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

Source: Grand Rapids Herald-Review  
Vol. XXX - No. 18  
Historical Society

Date of Publication: Nov. 19, 1919

P. 1-12

All objections to the construction of a power dam across Prairie River near the Coleraine road have been removed and work will be started as soon as men and equipment can be placed on the grounds. The contract calls for completion of the job in 90 days. The prairie River Power Company, affiliated with the Itasca Paper company, is building the dam, and the work will be done by Siems, Helmers & Schaffner of St. Paul, the company that put in the last of the power units in the paper mill plant here (Grand Rapids).

The dam is to be constructed a few hundred feet above the present wagon bridge over the Prairie river, where it is crossed by the main Range road. There is a fall of about 24 feet in the river in a very short distance and the dam will be situated at the top of the greatest fall. The sluiceway will come out near the present bridge.

A current varying from 500 to 1,500 horsepower, and averaging 1,000, will be generated, and it is estimated that this



will keep two grinders (pulp grinders) at the local paper mill, where the power is to be used, in constant operation. This will remove the necessity for the purchase of so much pulp by the mill, which has been necessary of late because of the inadequate supply of water in the Miss. river.

The raising of the water in the upper lake will produce no ill effects upon farm lands. Below the dam there will be no effect felt from the new project. With the dam five miles from the mouth of the river, lands below the dam will not be affected. The objections by the war department came because of the fact that their records showed the Prairie river to be navigable. As a matter of fact the river is not navigable from a practical standpoint, and when this was demonstrated the objections were removed. Rather than being a detriment, the new dam will prove a distinct benefit to logging companies using the stream, a fact which was brought out in the public hearing on the matter a month ago.

When completed the power will be conducted direct to the paper company plant in Grand Rapids.

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

Source: Grand Rapids Herald-Review  
Vol. XXX - No. 36  
Historical Society

Date of Publication: Mar. 24, 1920

pp. 1-4

George Arscott who returned last Friday evening from Bowstring lake reports that he has finished the dam that was authorized by the county board (Itasca County) at a recent meeting. This dam will answer the purpose intended, and keep Bowstring lake from draining into the Miss. river.

The Bowstring situation is an interesting one. Several years ago a county ditch was dug to drain some of the country near the upper or south end of the lake. Bowstring Lake is one of the headwaters of Bigfork river which wends its way, in time, to Hudson bay and the Arctic ocean. The county ditch was dug so that its waters flowed into the Miss. river, and to the Gulf of Mexico. The ditch crossed a low swale of land that formerly contained a small creek that ran into Bowstring Lake. In the course of time, this creek reversed its former course, and flowed from the lake into the ditch. As the waters of the lake rose higher, more water followed the creek from the lake into the ditch and down into the Miss. river. The soil was soft and the creek dug its way deeper and deeper, till an appreciable amount of water was diverted from the Bigfork river into the Miss. The matter began to assume an international aspect,

for the water in Bowstring lake belongs to the Canadian watershed, and may not be diverted to the Miss. with impunity.

An attempt was made to dam the ditch, some distance below where the creek was draining the lake. The county authorities put in this dam, and shut off the water, but in doing so, flooded some large tracts of land between the dam and the upper end of the ditch. Aided by some powerful persuasion, that dam disappeared and the waters of the ditch took their natural course.

Complaints were made by lumber companies operating on the Bigfork river that the ditch was taking so much water out of the lake that driving on its (Bigfork) waters was hindered, and a dam was put in at the lake. The force of the current, aided by the high waves in heavy wind storms, took out this dam, and the situation was as bad as before.

The dam completed last week under the direction of Mr. Arscott is 29 feet long, and high enough to control all flood waters as well as the natural flowage. It is placed across the creek that was draining the lake so that it will not be affected by the action of the waves. The ends of the dam are anchored into the banks of the creek, and the face toward the current faced with planks. It is anticipated there will be no more difficulty.



THE MISSISSIPPI RIVER AND ITS TRIBUTARIES  
Driving Pulpwood Above St. Anthony Falls.

Source: Grand Rapids Herald-Review  
Vol. XXXII - No. 47  
Historical Society

Date of Publication: June 7, 1922

P. 1

Far different from the old-time drives of logs down the Miss. river is a drive of timber that started this week. The timber this time, instead of being pine logs for the mills at Minneapolis and points farther south, is spruce pulpwood, cut eight feet long, and down to less than four inches in size at the top of the smaller sticks. The drive, which is for the Itasca Paper Company, came out of Prairie river, and goes to Little Falls (where, in 1921) this firm built another plant), where it will be ground into pulp for the manufacture of news print for the St. Paul Dispatch and Pioneer Press.

About 4,000 cords of pulpwood are in the drive that started this week.---This pulpwood was cut a year ago last winter on the headwaters of the Prairie river. Because of low water and lack of time, it was not brought down until this spring. The drive was sluiced through the power dam on Prairie river several days ago, and is now out into the Mississippi on the last stage of its journey.

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

Source: Grand Rapids Herald-Review  
Vol. XXXIII - No. 7  
Historical Society

Date of Publication: Aug. 30, 1922

pp. 1-2

The history of the beginning and evolution of the Itasca Paper company is full of romance, an industrial dream fulfilled. It was away back in 1896 that a few far-seeing pioneers of that period conceived the idea of harnessing the Mississippi river water power at Grand Rapids. A concrete plan was evolved by organizing the Grand Rapids Water Power and Boom company, for the flowage rights on the Miss. river at this point. This necessitated the development of the water power and then the establishment of an industry to utilize this creative power. The men who had this prophetic vision of looking into the future to capitalize the natural wealth of the Grand Rapids territory in forest products and water power to develop these resources industrially, and who incorporated the Grand Rapids Water Power and Boom company in Jan. 1899, with a capital stock of \$50,000, were Daniel M. Gumm, president; Daniel W. Doran, vice-president; John Beckfelt, treasurer; Hubert D. Powers, sect.; who, with Lafayette Knox, George F. Meyers, and John Cosello, constituted the board of directors.

On Feb. 11, 1899, Daniel M. Gumm left Grand Rapids for Wash-



ington, D.C., to obtain the charter rights to the Grand Rapids Water Power & Boom Company, to construct a dam, canals, mills and boom across and along the Mississippi river and its tributaries at this point. Page Morris was congressman of this district and Knute Nelson, United States senator, both warm personal friends of Mr. Gunn, and gave the subject their hearty approval. The charter was granted by the federal government. Under its provisions the proposed water power was vested in a private corporation, which in turn transferred a majority of the stock issued to the village of Grand Rapids. The Great Northern railroad contributed \$300 towards paying preliminary expenses.

The village council in April, 1899, consisted of John S. Berney, president; Fred A. King, recorder; J.F. O'Connell, John Hepfel and L.O. D'Anjou, trustees, who were active in promoting the Grand Rapids Water Power and Boom company's project.

Mr. Gunn was the moving spirit in trying to secure a paper mill to utilize the power of the Grand Rapids Water Power and Boom company. He and H.D. Powers were a committee of two who went to Chicago to interest W.D. Boyce, publisher of the Chicago Ledger. Mr. Boyce gave the matter of establishing a paper mill favorable consideration, sent experts to look over the water power and flowage of the Miss. at this point and that of the Wisconsin and Fox rivers. From government figures of flowage, the power developed by the Grand Rapids Water Power & Boom company

was more than claimed. The investigators sent out by Mr. Boyce reported that the supply of spruce for pulpwood was not sufficient to warrant the location of a paper mill. This ended the Boyce deal.

