and there - are needed to connect the lakes and rivers which are already deep water and which already furnish channels for steam vessels to move upon, and we have a connected waterway when this work shall be completed something like 380 miles in length on which freight can be moved by steam power.

You are familiar with the Erie Canal. You know but for the Erie Canal the city of New York would not exist as it does today. Then the State

Contin'd from pg. 219-A

of New York, the empire State, would be hundreds of years behind, and coming further west the great states of Ohio, Indiana, Illinois, Wisconsin, and Minnesota would be hundreds of years behind what we are today but for that canal.

It is a fact that when the production of grain of the country becomes so enormous the railroads cannot move it, it must seek a cheaper mode of transportation in larger bulk, and as this production becomes enormous, water-ways should be developed so as to take care of the additional business that it calls for. Railroads are furnished with plenty to do. It taxes their energies and their capacities to the extreme, and makes them rich and prosperous corporations. We have perhaps in the Red River Valley and the country immediately tributary to the west of this canal a production of 10,000,000 or 12,000,000 bushels of wheat, we should extend that amount perhaps to 20,000,000. It is but a few days to the time when the production will be 50,000,000 bushels.

I may say here for a man of the Northwest to say only 50,000,000 bushels, that I blush. I should have said 100,000,000; but it is but a few days - a few years - a very few, then what are you going to do with this immense quantity?

You cannot give the railroads this business alone for it will cost you \$25,000 a mile to build your roads, west from here to there, and a railroad will only move - a single track railroad - about 10,000,000 bushels a

Contin'd from pg. 219-B

year or so.

Now we offer to the country an opportunity of bearing the expense, estimated at four million, say ten million, say the cost of one railroad - we offer to the country the capacity equal to ten or fifteen railroads, at what it costs to build one railroad.

Here is another point: The great difficulty of the Erie Canal, which has today such a wonderful result; is this: The Erie canal must be operated almost exclusively by horse power. It costs today about five cents a bushel to move grain from Buffalo to New York by the Erie canal. It is estimated that if they could use steam power on the Erie canal it could be carried at three cents a bushel, and at a handsome profit, too.

The length of that canal and this proposed is about the same.

Now, if they bring grain from the Red River valley to Lake Superior at 3 cents a bushel, instead of the present rate of 15, there is a natural saving of 12 cents a bushel on every bushel of the fifty million bushels, which is six million dollars a year, and we are actually asking the country to expend, say, ten million dollars to save the people ~~six~~ million dollars every year.

The President - Double that, Colonel. There is the return freight.

Mr. Graves - We do not include in this estimate the return freight.

Why, gentlemen, you know these facts, living in this country; people

Contin'd from pg. 219-C

should know these facts and we should be criminals if we should fail to put out our voices that they may know. It is a duty upon every man to take hold of this and work and push it to the utmost.

Now, with reference to building the canal there has been one other fault that has not been mentioned.

The great trouble is overcoming this 600 feet rise of the St. Louis river from this bay to what I call the height of land; beyond that it is very light and very easily worked.

Gen. Baker referred to the Eads system of ship railway, by which a barge could be run into a dry dock at the foot of your rapids, put upon a car and hauled on a track to the top of the rapids and run out again.

That is yet to be demonstrated; but there is already in Europe, in use, a system of hydraulic lifts which have proved practical, by which you can run a barge at Fond du Lac into a dry dock, take the water out of it and by hydraulic power (you all know how enormous that power is) and lift the whole thing, dry dock and all to the required height.

By the old system to overcome an elevation of 600 feet 12 or 15 lifts were required; by this system it can be accomplished by 5 or 16 (sic.) [probably meant 5 or 6] lifts. I think this is all that would be necessary. As this line is being looked into - the valleys, dells and country between here and the Red River examined and fully investigated - I believe the diffi-

Contin'd from pg. 219-D

culties and obstacles will disappear and the work seem easier than we today believe. I believe that the verdict of the future will be it is only an astonishing thing that the work was not commenced at an earlier day! (sic.) [Poor structure] I believe that to those of us who will put our shoulders to the wheel, will push this work to a satisfactory commencement, the verdict of posterity, of the people and of the future, will be: Well done good and faithful servants."

St. Louis

River Improvement

The Duluth Tribune

14

18

Aug. 24, 1883.

Hist. Society

G. H. Shepard.

"GREAT IMPROVEMENT

THE ST. LOUIS RIVER WATER POWER COMPANY MEANS BUSINESS.

IMPROVEMENTS OF THE EXTENSIVE POWER TO BEGIN AT ONCE

PROBABLY \$100,000 WILL BE EXPENDED BEFORE THE COMING WINTER

*** Officers and stockholders of the above company will assemble here in a few days to inaugurate the improvements which are already planned to a great extent. We learn from a most reliable source something definite regarding the improvement that will be made this season, before next winter. The work will begin within a short time near Thomson, about twenty-five miles up the St. Louis river from Duluth, by the digging of a canal from the mouth of the Midway river to the St. Louis at a point below Thomson, which canal will be 4,500 feet in length. Along this canal alone the fall and the volume will be sufficient to operate forty-six flouring mills with a capacity of 500 barrels each per day, or twenty-three mills with a capacity of 1000 barrels. For the most of the distance, in building this canal, a deep ravine will be utilized, making the expense very small compared with the extent of the improvement. This will be but a small part, but a beginning of the great improvements that will be made on the river all the way between Thomson and Fond du Lac. Two practical mill men are now under agreement to build large mills on the canal above spoken of just

Contin'd from pg. 220-A

as soon as it is sufficiently advanced, and many others have signified their desire to do so. It is assured, too, that two large pulp mills will be built at Fon du Lac, the names of the ^{bids}~~bidders~~ being withheld for the present. It is now a fixed fact that the company will expend in the improvement of the water power in the manner above stated between \$75,000 and \$100,000 before the coming winter. Every reader will be more than gratified to learn that the immense water power of the St. Louis river is to be so soon utilized, to the almost incalculable benefit of Duluth and the surrounding country. "

Clam

St. Croix

Navigation

The St. Paul Dispatch

16

42

April 17, 1883.

Hist. Society

G. H. Shepard

2, Col. 4.

"The C. N. Nelson lumber company have built a new steamer for
use on the Clam river. "

Knife

St. Louis

Logging.

The St. Paul Dispatch

16

54

May 2, 1883.

Hist. Society

G.H. Shepard

2, col. 5

"About 11,000,000 feet of logs form a jam in Knife river. "

Lake Geneva

Long Prairie Miss.

Navigation.

The St. Paul Dispatch

16

67

May 17, 1883.

Hist. Society

G.H. Shepard

2, col. 4.

"The steamer Mark D. Flower will be placed on Lake Geneva,
near Alexandria this summer. "

Snake

St. Croix

Boom Dam
Controversy

224.

The St. Paul Dispatch.

16

73

May 24, 1883.

Hist. Society

G.H. Shepard.

3, col. 4.

"Over 300,000 feet of logs were scattered over the Snake river
by the malicious cutting of a boom at Pine City. "

Cloquet

St. Louis

Logging.

The St. Paul Dispatch

16

85

June 7, 1883.

Hist. Society

G. H. Shepard

2 col. 6.

"The Knife Falls Lumber company, with headquarters at Cloquet,
has 25,000,000 feet of logs now on hand."

Platte

Miss.

Power Sites

The St. Paul Dispatch

16

89

June 13, 1883.

Hist. Sec.

G.H. Shepard

2, col. 4.

"J. D. Logan's saw-mill at Royalton, Morrison County, has
been destroyed by fire. "

Sauk

Miss.

Power Sites.

The St. Paul Dispatch

16

90

June 13, 1883.

Hist. Soc.

G.H. Shepard

2, col. 5.

"The Dakota flouring mill at Sauk Center, owned by Harmon & Holmes of Minneapolis, was destroyed by fire Tuesday night. Loss \$50,000. "

General

Mississippi

Logging

St. Paul & Minneapolis Pioneer Press

30

130

May 19, 1883

Hist. Soc.

G. H. Shepard

12 Col. 3 & 4

"THE UPPER MISSISSIPPI AND ITS TRIBUTARIES

LOG CUT WINTER 1882-1883*

Mississippi	36,840,000	feet
Rum	29,027,000	"
Pine	39,462,000	"
Moose & Willow	2,500,000	"
Moose	8,900,000	"
Anokasippi	4,500,000	"
Hill	3,300,000	"
Willow & Little Hill	4,200,000	"
Little Willow	1,100,000	"
Willow	17,300,000	"
Bradbury Brook	10,600,000	"
Prairie	15,395,000	"
Swan	23,260,000	"
Long Prairie	5,900,000	"
Prairie & Swan	10,000,000	"
Crow Wing	18,000,000	"
Hillmans Brook	22,575,840	"
Tamarack	6,000,000	"
Little Elk	5,000,000	"
Tibbets's Creek	3,765,000	"
Pelican Creek	500,000	"
Gull River	18,000,000	"
Crooked Lake, Pelican Creek & Daggett's Brook Area	2,061,000	"
Split Hand River	3,000,000	"
Daggett's Brook	5,100,000	"
Rice River	3,400,000	"
Platte River	13,500,000	"
Pilager River	2,100,000	"
Pine Knoll & Mud Brook	19,000,000	"
Rabbit & Mississippi Rivers	2,200,000	"

General

Mississippi

Logging

St. Paul & Minneapolis Pioneer Press

50

159

May 19, 1883

Hist. Sec.

G. H. Shepard

12 Col. 3 & 4

LOGS FROM HEADWATER LAKES OF MISSISSIPPI RIVER

Bass Lake	1,500,000 feet
Pokegama Lake	1,700,000 "
Crooked Lake	7,876,000 "
Washburn Lake	4,700,000 "
Kego Lake	6,000,000 "
Cross Lake	4,488,000 "
Treadanum Lake	10,500,000 "
Split Hand Lake	6,000,000 "
Moose Lake	12,000,000 "
Bass Lake, Prairie & Swan Rivers	10,000,000 "
Whitefish Lake	2,000,000 "
Fish Trap Lake	2,500,000 "

*Ibid. P. 12, Col. 1, *** "More logs have been cut than ever before.***"

Red

Power Sites

The Duluth Tribune

5

30

June 17, 1885

Hist. Sec.

G. H. Shepard

2. Col 2.

"T. B. Walker, of Minneapolis, will erect a saw mill costing \$200,000 at Grand Forks."

MP

St. Louis

Boom Controversy

The Duluth Tribune

3

67

Aug. 1, 1883

Hist. Soc.

G. H. Shepard

4. Col. 2.

"CORPORATION VS. CORPORATION

A petition by the St. Louis River Dalles and Improvement Company, for the condemnation of lands in township forty-eight, belonging to the St. Louis Water Power Company, which the former claims are necessary to the improvement of the river for log driving purposes, was heard before Judge Stearns of the district court yesterday. Jas. Smith, Jr., president of the latter company, was his own attorney, W. W. Bilson appearing for the former. The petition was granted, and the judge will appoint three appraisers from Carlton county."

St. Louis

Boom Controversy

The St. Paul Daily Globe

6

198

July 17, 1883

Hist. Soc.

G. H. Shepard

2 Col. 3-4-5.

BOOMING LOGS.

THE RESPONSIBILITY OF BOOMING COMPANIES IN CARING FOR STRAY LOGS - THE DECISION OF JUDGES MILLER AND NELSON IN THE CASE OF THE DULUTH LUMBER COMPANY VS. THE ST. LOUIS BOOM AND RIVER IMPROVEMENT COMPANY.

The Duluth Lumber Company, plaintiff, vs. the St. Louis Boom and Improvement Company, defendant. W. W. Billson and Jno. M. Gelman, for plaintiff; Warner & Stevens and Greenleaf Clark for defendant.

Decision of Judges Miller and Nelson in the above entitled action.

JUDGE MILLER: We have arrived at a satisfactory conclusion in regard to the case of the Duluth Lumber Company against the St. Louis Boom and Improvement Company, submitted to us without a jury a few days ago.

The case made by the plaintiff is that it is the owner of a considerable lot of logs which came into the possession of the defendant, the Boom Company, and that they are entitled to the present possession of them and have made a demand which was refused. The facts seem to be that the Duluth Lumber Company had logs above the location of the Boom Company which were run down singly and irregularly and come within the limits of the Boom Company's corporate territory and were taken possession of by the Boom Company and certain acts performed with regard to them, such as scaling them, helping them over the rocky places within the limits of the Boom Company's dominions and finally delivering all of them to the Lumber Company, except some they retained on account of a lein for the services on the whole of them. This lein on the logs that they retained is the subject matter of controversy.

It is denied by the plaintiff, the Lumber Company, that any statute exists authorizing the Boom company to take these logs without the consent of the owner and to do anything about them without their consent. It is denied that the statute confers any such authority, and it is denied that if the statute intended to confer any such authority that it is in that respect warranted by constitutional law.

The first question, then, to be considered is whether the statute confers any such authority. The statute which governs the matter is an act relating to the Knife Falls Boom Corporation in Carlton county, which is found in the laws of Minnesota, Chapter 106, page 454, and of the date of February 29, 1872. The statute is a long one and I don't deem it necessary to read much of it. It creates the corporation, in the first place, and describes the geographical limits within which it shall exercise its powers. These are in townships 49 and 50, range 17, in Carlton county. It recognizes their public character, authorizes them to take the land that may be necessary for the purpose of their organization, by condemnation under the power of eminent domain, and almost two-thirds of this act is devoted to the manner in which this land shall be condemned and its value

St. Louis

Boom Controversy

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2 Col. 3-4-5

ascertained and paid for. The second section of the act is the one that confers the power, and before I read that section I wish to state that the argument is that where this section says that this Boom company shall take and receive all logs coming within those two townships, that the statute don't mean that, but it means all such logs as the owners shall desire them to Boom and to receive and to take charge of. That is the argument, and as re-enforcing that argument it is said that no statute of the kind has ever been held to include all logs, but that all statutes in regard to Boomage provide that a way be kept open for parts of logs, for boats, for navigation, where it is navigable, for rafts and other things of the kind, and therefore it cannot mean all logs, but that a way shall be kept open for all that the owners do not desire shall not go into the boom.

Now in view of the fact that there is an important proviso to this section which shows what exceptions the legislature intended to make to the phrase 'all logs' coming into that boom.

Sec. 2. 'That said corporation is authorized and required to construct, maintain and keep in reasonable repair such booms in and upon the St. Louis River, within said towns 49 and 50, of range 17 aforesaid, at such points as it may deem advisable, and sufficient to secure, receive, scale and deliver all logs that may from time to time come or be driven within the limits of the towns aforesaid, and the said incorporation is hereby authorized and required to receive and take the entire control and possession of all logs and timber which may be run, come or be driven within the limits aforesaid, and boom, scale and deliver the same, as hereafter provided. That all logs and timber which shall be floated or run down the St. Louis river or the tributaries thereof, from points above said town, be in the possession of, and under the control of said corporation for the purpose of securing, scaling and delivering the same, as in its acts provided.'

Now, it would be very difficult to make this more comprehensive, 'all the logs that come from above and in any manner come into the boom of the said defendants within those townships,' but to show that it did mean all logs, and that there was an exception, (therefore make clear that nothing but this exception was excepted,) there is this proviso: 'That all vessels or crafts navigating said river St. Louis, and all rafts or logs or timber made up at points above the limits of town 50 aforesaid, and destined for points south of town 49 aforesaid, shall be allowed free passage upon said river, and the said corporation shall not be allowed to

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obstruct the channel of said river so as to interfere with the free navigation thereof as aforesaid.'

Now the meaning of that is so plain that it astonishes me that there should be any controversy about it - that all loose logs set afloat in the river, coming down into that township and caught in these booms are within the meaning of this act. All logs that are rafted up above and all steamboats or any kind of vessel navigating the river are not to be taken, but the boom men are to provide a free way for them to go through. There is no argument about it, that they use language as clear as possible for a human being in the use of language, to say that all the loose logs that come into this boom are to be received and cared for under their control - all rafts and vessels and everything of the kind shall go free and the boom men shall provide a way for them to do it. ***. Here is a stream of very peculiar character, whose only value, as a means of transportation, is that it can carry logs and lumber from above down to its mouth. That value, however, is a very great one, because there is a vast lumbering region on that river above these booms, and the natural and only reasonable outlet for these logs to get to a place where they can be rafted and then propelled in safe water is through this river and through these booms. It may be supposed, it must be supposed, that the legislature had some information of the nature and character of the river, its obstructions (if there were any), its difficulties within these two townships, because they point out these two townships specifically and describe them, and it is only within these limits that the defendant's operations can be carried on. There are, therefore, hundreds of persons interested in the business of lumbering above these two townships on that river; there are millions of feet of lumber to be cut and carried down there, and the only practical way is that they shall be floated on the waters of the river below these boom limits and out into that part of the St. Louis Bay or St. Louis river which is safe water. These persons have no community of action. They cut when they please and how much they please, and in such order as may suit themselves, and they cannot carry these logs and they cannot raft them above, because, as I understand, no raft can go over these obstructions - they must go down through these booms singly, or at least not fastened together in a raft. If they cannot be rafted, they are marked by that particular by the provision of the statute in its expressed terms; it is then these loose logs that are set afloat by everybody, with no other mode of recognizing the property than by some artificial mark put upon them, with a hundred owner's logs running together, and all going

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in to this particular place - going into a place where, as the testimony shows, it was necessary in many instances for somebody to go and turn them off of the rocks which obstructed them, to start them afloat when they were stopped by those natural obstructions, to see that they did not collect in great bodies, as they do in some of the lower rivers, and make miles and miles of obstructions that are of no use to anybody, to gather them together, and to take care of them on this perilous part of their transit down this river. Now, for the legislature to say that you shall make a boom that will catch all these logs, that will enable you to do your duty about all these logs, and that you must do your duty with regard to all these logs (because the owner is not sending somebody down with every log that floats), for the legislature to say that you must be careful that you touch nobody's logs that has not employed you to do it, that you shall gather together in that boom and take care of and scale and deliver to the owner no other logs than those of which the owner has requested you to do this is to simply enjoin an impossibility; it is simply to say that no such boom shall be made, it is to say that it shant be used, because, no boom owner can do that. But the legislature has assumed that all these log owners have some one, common interest, that is, that their logs should get safely through that place, that they should be identified and marked, that they should be scaled then and that they might be, if needed, rafted there, and that they might and must be by these boom owners delivered to their proper owners. Now, for that service the legislature has a right to require compensation (whether the owner requests it or not) in the exercise of the duty of these boomers toward everybody that has common interest. It has a right to say that, whether you want to pay for it or not, whether you want your logs so handled or not, since you put them into this common way, this common stream, this common mode of conveyance, and mix them without other people's consent, and with other people's logs and run them in together without consulting anybody's interest but your own, you shall pay your reasonable share for this duty performed by the Boom company.***

Something is said in this case about the organic law admitting the state into the Union, about the old act of the northwestern territory. We have long ago decided that the original act concerning the northwestern territory ceased to be of any force when Congress and the state chose to organize and admit the state into the Union. That ordinance, then, is of no force. Nor do I think it worth while, myself, to notice the argument about the provision in the law admitting Minnesota state into the Union about all navigable streams being preserved for the use of the citizens of

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the different states, free of toll. This is no toll for navigation in an ordinary sense. The word navigation, in all the statutes of the United States, and in all the constitutions and all the treaties does not mean the running of saw logs down a river, and that is about all that is necessary to say.

We are of the opinion that the action in this case is not sustainable, and judgement will be rendered for the defendant.

It is proper to say that many statutes of many states, for the very purpose of preserving these small streams for the use of saw logs and various kinds of smaller water craft, declare such streams navigable. There is hardly a stream in the western country that can float a log that has not, by statute of the state, been declared to be navigable, to prevent people putting dams across it; but that has nothing to do with the great point of the navigability of streams of the United States concerning inter-state navigation or international navigation. Those are statutes made by the states for their own uses and they can declare, and often do declare, that a little branch is a navigable stream. That don't make it so, within the meaning of any constitutional provision, treaty or ordinance of the United States."

Park

Red

Power Sites

The St. Paul Daily Globe

6

205

July 24, 1882³

Hist. Soc.

G. Shepard

4 Col. 4

"GRAFTON [N. D.]

*** It is situated on the Park river, a heavily timbered stream, which empties into the Red River some twelve miles west of the town. It has four elevators of a capacity of 350,000 bushels, and a flouring mill which is now turning out 250 barrels daily, and has a capacity of 400 barrels. ***."