The village council later appointed the following committee to visit the paper mills of Wisconsin in an effort to secure a paper mill or some industry that would utilize the power that was going to waste. This committee consisted of Daniel M. Gunn, Fred A. King, B.C. Pinnigan. They succeeded in interesting Frank F. Becker, cashier of the First National Bank of Kaukauna. This resulted in Frank F. Becker, L. Lindauer and A.C. Bossard coming to Grand Rapids to look the prospect over and the establishing of a paper mill at the head of the "Father of Waters," at Grand Rapids, Minn., in March, 1900. These Kaukauna magnates were so impressed with the waiting opportunity as to give it their approval and in Nov. of that year, the Grand Rapids Water Power & Boom company was organized and the paper mill brick buildings and yards covering eight blocks skirting the Miss. river were rushed to completion. The first paper manufactured was in March, 1901, a dream come true. The name was changed from the Grand Rapids power & Boom company to the Itasca Paper company, July 1 of that year.

The Itasca Paper company since it was established in 1901 to 1916 paid out in labor a million dollars and to farmers and loggers

for pulpwood, one hundred thousand dollars, besides manufacturing  
hundreds of thousands of tons of print paper.

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

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

Date of Publication: April 11, 1923

P. 1

The Itasca Paper company has this week purchased the Sutton dams on Wolf, Hartley and Long lakes--the dams were those formerly operated by the Sutton-Maskey company, well-known loggers of early days, and were for the purpose of regulating waters for driving logs and timber products.

The dams will first of all be used for their original purpose of handling timber on Prairie river, but the most important use will be for the Prairie River Power company in regulating water levels on the upper Prairie river and its tributary lakes so as to furnish constant operations for the power plant on the Prairie river near Grand Rapids.

The Itasca Paper company will bring down Prairie river something like 5000 cords of pulpwood (to Grand Rapids).---

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

Source: Grand Rapids Herald-Review  
Vol. XXXIV - No. 45  
Historical Society

Date of Publication: May 21, 1924

P. 1

Another water power site has been acquired by the Prairie River Power company. This site is in Aitkin county, at that point on the Miss. river known to old river men as Oxboro. By road it is forty miles from Grand Rapids.

While the site has been purchased and applications made to the war department for permission to develop it, there may be no construction. When it is developed the flowage will be mostly in Aitkin county, but a head of water will be backed up so that the Miss. river may be raised a few inches in the southern part of Itasca county.

When the power at Oxbow is developed, it will be an aid in operating the Itasca Paper company mill at Grand Rapids. Power will be generated and supplied here (Grand Rapids) through high voltage wires.

L. S. Staples



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

Course: Grand Rapids Herald-Review  
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THE MISSISSIPPI RIVER AND ITS TRIBUTARIES  
Pulpwood and Tie Log Driving Above St. Anthony Falls.

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

Date of Publication: June 17, 1925

P. 1

Log driving on Prairie river is confined this year to a drive of pulpwood and ties for the Itasca Paper Company. The drive is a large one, however, and more timber is being handled than for some time. The drive contains about 8,000 cords of pulpwood, and about 14,000 railroad ties, a respectable amount of timber which fills the river for a distance of several miles.---This drive started well up toward the headwaters of Prairie river, almost directly north of Nashwauk---

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

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

Date of Publication: June 24, 1925

P. 1

Action taken last week by the Federal Power Commission gives the Prairie River Power company a preliminary permit to plan power development on the Mississippi river. The permit is for two years, and is issued for the purpose of giving the company the opportunity to make more complete surveys. Later the commission will decide whether or not a permanent permit will be granted.

The site of the proposed power development is Oxbow rapids, near Libby in Aitkin county. The proposed development includes the building of a dam across the rapids to form a reservoir. The reservoir would flood about 3,000 acres, and would extend up river for something over 30 miles. The dam with 20 ft. head would develop an estimated 1,120 h.p. The head of the reservoir would be in Itasca county, for some miles above the Aitkin county line--



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

Source: Grand Rapids Herald-Review  
Vol. XXVI - No. 33  
Historical Society

Excerpts from Article "Early Steamboating on Miss."

P. 1

---the Mississippi & Rum River Boom company, the (log) driving concern that drove the logs from Grand Rapids to the mills at Minneapolis, was organized in 1874. It operated a number of boats in its work of handling the logs. The last three boats in operation in the upper river were the "C.D. Door," the "B.B. Bassett," and the "Samson." The last named was in service until 1919, when she was wrecked by the breaking of a section of the Coon Creek dam.

Steamboats were also used above Pokegama Falls, but for little else than assisting in the work of handling logs. They were often chartered for picnic parties on the upper river and on Pokegama lake, while summer resorts on Winnibigoshish lake, in the early days, used steamboats where the present resorts use gasoline launches.

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

Source: Grand Rapids Herald-Review  
Vol. XLII - No. 32  
Historical Society

Date of Publication: Feb. 10, 1932

P. 1

First logs were cut at Pokegama Lake in the year of 1868.

The three important rivers in Itasca County from a logging standpoint are the Miss., the Prairie, and the Bigfork which flows north toward the Rainy (river). The first logs cut in this (Itasca County) section were naturally cut on the bank of the Miss., waded into the water and allowed to find their way southward.

----first logs cut on Prairie River was during the winter of 1872-73.

---The first dam at the foot of Wabana lake was built by Con. Dineen in the fall of 1872. Following this season (1872-73) the Prairie (river) became a very active place and it has only been within the last few years that the Prairie has ceased to function as a carrier of forest products.



THE MISSISSIPPI RIVER AND ITS TRIBUTARIES  
A Dam For Food Above St. Anthony Falls.

Source: Grand Rapids Herald-Review  
Vol. XLII - No. 2  
Historical Society

Date of Publication: July 13, 1932

P. 1

Indians and wild ducks alike will be pleased over results attained by reason of the construction of the dam at the outlet of Mud Lake, a few miles south of Ball Club (lake).--Construction of the dam was completed a few days ago.--shuts off the water of Leech river (a trib. of Miss.) until it reaches the top of the spillway. The height is designed to be enough so that all that flats in Mud lake will be flooded before the water begins to run over the spillway. No water is floating down from Leech lake at present, as the government dam has been closed entirely for more than two months. The water in the lake (Mud), which is now about 12 inches below the top of the spillway, has resulted from the accumulation of rain and from the streams which flow into Mud lake. The water was purposely allowed to rise slowly, so that the wild rice might grow with the rising water and make a crop. Had the usual flow come down from Leech lake before the rice had stalked up, it would have been destroyed, and the purpose of the dam defeated.

The banks on either side of Leech river, where the dam was constructed, have been favorite camping places for Indians for generations, while they were gathering wild rice.--During the times of high water in

past years, there was always a good crop of wild rice in the Mud lake basin, which covers many hundred acres. Recent dry years, coupled with government dredging, cut down the water levels, and caused wide area to stand above the water. The bill which provided for the construction of the dam was passed at the last session of the legislature, but actual building was not started until this spring. A temporary dam was started last summer, but was abandoned after a considerable amount of money had been expended. The present dam is well built, and is expected to settle the question of water levels in Mud lake indefinitely.

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

Source: Grand Rapids Herald-Review  
Vol. XLII - No. 15  
Historical Society

Date of Publication: Oct. 12, 1932

P. 1. Excerpts.

From Special column "Up in this neck of the Woods."