Red

Electric Power Light Properties

The St. Paul Daily Globe

6

288

Oct. 12, 1883

Hist. Soc.

G. Shepard

6, Col. 4.

"Creekston is making a move toward electric light."

Red

Power Sites Properties

The St. Paul Daily Globe

6

286

Oct. 12, 1883

Hist. Soc.

Shepard

6. Col 4.

"Grand Forks is making another effort to secure a \$150,000 saw mill. Mayor McCormack offers to invest \$100,000 in it. With opportunities the city has to secure lumber it is a wonder that there is any hesitation about it."

Zumbro

Miss.

Power Sites

Goodhue County Republican

11

30

Mar. 6, 1868

Hist. Soc.

Shepard

3. Col. 5.

"NEW MILL NEAR ZUMBROTA

A new mill on the Zumbro, one and a half miles below Zumbrota, is now in running order, ***.

The building is calculated for five pair of four feet ^Ubars, two pair of which are now in operation.

The water is brought to the mill by a straight canal forty-six rods long, twenty feet wide and ten feet deep from the ~~top~~ top of the banks. After passing through the wheels, it flows into the bed of the stream through a tail race twelve rods in length, being so situated that the mill is high and dry, and perfectly safe from any freshet.***"

Lake Superior
Red River

Canal prospectus

The Duluth Tribune (Weekly)

14

34

Jan. 11, 1884

Hist. Sec.

Shepard

1. Col. 5.

"CONNECTION WITH DULUTH

Red Lake Falls Messenger: The question must come home to every man in this wonderfully rich region, 'what shall we do to be saved' - from the Shylock policy of the wheat ring, whose greed will be satisfied with nothing less than the pound of flesh. Shall we stand still, with folded hands, and like dumb brutes, suffer without resistance or complaint, or arise, act and emancipate ourselves, and which way shall we direct our efforts?

It must be evident to everyone that a connection with Duluth is of the utmost importance and that the people of the northwest owe it to themselves to give it all the material aid possible, but the difficulty in this connection is that the distance from Duluth to the Red Lake or Red River, is almost too great to be covered in one year's building, and that it is time another crop is ready for market."

MP

St. Louis River

Boom Controversy

The Duluth Tribune (Weekly)

14

36

Jan. 25, 1884

Hist. Soc.

Shepard

3. Col. 2.

"LAWYERS AND LOGGING"

Duluth interest, perhaps, never was so centered in the trial of any case which so nearly affected its interests as the one now in progress. It is certain that the lumbermen here believe the Knife Falls boom must be done away with if the lumber interests of the city be placed upon as solid basis as they ought. This suit will probably settle the whole thing, one way or the other, so it is a struggle of no little interest. It will be fought to the last by both parties. This fact accounts for the large crowd of business men, especially lumbermen, of the city, which is constantly in attendance at the court room. The scene is one well worth seeing, and to those who take an interest in legal points and legal tactics there is much to attract attention. The attorneys are quick, clear and profound in the conduct of the case, and probably they let nothing slip their attention and miss no point that will detract from their side of the question.

Yesterday on the Attorneys' table lay a large map of the St. Louis river, the boom and other points in it of interest, and drawings of the Knife Falls boom and of booms of other patterns. These were studied as closely as the drawings in a scientific or mechanical school, by Judge Stearns and the other lawyers, and the whole philosophy, (sic) almost, of booms and log driving in general was gone over by the witnesses, who were practical loggers. The examination for the plaintiff, conducted, most of the time by Mr. Gilman, and the cross-examinations by Mr. Warner, showed that the lawyers know every detail of the points at issue. The plaintiffs side of the table presented the most formidable array of talent, for besides the three attorneys, Messrs. Ballson, Cole and Gilman, there were the parties to the suit and several friends to the Duluth interests, to advise with them. On the defendant's side there were but Mr. Warner and Mr. Nelson, the head of the boom company. Mr. Nelson watched his case as closely as did his attorney and the whispered consultations between them were frequent. It was plainly to be seen that his practical experience in the lumbering business was being drawn on continually in the way of suggestions to Mr. Warner. All of the proceedings are of the most quiet kind, as befits a case where such points are at issue.

The testimony given yesterday was mainly that of experts, as to the necessity for the boom, and the effects of it on the log driving. Mr. Quinn, who is an expert on the boomage of logs, testified that he had

St. Louis River~~The Duluth Tribune (Weekly)~~*Boom Controversy*

The Duluth Tribune (Weekly)

14

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Jan. 23, 1884

Hist. Soc.

Shepard

3. Col. 2

examined the boom at Knife Falls, and saw where several improvements could be made which would greatly facilitate the passage of logs. He had been engaged in that business for a number of years, and exhibited in a drawing the plans of what he considered a better boom than that used at Knife Falls.

Mr. Frazer had examined the river and the boom, and thought that the boom was not only not an aid to navigation, but an injury. He thought the boom an obstacle; that it did not have sufficient capacity to meet the requirements of the business; that logs could be driven over the grand rapids, and that he would willingly take a contract for driving the logs on the river, and guarantee their delivery in Duluth at a reasonable time, if there were no boom.

Mr. Spaulding, of Saginaw, had had thirty years of experience in the lumber and logging business and for eleven years had been in charge of the Saginaw boom, which last year handled 600,000,000 feet of logs. He had visited the Knife Falls boom and examined it. It was not a help to log driving. No boom on the St. Louis would be a help. The Knife Falls boom was an obstruction. It could not get through 150,000,000 feet of logs in one month. He explained, at length, the character and operation of the Saginaw and other booms, he had seen and examined, and described booms that would be superior to the one at Knife Falls. The cross-examination elicited nothing new from him.

The case was adjourned until next week, when it will be resumed. Whether the plaintiffs are through with their testimony, or not, we cannot say. The trial will certainly last all of next week, and will undoubtedly grow in interest as it progresses."

St. Louis

Boom Controversy

The Duluth Tribune (Weekly)

14

36

Jan. 25, 1884

Hist. Soc.

Shepard

4. Col. ².

"* * * This somewhat celebrated and certainly interesting case continues to drag along before Judge Stearns. The most important testimony introduced yesterday was that of D. H. Mc Ewen, who was superintendent for the company who are most interested in the boom for about two years, but who is now dealing in lumber in this city. Being intimately acquainted with the river and the boom as he is, his opinion that the boom is not adequate to the prompt passage of Duluth logs, and that it holds them there until high water is gone and they can no longer be driven down even if they are released, was indeed very good testimony for Duluth interests. A. F. Barnes was on the stand both in the morning and afternoon. He is an old Maine lumberman, and his comparison of the Knife Falls boom with the boom in the Penobscot river at Old Town, Maine, was decidedly against the former when justice to all lumbermen on the river is concerned. ***"

St. Louis

Boom Controversy

Duluth Tribune (Weekly)

14

36

Jan. 25, 1884

Hist. Society

Shepard

4, Col. 5.

"PROGRESS OF THE BOOM CASE.

The boom case is still progressing slowly. Yesterday the defendant introduced the testimony of Mr. Anderson, which was concluded from Wednesday, of Maj. Geo. S. Camp and a Mr. Garland, a Chippewa River logger. The testimony bore mainly on the usefulness of booms and the Knife Falls boom in particular. It was nearly all contradictory to that of the experts put on the stand by the plaintiffs, last week."

St. Louis

Boom Controversy

The Duluth Tribune (Weekly)

14

37

Feb. 1, 1884

Hist. Society

Shepard

3, Col. 1.

"In the boom case yesterday, Mr. McDonnaugh, Eau Claire, and E. W. Culver, of Chippewa Falls, testified for the defense, showing the similarity of the Knife Falls booms with those in the Chippewa river, which latter they claim are entirely satisfactory to all on the river."

St. Louis

Interstate Canal

The Duluth Tribune (Weekly)

14

37

Feb. 1, 1884

Hist. Society

Shepard

4, Col. 1.

"The supervisors of Douglas county, Wisconsin, and the authorities of Superior wish to join with Duluth in asking for an appropriation of \$350,000 - \$150,000 for the improvement of Duluth harbor, an equal amount for Superior harbor, and \$50,000 for the St. Louis river between Conner's Point and Fond du Lac, the head of navigation. Resolutions adopted at Superior will be presented at the next meeting of the Duluth common council."

Big Stone Lake

Minn.

Reservoirs

The Duluth Tribune (Weekly)

14

38

Feb. 8, 1884

Hist. Society

Shepard

1, Col. 1.

"At Big Stone Lake, Minn., Capt. Allen says: 'If the reservoir system should ever be carried to the full extent of which it is capable, Big Stone Lake, and other holding grounds would probably be included. At present, however, the commerce of Minnesota river would not appear to warrant the expense of turning Big Stone Lake into a reservoir.'"

Cloquet

St. Louis

Boom Controversy

The Duluth Tribune (Weekly)

14

38

Feb. 8, 1884

Hist. Society

Shepard

2, Col. 7.

MORE LUMBER SUITS

"Robert Osborne and other Duluth lumbermen will bring suit against the C. N. Nelson Lumber Company, for obstructing the passage of logs in the Cloquet river, in a short time. The case will be about as ^mimportant and will consume about as much time as the late boom case. There are still other cases to be brought against the Nelson company by lumbermen who are fighting for the free navigation of the St. Louis river. The two opposing parties in these suits have, no doubt, resolved to fight out the matter, 'if it takes all summer.' "

Nemadji

Lake Superior

Bridges

The Duluth Tribune (Weekly)

14

38

Feb. 8, 1884

Hist. Society

Shepard

2, Col. 7.

"Work was begun yesterday on the new bridge over the Nemadji river, near Superior, by Messrs. Philbrook and Zachary, the contractors."

Knife River

St. Louis

Power Sites

The Duluth Tribune (Weekly)

14

39

Feb. 8, 1884

Hist. Society

Shepard

3, Col. 4.

"Messrs. Bassett and King will build a saw mill at Knife river, having already begun operations to that end."

Hudson Bay Route

The Duluth Tribune (Weekly)

14

39

Feb. 15, 1940- 1884

Hist. Society

Shepard

1, Vol. 8.

"The Fargo Republican has interviewed a large number of Dakotans upon the Hudson's Bay route matter. Some of the men interviewed think the consummation of such a scheme would be of great benefit to the Red River valley especially and the Northwest in a general way, while others think the plan not in the least feasible or desirable."

Red River &
Minnesota

Hudson's Bay Miss.

Canals

The Duluth Tribune (Weekly)

14

39

Feb. 15, 1884

Hist. Society

Shepard

2, Col. 1.

"The Moorhead News has discovered, or rather invented a new plan for making ' Fargo and Moorhead seaboard towns.' Here is the plan: 'It is not entirely a new one, but we must infuse new energy and force into the movement to unfold and reduce the plan to practicable results. The route, in short, is up the Red River to Breakenridge, through the Bois de Sioux into Traverse lake, by a canal three miles in length into Big Stone lake, thence into the Minnesota river and down that stream to its mouth where it empties into the 'Father of Waters' at Mendota, and thence to the Gulf of Mexico and over the wide world if you want to go by water.' "

Balsam River
Nemadji

Lake Superior

Logging

The Duluth Tribune (Weekly)

14

39

Feb. 15, 1884

Hist. Society

Shepard

3

"NEMADJI LOG CUT FOR 1884

Superior Inter-Ocean:- The following statement will show the actual log cut on the Nemadji river for the season of 1884. Should good weather prevail, these figures may run up to sixty millions:

Black River - - - - -	2,000,000
Balsam River - - - - -	6,000,000
W. C. Sargent, Main river - - - - -	5,000,000
H. Buckley, Main river - - - - -	1,000,000
Porter & Crowley, Main river - - - - -	2,500,000
Duluth Lumber Co., Main river - - - - -	1,500,000
T. D. Sutherland, Main river - - - - -	1,500,000
Duncan, Gamble & Co., Black Hoof river - - - - -	7,000,000
Duluth Lumber Co., Black Hoof river - - - - -	3,500,000
Old logs left over and nearly all down to the boom - - -	<u>12,000,000</u>
Total to be sorted season 1884 - - - - -	42,000,000

Number of logs sorted during the season of 1883 was 259,000 making

37,000,000."

Moran Creek

Long Prairie
Miss.

Power Sites

The Duluth Tribune (Weekly)

14

39

Feb. 15, 1884.

Hist. Society

Shepard

4, Col. 3.

"K. G. Staples, who is to put up a mill on the Omaha road, finished a dam last week and this week everything will be made ready for beginning the building of the mill."

Chester Creek
Lester River

Lake Superior

Electric Power Site

The Duluth Tribune (Weekly)

14

40

Feb. 22, 1884

Hist. Society

Shepard

3, Col. 1.

" ELECTRIC LIGHT:

Every few days, lately, some one has asked whether anything was being done in regard to introducing the electric light into Duluth. There is an organized electric light company here, but so far as is known, nothing has ever been done toward putting it on a firm foundation. There is no doubt but the movement will take light in a short time and result in introducing either the Edison or Brush system in Duluth. The matter is entirely feasible. There are at least two streams of water, within the town, which could be used in turning a turbine wheel, making the cost of the light lower than in those places where the use of steam power for generating the electricity is necessary. ***."

St. Louis Trib.

Logging

The Duluth Tribune (Weekly)

14

41

Feb. 29, 1934

Hist. Society

Shepard

3, Col. 1.

"BIG CUT ALL 'ROUND.

Carlton Co. Press: Never in the history of logging in Carlton county has there been better roads or a brighter outlook for a big winter's work. Supt. Allen states to the Press that the Nelson Lumber Company, of Cloquet, are even surprised at the rapid progress made by their crews, and the total cut will amount to at least 20,000,000 feet. ***"

St. Louis

Logging, Dams, Booms.

The Duluth Tribune (Weekly)

14

41

Mar. 7, 1884

Hist. Society

Shepard

3, Col. 1.

"A BIG LUMBER COMPANY.

In the Pioneer Press, of Wednesday, we find the articles quoted below, about the new St. Louis Lumber Company. The capital stock of the company makes it the largest one, by far, in this district, and if it goes ahead it will doubtless prove a big concern. It will also, probably, swallow a number of smaller concerns on the St. Louis, or freeze them out. It will be seen that some of the objects given in the articles of incorporation and the construction and maintaining of booms, dams, etc. One of the incorporators, W. P. Warner is the attorney who conducted the case for the Knife Falls Boom Company, in the suit lately tried in this city. ***."

St. Louis

Logging Suits

The Duluth Tribune (Weekly)

14

41

March 7, 1884.

Hist. Society

Shepard

3, Col. 4.

"Pleadings in the suit of Robt Osborn vs. the C. N. Nelson Lumber Company to recover for logs driven, were finished before Judge Stearns in chambers yesterday. Though no decision was given at once, it is thought that the plaintiff will get a judgment. Mr Osborn is confident of \$1,000. we understand."

Black Hoof

Wemaji
Lake Superior

Logging

The Duluth Tribune (Weekly)

14

41

March 7, 1884

Hist. Society.

Shepard

3, Col. 6.

"Joe Morin, a woodman in Gourdeau & Balley's camp on the
Black Hoof, had a leg broken Friday morning. ***."

St. Louis

Boom Case Settled

The Duluth Tribune (Weekly)

14

41

March 7, 1884

Hist. Society

Shepard

4, Col. 4.

"In the case of Robt. Osborn vs. the C. H. Nelson Lumber Company, Judge Stearns has given the plaintiff a judgment for \$405, dividing the costs equally."

Red to Lake
Superior

256.

Canals

The Duluth Tribune (Weekly)

14

42

March 14, 1884

Hist. Society

Shepard

2, Col. 4-5

Fargo Argus: "A year or two ago surveys were made for a water route from Fargo to Duluth, via the Red River to Grand Forks, thence through the Red Lake river and lake, the headwaters of the Mississippi, a canal to the St. Louis river, and thence through that stream to Lake Superior. This route requires about forty-six miles between various water courses and around cataracts and rapids. It is said to be feasible, but seems to have rested in quiet for some time, but it still is one of those highways of nature which will eventually assist Fargo in her rise for the position in store for the metropolis of the valley."

St. Louis

Decision of Boom Case

The Duluth Tribune (Weekly)

14

35

March 28, 1884

Hist. Society

Shepard

2, Col. 7.

"DECISION IN THE BOOM CASE.

Judge Stearns has given his decision in the celebrated boom case heard before him in chambers some months ago. It is in favor of the defendants, the Knife Falls Boom Company, against Robt. Osborn and others. The decision has been given to the defendants' attorneys in St. Paul, and has not been received yet by the attorney for the plaintiffs in this city, so nothing more than the above is yet known here."

Black Hoof

Lake Superior

Logging

The Duluth Tribune (Weekly)

14

38

April 18, 1884.

Hist. Society

Shepard

1. Col. 5.

"DIFFICULT LOG DRIVING.

It is believed that there is not a stream in this lumber district which is now clear of ice. The fact that the snow is not all or nearly all gone, while the weather holds cold with freezing nights, and the spring rains fail to come, is making the lumbermen anxious about getting down their logs, and some of them are getting desperate. Up on the Black Hoof river Osterhout & Hughart are using their dams and flooding the stream over the ice, making some progress with their logs in that novel manner, which cannot be called highly successful. In spite of the bad weather and prospects, driving crews are going out almost every day to make preparations and be in readiness when the floods do come and the ice goes out."

St. Louis

Booms

The Duluth Tribune (Weekly)

15

1

May 2, 1884

Hist. Society

Shepard

"LOGS PASSING THE BOOM.

A sort of peace, at least temporary, is at last declared between the Duluth Lumbermen and the Knife Falls Boom Company. At a recent conference of interested parties at Cloquet they agreed to have Surveyor General Merritt place a man on the boom in charge of sorting out releasing and the Duluth logs, and under this agreement about 15,000,000 feet have already been driven through and into the Fond du Lac boom. The driving stage continues good, and there is a fair prospect that all the logs will reach the Duluth mills in good time."

St. Louis

260
Boom Contraversion

The Duluth Tribune (Weekly)

15

1

May 2, 1884

Hist. Society

Shepard

3, Col. 5.

"TROUBLE AT THE BOOM.

As might have been expected, now that the Duluth logs are coming down the St. Louis, there is trouble at Cloquet, where the Knife Falls Boom Company is holding them until toll is paid according to the late decision of the district court. It not being always convenient to pay this toll in advance, and Duluth lumbermen feeling that it is a steal at the best, many logs are sure to be delayed until the flood has subsided, when they will again be hung up. One of the Duluth men, Robt. Osborn, was arrested there last Friday, charged with cutting a boom; but we have no information as to the outcome of the affair."

Black Hoof.
Nemadji.
Cloquet - St. Louis.

Logging

The Duluth Tribune (Weekly)

15

1

May 2, 1884

Hist. Society

Shepard

3, Col. 5.

GOOD DRIVING STAGE.

There is a good driving stage on the St. Louis and last year's Duluth logs are coming down, some having reached the Nelson boom at Cloquet. There is a fair stage on the Nemadji, and the Black Hoof drives are said to be out into the former stream. There is no doubt a pretty good flood in the Cloquet, and, as every preparation had been made for it, it is expected that the drives are rushing."

St. Louis.

Power Sites

The Duluth Tribune (Weekly).

15

1

May 2, 1884

Hist. Society.

Shepard

3, Col. 3.

"CLOQUET NEWS.

The three mills will start on Monday next in full force."

Net - Black Hoof
Skunk Creek - Deer Creek Nemadji

Logging

The Duluth Tribune (Weekly)

15

1

May 2, 1884

Hist. Society

Shepard

4, Col. 3.

"The logs are all down the Nemadji and tributaries, or will be in a day or two. Many are already in the boom at the mouth of the river ready for rafting and towing."

St. Louis

Logging

The Duluth Tribune (Weekly)

15

4

May 23, 1884

Hist. Society

Shepard

3, Col. 7.

"We understand that Osmund has the contract for improving the St. Louis river for log-driving between Cloquet and Fond du Lac, and will soon commence the construction of a number of wing dams, and will employ nearly 100 men."

Sandy Creek

St. Louis

Logging

The Duluth Tribune (Weekly)

14

4

Hist. Society

Shepard

3, Col. 7.

"The Sandy Creek drive is hung up on account of low water, and the crew came down Wednesday night."

Knife River

St. Louis

Logging

The Duluth Tribune

15

5

May 30, 1884

Hist. Society

Shepard

3. Col. 3.

"A raft of about 250,000 feet of logs belonging to R. R. Webber went ashore at Knife river in the recent storm. The logs are fortunately on a beach from which they can be easily recovered."

Nemadji

Navigation.