Beginning about 50 years ago one of the biggest jobs that was found in this section, next to that of cutting the timber and building the railroads, was the construction of the headwater dams at Leech, Winnibigoshish and Pokegama Lakes. Several hundred men were employed, saw mills were busy cutting timber, oxen, boats and horses were busy bringing in materials and supplies.

The government projected many important schemes for development of a great system of dams for the purpose of controlling the flow of water on the lower Miss. Engineers looked at and made reports concerning the Minnesota, Wisconsin and all the other important rivers of the north. Projects for canals were considered so that the waters of the whole section might be connected. For instance a canal was considered to connect the Red River and the Minnesota. Even up here (Itasca county) in the early days a canal was wished to connect Winnibigoshish and Leech lakes. When it was found that locks were necessary this scheme was abandoned.



Before the dams up here were built some were constructed down river. One of the first dams was at Pine river which controlled the water levels on several lakes in that section. The Sandy lake and Gull lake dams came considerably later. The Leech lake and Winnibigoshish dams were the first built in this (Itasca County) immediate section. They were started in 1882-3. The Pokegama Dam was built in 1884.

These dams were first built of timber. Saw mills were placed on each job. The timbers used were largely 12 x 12, all of fine white pine. Large quantities of dimension materials of somewhat smaller size were also used.-----.

The wooden dams did not last very long, only about 15 years. The Leech lake dam would not hold the heavy head of water against it and started to go out. Winnibigoshish was also inadequate. No water was held at the dam at Pokegama from 1897 to 1901. In 1898 the dams at Winnibigoshish and Leech lake were built as they are seen today, of steel and concrete, and in 1902 the Pokegama dam was reconstructed-----

From the very first the people of the section did not understand or entirely approve of the construction of the dams. The present controversy over their use and purposes began about a half a century ago. Those in charge of construction were in constant fear of destruction of their work. Guards were on duty day and night. But the dams were completed without trouble or disturbance.

The original timber dam at Leech lake was quite different than

the structure of today. The original dam was about a thousand feet long. Part of it was replaced with an earth fill when the concrete structure was built. The whole country was also very different when the dams were built. There were great stands of virgin timber. The swamps were full of water. The whole section has dried out due to the influence drainage and the loss of standing timber.

The most important dams, because they impound the largest amount of water, are those at Leech and Winnibigoshish. Pokegama is very much less important and the same thing is true of Sandy lake.



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

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

Date of Publication: May 31, 1933

P. 1 Excerpts from "Up in this neck of the Woods".

Loggers in the early days found it necessary to build dams in many of the streams (of Itasca County) to provide a head of water on which the logs might be floated down to the Miss., the destination of most of the timber in the early days. J.P. Sims for the Itasca Lumber Co. made the first application for a charter for a dam. This structure was placed in the Swan River, in Township 56, Range 23, not far below the outlet of Swan Lake. The charter was granted Sept. 12, 1887, and was for a period of six years. Other logging companies using the dam were to pay five cents per thousand feet for the privilege of sluicing their logs through.

Charters were granted for dams in several streams. George H. Price obtained one granting him permission to dam Hartley Brook, in Township 59, Range 23, Oscar L. Mather, well-known logger, erected a dam in Hanson Brook. County boards sometimes found objections offered when applications for dam charters were up for consideration. When Frederick A. Powers wanted permission to put a dam in Prairie River, between the upper and lower lakes, about four miles from Grand Rapids, he was opposed by fourteen different logging firms, all operating on Prairie

river or its tributaries. The old dam put there by the first loggers had washed out, and Mr. Powers wanted permission to replace it with a permanent structure. Objections were finally ironed out, and the charter granted on Jan. 10, 1892. Tolls were not to exceed four cents a thousand feet.

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

Source: Grand Rapids Herald-Review  
Vol. XLIII-No. 35  
Historical Society

Date of Publication: Feb. 28, 1934

P. 1

Itasca county people are many of them interested in a project which is underway in Koochiching county to divert the flood waters of the Bigfork and Littlefork rivers into Red lake. Members of the board of county commissioners of Koochiching county passed a resolution approving this project last week and funds for the necessary survey are declared already available.

Diverting the flood waters of these two streams would be accomplished by means of two dams and two canals. A dam would be built on the Littlefork river and a canal built through to the Bigfork. A similar dam on the Bigfork river would divert the waters of both streams into another canal which would be dug through to Red Lake. Engineers who have made a preliminary investigation declare the flood waters of these two streams would raise Red lake from its present condition to a normal stage and maintain it at an even head. Towns below Red lake such as Red Lake Falls and others which depend on water from this lake for city supplies have been hard hit during these dry years. It is estimated that completion of this project would save billions cubic feet of water now wasted every spring when these two rivers are in flood and carry down large quantities of water to the Rainy river and Lake of the



Woods.

The estimated cost of the project is between three and four million dollars. The benefits would, it is stated, be very large and would solve the problem of a number of large towns in securing a water supply. The dams if built would be so constructed that they could be converted into power units and generate electricity for use in the valleys of the two streams.

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

Source: Grand Rapids Herald-Review  
Vol. XLIV - No. 38  
Historical Society

Date of Publication: Mar. 27, 1935

P. 1 (Excerpts).

Five hundred citizens of Northeastern Minnesota attended the water levels meeting held yesterday afternoon at the school auditorium in Deer River.

The meeting was held to make recommendations to the War Department or to the government concerning methods of handling the dams on the Upper Mississippi reservoirs. The meeting was a culmination of long continued efforts to bring the interests of this section squarely before the representatives of the War Department. That purpose was accomplished. Major Dwight F. Johns of the St. Paul Office presided--- Col. E.L. Daley, division engineer for the War Dept. was present---

A number of communications were first presented and read. One was from the Minneapolis-St. Paul Sanitary district. It told of the sewage disposal plans of the Twin Cities and in diagrams and statistics showed that operation of the dams in the future as in the past would save the cities approximately \$35,000 annually in sewage disposal.

The city engineer of Minneapolis forwarded a memorandum to the effect

that operation of the dams affected navigation, sewage disposal, the water supply and the power development of that city.

J.M. Walley, supervisor of the Chippewa National forest, requested transfer of the management of the dams to the Dept. of Agriculture. Mr. Walley made a very complete statement of the effect of varying and low water levels upon forests, wild life, the rice crop, the recreation facilities of the lakes involved. He expressed his belief that present regulations were inadequate and urged operation of the dams, primarily, if not completely, in the interests of the people of the lakes section.

Following Mr. Walley, W.C. Henderson, Associate Chief of the United States Biological Survey spoke of the important phases of conservation work which would be affected by proper recognition of the importance of wild life. Mr. Henderson said that "wild life had what was left over after everything else had been served." He asked that all the uses of the lakes and waters be recognized.

The wild rice crop has a value in excess of \$50,000 each year and it has almost unlimited opportunity for growth if proper water levels can be maintained. This was the opinion of Mark L. Burns, high Indian official of Cass Lake. He described the importance of the rice crop to the 13,000 Chippewas of Minnesota and the efforts under way to create a larger market for a native grain that is raised without cultivation.

Mr. Ericson presented the interests of the commission (Minn. Conservation Commission) in the water levels problem. He spoke of the fact that virtually no water comes into Minn. from other states. Minnesota's



water leaves the state through seven different drainage basins. He spoke of the importance of conservation of waters and its relationship to scores of activities of citizens.

W.B. Taylor spoke for the citizens of Grand Rapids and those who have special interests in Pokegama (lake). He first presented resolutions and statements from a score of organizations in the county (Itasca) seat and communities on the western Mesaba. He explained that there were three thousand platted lots on Pokegama lake, 220 cottages and several resorts. He stressed the damage done by both high and low water levels and asked for a minimum which would protect the interests of everyone.