The Duluth Tribune (Weekly)

15

8

June 20, 1884

Hist. Society

Shepard

3, Col. 6.

"The tug Hope broke her rudder on the Nemadji river yesterday morning and had to be towed in by the Spencer. This is the third rudder the Hope has lost this year."

St. Louis

Log Cut 1884

The Duluth Tribune

15

36

Jan. 2, 1885

Hist. Society

Shepard

"LUMBER FIGURES***** OVER 200,000,000 FEET OF LUMBER PRODUCED BY OUR MILLS.--****AN INCREASE OF 21,000,000 FEET OVER 1883.******* "**

Little Fork

Rainy

Logging

The Duluth Tribune (Weekly)

15

39

JJan. 23, 1885

Hist. Society

Shepard

3, Col. 4-5.

**** The supplying of many logging camps is a large item in Tower's business. One day last week six of Sellers' tote teams were in from his camp on the Little Fork, ***."

St. Louis

Boom Controversy

Duluth Tribune (Weekly)

15

40

Jan. 30, 1885

Hist. Society

Shepard

3, Col. 3.

THE BOOM CASE.

The Duluth lumbermen have been quite active lately in getting ready and securing friends for a bill which has introduced into the State Senate by Mr. Billson and into the ^House by Mr. Lineau, of St. Paul, to abate the tax of forty-five cents per 1000 feet, on logs coming through the Knife Falls boom. Mr. Lineau has also presented a petition from lumbermen of Duluth, who set forth that they are doing business as lumbermen at Duluth; that they are duly organized and have pine lands and logging interests on the St. Louis river; that the Knife Falls boom company was afterwards organized and established a boom at Knife Falls and then and now impose a tax of forty-five cents on logs coming down, which is an unjust and unwarranted tax upon lumbermen who bring logs down the St. Louis river; that this boom is managed solely in the interests of the new mills at Knife Falls and to the detriment and great loss of lumbermen and mill owners at Duluth and below Knife Falls; that the boom complained of inflicts great injustice upon Duluth and other lumbermen; (sic) that the Knife Falls Boom is protected in its organization by Legislative act; that by its unjust tax on all logs coming down the St. Louis river no pine is now being cut and floated down the river for mills below the boom, because the tax imposed is heavy and unbearable; the petition pro-

Contin'd from Pg. 269-A

ceeding to enumerate the wrongs thus inflicted; that the St Louis river is a public waterway and has ever been, etc., etc.; and finally prays the Legislature for relief, etc., in the effect that the tax of forty-five cents per 1,000 feet, board measure, be abated and double damages be awarded in case of unnecessary detention."

St. Louis

Lake Superior

Boom Controversy

The Duluth Tribune

15

41

Feb. 6, 1885

Hist. Society

Shepard

2, Col. 4.

"THE BOOM BILL.

ARGUMENT OF J. M. GILMAN IN FAVOR OF ITS PASSAGE.

During the extra session of the 1881 D. M. Sabin and others secured a charter for the Knife Falls Boom Company on the St. Louis river, and also a statute by which all logs running into and through the Knife Falls boom are subject to a toll of 45 cents per thousand. The statute is especially obnoxious to the Duluth lumbermen, who aver that it is grossly unjust to them and inordinately in favor of the C. N. Nelson company and Henwick, Shaw & Crossetta, owners of the Knife Falls boom. The Duluth men have fought the matter in district court (before Judge Stearns) and, defeated there, in the supreme court, the latter deciding that the Legislature must give relief if any was given. The matter in dispute and all connected therewith have become as thrice told tales, and columns there anent have been printed in the Pioneer Press. Last evening a joint session of the committees on judiciary was held in the senate chamber to hear arguments for and against Senator Billson's bill (Senate Bill No. 86), which provides that no tolls shall be charged by the Knife Falls Boom Company. Messrs. Knowlton, Miller, Duncan and other lumbermen of Duluth; C. N. Nelson and E. W. Durant, Smith, Jr., St. Paul, were present at the meeting, and Gordon E. Cole, L. B. Warner and J. M. Gillman, St. Paul,

Contin'd from Pg. 270-A

were the principal attorneys, Senator Billson and Castle being the attorneys of the senate especially interested. J. M. Gillman made a somewhat lengthy argument in favor of the bill. He claimed that the Knife Falls company should be compelled by legislation to do two things - let Duluth logs go through their boom without charge and with all reasonable speed since delays resulted in impossibility of getting the logs through the rapids below the boom on account of the rapid fall of the water. Mr. Gilman said the Knife Falls boom was a positive injury instead of a benefit to the lower river lumbermen, and for two years past the Duluth men had not been able to engage in lumbering on their lands above Knife Falls, since their logs were delayed and hung up in low water. He averred that the state was interested, since some of the most valuable pine on any school sections in the state were in the country above Knife Falls, and these school sections were not valuable on account of the embargo of the upper boom. C. N. Nelson in giving his side in opposition to the bill, said he wasn't a speaker, but would tell a plain story. He cited the formation of the early company in 1882, the careful survey of the rocky and difficult river, the raft of debris, the accumulation of years in the rapids of the St. Louis, which it would require \$60,000 to blast out; the building of mills at Knife Falls as the most practicable place to work the lumber, unless it were taken thence by rail, and the large expenditure of

Contin'd from Pg. 270-B

time and money by the Knife Falls Boom and Lumber Company in building the boom and improving the channel. He said that if the tolls were taken off it would be impossible to operate the Knife Falls mills. The lumber cut of Knife Falls goes to the farmers of Minnesota and Dakota. Before putting in their money the Legislature has promised privileges which would repay the expenditure. It would be wrong to violate that contract now. Although the Duluth men have lost every case in the courts, they haven't paid a cent of bondage yet. Gen. Cole closed in behalf of Duluth. He pointed out that the St. Louis river is a public highway, and said, therefore, that no one had any rights thereon to the exclusion of others. The powers of the Legislature over the river were police powers. The question is not what the Legislature can do, but what they should do in all fairness and equality. The Duluth people must submit to some injury (the stoppage of their logs) to preserve the correlative rights of others, but they shouldn't be compelled to pay for being injured. If the Duluth people received the same services (separation of commingled logs) that Knife Falls people did it was proper, even if these services were not of benefit, that all parties should bear a share of the expenses attendant. But the Duluth people's logs are allowed to tumble over the falls below the Knife Falls boom in a commingled mass. They are not sorted, nor does the law require the Knife Falls company to sort them. The sorting is done at the Fond-du-Lac boom.

Contin'd from Pg. 270-C

The speaker thought that now, when farmers are demanding protection against railroads and warehouse men, the lumber interests of the north (representing 5,000,000,000 feet of the finest pine timber in the Northwest) have a right to demand relief from the dominance of the C. N. Nelson Lumber Company. "

St. Louis

Boom Controversy

The Duluth Tribune

15

41

Feb. 8, 1885.

Hist. Society

Shepard

2, Col. 3.

"KNIFE FALLS" PETITION.

Minneapolis Journal: The first matter occupying the attention of the house this morning was the reading of a long petition from citizens of Knife Falls - though it bore no signatures - protesting against the passing of any ^a law that shall interfere with their pet scheme by the existing boom at Knife Falls, which is a holy terror to all loggers and lumbermen below Knife Falls. The petition is a counter to that presented earlier in the session by lumbermen of Duluth, asking that a tax of forty-five cents per thousand feet on logs passing through the boom shall be abated. The counter petition urges that the Duluth petition bore over 1200 signatures, while in fact there are but fourteen mills in Duluth, the petition is signed by doctors, lawyers, stage drivers, shoe-makers and Tom, Dick and Harry, none of whom are supposed to have further interest in logs than serves to keep their kitchen stoves warm. Their petition is a very feeble rebuttal to the business-like and conclusive petition entered by Duluth lumbermen and mill owners, who recite their indignities with wrong and vigor. The Knife Falls petition goes into the hands of the committee on agriculture, where it may possibly be planted as bad seed."

General

Log Out of Minn. 1885

The Duluth Tribune

15

46

March 13, 1885

Hist. Society.

Shepard

1, Col. 3.

"Chas. E. Sinclair of the surveyor's office estimates the log out of the Second Minnesota district at 200,000,000 feet, which with 154,000,000 feet held over, will make the supply about 350,000,000 feet."

St. Louis

Lake Superior

Electric etc.
Power Sites

The Duluth Tribune (Weekly)

15

47

March 20, 1885

Hist. Soc.

Shepard

2 Col. 4.

"ST. LOUIS WATER POWERThe Full Value of the Property Set Forth - What the Power Will Be.

From the report of R. C. Reed, the engineer who accompanied the party of Scottish capitalists who were here with J. M. Butler, last summer, we give a few extracts. It was published in the Railway Record, of Philadelphia, which takes every opportunity to impress upon its readers the importance of Duluth as a commercial and a future manufacturing center.

The St. Louis river flows into the head of Lake Superior, and is the beginning of the great system of lakes and rivers which stretch for 1600 miles across the American continent, and empty their waters into the Gulf of St. Lawrence. It drains a basin situated in the northeast of the State of Minnesota, having an area variously stated from 3,586 to 3,860 square miles, or about double that on the river Tay at Perth; and after a course of a 100 miles through a comparatively flat country, it falls rapidly over the last eight miles into Lake Superior by a series of cataracts called the 'Dalles of St. Louis,' and well known for their picturesque scenery.

Contin'd from Pg. 273-A

The character of the basin drained by this river is such as is likely to keep up a fairly uniform discharge. The whole area being covered by dense forests, extreme evaporation is prevented, and the numerous lakes and swamps which abound store the floods and give the water off gradually, thus tending to regulate the effects of unequal distribution of the rainfall. The only gaugings^{of} the river available were taken from May to August 1871, in connection with an inquiry into the effect of the cutting of Duluth canal on the bay of Superior. These gaugings show the least monthly flow to be in August, when it averaged 2.754 cubic feet per second.

With an observed rainfall of 30.43 inches during that period in the basin of the Mississippi and its tributary, the Crow Wing, the average flow throughout the year was 0.810 foot per second per square mile; and with an observed rainfall of 32.58 inches in the basin of the St. Croix river, another tributary of the Mississippi, the average flow was 1200 feet per second per square mile, and the least monthly flow averaged 0.454 per second.

The rainfall at Duluth (which is close to the basin of the St. Louis) during the same period was 38.03 inches or 40 percent more than in the Mississippi basin and 16 percent more than in the adjoining St. Croix basin. It is therefore reasonable to expect that the average flow of the St. Louis during the same period would have been at least as much as that of the St. Croix river. Applying these data to the area of the basin of the St. Louis river, which may be taken at 3700 square miles, the average flow would be

Contin'd from Pg. 273-B

4,400 feet per second, and the least average flow, 1,680 feet per second. The rivers in this district are lowest in winter, when the sources are frozen up, and it is probable that in extremely severe winters the minimum may fall to 0.300 foot per second, but such seasons are exceptional, only lasting for a short period. In nine months from March to November, when the trade is most active and the navigation of the lakes is open, the flow is not likely to fall below 2,400 feet per second, and this may be taken as the workable volume of the river. On the upper reaches of the St. Louis river there are many lakes and swamps, which at little cost could be raised and converted into storage reservoirs, by which the discharge could be uniformly maintained at even more than 2,400 per second.

The river and the property on both sides of it have been purchased from Thompson to Fond du Lac, that is for the last eight miles of its course and there is a total fall on that length of 480 feet, which with a discharge of 2400 feet per second, would develop 130,675 horse power, theoretically, or 96,000 after allowing for necessary loss of energy in prime movers. As, however, some reaches of the river are not capable of being profitably utilized for some time, it would only be proper to reckon on about 324 feet of fall as being available in the meantime, which would give 94,900 horse power actual.

The river from Thompson to Fond du Lac has three distinct cataracts, where the water rushes over a hard bed of schistose rock with great velocity.

Contin'd from Pg. 273-C

The first is at Thompson, having a fall of 104 feet in three quarters of a mile, the second is about a mile farther down, and has a fall of 55 feet in half a mile; while the third, about half way between Thompson and Fond du Lac, has a fall of 135 feet in one mile. The remainder of the river, although rapid, is comparatively flat; but within a mile of Fond du Lac there are remarkable natural facilities for utilizing it. At this point, by diverting the river into a grassy lake which is apparently an old river course, a natural reservoir or wide canal can be formed, its outlet opposite Fond du Lac and at the head of the navigable estuary of the St. Louis. The head or fall thus obtained would be about 30 feet, and would develop, with 2,400 feet per second, 6000 horsepower, actual. The dam across the river at the point of diversion will require to be 20 feet high. At the outlet of the canal or reservoir there will be a puddled embankment, having sluices and flumes fitted to suit the capacity of each water power taken up. This reservoir will not only lead the water to the point where it is to be used, but can be worked as a means of regulating the water to suit the capacity of the mills from time to time, and by the husbanding the water when not required the useful power of the river will thereby be removed. Having made a detailed measurement from the drawings furnished to me and applying the prices prevailing in the states of similar work, I am of the opinion that the works used for utilizing the falls at Fond du Lac, so as

to develop 6,000 horsepower, will cost \$20,000 - that is exclusive of mill¹⁵ and machinery.

The wheat grown in the Northwest is mostly milled at Minneapolis, where the waters of the Mississippi have a drop of about fifty feet over the falls of St. Anthony, and afford a source of power that has been the means of developing a city that has a population of 100,000 since the time of the civil war. The milling capacity of Minneapolis is 25,000 barrels of flour per day, which, if carried on all the year, would take the product of 2,000,000 acres of wheat. The flour mills use up about 12,000 horsepower, and the remainder is used for other purposes. In low states (sic) of the river, some of the flour mills require to work an auxiliary steam engine, but the available fall is to some extent wasted by old lumber mills whose leases will shortly expire, and the whole power of the Mississippi will then be fully utilized.

Duluth and Minneapolis being equi-distant from Fargo, the center of the fertile Red River valley. It is fair to assume that flour mills erected in the neighborhood of Duluth, close to the navigation, and furnished with cheap means of power, could compete successfully with those of Minneapolis for the eastern trade.

The waterpower of the St. Louis river due to an aggregate useful fall of 324 feet and a discharge of 2,400 per second, is equal to 64,800 horse-

*English Currency.

Contin'd from Pg. 273-E

power actual, and comparing that with steam power it would require for its development (reckoning four pounds per horsepower per hour) the consumption of 1,134,000 United States tons of coal per annum which at the present time cost from \$4.50 to \$6.00 per ton at Duluth.

In the states the usual rent for water power is \$10 per horsepower per annum, which would yield "£ 12,000 a year on the Fond-du-Lac fall alone, and "£129,600 a year if the whole falls were taken up. Steam power in this district cost for coal alone \$70 or \$80 per horsepower per annum, besides attendance and other extra outlays contingent on steam power.

The purposes to which this enormous power can be put are various, but from its commanding position as regards the lake navigation and the wheat growing districts of the Northwest, it is probable that flour milling, with the machinery driven by means of turbine wheels, will be the chief industry. The location is a suitable one for paper-making from wood pulp, also for the manufacture of agricultural implements, house-fittings, and textile fabrics, that must inevitably be required by the growing agricultural communities in the interior, and the recent improvements in the transmission of force by electricity, point to that means of distributing the power to localities where it can be usefully employed for driving machinery, or for the production of electric light, which is already in operation at Duluth."

*English Currency.

Platte
Daggert Brook
Prairie

Mississippi

Logging.

The Duluth Tribune

15

47

Hist. Society

Shepard.

"The Little Falls Transcript reports the following logs cut and
banked: Senator Buckman, Prairie river camps 4,000,000 feet; W. T.
Lambert, Platte river, 950,000; Delahan Bros., on Daggert brook 820,000;
A. W. Raymond, of St. Cloud, 1,200,000, in pines northeast of Little
Falls. "

St. Louis

Lake Superior

Logging.

The Duluth Tribune (Weekly)

17

24

Oct. 16, 1886

Hist. Society

Shepard

3, Col. 3.

"A significant fact in regard to the completion of the first diversion of the Lake Superior & Pacific railroad at the earliest moment possible, came to light yesterday. THE TRIBUNE is reliably informed that contracts for the delivery of the logs from the St. Louis waters above Knife Falls have been entered into by the company, the lumber to be delivered here during next spring. This is a fact of enormous importance to this city and the lumber trade generally. "

(I cite the above to show the inroads being made by the railroads over water transportation and the period or year this was taking place.)

St. Louis & Tribs.

Logging & Power Sites.

The Duluth Tribune (Weekly)

Dec. 10, 1886

Hist. Society

Shepard

3, Col. 1.

"O. W. Saunders has seven lumber camps established on the St. Louis river and its tributaries,***. He will put in about 25,000,000 feet of logs and employ about 500 men. The logs, except those cut on the Big Fork, will be cut at the Cloquet lumber company's mills. "

Brule
Nemadji
St. Louis & Tribs.

277
R.R.-Prospectus
Logging.

The Duluth Tribune

17

33

Dec. 17, 1886.

Hist. Society

Shepard

4, Col. 2.

"LOGS FOR NEXT YEAR.

It is estimated that fully fifty million feet of logs will be cut for Duluth mills this season, mostly on the Nemadji and Brule rivers. Very little if any logs will be brought from the north shore next season. Until the new line of railroad is finished from Cloquet, as proposed, it is useless to depend on St. Louis river logs. Although that river and its tributaries drain one of the finest regions of pine forest in the northwest, there is so much delay in getting logs through the boom at Cloquet, and charges and damages are so excessive that by the time drives reach Duluth they are almost profitless to mill men. The proposed line of road will correct all this. Logs will be brought down quickly, without injury, and at a dollar or less a thousand. The road alone is enough to revive the lumber trade of Duluth when completed, as it will be certainly, at the earliest possible period."

Red River of North

Drainage & Improvement.

The Duluth Tribune (Weekly)

17

37

Jan. 14, 1887

Hist. Society

Shepard

1, Col. 8.

"The committee on national and state aid for Red River valley drainage met at Moorhead and appointed E. G. Valentine, James V. Campbell, M. R. Brown, W. J. Bodkin^e and Hans Mattson a sub committee to meet in St. Paul Jan. 13, and draft a bill to be submitted to the Legislature. The whole committee will meet there Jan. 18 and act on the draft. The intention is to ask for a slice^a of the swamp land fund. Congressman Nelson was asked to secure from Congress means to dredge and improve the river channel."

----- Lake Vermillion
Headwater of the Vermillion
River

Rainy River

Logging

The Duluth Tribune

17

38

Jan. 21, 1887

Hist. Society

Shepard

4, Col. 1.

"H. P. Gullingsrud has three logging camps on Lake Vermillion.
He expects to put in 7,000,000 feet during the winter."

Miss.

Power Sites

The Duluth Tribune

17

40

Feb. 4, 1887

Hist. Society

Shepard

1, Col. 4.

"The land along the canal of the St. Cloud Water Power
company has been platted so as to give sixteen mill sites."

Knife

St. Louis

Logging.

The Duluth Tribune

17

40

Feb. 4, 1887

Hist. Soc.

Shepard

3, Col. 1

"James Foley has a million feet of logs cut on Knife river,
and will cut two million more."

Vermillion Lake

Rainy

Navigation

The Duluth Tribune

17

42

Feb. 18, 1887

Hist. Soc.

Shepard

1, Col. 1.

"Tower will do a deal of shining up next spring. Her largest hotel is to be greatly enlarged, a little steamer is to be put on Vermillion lake, new houses are to be built and a general spread made."

Stewart River

Lake Superior

Logging.

The Duluth Tribune

17

42

Feb. 18, 1887

Hist. Society

Shepard

4, Col. 1

"Nelson Engquist, an axman in Nelson's camp near Two Harbors, fell on a sharp ax, a few days ago, and was so seriously cut in the abdomen that his life is despaired of."

Pine & Tribs.

Miss.

Logging & Dams.

The Duluth Tribune

17

51

April 22, 1887

Hist. Soc.

Shepard

1, Col. T.

"LOG JAM BROKEN"

Brainard^e, April 21.- The log jam at the dam here was broken this evening. Lumbermen agree there is nothing to fear from the jam. The front of the great mail (sic) drive has gorged at the mouth of Pine river, and two million logs are packed fast, completely closing the channel. Drives in tributaries are not started yet."

Otter Tail

Red

Power Site

The Minneapolis Tribune

Feb. 2, 1887

Hist. Society

Shepard

6, Col. 2 & 3

**** But what gives Fergus Falls its preeminent advantage as a site for manufacturing, is the possession of the best and the cheapest water power in the whole country, if not in the whole world. While by no means the largest power in Minnesota, it is ample for all practical purposes. There are 4,250 horse power in the city limits, and 8,000 more in the immediate neighborhood, all readily available, sufficient to grind more wheat than is now ground at any one place in the world. A flood in the Red river at this point is something altogether unknown. A rise of six inches is very rare. The extreme variation from the very lowest to the very highest point ever known, is but little more than a foot. The reason for this unvarying flow lies in the peculiarity of the country in which the river rises and through which it flows. The central part of the northern part of Minnesota is a plateau, elevated 1,500 feet above the sea. This plateau contains the sources of the Mississippi, of the Red River of the North, and the waters of the St. Lawrence also. The Red rises near the source of the Mississippi in the central part of this plateau, about 100 miles distant from Fergus Falls, in a direct line. The river, from its source to near Fergus Falls, flows through a nearly level country, whose surface is everywhere dotted

Contin'd from Pg. 285-A

with lakes, and the course of the river is through a succession of lakes, some of them many square miles in extent. Not only that, but all its tributaries above this place are, like the main stream, a succession of lakes, whose farthest tributaries again are brooks and rills, fed by lakes and ponds; all combining to make the most perfect and comprehensive system of natural reservoirs for the storage and even ⁱ ^{bu} ~~destruction~~ ^a of water that it would be possible to imagine. The combined area of these lakes is about 200 square miles, or 130,000 acres in extent, but is a far more efficient agent for the storage and gradual and uniform distribution of water than one large reservoir of the same area could possibly be. It is but necessary to fully realize these facts in all their bearings to comprehend why there is such an even, unvarying stage of water at Fergus Falls. The descent from the plateau is very gradual in most places; but its southwestern slope, where the Red River pours its waters down, is comparatively abrupt. The river, which for more than one hundred miles has been quietly making its way from lake to lake through a level country, when it reaches the southwest edge of the plateau, starts from a lake through a gap in the hills, and goes with a wild rush down the slope to the level plain of the great Red River Valley below, making a descent of nearly 300 feet in some 12 miles. In the middle of this slope, and at the point of most ⁱ ~~precipitous~~ (sic.) descent, is where Fergus Falls is located. There is 85 feet fall within the city limits, 45 of which is in one

Contin'd from Pg. 285-B

single half mile. The ordinary flow is 27,000 cubic feet per minute, or 50 horse-power to every foot fall, giving some 14,000 horse-power available within 12 miles. *** There are already five dams built, making some three thousand horse-power ready for use. The foundation for the dams of the very best - a tough, gravelly clay, packed full of boulders. A dam, a mill, or a bridge here never suffers one dollar's damage from flood or floating ice. The water in the river does not rise in the spring to break loose the ice from the banks, so that it invariably thaws right where it froze. No floating ice is ever seen here. Dams here can be very cheaply built, and cheaply maintained. ***. We have here now but five mills, with an aggregate capacity of about 1,000 barrels per day. The largest is the Page mill of 600 barrels capacity which was incorporated in 1884 with a capital of \$100,000, has a water power with 14 feet head and a mill building six stories high. ***. *** the Fergus flour mills, which have a capacity of 225 barrels and an elevator capacity of 90,000 bushels. This mill was built in 1881. ***. The Park Roller mill is owned and operated by Mr. A. H. Kirk, capacity, 250 barrels, and does a large business. The Otter Tail Mill Company was incorporated in 1886. ***. It has a capacity of 200 barrels. ***. The oldest mill in Fergus Falls, the Red River Roller mill, ***. It is a 350 barrel mill. *** Besides its flouring mills, Fergus Falls has a paper mill capable of turning out nine tons of straw

building paper in a day. *** There is also a planing mill and sash and door factory.***"

St. Croix

Miss.

Power Sites.

Stillwater Messenger

31

25

Feb. 19, 1887

Hist. Society

Shepard

1, Col. 4.

" Thursday after a long period of negotiation Isaac Staples contracted for the purchase of the riparian rights of the Caleb Cushing estate situate^d at St. Croix Falls and Taylor's Falls on the St. Croix river, one of the mightiest water powers in the west and for the ownership of which of which various parties have contended. Its sale having been from time to time erroneously reported. The price to be paid by Mr. Staples for this immense water power is 50,000 dollars spot cash. The property comprises both the riparian and mill reservations at St. Croix Falls, including a river frontage of two miles in Wisconsin and one mile in Minnesota, as well as between 700 and 800 lots on the Wisconsin side and a large unplatted tract on the opposite shore, the entire real estate conveyed being between 3000 and 4000 acres. The former owner had already been granted a charter by both states interested allowing the building of a dam at the falls, and as a result of the recent purchase Mr. Staples, it is asserted, will obtain a similar concession allowing the erection of a massive dam above at the head of the rapids and the imposition of toll on logs passed through. This scheme has long been favored by lumbermen who would gladly pay five or six cents per thousand for sluicage in return for resulting benefits. By means of an adequate dam at the rapids logs in any amount could be held and their passage regulated so as to avoid the disastrous

Contin'd. from Pg. 286-A

jams frequently occurring in the gorge below the bridge, and in case of trouble below on account of low water, the logs could be floated by raising the gates. For the carrying on of contemplated improvements in connection with his purchase, it is probable that Mr. Staples will organize a stock company, several merchant lumbermen having already expressed a desire to invest. It is reported that Mr. Staples will erect an extensive mill on the reservation at the falls, though he himself has made no positive announcement. It is however undoubtedly certain that the water power will soon be utilized for manufacturing purposes."

Fish Hook

 Straight
 Shell
 Crow Wing Mass.

Power Sites

Hubbard County Enterprize^s

IV

XXXX

May 14, 1886

Hist. Soc.

Shepard

1 - Col. 1 - 2

"Park Rapids!

Offers peculiarly favorable inducements to all who may desire to settle in a pleasant and prosperous community.

It Possesses

A Water Power

of superior value. The chain of lakes tributary to the Fish-hook river, upon which Park Rapids is situated, command, it is estimated, 300,000,000 feet of white norway pine, all of which can be easily driven down and manufactured into lumber at Park Rapids. * * *."

/This is an advertisement, two columns wide and one page long on page one.

(all caps)/

Moose River

St. Croix

Logging

Hubbard County Enterprise⁵

5

XXX

Feb. 4, 1887

Hist. Soc.

Shepard

2 Col. 5.

"Wm. Small, a teamster at the Moose river camp of Sauntry & Tozer, of Stillwater, met with a serious, if not fatal, accident. ***"

* see end of item

Power Sites

The Duluth Tribune

17

39

January 27, 1887

Hist. Soc.

Shepard

1. Col. 5.

"OUTSIDE MILLING CAPACITY.

There are in Minnesota and Dakota 589 flour and grist mills outside of Minneapolis. By selecting 161 of the larger merchant flouring mills from these, with a daily capacity of 33,500 barrels, there remain 429 smaller mills to do the grist work and exchange business for local consumers. This is a number ample for the work demanded. The range of capacity of these smaller mills is from 50 to 500 bushels of wheat per day. Allowing the average to be 200 bushels, these 429 mills could on a pinch grind out 86,800 bushels a day, or in the 118 days grind out of 10,000,000 bushels allowed for bread for the state and territory for one year. * Following is the list of towns containing the 161 larger mills with 38,500 barrels daily capacity:

Aberdeen	- - - - -	75
Albert Lea	- - - - -	300
Alexandria	- - - - -	150
Amboy	- - - - -	25
Anoka	- - - - -	800
Ashby	- - - - -	400
Ashton	- - - - -	100
Austin	- - - - -	390
Benson	- - - - -	200
Bismarek	- - - - -	1000
Blue Earth	- - - - -	95
Brainerd	- - - - -	500
Brookings	- - - - -	250
Brownsville	- - - - -	75
Cannon River	- - - - -	500
Casselton	- - - - -	150
Castlewood	- - - - -	85
Chamberlain	- - - - -	75

*Whole sentence sic.

(continued on 289.B.)

rrc

Mass.

Power Sites
Canals

The Duluth Tribune

17

40

Feb. 4, 1887

Hist. Soc.

Shepard

1. Co. 4.

"The land along the canal of the St. Cloud Water Power company
has been ^aplotted so as to give sixteen mill sites."

Red

Floods
Power Sites

The Duluth Tribune

17

47

March 25, 1887

Hist. Soc.

Shepard

1. Col. 4

"THE OVERFLOWS.

Fergus Falls, March 24. - The Red ^River rose rapidly last night, and this morning was at the highest point ever known. The cause of the rise is not known, as the ice is still solid. The water is running over the banks and cutting a channel between Wright's Bee Hive and Cable Tower. Men are at work protecting dams. C. J. Nelson, head miller at Park Mills, had a narrow escape from drowning, while opening flush boards on the Gultenburg dam. He was carried part way over but was seized before he went under the ice."

Redwood

Minn.

Floods

The Duluth Tribune

17

47

March 25, 1887

Hist. Soc.

Shepard

1. Col. 4.

"Redwood Falls, Minn. March 24, - An immense ice gorge, a mile wide and six miles long is coming this way, sixteen miles westward on the Redwood river."

Daggert Brook

Pine-Mass.

Logging

Mississippi Valley Lumberman

11

33

Mar. 18, 1887

Hist. Soc.

Shepard

2. Col. 2.

"Little Falls Transcript: Dellehan Bros.' lumber camp on Daggert brook will end work for the season this week, after banking about 2,500,000 feet of logs."

Rainy Lakes

Logging

The Mississippi Valley Lumberman

11

33

March 18, 1887

Hist. Soc.

Shepard

4. 1.

"A friend asks: 'Has it been your custom to count the
lumber cut on Rainy Lake waters as a part of the Minnesota product.'
/sic/ In answer we will say no, but it ought to be although sawed
on the other side of the line."

Hay Creek

295

Red Lake R.

Red R. of No.

Logging

Mississippi Valley Lumberman

11

33

March 18, 1887

Hist. Soc.

Shepard

4. Col. 1.

"Stillwater Gazette: A letter received this morning from
James Mul^Vkey says that one camp on Hay Creek they, Mul^Vkey and Carmichael,
have in 2,300,000. * * *."

Red Lake R.

Red of the N.

Logging

Mississippi Valley Lumberman

11

33

March 18, 1887

Hist. Soc.

Shepard

4 Col. 1.

"Mr. Franke Kline, foreman for Mr. T. B. Walker, came down from Crookston on Tuesday. He reports the snow rapidly disappearing and creating no floods. The ice in the streams remains solid. The cut on the Clearwater is about 40,000,000 feet."

Lake of the Woods

Logging

Mississippi Valley Lumberman

11

33

March 18, 1887

Hist. Soc.

Shepard

5. Col. 3.

"Port Arthur (Ont.) Miner.

The Lake of the Woods district will yield 32,000,000 feet of logs, 425,000 ties, 60,000 cords of wood, and 70,000 lineal feet of piling this season."

St. Croix

298

St. Louis

Log Cut

Mississippi Valley Lumberman

11

34

March 25, 1887

Hist. Sec.

Shepard

4, Col. 1.

"The C. N. Nelson Lumber Company have, this winter, cut 40,000,000 feet of new logs and have 5,000,000 feet of old logs on the St. Louis river, which they will saw at Cloquet. On the St. Croix the company have cut 8,000,000 and have 9,000,000 of old logs making a total of 62,000,000 feet of logs. *** There is about 20,000,000 feet more logs cut on the St. Louis than last year."

rrc

Bradbury Brook -

Rum

299

Hillman Brook

Rum

Logging

Mississippi Valley Lumberman

11

35

April 1, 1887

Hist. Soc.

Shepard

2. Col. 3

"Little Falls Transcript: Some heavy lumbering was done on the streams east and north of Rich Prairie the past winter. On the Bradbury a branch of the Rum, Rollins Bros., cut 1,500,000 and Martin & Leighton cut about the same amount. Robinson and Mead, of Minneapolis, who have a contract to cut during the next six years, 85,000,000 feet of pine on Hillman brook, * * *."

Mille Laes Lake

Rum River

West Branch

East Branch

Tibbetts Brook

Bradbury Brook

Miss.

Logging

300

Mess. Valley Lumberman

11

36

April 8, 1887

Hist. Soc.

Shepard

6 - Col. 2.

"THE RUM RIVER CUT. (1886 - 87)

* * *

SUMMARY.

West Branch - - - - -	9,182,000
Tibbetts Brook - - - - -	5,300,000
Bradbury Brook - - - - -	16,000,000
Mille Laes Lake - - - - -	12,900,000
East Branch - - - - -	<u>17,203,000</u>
Grand Total - - - - -	60,585,000 "

Snake

Red of North

Logging

Miss. Valley Lumberman

11

38

April 22, 1887

Hist. Soc.

Shepard

2. Col. 1.

"Little & Co., says the Duluth Herald, have just sold to Peyton, Kimball & Barber their whole drive of logs at Middle river. The price was \$18,000 and the amount of lumber will foot up about 3,000,000 feet."

Miss.

Logging

Miss. Valley Lumberman

11

38

April 22, 1887

Hist. Soc.

Shepard

5, Col. 1.

"THE UPPER MISSISSIPPI.

Deputy Surveyor General C. Sinclair has superintended the scaling of the logs on the upper Mississippi, and has made careful estimates of quantity cut as follows:

* Gull river -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15,000,000
Mississippi river -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20,000,000
Swan river -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25,000,000
Prarie river -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24,000,000
Splithand river and lake -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,500,000
Pokegama lake -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,000,000
Leighton lake and river -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,500,000
Vermillion lake and river -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,000,000
Bear lake -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,000,000
Willow river -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10,000,000
Moose lake -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10,000,000
Hill lake -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16,500,000
Pine river and tributaries -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53,000,000
Little Elk river -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,000,000
Crow Wing river and tributaries -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20,000,000
Tamarack and Powder rivers -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10,000,000

(continued from 302. A.)

Shepard

Savannah river - - - - -	3,000,000
Rice river - - - - -	3,500,000
Platte river - - - - -	10,000,000
Hillman river - - - - -	14,000,000
Little Willow river - - - - -	9,000,000
Anoka Sebu river - - - - -	2,000,000
East Branch Rum river - - - - -	48,000,000
West Branch Rum river - - - - -	<u>9,000,000</u>
Total new logs - - - - -	326,900,000
Old logs carried over - - - - -	<u>30,000,000</u>
Total log supply 1887 - - - - -	356,900,000
Log supply, 1887, (all new logs)	<u>347,000,000</u>
Increase - - - - -	9,900,000 "

Little Elk

Miss.

Logging

The Mississippi Valley Lumberman

11

38

April 22, 1887

Hist. Soc.

Shepard

6 - Col. 3.

"Little Falls Transcript.

A force of men for N. P. Clark went up to the Little Elk this week and brought out about 2,000,000 feet of logs that had been laying in that stream near the mill pond since last fall. The logs were driven past this place down the Mississippi."

Platte

Miss.

Logging & Dams

Mississippi Valley Lumberman

11

38

April 22, 1887

Hist. Soc.

Shepard

6 Col. 3.

"D. C. Conner went out to the Platte yesterday with a force of drivers and work will begin immediately on getting out the logs. There are 24,000,000 feet on this stream but the drive will be made in two sections this year and at present it will be cut in two at the old Gravel dam and 10,000,000 feet will be taken out before the upper lakes are clear of ice. Of this amount 7,000,000 feet belonging to Clarke and the balance to Gravel & Goulet Bros. and Wilson & Peaney."

Nokasippi
Little Elk
Crow Wing

Miss.

Logging
Railroad Ties

305.

Mississippi Valley Lumberman

11

38

April 22, 1887

Hist. Soc.

Shepard

6. Col. 3.

"J. C. Flynn & Co. have bought or contracted for nearly 500,000 railroad ties this season and have nearly 400,000 already on the railroad tracts or streams. *** 15,000 ties have been banked on the Nokasippi, 50,000 on the Little Elk, several thousand on the Crow Wing. ***"

Mississippi
Minnesota

- and Tribs.

306.A.

General

Mississippi Valley Lumberman

Vol. 11

38

April 22, 1887

Hist. Soc.

Shepard

6. Col. 3.

"FOREST DESTRUCTION.

The following letter from Maj. Allen to Hon. E. M. Rice in relation to the disastrous consequences soon to follow the rapid denudation of the forest country and the sources and tributaries of the Mississippi will be read with interest:

St. Paul, April 2, 1887. - My Dear Sir: Your note in regard to the effect that the destruction of the timber about the headwaters of the Mississippi river and tributaries will have upon the supply of water to the stream and the reservoirs was duly received. I answer in general terms. In my opinion the results of such destruction of timber cannot be other than detrimental to the navigation of the river at and above St. Paul, as well as the water powers and other interests in the valley depending upon a regular supply of water. Though there are exceptions to all rules, the general observation has been that deforesting of extensive areas of country disturbs the normal relations of the high and low water volumes of the streams draining them; in other words, that extensive deforesting results in more extensive floods, followed by longer periods of low water. As the area of timbered land is reduced, the extent of surface exposed to evaporation is increased and a large proportion of the rainfall of summer thereby

(continued from 306. A.)

withheld from the water courses. Evaporation is active in July and August when the streams of Minnesota are generally declining and in need of all the water they can get. Whatever reduces the water supply of the basins tributary to the reservoir of course reduces the storage of the latter.

On the other hand, the same denudation of a country facilitates, when the ground is saturated or when it is frozen, the escape of rainfall, or of melted snow, into the watercourses, thus adding to the violence of freshets.

The Minnesota river drains about 16,000 square miles of country; its summer low water volume frequently falls to 700 cubic feet per second; last August, the volume declined to 470. The flood volumes of the Minnesota are large; during one period of the flood of 1881 at St. Paul it was estimated that more than 150,000 cubic feet of water per second came from the Minnesota river.

In contrast to the extraordinary ranges between the flood and low water volumes of the Minnesota we can turn to the Mississippi, which, at Minneapolis, drains about 19,500 square miles, and area less than 25 percent, more than that of the Minnesota. So far as known it does not, at Minneapolis, exceed 50,000 cubic feet per second, while the low water volume of summer and

(continued on 306. C.)

rre

(continued from 306. B.)

fall at the same place rarely fall below 5,000. The forests of the upper Mississippi basin undoubtedly perform an important part in conserving the flow of the river, and it would be wise economy to preserve them.

Very truly yours,

Charles J. Allen."

* all listed below
creeks included

307. A.

Power Sites

Mississippi Valley Lumberman

11

39

April 29, 1887

Hist. Soc.

Shepard

6 - Col. 1.

"MINNESOTA'S WATER POWER.

The water power of Minnesota is estimated as follows:

	Horsepower
St. Anthony Falls - - - - -	120,000
Rapids of the St. Croix - - - - -	100,000
Rapids on Red River at Fergus Falls - -	35,000
Minnesota Falls - - - - -	2,000
Granite Falls - - - - -	25,000
Root River - - - - -	3,000
Cannon River - - - - -	2,000
Vermillion River - - - - -	1,000
Rum River - - - - -	3,000
St. Louis River - - - - -	72,000

Beside the above are available water powers, of more or less magnitude on the Zumbro, Blue Earth, Cottonwood, Lac qui Parle, Crow, Sauk, Crow Wing, Chippewa, Des Moines, Rock, Yellow Medicine, Ponne de Terre, Redwood, Elk, Kettle, Rainy Lake and other rivers;

(continued on 307. B.)

rre

(continued from 307.A.)

also on Whitewater, Hay, Belle, Watowⁿ~~on~~, Le Sueur, Jordon, Minnehaha, and other creeks, some of which are streams as large as those honored by the name of rivers.

These streams are in various portions of the State, and there is scarcely a county that does not possess natural power for manufacturing purposes. About 500 flouring mills are already in operation. Minneapolis alone has an aggregate daily capacity of about 30,000 barrels."

Platte

Miss.

Logging

Miss. Valley Lumberman

11

44

June 3, 1887

Hist. Soc.

Shepard

10. Col. 1.

"The Royalton Banner says the logs on the first Platte River drive commenced to pass Muney's sluice last Saturday, and are rapidly passing into the booms at Royalton and on into the Mississippi - at least as fast as the water will let them."

Rainy & Tribs.

Lake of the Woods

Navigation & Logs.

Miss. Valley Lumberman

11

45

June 10, 1887

Hist. Soc.

Shepard

4. Col. 2.

"The anticipated cut for the sawing season from all the mills is from 65 to 75 million feet, making a total amount of lumber in the yards this season of nearly 100 million feet. The logs to supply these mills are cut during the winter season in the Rainy Lake and Rainy River district, floated down these waters and their tributaries to the Lake of the Woods, and thence towed by a fleet of tugs to their destination."