Buck Hedman of Bena told of the growth of the summer resort business on the headwater lakes. He was followed by Benjamin Patterson who presented the viewpoint of 16 resort owners on Winnibigoshish. In these resorts over a quarter of a million dollars is now (1935) invested, 42 people are employed. Business has been injured by low water. He asked that the dam reading for Winnibigoshish be maintained at the six foot minimum. This level is now at a foot or less.

The leader in the effort to obtain a hearing on the headwaters situation and a correction to the undesirable conditions is H.E. Wolfe of Deer River. He presented the viewpoint of that community in a carefully prepared document dealing with many facts and figures. It was Mr. Wolfe's contention that the low levels on Winnibigoshish are not due entirely to the dry seasons but to an unwarranted draining off of the waters from the lake. He gave figures that indicated that but 40-per cent. of the water

drawn from Winnibigoshish in 1934 ever reached Pokegama dam. He explained the little effect of the adverse conditions in this section in creating better conditions on the lower river. He presented some theories with which Col. Daley took firm but friendly issue.

Speaking in behalf of power development, C.K. Blandin of the Blandin Paper Company, told of the declining power to be developed from the river. (Miss.). In the last four years (1931,-32-,33-,34) the power developed at the local mill (Grand Rapids mill) has been very small. He pointed out that the paper company expends over one million dollars each year with citizens of Itasca county. The operation of paper mills is now unprofitable and he hoped that in the ultimate adjustment of the water levels problems that the interests of the local industry would receive adequate consideration.

No one can foretell the accomplishments of the meeting yesterday or those now being held in other parts of Northern Minn. during the balance of the week. The War Dept. made known its feelings that it could not be held responsible for the lack of rainfall and the conditions which naturally follow dry seasons. As the hearing yesterday developed the spirit of criticism of the War Dept. became greatly tempered. It was brought out that the purpose was not that of criticism of the past so much as to secure methods of the operations of the dams in the future so that there would be little loss, or complaints of loss, by local interests.

Whether the grievances of local people can be eliminated by action of the War Dept. or by action of Congress is a matter which has not yet

been determined by leaders in the movement.

The meeting of yesterday made very clear to the engineering officials that the citizens of this section are deeply concerned with the situation and the methods by which it might be changed.

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

Source: Grand Rapids Herald-Review  
Vol. XLV - No. 7  
Historical Society

Date of Publication: Aug. 21, 1935

P. 1

Plans for 28 water conservation dams have been checked by the engineering department of the United States Forest Service, and approved for construction at the outlet of various lakes in the Chippewa National Forest. Some of the dams have been built, others are to be constructed by C.C.C. labor, and still others will be projects for future years.

These dams are to be used to hold water in different lakes at a level which will be suitable for fish, waterfowl and other wild life. The dams will also improve lake shore areas, where low water has uncovered unsightly stretches of mud and marsh.

Some of the conservation dams are located in Cass County, but a considerable number will be completed in Itasca county. Among these in this county are Ball Club, Parley, Squaw and Round lakes in the western part of the county; Four Town and Rush Island in the west central; and Grave, North Star, Gunderson, Bella, Maple, Horseshoe, Jack-the-Horse, Birds Eye, and Little Turtle in the Marcella area.

The dam at the outlet of Ball Club lake was completed last winter (1934), and has raised that lake to a satisfactory level some two feet

or more above the low water mark reached last year. This dam, constructed by the state game and fish commission, will be replaced by a more permanent structure built by the Forest Service.

Note: Most of these lakes are headwater lakes of the Miss. and its tributaries.

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

Source: Grand Rapids Herald-Review  
Vol. XLV - No. 41  
Historical Society

Date of Publication: April 15, 1936

P. 1

Work was started last week on the construction of a dam near the mouth of Pigeon river, a small stream flowing into Winnibigoshish lake from the north, on the original Chippewa National forest. This dam, when completed, will create a shallow lake of about 700 acres, located about a mile from the big lake (Winnibigoshish). It will be an ideal location for a duck refuge and nesting place, also a fine place for use as a fish spawning ground.

The dam will be of timber and stone construction on each end, with a 24 foot concrete spillway in the middle.-----

The plans for the dam are under the direction of J.E. Coleman, Federal Forest ranger, while the actual labor will be done by CCC boys from Camp 707, directed by Dave Gibney, camp supt.

L. S. Staples



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

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

Date of Publication: April 22, 1936

P. 1

Excerpt from column "Up in this Neck of the Woods."

About 1910 Little Billie Lyons moved to Inger (Itasca county), to take a position as engineer of the steamer built by Sam Simpson, well-known logger. He worked here for a number of years (at Inger), the steamboat being used to pull huge booms of logs across Bowstring Lake (a headwater lake of the Miss.). His father, John Lyon, was pilot. This was a huge boat for a small inland lake, and was taken over by D.M. Price when he completed the government logging job on Bowstring started by Sam Simpson. Mr. Price named the boat of which the Lyons, father and son, were pilot and engineer, the "Elijah Price," after a brother. The last year that logs were pulled out of Bowstring lake the steamer was taken through the channel to Sand lake, and on down through Rice lake as far as the dam at the old Caldwell homestead. It was beached just above the dam, remaining there for a number of years, finally catching fire when meadows along the river were being burned off, and burning up, all but the iron work and the brick which surrounded the boiler. This boat had accommodations in bunks for about 40 men, and was capable of pulling booms containing many thousands of feet of pine logs.

One of the boats on which Little Billie Lyons was engineer was used on Winnibigoshish Lake. The machinery in this boat was taken from the "Andy Gibson," when that famous boat was dismantled, and hauled to Cass river, as the Miss. is termed above Winnibigoshish lake. Here, again, father and son worked together, for John Lyons was captain on this boat which was built to his specifications and much on the same model as the Andy Gibson.

-30-

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

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

Date of Publication: May 13, 1936

P. 1

Excerpts from column, "Up in this Neck of the Woods."

Steamboats were used on the larger lakes to pull the logs across to river outlets, where currents moved them down toward the mills. The logs were collected at the lake landings in huge booms, enclosed with long timbers chained together, and then towed across the lakes. Fuel was easy to find, plenty of timber being always available on shore. The larger boats were well fitted up with bunks for the accommodations of the log drivers, and good cooks plied their trade in the galleys.

Some of the Itasca county lakes on which steamboats were used for log towing are Pokegama, Bowstring, Ball Club, Winnibigoshish, Wabana, and Big Turtle. Often they were used for but a few years, but in some instances they were put into freight and passenger service after logging was done, and were operated for a long time.

The first steamer operated on Pokegama lake was called the "Comet." It was built some time in the early 1880's, and was used for a long time. The next boat to be floated on Lake Pokegama came from Lake Pepin, brought here by Charles Seeley in 1890. This was a fair sized boat. The "Little Eagle" was a side wheeler when brought to Pokegama but was later converted



to a stern wheel boat as more suitable for lake use. The "North Star," also operated on Pokegama, was piloted by John Lyons. There were also several smaller tugs, used by logging operators to get their timber out to the Miss. river, where it was delivered to the boom companies who took charge of the driving operations on the river.

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The first boat on Winnibigoshish lake was put there by the firm which logged the "dead and down" timber. This was West and Bonness, and the boat was named after the government supervisor who came up from Tennessee to oversee the cutting. He always signed his name "The Honorable Timothy Peter McCoy," and the lumberjacks christened the boat "The McCoy," the name finally being painted on the bow. Later on the well-known steamer the "Andy Gibson" which had been used on the Miss. for years, was dismantled and hauled on logging sleighs to the river above Winnibigoshish, where a new boat was built, using the same power plant.