Prarie
Willow

Miss.

Logging

Mississippi Valley Lumberman

11

45

June 10, 1887

Hist. Soc.

Shepard

7 Col. 5.

" * * * The Prarie and the Willow river drives are coming slowly, but will get out. The Hillman brook logs are being turned out."

Mud River

Miss.

Logging

Miss. Valley Lumberman

11

46

June 17, 1887

Hist. Soc.

Shepard

5, Col. 1

"The Aitken Age says that Roger's mill at that point has been idle all the week, while a new planer is being put in ready for business. Another reason is that the Mud river logs are jammed at the Knox bridge. ***"

St. Louis

Boom Controversy

Miss. Valley Lumberman

11

46

June 17, 1887

Hist. Soc.

Shepard

7 - Col. 2

"THE DULUTH DISTRICT.

Duluth June 15. - The editorial in last week's LUMBERMAN about the trade of the Duluth district and the future of lumbering in this city shall be my text, owing to the scarcity of news this week. The lumbermen of Duluth two years ago abandoned cutting timber on the Cloquet and St. Louis rivers, though they own a good deal of pine on those streams. This was due to the charges they were compelled to pay the boom company at Knife Falls and the rapids of the St. Louis below Thomson, as stated in the LUMBERMAN, and also to the want of a market, both west and southwest, from which they were shut out by too heavy freight rates and the competition of other points. They have not, however, permanently abandoned those districts to Cloquet mills. They still hope to turn the logs to Duluth by means of a railroad. *** It is claimed by the projectors of the road that they can transport logs here much cheaper than they can be brought by drives down the St. Louis. ***."

Nemadji

Lake Superior

Logging

Mississippi Valley Lumberman

11

46

June 17, 1887

Hist. Sec.

Shepard

7, Col. 3.

"About 7,000,000 feet of logs are hung
up on the Nemadji."

Bear
Vermillion

Miss.

Logging

Mississippi Valley Lumberman

11

48

July 1, 1887

Hist. Soc.

Shepard

4. Col. 3.

"Sam Simpson arrived from the upper river on Thursday. His drive which is the only drive back except the Bear River drive, which is not likely to come out, and Libby & Torry's Vermillion river drive, was at Aitkin yesterday. ***"

Cloquet

St. Louis

Logging

Mississippi Valley Lumberman

11

48

July 1, 1887

Hist. Soc.

Shepard

4 - Col. 3

"About 12,000,000 feet of logs, belonging to the Cloquet Lumber ^Company, are hung up on the Cloquet river, 30 miles from here."

Platte
Skunk

Miss.

Logging

Mississippi Valley Lumberman

11

49

July 8, 1887

Hist. Soc.

Shepard

7. Col. 3

"All the Platte river drives are in the
Mississippi. The Skunk river drives have passed Granite City."

Rice Lake
Blueberry
Shell & Turtle

Crow Wing

Logging

317

Mississippi Valley Lumberman

11

50

July 15, 1887

Hist. Soc.

Shepard

7 Col. 2.

"H. B. Morrison, of Motley, who has a drive of about 6,000,000 logs hung up on the Blueberry and Shell, started his drivers out Monday and Tuesday to bring down the logs. Curtis and Lawrence, of the same place, who have 3,000,000 or 4,000,000 in Rice Lake and the Turtle river, have also sent their crews."

rrc

Red Lake River

Red

Logging

Mississippi Valley Lumberman

11

51

July 22, 1887

Hist. Soc.

Shepard

7. Col. 2.

"The Red Lake Falls Gazette is authority for the statement that Walker's largest drive is hung up this side of Terrebonne, about five miles east of Red Lake Falls."

Elk River

Miss.

Logging

Mississippi Valley Lumberman

11

51

July 22, 1887

Hist. Soc.

Shepard

11, Col. 1

"The Elk River Star reports the river full of
running logs at that point."

Brule

Lake Superior

Logging & Dams

Mississippi Valley Lumberman

11

52

July 29, 1887

Hist. Soc.

Shepard

5 Col. 1

"Duluth July 27 - The dam of Huntress & Brown on the Brule river is about completed and probably another week's work will finish it, and that firm will doubtless get down about all their logs on that stream."

Bear
Mud
Rice

321

Miss.

Logging

Mississippi Valley Lumberman

Hist. Soc.

Shepard

7 Col. 1.

"Brainerd News: Nearly all the drives are out of the upper rivers, and those remaining will soon be put into the Mississippi. The principal drives remaining are those of Hayward Lumber company, of St. Cloud, 3,600,000 feet in Bear river; 3,500,000 feet in Rice river; 2,500,000 feet in Mud river. * * *."

rrc

Red Lake River
Red Lake

Navigation

Miss. Valley Lumberman

11

52

July 29, 1887

Hist. Soc.

Shepard

11, Col. 1.

"The tug boat being built at St. Hilaire, Minn., by J. W. Howes, is almost completed and will soon ascend the river to Red Lake. It is designed for the purpose of towing the logs across the lake and may be used for freighting."

Big American

Rainy

Logging

The Miss. Valley Lumberman

11

52

August 5, 1887

Hist. Soc.

Shepard

3, Col. 2.

**** The Keewatin company secured a good portion of their logs. Logs on the Big American were the most unfortunate, and here was the principal cut of the Minnesota & Ontario company. A large number of logs are hung up on this Minnesota stream, though there is still some hope of getting them afloat. ****

Mississippi

General

Miss. Valley Lumberman

12

3

August 26, 1887

Hist. Soc.

Shepard

3, Col. 1.

"'I understand' said an unhappy log owner 'that the water in the government reservoirs has been held longer than was the intention to save a lot of hay that had been cut by a farmer up that way and which the opening of the dams would have ruined. I think it would have been money in somebody's pocket if that hay had been condemned and paid for and the water permitted to come. Did some one say the reservoirs were run in the interests of navigation? I don't believe it. They are a medium for the preservation of the hay market.'"

Clearwater lake
headwaters of Clearwater
River

Red Lake R.
Red R. of North

Logging.

Miss. Valley Lumberman

12

4

Sept. 2, 1887

Shepard

10, Col. 3.

"J. G. Bagley went up to Clearwater lake and started a drive of
12,000,000 on the 17th for T. B. Walker's mills at Crookston and Grand
Forks."

Little Elk
Nokasippi-Fish Trap

Miss.

Logging

Miss. Valley Lumberman

12

6

Sept. 16, 1887

Hist. Soc.

Shepard

11, Col. 1.

"J. C. Flynn's tie drives on the Mississippi and Crow Wing rivers were started last week. They include 60,000 ties belonging to Mr. Flynn, and Senator Buckman has about 10,000 ties in the drive. There is enough water to bring these ties down all right, and they will be taken to Sauk Rapids to be loaded onto cars. Mr. Flynn has also 95,000 ties in the Little Elk, Nokasippi and Fish Trap which has been hung up for several months."

Moose Lake
Mad Creek
Portage River-Moose Head
Lake

Kettle River
St. Croix
Miss.

327.

Logging

Miss. Valley Lumberman

12

7

Sept. 23, 1887

Hist. Soc.

Shepard

10, Col. 2.

"The Moose Lake saw mill has logs enough on hand to run until next Tuesday. They have about 4,000,000 on Mad creek, but cannot get at them."

Brule
Nemadji

328.

Lake Superior

Logging

Miss. Valley Lumberman

12

8

Sept. 30, 1887

Hist. Soc.

Shepard

4, Col. 2.

" Huntress & Brown have made a contract for putting in 1,500,000 feet of logs on the Nemadji river, later on they will make several other contracts. They have about 4,000,000 feet of logs on the Brule, which are now down within a mile and a half of the lake and will soon be got down."

Home River
Pine

Cloquet
St. Louis

Logging.

Miss. Valley Lumberman

12

8

Sept. 30, 1887

Hist. Soc.

Shepard.

13, Col. 1.

"A large crew of men have been sent up to the Home and Pine river camps, of the C. N. Nelson Lumber Company on the Cloquet, and have commenced 'skidding.'"

Blueberry
Red Eye
Crow Wing

330.

Miss.

Logging & Davis

Miss. Valley Lumberman

12

9

Oct. 7, 1887

Hist. Soc.

Shepard

6, Col. 1.

"The Northern Mill company will put in this winter about 25,000,000 feet of logs, of which 10,000,000 feet will be cut on the Crow Wing and 6,000,000 feet on the Blueberry and Red Eye. Dams are now being built below the Crow Wing."

Long Lake
Anokasippi
Hay Creek

331

Miss.

Logging & Dams

Miss. Valley Lumberman

12

10

Oct. 14, 1887

Hist. Soc.

Shepard

6, Col. 1.

"Hong & Tissing are putting in a dam for water power for a saw mill and grist mill combined on the Anokasippi at the entrance of the stream in to upper Long Lake. The dam is well nigh completed and is 200 feet long and is built to give a ten foot head. It is feared the flowage will extend into Hay Creek valley."

Red Lake River
Thief River

Red River of N.

Logging

332.

Miss. Valley Lumberman

12

10

Oct. 14, 1887

Hist. Soc.

Shepard.

11, Col. 1.

"J. W. Howes is still driving logs on the Red Lake river. His
drive at last accounts was between St. Hilaire and Thief river."

Toad River

Otter Tail
Red River
of N.

333.

Power Sites

Miss. Valley Lumberman

12

10

Oct. 14, 1887

Hist. Soc.

Shepard

11, Col. 2.

"John Ziegler, of the firm of Ziegler & Beck, proprietors of the Pioneer Mills, Toad river, Minn., met with a painful accident on Monday last. ^W~~While~~^e tightening guide bolts on circular saw at their mill, his hand slipped, falling across the saw, which was in motion, cutting and mangling his hand in a horrible manner."

Superior Union Store

MADE IN U.S.A.

Little Prarie

Miss.

Logging

Miss. Valley Lumberman

12

12

Oct. 28, 1887

Hist. Soc.

Shepard

6, Col. 1

"C. A. Hasty will put in about 6,000,000 this winter for the
Hall & Ducey Lumber company on Little Prarie river."

Biggs & Co. Lumber Co.

Red Lake River

Red River
of No.

Power Sites.

Miss. Valley Lumberman

12

12

Oct. 28, 1887

Hist. Soc.

Shepard

10, Col. 1.

"The dam now building at Red Lake Falls, Minn., will afford a
water power of 11,847 horse power."

North Fork Little
Elk

Little Elk-Miss.

logging

Miss. Valley Lumberman

12

12

Nov. 10, 1887

Hist. Soc.

Shepard

6, Col. 1.

"Taylor and Hill will cut 3,000,000 feet of logs at their camp on the north fork of the Little Elk the coming winter. They own this timber and will make the drive themselves."

White Fish
Pine

337.

Miss.

Logging

Miss. Valley Lumberman

12

15

Nov. 10, 1887

Hist. Soc.

Shepard

6. Col. 1.

"Stratton, of Brainerd, will cut 2,000,000 feet of the Clarke logs for Gray & Libby on the White Fish, one of the upper tributaries of the Pine river. ***."

Red Eye
Leaf
Gow Wing
Pine

338.

Miss.

Logging

Miss. Valley Lumberman

12

13

Nov. 10, 1887

Hist. Soc.

Shepard

6, Col. 1

"J. A. ^CWhite & Bros. will cut 3,000,000 feet on the Pine river,
and 6,000,000 on the Red Eye for the Northern Lumber company. ***."

Fish Trap
Long Prairie
Crow Wing

Miss.

Logging

339.

Miss. Valley Lumberman

12

14

Nov. 18, 1887

Hist. Soc.

Shepard

8, Col. 1.

"D. S. Mooers of Ft. Ripley is to log in a small way on Nokasippi
this winter and Milo Porter on Lake Shawinaw near Lake Alexandria. The
latter will bank on Fish Trap."

*See below

Run River

Logging

Miss. Valley Lumberman

12

17

Dec. 9, 1887

Hist. Soc.

Shepard

9, Col. 2.

"THE RUN RIVER CUT.

Although the entire cut of the last season on the Run river is hung up, there promises to be a good many logs put in on that stream this winter. Ed. Page of Anoka, estimates for the Princeton Union that the amount will not be less than 36,300,000 feet, and he places the amount which will be got by each firm, provided the winter is reasonably favorable for logging operations, as follows. ***."

*Mille Lac Lake - - - - -	10,500,000
North Fork of Bradbury Brook - -	4,000,000
South Fork of Bradbury Brook - -	4,500,000
East Branch Main River - - - - -	4,000,000
Tibbett's Brook - - - - -	2,000,000
Mike Drew Creek - - - - -	5,500,000
Bogus Brook - - - - -	4,500,000
West Branch of the Run - - - - -	4,000,000
Total - - - - -	<u>36,300,000</u> "

~~Prarie~~

Miss.

Logging

Miss. Valley Lumberman

12

19

Dec. 23, 1887

Hist. Soc.

Shepard

9, Col. 1.

"Smith & Price are putting in about 3,000,000 feet on the
~~Prarie~~ river this winter."

Moose
Pine
Willow
Little Willow

Miss.

Logging.

343

Miss. Valley Lumberman

13

6

Feb. 10, 1888

Hist. Soc.

Shepard

7, Col. 2.

**** E. W. Backus who has returned after an absence of more than a month in the woods, during which he inspected camps on Moose, Pine, Willow, Little Willow and other streams, corroborates this view. ***"

[The view that all logging was from 30 to 40 percent behind due to mild weather.]

Swan River

Miss.

Logging

Miss. Valley Lumberman

13

7

Feb. 17, 1888

Hist. Soc.

Shepard

8, Col. 1.

"W. J. Milliken, who is logging on Swan river was in the city during the week. Mr. Milliken says that the loggers on the Swan river will be considerably behind with their work this year. Mr. Milliken expects to cut about 2,000,000 feet this winter."

Red Eye River
Tamarack River

Miss.

Logging

344.

Miss. Valley Lumberman

13

7

Feb. 17, 1888

Hist. Soc.

Shepard

8, Col. 1.

"E. J. Breedy who is woods superintendent for the Northern Mill company has charge of twenty-two camps distributed from Red Eye, above Wadena, east to Tamarac river in Carlton county. ***."

Skunk Brook
Skunk

Platte
Miss.

345.

Logging

Miss. Valley Lumberman

13

8

Feb. 24, 1888

Hist. Soc.

Shepard

6, Col. 3.

"Senator Buckman says his crews on Skunk brook are doing good work and that he will have 2,500,000 feet banked early in March. At his up-river camps not so much is being done."

Round Lake
Platte

Miss.

Logging

346

Miss. Valley Lumberman

13

13

March 30, 1888

Hist. Soc.

Shepard

7, Col. 1.

"George Larlee's lumber camp, (for Gray & Libbey) at Round Lake on the Platte, has finished the winter's work, having cut all the timber there was tributary to the camp. ***."

Nokasippi

Miss.

Logging

Miss. Valley Lumberman

13

13

March 30, 1888

Hist. Soc.

Shepard

7, Col. 1.

"D. S. Mooers, of Ft. Ripley, has banked over 2,000,000 feet of logs this past winter, about one half of which are on the Mississippi near Ft. Ripley and the remainder on the Nokasippi near its mouth. ***."

Sullivan Lake
Platte River

Miss.

Logging

Miss. Valley Lumberman

13

n 13

March 30, 1888

Hist. Soc.

Shepard

7, Col. 1.

"John Schomer, a middle aged German, employed in D. C. Conner's logging camp on Sullivan Lake, in the Platte River country, was struck by a falling tree and died in a few hours. ***."

Little Elk
south br.
north br.

Miss.

Logging

Miss. Valley Lumberman

13

13

Mar. 30, 1888

Hist. Soc.

Shepard

12, Col. 1.

"J. G. Flynn has got in about 125,000 ties this winter. He has hauled about 80,000 old ties from the south branch of the Little Elk to the Little Falls & Dakota and he will drive the ties that have laid over on the north branch. ***."

Otter Creek

St. Louis

Logging

350.

Miss. Valley Lumberman

12

18

May 4, 1888

Hist. Soc.

Shepard

5, Col. 1.

"Northern Pacific Junction, April 27.- Log driving began yesterday on Otter creek, with the water fairly high; but fears are entertained that it will not remain so long enough to complete the drive."

Bogus Brook
Run

Miss.

Logging

351
Col.

Miss. Valley Lumberman

13

18

May 4, 1888

Hist. Soc.

Shepard

5, Col. 3.

"The Trask logs were out of Bogus brook and into the main river
last Wednesday."

Little Prairie
Lower Swan
Tamarac

Sandy
Miss.

Logging

352.

Miss. Valley Lumberman

13

18

May 4, 1888

Hist. Soc.

Shepard

7. Col. 1.

The drives on the Little Prairie, lower Swan and Tamarac have
been started with a fair stage of water. "etc."

Elk River

Miss.

Logging

Miss. Valley Lumberman

13

20

May 18, 1888

Hist. Soc.

Shepard

7, Col. 1.

"C. A. Smith & Co. sawed on Tuesday last, May 15th the first of their new logs. These come out of the Elk river, and it is probable that the date is as early as any upon which new logs have been cut in this city."

Mud.

Miss.

Logging

Miss Valley Lumberman

13

21

May 25, 1888

Hist. Soc.

Shepard

5, Col. 3.

"There is a good stage of water on Mud River, and good progress is being made with the drive."

Little Willow

Miss.

Logging

355.

Miss. Valley Lumberman

13

22

June 1, 1888

Hist. Soc.

Shepard

5, Col. 2.

"The rear of the Little Willow drive of J. W. Day & Co., containing 8,500,000 feet of logs was run into the Mississippi on Tuesday last."

Red Cedar River

Miss.

Logging

Miss. Valley Lumberman

13

22

June 1, 1888

Hist. Soc.

Shepard

5, Col. 2.

"DRIVING NOTES

The Red Cedar was reported to be on a rampage on Saturday last."

Nokasippi

Miss.

Logging

Miss. Valley Lumberman

13

22

June 1, 1888

Hist. Soc.

Shepard

B. Col. 2.

"Clark's Nokasippi drive was taken into the Mississippi on Friday last. D. S. Moore's logs, from the same stream, are mostly near the Mississippi."

Fish Trap
Long Prairie
Crow Wing

Miss.

Logging

358.

Mississippi Valley Lumberman

13

22

June 1, 1888

Hist. Soc.

Shepard

"The Motley Register says that Curtis & Lawrence's Rice Lake drive (last years cut) reached Long Prairie river last week and Motley on Friday last. The Fish Trap drive was started the same day."

Stoney Brook
Gull River
Crow Wing

Miss.

Logging

Mississippi Valley Lumberman

13

22

June 1, 1888

Hist. Soc.

Shepard

"A man named A. Burdlow, employed by the Gull River Lumber
company, on Stoney brook, fell from a log on the drive and was
drowned. ****

Farnham Brook
Crow Wing

Miss.

Logging

Mississippi Valley Lumberman

13

23

June 8, 1888

Hist. Soc.

Shepard.

12, Col. 2.

"The Farnham brook drive reached the Crow Wing early last week."

Blueberry R.
Shell River
Crow Wing

Miss.

Logging

361.

Mississippi Valley Lumberman

13

23

June 8, 1888

Hist. Soc.

Shepard

12, Col. 2.

"The Blueberry drive is boomed in Shell river waiting for
Hall & Ducey's drive which will not get out of Crow Wing lakes before
the end of the week."

Prarie
Moose
Willow

Miss.

Logging

362.

Mississippi Valley Lumberman

13

23

June 8, 1888

Hist. Soc.

Shepard

12, Col. 2.

"The Prarie, Moose and Willow river drives will reach Aitkin
at about the same time."

St. Louis

Lake Superior

River Floods

Mississippi Valley Lumberman

13

24

June 15, 1888

Hist. Soc.

Shepard

"THE CLOQUET FLOOD

Cloquet, June 13-- The boom here broke today sweeping away 80,000,000 feet of logs which now lie scattered in the St. Louis river between Cloquet and Duluth, or have been carried into Superior or St. Louis bays or are floating in the lake. This is the most disastrous thing which has happened to the lumber interest of Northern Minnesota for many years. ***. As soon as the booms gave way the water rose two feet and in a few minutes the great bulk of the logs had disappeared down stream. ***. One span of the Water Power company's ^b bridge and two small bridges were destroyed. ***."

Red Lake River

Red River
of the N.

Logging

Mississippi Valley Lumberman

13

24

June 15, 1888

Hist. Soc.

Shepard

7, Col. 2.

"The water in the Red Lake river has been favorable and Walker's second drive is now making good progress."

Upper Miss.

Miss.

Navigation

Mississippi Valley Lumberman

13

24

June 15, 1888

Hist. Soc.

Shepard

"Brainerd is making an effort to have navigation of the upper Mississippi begin at that point, instead of Aitken. The boats now all run from Aitken but it is explained that the construction of the Brainerd dam make navigation between that point and Grand Rapids feasible."

Fish Trap R.
Long Prairie
Crow Wing

Miss.

Logging

366.

Mississippi Valley Lumberman

14

1

July 6, 1888

Hist. Soc.

Shepard

5, Col. 2.

"The Curtis & Lawrence Fish Trap drive is hung up at the mouth of that stream because of low water. A few day's work would get them all into the Long Prairie, but there are log enough now in the boom to keep the mill running all summer, no special endeavor was made to get them down."

St. Louis River

Boom Controversy

Mississippi Valley Lumberman

14

2

July 13, 1888

Hist. Soc.

Shepard

6, Col. 3.

"Duluth, July 11.- It is now stated that the price for which the St. Paul & Duluth road is to haul the Cloquet logs back to the mills there is \$1 a thousand, and not \$1.10 as published last week. Under this arrangement the Lumber companies must furnish the cars, and they have obtained these from Wisconsin and Michigan roads, principally from the former. The C. N. Nelson company is building large derricks just above the Grassy Point bridge. The total cost of getting the logs back to Cloquet will be about \$1.50 a thousand. The work of taking these logs out of the bay and back to the mills will be a long one, and it is doubtful if it will be completed this season. The season is already nearly half gone, so it will appear that a good many of the 60,000,000 or 70,000,000 feet here will remain in St. Louis bay at the end of the summer. The claim of the St. Louis River Improvement company for 50 cents a thousand on all the logs which came through their improvements will have to be fought out in the courts, and this probably means a three years' contest. Duluth lumbermen generally believe that the Improvement company will be able to collect some toll on the logs. ***."

St. Louis

Logging

Mississippi Valley Lumberman

14

4

July 27, 1888

Hist. Soc.

Shepard

1. Col. 2.

Not all the loss of the Cloquet mill men by the flood which took away their logs is expressed in the tariff of the railroads for carrying the logs back. It is found that one of the results of the hurried trip down the St. Louis river is a series of battered and split ends, in which in some instances are securely embedded rocks and pebbles. This will involve the loss of a foot or two from the end of each log, and destruction of more than one saw. The condition in which the logs now in St. Louis bay are found is not particularly important except to the men directly interested, save that it demonstrates one of the barriers to Duluth ever becoming a saw mill town, despite the fact that it is surrounded by a fine growth of timber. ***."

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES

Minnesota River--Canal

Source: The St. Anthony Express
Vol. V - No. 34
Historical Society

Date of Publication: Mar. 15, 1856

Excerpt from Col. John H. Steven's address delivered before the
Minneapolis Lyceum, Wednesday evening, Mar. 5, 1856.

(SCOTT'S FOLLY) There is a place up the Minnesota (river) in this county (Hennepin), that was formerly known as "Scott's Folly." The location took its name in consequence of a person who, at one time, resided just below St. Anthony, with a pocket full of 'rocks', became ambitious to be the owner of a mill; he gathered up a quantity of half-breeds and Frenchmen and started for the fort (Snelling) with the intention of finding a water power as near that place as possible. After journeying an hour or two they came to a lake, and after making calculations, he came to the conclusion that he could drain the lake into the river, and the springs that supplied the lake would be sufficient to drive machinery. He set his men at work digging the canal. In due course of time the water course was finished, and the two embankments, one at the lake the other at the river, which were left to keep the two bodies of water separate, were dug out, when the water of the lake that had been bound so long

Minnesota Writers' Project

made a rush for its liberty, but was met by its stronger neighbor, a portion of the water of St. Peter (Minn.), and after battling some time, Minnesota gained the ascendancy, and the water of the lake was forced back to its original home, to mingle forever with its turbid neighbor (the Minn. river). The person found out too late that the Minn. (river) was higher than the lake. Hence the name of "Scott's Folly."

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Littlefork River--Last Log Drive

Source: Grand Rapids Herald--Review
 Vol. XLVI - No. 42
 Historical Society

Date of Publication: April 23, 1937

P. 1

People who had planned a trip to the Littlefork river valley, to see the last big log drive in Minn., need not go for several days yet. Word was received this morning from Vic Lofgren, forest ranger at Little Fork, that owing to high water the drive had been held up for ten days.

The logs and pulpwood have been jammed up on the Met lake bridge over the Littlefork, and will be held there until it is safe to let them go. There is so much swift current in the river that it was feared the booms near the mouth of the river would not hold, and the logs be swept out into the Rainy river and lost.

Obit. vol. XLVI, #43, p. 1, Excerpt from "Up in this Neck of the Woods".

The Littlefork drive contains about 12,000,000 feet of white and Norway Pine, and about 25,000 cords of spruce pulpwood.--was cut out on Net Lake Indian lands---was property of International Lumber Co. (International Falls, Minn.).--logs to travel 100 miles down stream---at mouth of Littlefork, booms will hold logs until they are hoisted out of river and put on cars for shipment to mills in International Falls.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES

Logging--Above St. Anthony Falls.

Source: Grand Rapids Magnet
Vol. III - No. 49
Historical Society

Date of Publication: May 15, 1894

P. 8

From the Mississippi Valley Lumberman, these figures are taken of the log cut in this section during the past season (1893-94):
Mississippi River, 125,000,000 (feet); Little Prairie River, 2,000,000;
Willow River and tributaries, 42,000,000; Swan river and tributaries, 59,000,000; Pokegama Lake, 11,500,000; Deer River, 2,800,000; Bass Lake, 5,500,000; Prairie river and tributaries, 68,000,000, total 294,000,000 (feet).

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
River Improvement Above St. Anthony Falls

Source: Grand Rapids Magnet
Vol. IV - No. 44
Historical Society

Date of Publication: April 2, 1895

P. 1

What may appear to many on the first suggestion, to be an extremely chimerical proposition, is now being discussed by people of Grand Rapids and else-where. However improbable the idea may appear upon first presentation, it certainly possesses enough merit and is of such vast importance, as to demand careful consideration and concerted action.

For some time past, a project has been agitated to make the Mississippi river navigable from Minneapolis to Grand Rapids.

To those who have not given the subject any consideration, such a suggestion seems absurd. But it is known that such an improvement can be accomplished by united action of those most deeply interested. Aitkin, Brainerd, St. Cloud, Sauk Rapids, Little Falls, Anoka, St. Paul and Minneapolis would be just as much benefited by the river being made navigable as Grand Rapids, for it means a very great deal to every town on the river.

In the event of the contemplated improvement being made, two obstacles apparently present themselves. How would boats get above

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the several dams, and would the logs float down the river, without interfering with navigation? The answer to the first is by a system of locks, such as are used on all modern canals. The lumbermen have no rights, which the general government is bound to respect, when it comes to interference with traffic on navigable streams. However, this would be a minor matter, and would be so arranged as to permit the passage of logs down one side of the river, without interfering with the navigation of steamers or other vessels.

If the matter was laid before the war department in such a manner as to show that the people along the Miss. river really desired the improvement, the department would recommend to the secretary of war, that an appropriation be made for preliminary surveys and the actual cost of such an undertaking. When it is remembered that it has taken hundreds of millions of dollars to improve and keep in repair the lower Miss. river from St. Louis to New Orleans, it is conceded that there would be very little trouble in obtaining an appropriation for the permanent improvement of the Miss. river from Minneapolis to the head of navigation----Grand Rapids.

If this improvement could be brought about, who can at the present time, tell of the vast benefits arising from it? It is practically without limit. Take for an illustration Itasca County. The western end of the Mesabi range would be developed, its dormant iron mines would at once be worked and a railroad built to them from here. The iron ore would be loaded in Grand Rapids for St. Paul or

Minneapolis, where it would be transferred to larger boats for St. Louis, which place requires our Bessemer ore to mix with low grade ores of Alabama. But this is only a local example of what would take place if the improvement was made. The river towns between here and Minneapolis would be able to operate many industries, the products of which would have the benefits of cheaper rates of water transportation.

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THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
River Improvement Above St. Anthony Falls

Source: Grand Rapids Magnet
Vol. IV - No. 47
Historical Society

Date of Publication: April 23, 1895

P. 1

The more the project of improving the upper Mississippi river is looked into, the more feasible it seems to be. It is apparent from the following report of Major Jones, United States engineer, stationed at St. Paul, that the project has had enough attention paid to it in times past, as to justify an estimate of the cost of the improvement.

The matter standing in the shape it now does only requires the necessary agitation, or in other words the push of the people interested in order for the appropriation to be made.

The Minnesota delegation in Congress can be depended upon to act in unison in working for the furtherance of this project. If the people along the river towns take hold of the matter this summer, congressional action will follow next winter.

This stretch of river extends from St. Anthony Falls to Grand Rapids, Minn., a distance of 337 miles. The project for improvement and estimates of costs were submitted in Major Farquahr's report on the survey, dated February 8, 1875, and printed on pp. 441-453,

Annual Report, part II, 1875. The report gives two estimates, one for a channel 5 (five) feet deep and one for a channel 3 (three) feet deep. In each case the river was divided in three sections.

ESTIMATE FOR A CHANNEL 5 FEET AT LOWEST STAGE OF WATER.

1. Falls of St. Anthony to St. Cloud, 78 miles, construction of wing dams and dredging (estimated cost)	\$144,667.50
2. St. Cloud to Conradi Shoals, 42 miles, construction of wing dams, and construction of 4 locks and dams (estimated cost)	\$1,957,783.75
3. Conradi Shoals to Grand Rapids, 217 miles, dredging, removal of boulders and the construction of wing dams (estimated cost)	<u>54,127.50</u>
Total Cost-----	\$2,156,578.75

ESTIMATE FOR CHANNEL 3-FEET DEEP AT LOWEST STAGE OF WATER.

1. Falls of St. Anthony to St. Cloud, 78 miles, construction of wing dams and dredging (estimated cost)	Estimated Cost <u>1,475,390.00</u>
2. From St. Cloud to Conradi Shoals, 42 miles, construction of wing dams, removal of boulders and construction of 4 locks and dams	\$1,943,210.00
3. From Conradi Shoals to Grand Rapids, 217 miles, dredging, removal of boulders, and the construction of wing dams	<u>\$11,620.50</u>
Total Cost-----	\$2,030,220.50

The project and estimate for the 5-ft. channel seem to have been adopted.

The appropriations for 1874 and 1876 were expended on the first section (Falls to St. Cloud). Steamboat navigation having discontinued

on that section the third appropriation, that of \$15,000, by act of Congress, approved June 14, 1880, was applied to the upper 130 miles (Aitkin to Grand Rapids) of the third section, as have been all subsequent appropriations for improving the river above the Falls of St. Anthony, except the appropriation made by act of Congress approved Sept. 19, 1890, which was applied to the upper 185 miles (Brainerd to Grand Rapids) of the third section. In 1889 the estimate for improving the upper 130 miles (Aitkin to Grand Rapids) of the third section was placed at \$63,000, including the \$45,000 previously appropriated. In the same report the officer asked for an appropriation of \$18,000 to complete the work over this stretch. The amount was given in the act approved Sept. 19, 1890, and subsequently expended in the completion of the necessary improvements, and also extending navigation from Aitkin to Brainerd, 55 miles.

Before work of improvement commenced under the present plan the stream between Grand Rapids and Aitkin was so obstructed by snags, boulders, and leaning trees that, at fair stages of water, navigation was difficult, and sometimes almost impossible, for steamers drawing more than 3-feet of water.

The amount expended to June 30, 1893, including outstanding liabilities, \$45,000 on first section and \$62,994.77 on upper 185 miles of third section. With the latter amount there has been produced a general depth of 3-feet at low water. A few snags, boulders, and leaning trees offered some obstructions, but did not seriously interfere with navigation. The improvement, though not

complete for 5-feet depth as called for in the project, is yet ample for present needs; furthermore, the three completed reservoirs at the headwaters of the Miss. river, above Grand Rapids, may be relied upon to provide sufficient water and depth for the steamboats on the river at and above Brainerd.

There being no demand at present (1895) for navigation between Brainerd and Minneapolis, no further appropriation is now (1895) asked for. The time will come when this should be done. I will say, in conclusion, that the reach can be placed in excellent navigation condition at quite a reasonable expense.

Your Obedient Servant,

W.A. Jones.

Major, Corps of Engineers.

Brig. Gen. Thomas L. Casey
Chief of Engineers, U.S.A.

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THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
River Improvement Above St. Anthony Falls

Source: Grand Rapids Magnet
Vol. V - No. 2
Historical Society

Date of Publication: June 11, 1895

Exchange from Minneapolis Journal, June 6, 1895. In Grand
Rapids Magnet. p. 1.

"Steamboat navigation on the Miss. above Minneapolis is the interesting and important subject which will occupy the attention of a convention, which is to be held in this city (Minneapolis) on Tuesday, June 25 (1895).----- The steamers which formerly ran above Minneapolis were abandoned (shortly after Civil War), and the 400 or 500 miles of possible navigation were allowed to go by default.--- subject has now been revived by the towns along the upper river, and the Business Men's Association, and Board of Trade, of Grand Rapids, has taken the initiative in calling the convention for the consideration of the question.-----

The situation as to the improvement of the upper Miss. is something as follows: Of the 2350 miles of the whole length of the river about 650 are above Minneapolis. From the outlet of Cass Lake to Minneapolis, a distance of about 425 miles, the river is capable of being made navigable. This part of the river penetrates the heart

of the lumber regions, touches the Missable iron range, and every where passes through land which will ultimately become a valuable agricultural region. Before the war, steamers ran regularly on the Mississippi from Minneapolis to St. Cloud. When the river was paralleled on both sides by railroads this traffic was abandoned. In 1873 the improvement of the upper river was recommended, and in 1874 work was commenced. The plan was the establishment of a four foot channel 200 feet wide between the Falls of St. Anthony and St. Cloud. Some \$45,000 was expended and then the work was dropped. Since 1880 all expenditures have been for the 130 miles of river between Aitkin and Grand Rapids. In the ten years ending in 1890 about \$60,000, a three foot channel at the lowest stage of water was maintained, and the river was cleared of all obstructions. A considerable traffic was developed even on this short stretch, and in one year 16,000,000 pounds of freight was carried.

Above the Pokegama Falls the government has expended some \$750,000 on the dams, forming the storage reservoir system, and 100 miles of navigation has been incidently maintained. (Note: This was above Grand Rapids). Below Aitkin there have been large expenditures by private parties for the development of water power.

The river offers no serious engineering difficulties in the way of improvement for steamboat navigation. Major W.A. Jones, the United States engineer in charge of the district, has examined the

river from time to time, and reported the stream can be readily improved at small expense. From Cass Lake to Minneapolis, the river descends about 500 feet. This would offer no obstruction to navigation if the slope were regular; but it so happens there are several considerable falls. At St. Cloud and Sauk Rapids there is a drop of nearly 25 feet in all, at Little Falls 20 feet, and at Pokegama about 15 feet. At a dozen points there are rapids of more or less strength. On the 130-mile stretch from Aitkin to Grand Rapids, the cost of securing a mean low-water depth of three feet was less than \$500 per mile. The cost per mile if the whole river were improved would be much more; but owing to the existence of several public and private dams, the amount would not be as much as might be expected. There are very few bridges which would have to be altered.----

One of the logical results of the improvement of the upper Mississippi will be the construction of the branch to Duluth via the St. Louis river--as talked about during the ship canal agitation a year ago (1894)--and another will be the opening of a canal to the Rainy lake region. There has been talk for several years of the canal from Lake of the Woods to the Red River of the North. A long line of water transportation opens up in the distance----

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Navigation Above St. Anthony Falls.

Source: Grand Rapids Magnet
Vol. VI - No. 3
Historical Society

Date of Publication: June 16, 1896

P. 1

An excursion will be given (June 25, 1896) the delegates
(to the Itasca County Immigration Convention) on the steamer
"North Star" up the Mississippi River and around Lake Poke-
gama-----

Note: navigation was possible still, above Grand Rapids,
in the year of 1896

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Logging Above St. Anthony Falls

Source: Grand Rapids Magnet
Vol. VI - No. 46
Historical Society

Date of Publication: Friday, April 16, 1897

P. 1

A total of 158,910,000 feet (of logs cut in the Upper Miss. district for the season of 1896-7.

As compared with last year (1895-96), their figures are considerably short. The cut for 1895-6 was in the neighborhood of 300,000,000 feet, making this year's production about 130,000,000 (feet) less than last year.

Note: Claimed this shortage was brought about by condition of the weather---to mild in Nov. and Dec. to make iced-roads for hauling timber, immense stock on hand, and condition of the lumber market.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Water Power Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. VII - No. 26
Historical Society

Date of Publication: Jan. 28, 1899

P. 1

A brief news item from Washington announces that Congressman Morris has introduced a bill authorizing the Grand Rapids Powe and Boon Company to construct a dam and bridge across the Mississippi river at the point within the village limits of Grand Rapids-----

-----The incorporators to whom the charter is asked to be granted are John Beckfelt, D.W. Doran, D.M. Gunn, L.F. Knox, H.D. Powers, John Costello, and Geo. F. Meyers. The village of Grand Rapids paid the expense of incorporation and in return will be granted a majority of stock to be issued, and thus the municipality will be vested with perpetual control of the power.-----

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Logging Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. VIII - No. 35--Supplement edition to
Historical Society

Date of Publication: March 31, 1900

P. 17--(of supplement edition) (Excerpts)

The most of the logs (from the Itasca County district) go down the Mississippi to the mills in Minneapolis, but some are floated north down the Big Fork river to Rainy river, on the Canadian border, thence down Rainy river to the Lake of the Woods. A portion of the logs from the camps of Howe and Stitt will be taken over that route this spring and summer, a distance of a little more than 500 miles.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Water Power Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. VIII - No. 35 (Supplement)
Historical Society

Date of Publication: March 31, 1900

P. 6 (of Supplement).

Excerpts----the Grand Rapids Water Power & Boom Company was organized Jan. 10, 1899, and elected officers as follows: D.M. Gunn, Pres.; D.W. Doran, Vice President; John Beckfelt, Tres.; H.D. Powers, Sect.

There were seven incorporators, consisting of the above and L.F. Knox, George Meyers and John Costello. The capital stock was fixed at \$50,000.----immediately had a bill introduced in Congress to grant authority for the construction of a dam across the Miss. river, and it became a law on the 27th of the following month (Feb. 27, 1899).

The projected work will develop 2,500 h.p.

Note: to be developed at Pokegama Falls, two and a half miles above Grand Rapids on the Miss. river.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Lumbering Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. VIII - No. 35 (Supplement)
Historical Society

Date of Publication: March 31, 1900

P. 10-11. of supplement. Excerpts.

Cohasset is a growing village that was platted in Oct. 1893 (Itasca County), situated on what is now (1900) the eastern Railway of Minnesota, and on the Mississippi River, five miles northwest of Grand Rapids.

Before the purchase of the townsite by Mr. Neal. A saw mill was built by Geo. W. Moore and Joseph Mc Carthy--on the Mississippi river (bank)--capacity 25,000 feet per day (pine, cedar, and hardwood lumber). This season (1900) the mill is to be improved--new capacity 40,000 feet per day.

Last summer (1899) they (Dunn & Marcia) built a new saw mill (at Cohasset.)--started last fall (1899)--sawed 1,000,000 feet of lumber--pine and hardwood-- There is an especially good market for hardwood, and as Cohasset is in a hardwood country this mill will saw at least 1,500,000 feet of that kind of lumber this (1900-1901) season.--shingle mill, (in addition) saws a car load of shingles per day--

O'Brien intends to build a large and excellent cedar mill at Cohasset this (1900) season, and will make shingles, posts, poles, piling, etc. all cedar. He has a cedar mill in operation near Cohasset at the present time.