Up on Turtle Lake, when the Itasca Lumber Company was logging heavily, there were two steamboats, the "Cassie" and the "Jennie B." These boats were used by many of the settlers who started their homes up in the Bigfork valley, to get their supplies across the lake. Their first duty was to the loggers, however, and many millions of feet of timber was towed from the remote bays of this sheet of water to the hoists on the south shore.

Turtle lake boasted the distinction of having the only woman

steamboat captain in Itasca county. This was Miss Amie Stark, later to be the first woman member of the legislature to be elected from this county (Itasca) under her married name of Mrs. Rosanna Payne. She captained one of the boats for a number of years, later selling her interest to a Mr. Gilbo. Both of the boats on Turtle Lake were equipped with modern propellers. The "Cassie" was the smaller boat, and had an upright engine. Both were fired with wood. Steamboats on Turtle lake were of no more use when the Minneapolis and Rainy River railroad was built north, to reach the timber in the Bigfork valley, and were allowed to rot at their moorings.-----

One of the boats on Wabana lake was owned by Dave Cochran, and used to take sportsman, both fishermen and hunters, to points along the lake not otherwise easily reached. There were accommodations on board the boat, and in the houseboat which was towed by the steamer. Many logs were also hauled across Wabana by steamer, driven down Wabana brook into Clearwater, and thence out into Prairie river.

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

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

Date of Publication: June 10, 1936

P. 1

Materials have been hauled for a new dam, which will be constructed with CCC labor at the outlet of Ball Club lake. The purpose of the dam is to establish a fair level of water in the lake, and to hold it there.

A high dam is not needed on the Ball Club river. The dam to be built will have a concrete spillway, approximately four feet in height. The wings of the dam will be of earth and rock, and it will be so constructed that it will not wash out with the first high water.



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MISSISSIPPI RIVER AND ITS TRIBUTARIES

NAVIGATION ABOVE ST. ANTHONY FALLS.

Source: The Anoka County Union  
Date of Publication: Aug. 5, 1873  
Vol. VIII #48  
Where consulted: Historical Society

p. 3

1873

Last Wednesday ( July 30, 1873 ), the long expected new steamboat "Minneapolis", passed Anoka, enroute for the city of Minneapolis, where her machinery is to be put in. She will be ready for business, we understand, sometime this week. Those who saw her when she passed, say she is a neat looking and well built craft.

L. S. Staples

## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## NAVIGATION ABOVE ST. ANTHONY FALLS.

Source: The Anoka County Union  
Date of Publication: Sept. 2, 1873  
Vol. VIII #52  
Where consulted: Historical Society

p. 3

1873

The long expected steamboat, "Minneapolis", put in an appearance at our levee, ( don't that sound big ), last Friday evening ( Aug. 29, 1873 ), at about seven o'clock-----she brought up some 20 persons ---- she stopped overnight, and left for up river Saturday morning.



## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## EXTENT OF TIMBER IN 1852

Source: St. Anthony Express  
Date of Publication: April 23, 1852  
Vol. I, No. 48  
Where consulted: Historical Society

page 1. Excerpts. ("Pine Lumber")

As yet, our lumbermen only go up Rum river, a tributary of the Mississippi, but a few miles above St. Anthony, lying between the Miss. and the St. Croix. From that region comes merely the pine of the St. Croix and the Miss. But, far above Rum river, are other tributaries of the Miss. and 80 miles of solid pine timber on the shores of the Miss. itself, below Pokegama Falls, in the Chippewa country, and many unexplored tributaries besides, properly in the pine region; so that centuries will hardly exhaust the pineries above us-----.

There are many saw mills on the St. Croix --- four saws at St. Anthony propelled by water, and four at St. Paul propelled by steam. Sawing is far the best business doing in St. Paul. The logs delivered here cost less than mere stumpage in Maine; and yet lumber sells very high and much beyond what our mills can supply, is rafted or hauled from St. Anthony.



## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## NAVIGATION ABOVE ST. ANTHONY FALLS

Source: St. Anthony Express  
Date of Publication: April 23, 1852  
Vol. I, No. 48  
Where consulted: Historical Society

page 2.

The steamer, Gov. Ramsey, thoroughly overhauled and refitted, with state rooms and berths for some 40 or more passengers, will commence her regular trips to Sauk Rapids, on Monday, the third day of May (1852), at 1 P.M. She will leave twice a week, on Mondays and Thursdays, at that hour. She will be under the command of Capt. B. Parker, who, we are assured, will spare no pains to contribute to the comfort and enjoyment of his passengers. We wish this little steamer the fullest measure of success.

L. S. Staples

MISSISSIPPI RIVER AND ITS TRIBUTARIES

FERRY AT ST. ANTHONY FALLS

Source: St. Anthony Express  
Date of Publication: May 28, 1852  
Vol. II, No. 1  
Where consulted: Historical Society

page 3. Excerpts from Advertisement.

St. Anthony Ferry

Captain John Tapper, is prepared to convey the traveling public across the Mississippi in his unrivalled Ferry Boat. The assiduity with which he transacts all business committed to his charge, is sufficient guaranty to the public that all business entrusted to him will be safely and punctually attended to ----

The Captain will always be in attendance at the sounding of the horn, which can at all times be found in his boat.

St. Anthony, May 7, 1852

L. S. Staples



Minnesota Federal Writers' Project

MISSISSIPPI RIVER AND ITS TRIBUTARIES

LUMBERING AT ST. ANTHONY FALLS

Source: St. Anthony Express  
Date of Publication: July 30, 1852  
Vol. II, No. 10  
Where consulted: Historical Society

page 2.

The four new saws lately erected in the St. Anthony Mill, were put to work on Saturday last -- making eight now in operation in this mill. Each saw turns out, every twenty-four hours, upwards of six thousand feet of lumber, making an aggregate of about 50,000 (feet) per day. All this is consumed within ten miles of our town (St. Anthony). The mill gives employment to about sixty persons -- in the work of the mill exclusively-- itself a nucleus for a considerable town.

Our townsman, Art Godfrey, Esq., has established a mill at the mouth of Elk river, which is now prepared for sawing both hard and pine logs.---

L. S. Staples



MISSISSIPPI RIVER AND ITS TRIBUTARIES

FLOURING AT FALLS OF ST. ANTHONY

Source: St. Anthony Express  
Date of Publication: Oct. 8, 1852  
Vol. II, No. 20  
Where consulted: Historical Society

page 2.

A new Grist Mill has just been erected by Mr. Rogers, adjoining the Saw Mills, next to Main St. It is to be put into operation at once (at St. Anthony, water power) Mr. R. having gone below for the machinery. This will be a great advantage to our village and the adjoining county, as there has been a large quantity of grain raised this season in this vicinity. Let it be understood that we can make good flour, and production will be so stimulated, that we shall have no need to import any flour.

L. S. Staples

MISSISSIPPI RIVER AND ITS TRIBUTARIES

FERRY AT ST. ANTHONY FALLS

Source: St. Anthony Express  
Date of Publication: Oct. 15, 1852  
Vol. II, No. 21  
Where consulted: Historical Society

page 1.

Advertisement

Lower Ferry

The Swing Ferry, across the Mississippi, at  
St. Anthony City, is now in operation, re-  
quiring but  $1\frac{1}{2}$  minutes to cross. A Ferryman  
is constantly in attendance at all hours.  
Give us a call.