The past season (1899-1900) one concern shipped more than 100 car loads of cedar poles from this (Cohasset)village.--

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Saw Mill Lumbering Above St. Anthony Falls

Source: Grand Rapids Herald-Review
Vol. VIII - No. 35 (supplement)

Date of Publication: March 31, 1900

P. 18. of the supplement.

L. F. Knox has a saw mill in Grand Rapids with a capacity of 25,000 feet of lumber per day. The output is very largely used in the town and county.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Navigation Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. VIII - No. 48
Historical Society

Date of Publication: June 30, 1900

P. 1

A petition has been circulated in Cass county to be sent to the war dept. praying that locks be put in the dams now being constructed at Winnibigoshish and Leech lakes. The document, which is said to have secured many signers, sets forth that by placing these locks in these dams the upper Mississippi system would be made navigable for a distance of 330 miles. Boats would be able to run between Walker, Leech Lake, Bemidji, Deer River and Cohasset; and this would undoubtedly prove a great advantage to the people of these sections. The Miss. is now (1900) navigable between Aitkin and Grand Rapids, but we (at Grand Rapids) are cut off from places above mentioned, as far as water route is concerned, by Pokegama Falls.---we doubt very much, however, whether there would be enough traffic over the proposed route to make it worth while improving. Since the advent of the railroad, steamboating has been practically abandoned throughout the upper Miss. valley, with the exception of on the larger lakes, and until the region is more densely settled it is likely to remain so.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Bridge Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. X - No. 10
Historical Society

Date of Publication: Oct. 12, 1901

P. 1

The joint committee appointed by the county commissioners, the village of Grand Rapids and townships of Grand Rapids to negotiate for the construction of a new bridge over the Miss. river at the foot of Leland Ave. (Grand Rapids), awarded the contract to L. Lindaner on Tuesday last for the sum of \$5,975.--- the entire structure will be of steel, one hundred feet long and elevated ten feet higher than the present structure.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Pulp Mill Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. X - No. 49
Historical Society

Date of Publication: July 12, 1902

P. 1

A.C. Bossard, of Grand Rapids, Minn., treasurer of the Itasca Paper company, whose new paper mill was started early last spring (in 1901 at Grand Rapids), was in the city (Duluth) last evening---- pulp wood is found in plentiful quantities and is shipped in by rail from the surrounding country. ----the paper mill was built for two paper making machines but only one was installed.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Logging Above St. Anthony Falls.

Source: The Grand Rapids Herald - Review
 Vol. XI - No. 31
 Historical Society

Date of Publication: Mar. 7, 1903

Log out of Season
 (1902-1903)

P. 1

The following is an estimate of the out of saw logs in the
 vicinity of Grand Rapids

Prairie River.	160,150,000
Mississippi River.	123,500,000
Swan River.	9,650,000
Willow River.	11,800,000
Pokegama Lake (outlet to Miss.)	10,000,000
Moose Lake	5,800,000
Scatterings Quadanaw lake, Bear river, Leighton Lake, Boy river, Deer Lake, Beauty lake, Split Hand river & Lake, Bass Lake, various landings.	<u>48,600,000</u>
Total	369,500,000

Note: It is interesting to find that among the "scatterings,"
 11,000,000 ft of logs went to Canada on the Big Fork--to
 Rainy river route.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Navigation Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. XII - No. 50
Historical Society

Date of Publication: July 30, 1904

P. 8

The steamer "Mud Hen" cleared for Leech Lake dam (from Cohasset) last Thursday having in tow the wanigan used by Billy Rogers on his Boy River drive. (log drive)

Note: I cite this to show there was navigation on the Miss., above Grand Rapids, as late as the year of 1904. This was a small steamboat.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Navigation Project Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. XXIII - No. 39
Historical Society

Date of Publication: Mar. 26, 1913

P. 1

A navigable depth of water in the Miss. from Bemidji to the gulf was the demand made at the meeting of the representatives of commercial bodies of Itasca, Cass and Beltram counties at Cass Lake last Friday (March 21, 1913).

An executive committee of the president and secretary of the commercial clubs of Bemidji, Cass Lake, Federal Dam, Walker, Boy River, Ball Chub, Deer River and Grand Rapids was appointed to push the matter in and out of congression order that action may be taken as soon as possible. By the building of a lock in the Warfield dam and the building of one more dam between Bemidji and Cass Lake, Bemidji would be the head of navigation on the Miss.

It is proposed to have locks built at all the dams to be erected or now in existence, which would make the waterway a commercial thoroughfare, and it is claimed, make possible the shipment of farm and forest products at a cheap rate to the great markets of the south. It is also urged that the success of the project would make it impossible for the railroads to discriminate against this section as they do now, often paralyzing manufacturing and agriculture because it is unprofitable to ship out what is

made or grown here.

The plan includes the straightening of the river at many points that it may drain the great tracts of meadow land which are flooded much of the time by its overflow.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Logging Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. XLIV - No. 52
Historical Society

Date of Publication: July 8, 1914

P. 1

The annual log drive of the Weyerhaeuser Lumber Co. is now in charge of the various drive companies which will take it down the Miss. river, to the mills of the company at Minneapolis.

This season there are 55,000,000 feet of timber, mostly Norway pine. The timber was cut on the Indian Reservation--- The word has been given out that next year there will be a small drive consisting of about 25,000,000 feet of timber. That may be the last drive from this part of the state to Minneapolis.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Logging Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. XXVI - No. 1
Historical Society

Date of Publication: July 19, 1916

P. 1

The drive (log drive) this year is considered very small, but in spite of the fact that it had been predicted that it would be practically the last drive, it is now claimed that there will, in all probability, be another next year. (note: log-drive 1916-- approx. 15,000,000 feet.) Last year (1915) there was a drive of about fifty millions of feet through the dam here (Grand Rapids), but that also was regarded as small. In the boom days of the logging industry from two hundred and fifty to three hundred millions of logs were sent on past here every year. (note: I believe the reporter means "feet" instead of "logs" in his computations)

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Logging Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. XXVI - No. 50
Historical Society

Date of Publication: June 27, 1917

Pp. 1-4

This week the last drive in the history of the upper Mississippi will make its appearance in Grand Rapids. This event will mark the passing of one of Northern Minnesota's greatest industries.

The drive will not be a large one. In fact, practically all the timber which will go through the dam (at Pokegama Falls) here will consist of the boom sticks of the Northland Pine Co. The boom sticks are logs chained together which keep other logs in their proper channels. These sticks will be removed for a distance of at least 100 miles above Pokegama dam and will be floated to the mills down the river. This action on the part of the lumber and boom company means that the driving industry has come to its close, for the removal of the boom sticks means that no more logs can be floated down the river. It is thought that the drive would reach Pokegama dam Wednesday and later in the week the logs now on the bank in the Mississippi below the dam will be taken away. Paddy Long, well-known as superintendent of the Miss. and Rum River Boom Co. is already

on the river herabouts supervising the work on the river below the dam here.

It seems hard to believe that the great lumber industry in the territory served by the Miss. is practically at an end. The log drive has been an annual feature of the Miss. for the past seventy years. It was in 1847 that the first logs were floated in the Rum and Miss. rivers near Minneapolis. In 1851 the Miss. Boom Co. was organized and in 1856 was merged with the Rum River Boom Co. This company took charge of the drive in the river below Grand Rapids.

The passing, however, of the last drive on the upper Miss. has not meant the entire cessation of lumbering operations. It has meant, however, a complete change in lumbering methods. There is still what may be considered in these days, a large amount of timber to be cut and logged. However, this timber is found in scattered tracts and will be sawed and sold from smaller saw mills. The day of big milling, however, has been passed for many years. In one year the mills at Minneapolis cut over 590,000,000 feet of logs, but in late years, the cut has been comparatively small. The logs which may be secured will be either sawed in small local plants, or shipped by railroad to the nearest mill, and even by these methods milling operations will be big for years to come. At Bemidji, Cass Lake and

Cloquet there are large mills with a good annual production and in the inland city of Virginia has even now in operation what were once considered the largest saw mills of the United States.

Note: This year saw the closing of Klement & Kennedy's Boom above Grand Rapids. This organisation, in about 1902, took over the driving of all logs for the various logging companies which operated above Pokegama Dam, and as high as 300,000,000 feet of timber in one year had been driven by this company to the Pokegama dam.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Logging Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. XXVIII - No. 46
Historical Society

Date of Publication: June 5, 1918

P. 1

While the day of great lumbering operations in this section is past, yet it is estimated by the state forester that about three billion feet of timber are cut annually in Minnesota. This includes forest products, the basis for much of the logging work in this section.

The mills at Minneapolis are starting their season's cut this week. This is about six weeks later than usual due to the fact that the drive of the Northland Pine company was hung up longer on the Miss. Water was short but recent rains and the aid by the government in increasing the water levels helped the drive out and the mills are now busy. This is the last log drive which it is said will come on the Miss. to Minneapolis and it consists largely of logs which were put through the Pokegama dam in 1917.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Power Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Vol. XXX - No. 14
Historical Society

Date of Publication: Oct. 22, 1919

P. 1

Major Geo. W. Freeman came to Grand Rapids from St. Paul, and on Monday held the required hearing in the matter of the application of the Prairie River Power Company, who is asking permission to build a dam at the falls of Prairie river. No opposition of any kind developed at the hearing, and so far as the War department is concerned, there will be no objections raised to the proposed change in the river.

C.M. Erskine appeared at the hearing to make certain that the logging operations on the river would not be interfered with. He stated that as far as his logging and driving of logs was concerned, the dam would be a benefit.

C.K. Blandin, president of the Itasca Paper Co., stated Monday that bids for the construction of the dam would be advertised at once, and that building operations would commence as soon as the bids would be let. It is proposed to have the work finished in three or four months, if possible.

At their meeting yesterday, the county board passed a resolution granting the power company permission to place a high power transmission line along the county road between the dam and the village of Grand Rapids.

St. Louis

Controversy

Mississippi Valley Lumberman

14

6

Aug. 10, 1888

Hist. Soc.

Shepard

7. Col. 1

" NO SAW DUST FROM CLOQUET.

Cloquet, August 3, 1888.- Your correspondent in the Duluth district in an item of Aug. 1, 1888, concerning the formation of bars in Duluth harbor and the St. Louis bay, is mistaken when he says the sawdust is dumped into the river by the Cloquet mills. Excepting the Water Power Co. of Cloquet, both the Cloquet Lumber Co. and the C. N. Nelson Lumber Co. have refuse burners constructed of boiler iron and fire brick, at an expense of nearly \$20,000 a piece. I am informed that at N. P. Junction and Thomson the refuse is dumped into the river, but the U. S. Engineer will have nothing to stop in Cloquet.

J. H. H."

Black Run Creek.
Sauk R.

Miss.

Dams.

Mississippi Valley Lumberman

14

7

Aug. 17, 1888

Hist. Soc.

G. H. Shepard

4, Col. 2

"A new dam is to be built of timber by Mark Douglass, an
extensive logger on Black Run, for the convenience of his mill near
Melrose. ***."

Swan Prairie

Miss.

Logging

371.

Mississippi Valley Lumberman

14

17

Oct. 26, 1888

Hist. Soc.

G. Shepard

8, col. 1.

**** A good many of the independent loggers found it difficult to get rid of their logs at a profitable figure last spring and have forearmed themselves for next year. Lowell & West have contracted their cut of between 4,000,000 and 5,000,000 to be got out on Swan and Prairie rivers, to J. W. Day & Co. ****

Pine

Miss.

Logging

Mississippi Valley Lumberman

14

18

Nov. 2, 1888

Hist. Soc.

G. Shepard

9, col. 3

"H. B. Frey, of Nelson, Tenny & Co., went up river Monday morning to look after that firms interests. They have 100 men on Pine river and expect to put in 12,000,000 feet of logs. ***"

Vermillion

Miss.

Logging

Mississippi Valley Lumberman

14

18

Nov. 2, 1888

Hist. Soc.

G. Shepard

9, col. 3.

****. On the Vermillion, Libbey & Torry have contracted to
get out 5,000,000 feet for Nelson, Tenny & Co. ***."

Little Willow

Willow

374.

Miss.

Logging

Mississippi Valley Lumberman

14

18

Nov. 2, 1888

Hist. Soc.

G. Shepard

9 - col. 3.

"Glough Bros. will harvest 10,000,000 feet on the Little Willow
and Hill Lake. ***."

Stoney Brook

Platte River

Logging

Mississippi Valley Lumberman

14

21

Nov. 23, 1888

Hist. Soc.

G. Shepard

5, col. 2.

****. A sub-contract is yet to be let to parties now figuring on the job to bank about 3,000,000 feet on Stoney Brook a small branch on the Platte. ***."

Rum

Miss.

Logging & Lumbering

Miss. Valley Lumberman

XIV

21

Nov. 23, 1888

Minn. Hist. Soc.

Potekin

P. 9

"Page Bros. saw mill at Anoka was shut down on Wednesday of last week being the last of the mills at that place to suspend operations. The mills have during the past season made the following cuts:

	Lumber	Shingles	Lath
Page Bros. -----	12,750,000	3,000,000	3,000,000
Washburn Mill Co.-----	15,813,000	7,257,000	3,400,000
Reed & Sherwood-----	<u>16,331,498</u>	<u>4,768,250</u>	<u>3,151,750</u>
Total-----	44,894,498	15,025,250	9,551,750

The mills have paid out in wages an aggregate of \$128,965.69 /sic./ during the season."

St. Louis & Cloquet

Lumbering

Mississippi Valley Lumberman

XIV

22

Nov. 30, 1888

Hist. Soc.

Potekin

cb

p. 10 col. 2 /In the Duluth district/

"
*****Myers Bros., who laid out the town of the St. Louis at the junction of the St. Louis and Cloquet rivers, a couple of years ago. When the Lake Superior and Pacific road was planned are advertising for the erection of a mill there. They want to donate a site. It is a good location for a mill being a few miles above Cloquet and the knife Falls company's booms and it is understood that the Duluth & Winnipeg road will run up the St. Louis river from Knife Falls to where the Cloquet empties itself, which would bring it up to the new town. ***"

St. Louis River & Others

Logging & Lumbering

Mississippi Valley Lumberman

XIV

23

Dec. 7, 1888

Hist. Soc.

Potekin

ob

p. 5. col. 2. Article headed, "In Duluth District."

/Extracts/

Duluth, Dec. 5. - "The Lumberman's correspondent, as is his custom, has been engaged in collecting the returns of the year's lumber cut in the Duluth district. The returns from a few of the mills are still lacking, but enough has been received to warrant the statement that the year's cut has been in the neighborhood of 230,000,000 /sic/ feet of lumber. No estimate can yet be made on the cut of lath and shingles. A half dozen mills report something over 2,000,000 /sic/ lath and 32,000,000 /sic/ shingles. For the coming year the estimated cut will be in the neighborhood of 125,000,000 /sic/ feet. In the Duluth lumber districts are included all the mills in St. Louis and Carlton counties, Minn., and Douglas county, Wis., and as far down the St. Paul & Duluth as Minckly^e. Some of these mills were not included last year. *****"

Willow River

Logging & Lumbering

Mississippi Valley Lumberman

XIV

23

Dec. 7, 1888

Hist. Society

Potekin

ob.

P. 5. col. 2. Article headed, "In Duluth District."

/Extracts/

***** Duluth. Dec. 5. - "Fox & Wisdom, whose mill at Moose Lake was burned out some months ago, are rebuilding at Willow river, a few miles below Moose Lake, on the St. Paul & Duluth. Their new mill will be a single circular, with an annual capacity of about 12,000,000 /sic./ feet, and with planer attachment. It will probably be fitted out with electric lights. *****"

St. Louis

Logging & Lumbering

Mississippi Valley Lumberman

XIV

23

Dec. 7, 1888

Hist. Soc.

Potekin

ob.

P. 5. col. 2. Article headed, "In Duluth District."

/Extracts/

***** "Duluth, Dec. 5. - The C. N. Nelson Lumber company will put in this winter about 45,000,000 /sic/ feet of logs. It has an army of about 500 /sic/ men in the woods. ***"

Cloquet & St. Louis River

Logging & Lumbering

Mississippi Valley Lumberman

XIV

23

Dec. 7, 1888

Hist. Society

Potekin

ob.

P. 5. Col. 2. Article headed, "In Duluth District."

/Extracts./

**** "Duluth, Dec. 5. - The Water-Power company, of Cloquet, this year sawed 12,780,000 /sic/ feet of lumber, 3,344,000 /sic/ lath, and 1,191,000 shingles. It has now on hand 11,000,000 /sic/ feet of lumber, 1,200,000 /sic/ shingles, and 2,300,000 lath. ***"

St. Louis River

Bridge

Mississippi Valley Lumberman

XIV

24

Dec. 14, 1888

Hist. Soc.

Potekin

ob

P. 5. Col. 3. Article headed, "Logging about Cloquet."

/Extracts/

***** "Cloquet, Minn. Dec. 5. - A new bridge has been built over the St. Louis river to the water power mill at the place where the former one, which was taken out by the June freshet stood. /sic/ *****"

Big Fork

Logging & Lumbering

Mississippi Valley Lumberman

XIV

25

Dec. 21, 1888

Hist. Soc.

Potekin

cb.

P. 4. col. 3. Article headed. "Preparations on the Upper Mississippi."

/Extract/

****"Upper Mississippi, Dec. 15 - McDonald & Deary are on the Big Fork again this season. They have put in one new camp this year.

*****"

Run River

Logging & Lumbering

Mississippi Valley Lumberman

XIV

25

Dec. 21, 1888

Hist. Soc.

Potekin

cb.

P. 10. col. 2. Article headed, "Around the Twin Cities."

/Extracts./

***** "John Goss & Son, of Anoka, are putting in 4,000,000 /sic/ feet of logs on Run river, and have contracted to haul 3,000,000 /sic/ feet for Reed & Sherwood, of St. Paul. They had 1,600,000 /sic/ on skids Saturday night last, and 450,000 /sic/ banked. They report everything frozen up nicely, and all that is needed is three inches of snow for easy hauling. *****"

Red Lake river

Red River

Logging & Lumbering

Mississippi Valley Lumberman

XIV

26

Dec. 23, 1888

Hist. Society

Potekin

ob.

P. 5. col. 3. Article head, "Logging Notes."

/Extracts/

***** "S. C. Bagley, who has charge of T. B. Walker's logging on the Red Lake river, was in Crookston last week, and reported that there was no snow yet in that region and that logging will be hindered in consequence. Mr. Bagley expects to get in between 20,000,000 /sic/ and 25,000,000 /sic/ *****"

Little Fork

Logging & Lumbering

Mississippi Valley Lumberman

XV

2

Jan. 11, 1889

Hist. Soc.

Potelcin

ob.

P. 4. Col. 1 Article headed, "Around Duluth."

/Extracts/

"Duluth, Jan. 8. - The weather the last few days has been more favorable for logging operations, and work in the camps will probably go on without interruption where the men have not been laid off. This has happened but in few instances, at Sander's camps on the Little Fork, and at some of the camps around Tower. Some snow fell Saturday night and the weather has since been colder. Today is growing quite cold. Reports from Tower are to the effect that still more snow has fallen there in the last day or two. ****"

Bear River

Logging & Lumbering

Mississippi Valley Lumberman

XV

4

Jan. 25, 1889

Hist. Soc.

Potekin

cb.

P. 5 Col. 2. Article headed, "The Upper Mississippi."

/Extracts./

***** "Itasca, Minn., Jan. 22. - J. W. Day & Son are on Bear river, and will put in 10,000,000 /sic/ at their three camps. Miller and McKinney have five camps on Quadenaw and will put in 20,000,000. /sic/ They have 4,000,000 /sic/ on the bank. H. H. McAllister, of Minneapolis, has two camps on Moos^e river, and will put in 7,000,000. /sic/ McAllister & Rogers are operating a camp on Little Swan. Lowell & West are on Swan again this year, and will put in 2,500,000. /sic/ *****"

Little Fork & Bear & Big Fork

Logging & Lumbering

Mississippi Valley Lumberman

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Jan. 25-1889

Hist. Soc.

Potekin

cb.

P. 5 col. 2-3 Article headed, "Around Duluth."

/Extract/

*****"Duluth, Jan. 22. - O. W. Sanders has about ninety men employed at his camp on the Little Fork and Bear river. His cut will about 6,000,000 /sic/ feet, or 2,000,000 /sic/ less than intended on account of the poor weather and lack of snow. Loper & Rummely, on the Big Fork, will also fall short of their intended cut of 11,000,000 /sic/ feet, about 3,000,000. /sic/ They began work at their two camps with 100 /sic/ men. The cut of both these firms will be delivered to the Rainy Lake mills, in ^{Canada} Canada. ***"

General Item

General Item Numbering

Mississippi Valley Lumberman

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Feb. 8, 1889

Hist. Soc.

Potekin

cb.

P. 6 Col. 2. Article headed.

"The White Pine Lumber out of the Northwestern Mills during 1888"

Duluth Mills.	Lumber	Shingles	Lath.
Total 1888----	69,000,000 /sic/	18,000,000 /sic/	11,500,000 /sic/
Total 1887----	57,350,000 /sic/	10,000,000 /sic/	5,750,000 /sic/
Iron Range Mills	Lumber	Shingles	Lath.
Total 1888----	18,350,000 /sic/	2,029,000 /sic/	2,047,000 /sic/
Total 1887----	7,500,000 /sic/	2,000,000 /sic/	750,000 /sic/
Thompson & N. P. Junction Lumber		Shingles	Lath.
Total 1888----	23,000,000 /sic/	18,500,000 /sic/	4,500,000 /sic/
Total 1887----	28,000,000 /sic/	17,000,000 /sic/	7,000,000 /sic/
Cloquet Mills	Lumber	Shingles	Lath.
Total 1888----	91,230,158 /sic/	43,334,250 /sic/	18,193,250 /sic/
Total 1887----	89,000,000 /sic/	38,950,000 /sic/	20,750,000 /sic/
Total for District	Lumber	Shingles	Lath.
1888----	208,830,158 /sic/	83,863,250 /sic/	36,240,250 /sic/
Total for District			
1887----	186,850,000 /sic/	67,950,000 /sic/	33,250,000 /sic/
Increase-----	21,980,158 /sic/	15,913,250 /sic/	2,990,250 /sic/ "

General Item

General Item Numbering

Mississippi Valley Lumberman

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ob.

P. 3. Article headed.

"The White Pine Lumber cut of the Northwestern Mills during 1888"

"St. Paul & Duluth Railway."

/This district includes Mills at Barnum, Mahtowa, Moose Lake,
Finlayson, Mission Creek, Otter Creek & Sandstone./

	Lumber	Shingles	Lath.
" Total 1888 ---	63,000,000 /sic/	15,521,000 /sic/	-----
Total 1887 ---	<u>53,894,000</u> /sic/	<u>13,172,000</u> /sic/	-----
Increase-----	9,106,000 /sic/	13,172,000 /sic/ *	"

* Note actual increase was 2,349,000 shingles

General Item

General Item Numbering

Mississippi Valley Lumberman

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P. 5. col. 2.

Article headed,

"The Cut During 1888"

/Extracts/

Lumber

"The Duluth District	1888	1887	Increase
" " "	208,830,153 /sic/	186,850,000 /sic/	21,980,150 /sic/

St. Paul & Duluth R. R. District.

1888	1887	Increase
63,000,000 /sic/	53,894,000 /sic/	9,106,000 /sic/

Shingles

	1888	1887	Increase
The Duluth District	83,863,250 /sic/	67,950,000 /sic/	15,913,250 /sic/
St. Paul & Duluth R. R.	15,521,000 /sic/	13,172,000 /sic/	2,349,000 /sic/ //

Bug Creek

Logging & Lumbering

Mississippi Valley Lumberman

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Hist. Society

Potekin

ob.

p. 5, col. 1

Article headed.

"Cloquet Condensations."

/Extracts./

"Cloquet, Minn., Feb. 16. - At Bug creek camp, John Gowan, foreman, forty men and twelve teams are employed. There has been 1,500,000 /sic/ feet of logs skidded and 1,200,000 /sic/ feet hauled. The prospective cut for this winter will be in the neighborhood of 2,500,000 /sic/ feet. Gowan says that he did not expect much better hauling for the remainder of the winter than they had before the snow came. The iced roads worked to a charm. " ***

St. Croix River

Jurisdictional Dispute

Mississippi Valley Lumberman

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cb

p. 7 col.

Article headed.

"Wisconsin Jurisdiction over the St. Croix."

/Extracts./

Madison, Wis., Feb. 20. - The bill which gives to James Thompson, A. E. Jefferson, Herman L. Humphrey, Edward B. Lewis and Malcolm Dobie the right to erect dams, booms, etc., in the St. Croix river and to charge 68 /sic/ cents per 1,000/sic/ for boomage has been the subject for a rather lively parliamentary tangle in the legislature this week. The measure was hurried through both Houses under suspension of the rules on the representation of its backers, Senator Rust, Price and Taylor, that it was simply a local matter. When it went to the Governor and the Minnesota parties, who have maintained booms in the St. Croix river for thirty years, by reason of a charter granted by the Minnesota legislature, telegraphed that they would send a delegation to represent their interest, then the members got their eyes open to discover how they had been tricked.

When the Minnesota men arrived a truce was patched up and a compromise of conflicting interest, affected by which it was agreed that if the charges for sorting logs be reduced, the opposition would be withdrawn. The reduction agreed to was 60 /sic/ cents instead of

St. Croix River

Jurisdictional Dispute

Mississippi Valley Lumberman

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Hist. Society

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ob

68 /sic/. It was necessary to bring about this change and get the bill back to the governor's office before 11 /sic/ o'clock Tuesday morning in order that the bill might not die. Unless vetoed it would have become a law without the governor's approval Tuesday noon, as the three days limit would then have expired. *****

***** The bill, and the action of the § senators in securing its passage, has naturally stirred up a great deal of feeling.

The facts seem to be that the gentlemen who gave their endorsement to the measure are really the beneficiaries, the men named being merely their agents, and they are subjected to a great deal of criticism because they have taken advantage of their positions for personal gain. Members who know the value of a charter such as the bill proposed to grant say it would be worth, when passed, a cool \$100,000. /sic/

The following, from Senator Taylor, shows the animus of the original bill: "For thirty years Minnesota has monopolized the St. Croix, and although there were 180,000,000 /sic/ feet of logs cut on the Wisconsin side last year, it all had to pay tribute to Minnesota, and we even had to go there to have our logs scaled. We now propose to see whether Wisconsin men cannot have their rights protected and get out from under a monopoly which has held them down for thirty years. "

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Bridge Above St. Anthony Falls

Source: Grand Rapids Herald-Review
Date of Publication: Nov. 10, 1937
Vol. XLVII, #18

Minnesota Historical Society

P. 1.

Announcement is made by the Minn. Highway Department that the new bridge over the Miss. river at Ball Club (lake) will be constructed by Megarry Bros. of Bain. The announced price is \$39,131.30.

This new bridge, which is on the county line between Itasca and Cass counties, will replace the narrow bridge in use for so many years - - - the new bridge will be of three steel spans, with a total length of 164 feet. - - -

Minnesota Federal Writers' Project

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Undeveloped water power-Above St. Anthony Falls

Source: Grand Rapids Herald-Review
Date of Publication: Nov. 16, 1939
Vol. XLVIII, #19

Minnesota Historical Society

P. 1.

Excerpts from news item headed "River Improvements are Recommended." This was taken from a recent report of the Water Resources Committee, a Federal government agency which has studied the Miss. drainage basin and issued a formidable document. - - - This report deals with the water supply at the headwaters of the Miss., the uses of the water, and the necessary improvements which should be made.

Grand Rapids is mentioned in the report as the site for a "pollution control plant." - - - There may be more storage dams erected in the northern part of the state if recommendations of the committee are heard - - - There may be development of water power on the upper Miss. in the future. This report states that Federal engineers have examined 12 undeveloped sites on the main stream above Minneapolis. The corps of engineers estimates that these sites would produce about 90,000,000 kilowat hours of primary power, and more than three times that amount of secondary power annually. Development of the sites was not found to be an economic project at the present time. - - -

L. S. Staples

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Bridge-Above St. Anthony Falls.

Source: Grand Rapids Herald-Review
Date of Publication: June 28, 1939
Vol. XLVIII, #51.

Minnesota Historical Society

P. 1.

Seven firms bid on the construction of a bridge over Swan river, in Section 32, Township 55, Range 23 (of Itasca County) - - - the Mesaba Construction company of Hibbing was found the lowest and best. Their price was \$7,585.17.

L. S. STAPLES

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Communication-Above St. Anthony Falls

Source: The Anoka Star
Date of Publication: Sat. October 24, 1863
Vol. I, #4

Minnesota Historical Society

P. 1.

(under "Items") The travel (by water) up and down the
Mississippi here (at Anoka, Anoka County, Minn.) is immense.
Sometimes it seems almost equal to that in Third Street, St. Paul.

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Railroad-Above St. Anthony Falls.

Source: The Anoka Star
Date of Publication: Dec. 26, 1863
Vol. I, #13

Minnesota Historical Society

P. 1.

The cars have at length arrived at Anoka. It is an important fact to our town, as the starting point of a more thrifty growth. We trust we shall progress in every direction, as with the power and speed of steam.

Oct. 31, 1863.

Note: Obit. vol. 1, #5, p. 1. We have the authority of the Asst. Superintendent of the St. Paul and Pacific Railroad for saying that the cars, freight and passenger, will run to Manomin, nine miles above St. Anthony, on Monday, the 9th day of November (1863). It is hoped they will run to Anoka by the 15th of December -- so says the same functionary.

L. S. Staples

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Industries-Above St. Anthony Falls.

Source: The Anoka Star
Date of Publication: Sat. Feb. 20, 1864
Vol. I, #21.

Minnesota Historical Society

P. 1.

Excerpts from "Thing in Anoka."
(In 1863-64.)

One large flouring mill

Two water power and one steam sawmill

One good sash, blind, and door factory, with
water power and machinery.

Two cooper shops.

One chair factory.

One match factory

Note: Power apparently taken from Rum river.

Ibid. P. 1. There is a population of 1,000, and
room for 5,000 more; and water power inviting liberal
investment.

L. S. Staples

Rum River

Minnesota Federal Writers' Project

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Canal (proposed)-Above St. Anthony Falls.

Source: The Anoka Star
Date of Publication: Sat. May 28, 1884
Vol. I, #35

Minnesota Historical Society

P. 1.

We learn from the "Atlas" (Minneapolis newspaper this same year) that the enterprising business men of Minneapolis and St. Anthony are proposing to construct a canal from Mille Lac lake to the head of Rum River, for the purpose of supplying water to float down the logs. This seems to us a grand project, and worthy of the co-operation of all who have means to aid such a work, or money to make by it. That lake (Mille Lac) is inexhaustible, and its distance is but a few miles from the head of the river. Should a lock be made at the head of the canal, to gauge the water according to the demand, a supply could be had at any time, and our lumbermen would be independent of a low river, and could transport the lumber of the whole pine region to a good market.

L. S. Staples

Mississippi

Minnesota Writers' Project

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Irrigation-Above St. Anthony Falls.

Source: The Anoka Star
Date of Publication: Saturday June 25, 1884
Vol. I, #39

Minnesota Historical Society

P. 1.

Irrigation By Force Pump.

"As a new feature in agriculture in this region, we must mention the water works of Col. O. H. Kelley, near Itasca. The water from the Mississippi is run into a reservoir under the bank, from which it is raised by wind-power applied to one of J. D. West's patent force pumps, which has capacity to force it through hose one thousand feet in height. He has occasion, however, to raise it but about twenty feet above the bank, from whence it is conducted by means of spouts and gutters to any part of his garden, of several acres in extent -- enabling him hereafter to avoid the serious [loss] in his business of dry weather *** the capacity of the one (West pump) he is now working is eighteen thousand gallons per day of ten hours, and there are three sizes larger -- from forty to one hundred and twenty gallons per minute."

L. S. Staples

Rum River

Minnesota Federal Writers' Project

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
River Improvement -Above St. Anthony Falls

Source: The Anoka Star
Date of Publication: Feb. 25, 1865
Vol. II, #21

Minnesota Historical Society

P. 2.

"The appropriation (apparently Federal) of \$3000
for improving the navigation of Rum River has been made and a
Mr. Isaac Gilpatrick of Minneapolis, designated as the party to do the
work * * *

L. S. Staples

Rum River
Anoka
Early History

Minnesota Writers' Project

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
History-Above St. Anthony Falls.

Source: The Anoka Union
Date of Publication: Thursday Jan. 17, 1867.
Vol. II, #20

Minnesota Historical Society

P. 1. Excerpts

Situation.

The site of Anoka (of Anoka County, Minn.) is one of peculiar beauty. The town is built on both sides of Mille Lac or Rum River (from which fact its name is derived, Anoka being a Sioux word signifying on both sides) at its junction with the Mississippi, eighteen miles above the Falls of St. Anthony. It is the County seat of Anoka county. A bridge costing \$6000 crosses the Mille Lac river (Rum) connecting the two divisions of the town - - - -

Resources

Being at the mouth of Mille Lac river (Rum) it is the natural outlet for the valley of the stream which is being rapidly settled. This embraces a splendid agricultural country, and farther away, the finest and most accessible pineries in the State. The products of these latter all come down the river through the town giving great advantages to our saw and planing mills. Champlin, on the opposite side of the Miss. (south shore) and Dayton, Princeton, Cambridge, Centerville, St. Francis, Elk River and Monticello are in a measure tributary to Anoka.

L. S. Staples

History

For Minnesota, Anoka is an old settlement. George W. Branch laid his claim on the town site in 1851. The territorial road, located that year, crossed the Mille Lac river (Rum) at this point, and his intention in making the claim was only to secure a good stand for a hotel. But others seeing and appreciating the situation, and desiring to settle here, he was induced in 1853 to establish a town. Part of his claim was surveyed into blocks and lots, and the embryo city was christened and recorded Anoka. The first house was of logs, built and still standing in 1867, near the mouth of the river. The tavern erected in pursuance of the cherished intention, was the germ of the present (1867) Kimball House on the same spot. The first family that settled here (Branch being unmarried) was that of Rev. Royal Twitchell of the Congregational church who came in 1852. He preached, kept the ferry, at the mouth of the river (Mille Lac or Rum), and entertained travelers. Others came, lured by the advantages offered, and the population increased continually. The dam across the river (Mille Lac or Rum River, at Anoka) was commenced in the summer of 1853, thus laying the foundation of our present water power. For four successive years thereafter portions of it were annually swept away by freshets, until in 1857 a permanent structure was attained, which has since resisted the pressure. On several of these occasions the adjacent mills shared the fate of the dams - - - -

Population.

The population of Anoka has increased steadily from the beginning. In 1855 it was 150. In 1860, 636. In 1865, 984. In 1867, estimated 1500. The inhabitants are principally of the New England states and New York.

Railroad, etc.

The St. Paul and Pacific Railroad runs through this place, giving easy access to St. Paul 30 miles and Minneapolis 18 miles, and St. Cloud West. The railroad here crosses the Mille Lac river on a substantial bridge. The Miss. river is navigable for 50 miles above, but steamboats have not run for two years, owing to low water. Excellent public highways leading in every direction, connect Anoka with neighboring towns. A telegraph along the line of the railroad, with an office in the depot, affords communication with all parts of the world.

Stage Lines.

Lines of stages run from Anoka to Brunswick, Princeton and Sunrise, carrying passengers and mail.

Ferry.

A rope ferry crosses the Miss., connecting Anoka with Champlin. Over it large quantities of wood are brought from the vast forest adjacent.

Lumbering

Anoka is the headquarters of logging in the Mille Lac (Rum) river pineries. We have room for but a brief summary, of this important interest. Several operators living here, got out last winter (1865-66) nine million two hundred thousand feet of logs, worth seventy-four thousand dollars - - - - -

Manufactures.

- - - Our water power, destined yet to be immeasurably increased by more careful economizing, and the splendid sites for steam mills, with the facilities for shipping and cheapness of living, give unrivalled advantages, which capitalists are rapidly improving.

L. S. Staples

Lumber, Lath and Shingles.

Cutter, Smith & Co. produced during year, two million three hundred thousand feet of sawed lumber, seven hundred and fifty thousand lath, and one million, seven hundred thousand shingles, worth forty thousand seven hundred dollars.

James Mc Cann sawed one million five hundred thousand feet of lumber and made three hundred and fifty thousand lath and eight hundred thousand shingles. Total value thirty-six thousand dollars.

Sash and Doors.

The planing mill of Houston & Prescott produced 5,358 sash and 2,152 doors. Total value, \$10,698.

Cutter and Covert, made during six months 664 sash and 369 doors. Total value \$1,730.

Flour.

The flour mill of Stein Brothers, This mill operated by water power. ten rods below the dam (Rum river dam), is a three story building, with extensive warehouses, - - - flour made is best quality and has taken first premiums at State Fair. It has 5-run of stone. During the year 1866 it produced six thousand nine hundred barrels of flour and four thousand three hundred bushels of meal and feed, worth in the aggregate fifty-three thousand three hundred and twenty dollars. Number of men employed, eight. The flour is shipped to Chicago and the East, where it commands the highest price in the markets.

Tubs and Buckets.

The extensive manufactory of these articles, owned by Cutter, Smith & Co., is situated on the bank of the Mille Lac (Rum) river, below the railroad bridge. The whole process, from taking the lumber from the log to the finished and painted articles, is done in one establishment.

L. S. Staples

Number of buckets made during the past year 45,000, tubs 24,000.

Total value, \$36,000.

Summary of Manufactures.

The above (or foregoing) comprises only the most important manufactures. They exhibit an aggregate of \$215,317. If to this we add a low estimate for the value of Boots & Shoes, Furniture, Harness, Gloves, Plows and Wagons, Tinware, Barrels and other articles made and sold by the various manufacturing firms mentioned in the foregoing list, we shall have a grand sum total of over Three hundred and fifty thousand dollars for the manufacturing product of Anoka for the year of 1866.

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THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Description of Rum River.

Source: The Minnesota Farmer (of Anoka County)
Date of publication: April 25, 1867.
Vol. I, #33

Minnesota Historical Society.

P. 1. Column 3 (Excerpt) - - -

The Rum river at this place (Anoka) is about the size of the Shannon above the city Limerick, in "the land of Shillaleho," and is a formidable tributary of the Great Father of Waters. It is about 400 miles in length, takes its rise in Sugar lake, and only requires a little water to make it one of the Press' harmless drinks. It is as serpentine as a ram's horn, and in a direct line takes its rise, in Sugar lake, only seventy miles from its mouth.

Rum River

Minnesota Writers' Project

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Dam Bursts-Above St. Anthony Falls.

Source: The Anoka Union
Date of Publication: Thurs. Sept. 23, 1869
Vol. V, #4

Minnesota Historical Society

P. 3. Excerpts

The Freshet!
Part of Dam Carried Away.
All Logs Gone.

At, or near 11 o'clock Saturday night - - - (September 18, 1869)
that portion of the dam (Rum river dam at Anoka) nearest the west side of
Rum river gave way, and was carried down the river - - - caused bridge
structure to settle 12 inches - - - 200 men thrown out of employment - - -
Cutter & Co. lost Saturday night and Monday, nearly 700,000 feet of logs,
and Martin & Company, 3,000,000. Cutter & Co. only about 100,000 left,
and Martin & Co. about 700,000.

Run River

Minnesota Writers' Project

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Water Power-Above St. Anthony Falls.

Source: The Anoka Union
Date of Publication: Thurs. Mar. 17, 1870
Vol. V, # 28

Minnesota Historical Society

P. 2.

The purchase, announced in the "Local" column in our paper two weeks ago by W. D. Washburn of Minneapolis of a large mill property (at Anoka) and the controlling interest in the water power of Anoka, is a gratifying and significant fact. * - - -

Rum River

Minnesota Writers' Project

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Lumbering-Above St. Anthony Falls.

Source: The Anoka Union
Date of Publication: June 18, 1872
Vol. VII, #41

Minnesota Historical Society

P. 2. Excerpts --(Exchange from Anoka Land Journal)

This immense lumber mill (Washburn & Co.'s new sawmill)
has been completed (at Anoka) and running about three weeks - - -

The power is supplied by a large 225 horse power (steam engine) - -

The mill has a capacity of about 10,000 feet of lumber per hour
and cost - - - about \$100,000.

Besides this mill, Messrs. Washburn & Co. have a good water
sawmill and new planing and Siding Mill, located (at Anoka) a little
below on the dam, both of which do a good business.

L. S. Staples

THE MISSISSIPPI RIVER AND ITS TRIBUTARIES
Navigation-Above Falls of St. Anthony

Source: The Anoka County Union
Date of Publication: July 1, 1873
Vol. VIII, #43

Minnesota Historical Society

P. 2.

About ten years ago (1863) the only two remaining boats running from the Falls of St. Anthony to St. Cloud were moved around the Falls (down river side) and given a wider sphere of usefulness. Since then no effort has been made to navigate that portion of the Mississippi. The Monticello Times says that a boat is now being built at Dayton, Hennepin county, and another at Clearwater, Wright county, for the purpose of running to St. Cloud. Speaker Hall is interested in the boat at Dayton and will probably command her. They expect to have one boat running in two months.