E. Murphy & Co.

St. Anthony, Aug. 27, 1852

Note: Apparently the latter date is date of beginning of  
operation of this ferry.

L. S. Staples



## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## GENERAL PROSPECTUS ABOVE ST. ANTHONY FALLS

Source: St. Anthony Express  
Date of Publication: Jan. 21, 1853  
Vol. II, No. 21  
Where consulted: Historical Society

page 2. Excerpts from Resources of "Rum River and Its Vicinity."

The mouth of the Rum river, about sixteen miles from St. Anthony, is destined by nature, and the will of man, to be one of the most important points in our Territory (Minnesota then a Territory) - - - The beautiful tributary of the Miss., which by the way, derives its name from the color of its water, is nearly two hundred miles long, following its serpentine course to its source, Lake Mille Lac, which is a sheet of water some forty miles in length, and thirty in width (this seems exaggerated to me) - - - The upper waters of this river run through dense forests of noble pine, interspersed with hard wood. Any quantity of Bass, and the best of Oak for carriage making, and similar purposes, - - - can be obtained with very little expense on this river. It is here that the lumber manufactured by the mills of St. Anthony is obtained, and besides which millions of feet yearly are cut to be "run" to St. Louis and other points on the Mississippi. This winter (1852-1853) there are 18 teams in this pinery, not so many, however, as there were last winter on account of the high prices of provisions this season - - - all the provisions that go into the pineries have to be brought from points on the Miss., some hundreds of miles below, then landed at St. Paul, and trucked to St. Anthony, at which place the logging teams now obtain



## Minnesota Federal Writers' Project

## MISSISSIPPI RIVER AND ITS TRIBUTARIES

their supplies. (Another year without much doubt, we shall have a steamboat running to St. Anthony -- the head of navigation.) --

For their (the settlers) encouragement I would inform them that a charter for a ferry across the Mississippi, at the mouth of Rum river, has been obtained. Also, that a company of capitalists have purchased some two thousand acres at the mouth of Rum river, and intend the coming summer to build a rolling dam across the river (Rum), about a half a mile from its junction with the Miss., which will give it (the location) extensive hydraulic power, that will be applied to various mechanical purposes. They will erect a double saw mill, a lath and shingle machine, a grist and flouring mill, which they intend to have ready for operation this fall. The following year they expect to add a gang of saws and other machinery as may be required. There is also another water power on this (the Rum) river, half a mile above (the projected dam), equal in extent to the one before mentioned, which the proprietors will bring into use as soon as it may be considered available. The Territorial road crosses the river a little below the contemplated dam -- at which point I am creditably informed, a good and substantial bridge will be built by Government this year. The river at this place (later Anoka) is about two hundred feet wide, and in the extreme low stage of water, is three or four feet in depth -- as it is fed by springs, it is never dry. The banks for miles above its mouth are well defined, and it is navigable for small boats, from the source to its mouth.

(It is now known whether this correspondent meant navigable for steamboats or rowboats) -- The Steamboat, Gov. Ramsey, which runs between

MISSISSIPPI RIVER AND ITS TRIBUTARIES

St. Anthony and Sauk Rapids semi-weekly, makes this (mouth of Rum River) one of her landings.

-30-

L. S. Staples



*THE Rum River*

## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## Water Power Above St. Anthony Falls

Source: St. Anthony Express  
Date of Publication: Mar. 4, 1853  
Vol. 17, No. 41  
Where consulted: Historical Society

page 2. Excerpts from letter dated at Minneapolis, Feb. 23, 1853,  
to the Editor.

This river (the Rum) flows into the Miss. about eighteen miles above the Falls of St. Anthony. It is the outlet of Mille Lacs (Lake) and runs through one of the best pine lumbering regions that our Territory affords. About two thousand acres of land at and in the vicinity of the Mouth of this (Rum) river was purchased last fall (1852) by a company composed of W. H. Woodbury, of New York City, C. Woodbury, of Michigan, and N. D. Shaw and S. W. Farnham, of St. Anthony. They have already laid out a town (later to become Anoka) there, and now have a crew of men at work getting out timber for the construction of a dam across the river and for the erection of mills. ---the company will expend about twenty-five thousand dollars in improving this water power---

When we take into consideration the fact that Rum river is a great highway, extending up into the pine regions of Northern Minnesota -- leaving numerous tributaries, reaching out in every possible direction, in which timber may be floated to the main channel of the river and thence down to the Miss; we cannot but conclude that the mouth of Rum river must be a large depot and extensive establishments for the manufacture of lumber into all sorts of building materials and household utensils.

L. S. Staples



Minnesota Federal Writers' Project

MISSISSIPPI RIVER AND ITS TRIBUTARIES

Navigation Above St. Anthony Falls

Source: St. Anthony Express

Date of Publication: April 8, 1853

Vol. II, No. 46

Where consulted: Historical Society

page 1. Excerpts from "Minnesota" by the late James M. Goodhue  
(Editor of Minn. Pioneer, first newspaper in Territory  
and State)

The Governor Ramsey.

This boat, the first that ever rode in the waters of the Mississippi above the Falls, was built by Captain Rollins and others, who for enterprise deserve the lasting gratitude of Minnesota - - - This boat differs from all other boats, in having locomotive boilers consisting of a great number of small cylinders, all of which coming in contact with fire, present a large extent of boiler surface within a small compass, for the generation of steam. Contrary to the predictions of many, the boilers do not become encrusted with lime, but are kept, with proper care, entirely clean. The engines are also different from any that we see elsewhere in the West, and are very perfect in their way; so is their management by the engineers; for the stern paddle wheel responds to their touch quick as thought.

Note: I copied the foregoing to give an idea of the necessity of a specially constructed boat to navigate the Miss. above the Falls.

L. S. Staples

## MISSISSIPPI RIVER AND ITS TRIBUTARIES

Run River

## Logging Above St. Anthony Falls

Source: St. Anthony Express  
Date of Publication: April 8, 1853  
Vol. II, No. 46  
Where consulted: Historical Society

page 2.

The Run River lumbermen have returned from their winter operations in the woods. It is thought that in consequence of the unusual depth of snow the amount of timber cut will not exceed twenty million feet. Last year (1852) it was about 25,000,000. For more of this will be sawed in the Territory than heretofore, and but very little, if any, will be rafted in the log for the southern markets.

L. S. Staples



MISSISSIPPI RIVER AND ITS TRIBUTARIES

Navigation Above St. Anthony Falls

Source: St. Anthony Express  
Date of Publication: April 8, 1853  
Vol. II, No. 46  
Where consulted: Historical Society

page 2.

It will be perceived that the Gov. Ramsey will commence her trips on the Upper Miss. (above the Falls) on Monday, 18th inst.— During the winter she has been on the stocks undergoing various repairs. The cabin has been extended and otherwise improved and will hereafter be lighted by means of sky-lights. All her improvements will be in demand, we confidently predict they will be extended in two-fold degree, to accomodate the increased carrying trade of this part of the river.



MISSISSIPPI RIVER AND ITS TRIBUTARIES

Navigation Above St. Anthony Falls

Source: St. Anthony Express  
Date of Publication: May 20, 1853  
Vol. II, No. 52  
Where consulted: Historical Society

page 2.

We understand the "Gov. Ramsey" (steamboat) is doing a good business on the Upper Miss. this season (above St. Anthony Falls). Full freight two trips a week, and a fair amount of travel.

L. S. Staples

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MISSISSIPPI RIVER AND ITS TRIBUTARIES

Bridge Above St. Anthony Falls

Source: St. Anthony Express  
Date of Publication: July 30, 1853  
Vol. III, No. 10  
Where consulted: Historical Society

page 2. Excerpts.

O. W. Rice, Esq., who has the contract for constructing the bridge across Rum river near its mouth (present site of Anoka), informs us that he is at work upon the bridge, and expects to finish it by the 1st of October - - - the bridge will be single spanned, 140 feet in length and 16 feet in the clear.

Note: This was the first bridge across Rum river.

L. S. Staples



## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## Water-Power Dam At St. Anthony Falls

Source: St. Anthony Express  
Date of Publication: Dec. 17, 1853  
Vol. III, No. 29  
Where consulted: Historical Society

page 2.

## The Dam Across the Mississippi

Some of our distant readers may not be aware that at St. Anthony the Mississippi river has been dammed. The dam extends from Nicollet islands (above the Falls) on the east side to the west bank, being 700 and 800 feet wide. It is built at the head of the rapids where the water averages about five feet deep. The dam is constructed by placing stringers on wooden horses, as they may be called, and laying slabs one end resting on the bed of the river, the other on these stringers at an angle of forty-five degrees. By this time the water is raised about two feet, turning through the channel between Nicollet and Boom islands, in sufficient quantity to give a full supply for the pond between the island and the main shore. The dam of course is not a permanent structure, but is liable to be carried away by high water, or breaking up of the ice. It can, however, be rebuilt at no great expense.

L. S. Staples



## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## Navigation and Ferries Above St. Anthony Falls

Source: St. Anthony Express  
Date of Publication: Jan. 28, 1854  
Vol. III, No. 35  
Where consulted: Historical Society

page 2. Excerpts, History of St. Anthony, pp. 1-2

The steamboat, Gov. Ramsey was built at St. Anthony in the winter of 1849-50, under the superintendency of Capt. Rollins. She is principally owned in St. Anthony, about one quarter being held by parties not residing in the Territory. She has been run the four seasons between St. Anthony and Sauk Rapids, nearly 100 miles above St. Anthony. - - - No regular line of steamboats has yet been established between St. Anthony and parts below. Boats from Galina or St. Louis have however, run to the Falls or Cheever's landing every season since 1849.

Boats will also run regularly between St. Anthony and Traverse des Sioux (on the Minnesota River) and other places on the Minnesota the coming season, as arrangements have been completed to that effect.

## Ferries

Three ferry charters have been granted by the Legislature to St. Anthony. One to Franklin F. Steele, Feb. 19, 1851, for ten years. One to W. A. Cheever, for ten years, and one to E. Case for six years from the sixth day of March, 1852. These are all within about a mile and a half of each other.

L. S. Staples

## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## Navigation Above St. Anthony Falls

Source: The Evening News (St. Anthony & Mpls.)

Date of Publication: Oct. 2, 1857

Vol. 1, No. 2

Where consulted: Historical Society

page 2.

Boats are still running on the Upper Miss. (above the Falls).

The "H. M. Rice" has made 21 trips this season, and has usually gone heavily freighted. The "Enterprise" is now up the river. The cabin of the "North Star" is being repaired in good style, and she will be ready to run again in a few days.

Note: We gather from the foregoing that three steamboats were navigating the Mississippi in 1857 above St. Anthony Falls.

L. S. Staples



## Minnesota Federal Writers' Project

## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## Bridge Above St. Anthony Falls

Source: The Evening News (St. Anthony & Mpls.)

Date of Publication: Oct. 3, 1857

Vol. I, No. 3

Where consulted: Historical Society

page 2.

Under caption "Territorial News".

We learn that a new bridge is about being built across the Mississippi from Watab, Benton County, to Winnebago, Stearns County, at a cost of \$8, 750. This will be the first bridge built above this city.

L. S. Staples

## Minnesota Federal Writers' Project

## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## Dam At St. Anthony Falls

Source: The Evening News (St. Anthony & Mpls.)

Date of Publication: Oct. 15, 1857

Vol. I, No. 13

Where consulted: Historical Society

page 2. Excerpts from "The New Dam."

The new dam which is in process of construction in the Mississippi by the Minneapolis Mill Company, is probably more stupendous in its proportions than any similar work of art in the United States - - - will be built straight out into river 350 feet, then, making a right angle, will run up parallel with the shore 600 feet, the whole forming the dry dam. From this, a wing of 650 feet makes an obtuse angle, and forms the water dam -- which, with the dry dam, makes the entire length 160 feet. It is to be built of logs and filled in with stone--- to be 20 feet high and 56 feet through the base. It is estimated to take 1,250,000 feet of logs. The great work is now well begun and rapidly progressing, and the workmen hope to get it out of the way of high water and ice before winter. Some 50 or 60 men are employed on it now, and when finished, as we hope it may speedily be, it will stand a magnificent work of private enterprise- - - -.

Although the company is one of the richest in the country, we had feared, with others, that under the pressure of hard times and the extreme stringency of the money markets, they would have to suspend operations for the present, but we are glad to learn that the prospects are otherwise, and that, through the persevering efforts and determined action of Hon. Robert Smith and Mr. Washburne, arrangements have been made that will enable the company to proceed with their improvement.



## Minnesota Federal Writers' Project

## Mississippi River and Its Tributaries

## Dam At St. Anthony Falls

A suspension now would have been truly a public calamity, not only from the injurious effect it must have had on our growing city (St. Anthony), but from the fact that very many persons now employed by the company on the work would have been thrown out of employment for the remainder of the season. And in these times of business stagnation throughout the country, when there is so little for laboring men to do, and the prospects for the coming winter so gloomy and really distressing, it is very desirable that such improvements should go on if possible, even at a pecuniary sacrifice. We look with pleasure upon the anticipated completion of the immense work next spring.

Obit. Vol. 1, No. 12, page 2, Oct. 14, 1857.

Note: This dam was built by the Minneapolis Mill Co. Robert Smith, Pres.,  
Directors: Derilus Morrison, J. S. Elliot, W. D. Washburn, Geo. H. Hay,  
Leonard Day, Horatio E. Mann. Sect. and Agent: W. D. Washburn.  
Treasurer: Horatio E. Mann.

L. S. Staples

## THE RED RIVER

## Lumbering Above St. Anthony Falls

Source: The Falls Evening News (St. Anthony & Mpls.)

Date of Publication: Jan 21, 1858

Vol. I, No. 73

Where consulted: Historical Society

page 2. Breckenridge on the "Red River of the North."

We noticed anchored before our office (newspaper office), this afternoon, the cylinder and a portion of the working gear of an engine for a new steam saw-mill soon to be erected at Breckenridge - - - weighs about fifty-four tons - - - about 140 horse power - - - estimated to cost (the mill and engine) \$50,000 - - - He (a certain Mr. Brott) expects Breckenridge will furnish pine lumber during the next season, to the whole of the Red River valley, and a portion of Dakota Territory. It (Breckenridge) is the only accessible point where the settlers can obtain lumber, and with its central position, its commercial and mechanical facilities, its agricultural foreground, and the salt, iron, and coal beyond, it cannot fail to become a place of much importance in the future geography of the Northwest.

L. S. Staples



## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## Bridge Above St. Anthony Falls

Source: The Falls Evening Tribune (St. Anthony & Mpls.)

Date of Publication: Mar. 13, 1858

Vol. I, No. 94

Where consulted:

page 2.

We learn from a citizen of Little Falls, that the new bridge across the Miss. at that place, is just completed, and that it is a very fine work. - - - single span of 212 feet - - - total cost about \$10,000.

L. S. Staples

## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## Navigation above St. Anthony Falls

Source: The Falls Evening News (St. Anthony & Mpls.)

Date of Publication: April 20, 1858

Vol. I, No. 111

Where consulted: Historical Society

page 2.

There are three large steamers now making regular trips between this place (St. Anthony and Minneapolis) and Sauk Rapids -- the "H. M. Rice," "Enterprise," and "North Star." The "H. M. Rice" is owned and commanded by Wm. Harmon, Esq.; the "Enterprise," Levi Cossitt, owner, A. R. Young, master; the "North Star," M. M. Gilman, owner, J. B. Young, Master. There is talk of taking the "North Star" above the rapids (Sauk Rapids) and running her between Little Falls and Pokegama Falls, a distance of some two hundred and fifty miles. There is sufficient depth of water to run the largest boats the entire season. All the up river boats are now doing a large business - - - the "H. M. Rice" taking on her last trip about 100 passengers and large freight. The "Enterprise" this morning taking 80 tons of freight and a number of passengers. Owing to late rains the river is in good condition for steamboating.

L. S. Staples



*Mississippi River  
And its Tributaries*

THE RUM RIVER

Lumbering

Source: The Daily Minnesotian, St. Paul  
Date of Publication: Aug. 8, 1857  
Vol. IV, No. 76  
Where consulted: Historical Society

page 3.

Steam Saw Mill for Cambridge  
(Excerpt)

We noticed a day or two since on the levee (at St. Paul) a splendid engine and fixtures for a steam saw mill complete, designed for the flourishing town of Cambridge, the County seat of Isanti County (Cambridge on the Rum River). The engine 40 h.p. - - - attached to it is a lath and turning machine for making chairs, bedsteads, etc. - - - a planing machine and other fixtures. A mill for grinding corn and feed will run in connection with the saw mill as the machinery is now here (at St. Paul).

The timber in the country around Cambridge is of the best and finest description. Walnut, white and black maple, poplar, ash, oak, elm, etc., of the largest growth abound in the vicinity. - - - In addition to this, the southern boundary of the pine region extends near Cambridge, thus affording an inexhaustible and cheap supply of lumber. - - - The mill will be put in operation as soon as possible.

## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## Navigation Above St. Anthony Falls

Source: Falls Evening News (St. Anthony & Mpls)

Date of Publication: May 1, 1858

Vol. I, No. 114

Where consulted:

page 2.

The Steamers "H. M. Rice" and "Enterprise" left this port (St. Anthony) yesterday for the Upper Mississippi. The excitement on board the rival boats ran high, each competing with the other for the trade of the river. - - - They got so clamorous for patronage, finally, that boats offered to carry freight to St. Cloud for nothing. The two crafts finally cast off, and started up the river neck and neck. - - -

L. S. Staples



## MISSISSIPPI RIVER AND ITS TRIBUTARIES

## Navigation Above Falls of St. Anthony

Source: The Daily Minnesotian, St. Paul

Date of Publication: May 5, 1858

Vol. IV, No. 306

Where consulted: Historical Society

page 3.

The steamers, "H. M. Rice" and "Enterprise" make tri-weekly trips to Sauk Rapids (from St. Anthony) carrying a large number of passengers and an average supply of freight. The steamer, "North Star" (also in this trade above falls) has been purchased by O. B. Day, of Sauk Rapids, and will be taken above the Rapids (Sauk), to run between that place and Crow Wing. It is believed that a boat such as the "North Star" can, in good stage of water, run to Pokegama Falls, two hundred miles above Crow Wing. This will be an important thing for that section of the country, and is believed to be in good hands to insure success.

L. S. Staples

River Minnesota

Tributary of:  
Mississippi

Subject: Navigation

Page 426-A

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WATERWAYS

Source: St. Paul Daily Minnesotian

Vol. V No. 3 Date of Publication May 13, 1858.

Where consulted Historical Society Writer's name L. S. Staples.

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Source page: 3

The Barge Trade Between St. Paul and the Minnesota Valley.

But few persons are aware of the amount of business done between St. Paul and the Minnesota River Valley, by means of barges, of which there are quite a fleet now plying in the trade, bringing down lime, wood, hay, etc., and returning empty by sail, if the wind is good, or being towed back. We saw quite a lot moored yesterday at the upper levee, discharging their loads, and ascertained the following statistics.

There were three or four of these barges lying moored about the Eagle Street Landing, which were loaded to the gunwales with wood, and on the top of that were piled tons of hay. These boats ply between credit (CREDIT) River, a distance of about 80 miles from here, and St. Paul. Their capacity is about 20 or 25 cords of wood, and from 20 to 30 tons of hay, both of which are cut on Credit River Valley, and is said to be, in good times, a profitable source of trade. The hay is sold here from the boats at \$6 and \$7 per ton, and the wood at about \$4 per cord, making the income of the trip about \$200 on the average. The trip usually lasts about a week, or longer, if the trade does not meet with a ready sale,- and after the barge is empty, if the wind be fair, they spread a broad square sheet of canvas, and return again. This is not considered a good plan, however, and most of the boats prefer being towed at a cost of \$15, than trusting to uncertain winds, over strong currents. Coming down, however, with sails spread, and current with them, they



River

Tributary of:

Subject:

Page 426-B

Continued from 426-A

WATERWAYS

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

Vol. \_\_\_\_\_ No. \_\_\_\_\_ Date of Publication \_\_\_\_\_

Where consulted \_\_\_\_\_ Writer's name \_\_\_\_\_

Source page:

make quick trips.

It requires generally three men to manage these barges; they live in a convenient cabin at one end, which is kitchen, dining room, and bed room at once; but all we talked with seemed to enjoy their inland-sailors' life extremely well, though it must at times be one of hard labor and little rest.

The lime-barge business is carried on altogether between Shakopee, at which place there are several kilns, and St. Paul. The barge we visited was of capacity equal to 100 barrels, which commands at this time, about \$1.00 per barrel. The demand this year is much less, we are told, than last season. "Why," said one of the men, "then they used to come out in skiffs to meet us, and buy the whole load before we would land. Last season, too, the price was much higher than this."

From this, it will be seen that the wood, hay and lime business between St. Paul and the Minnesota River, is by no means unimportant. The wood business alone amounts to several thousands of dollars every season, and is constantly increasing. The lower levee is also sometimes crowded with these wood and hay barges, and quite a wharfage revenue accrues therefrom.

River North Fork of  
Crow River.

Tributary of:  
Mississippi

Subject:

Page 427

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WATERWAYS

Source: The Falls Evening News, St. Anthony-Minneapolis.

Vol. I No. 120 Date of Publication May 15, 1858.

Where consulted Historical Soc. Writer's name L. S. Staples.

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Source page: 2

A gentleman just through Meeker county informs us that Kingston (Meeker County, Kingston Township, on North Fork of Crow River, a tributary of the Mississippi) is going ahead faster than any other town in that section of the country. A large saw-mill is in successful operation and a grist-mill and furniture factory are now being erected. Thirteen new buildings are in progress and more are being commenced every week.

CVM



River

Tributary of:  
Mississippi

Page 428  
Subject: Navigation  
Above St. Anthony Falls.

WATERWAYS

Source: St. Paul Daily Minnesotian

Vol. V No. 8 Date of Publication May 19, 1858

Where consulted Historical Society Writer's name L. S. Staples.

Source page: 2

(An exchange from "Sauk Rapids Frontiersman")

The steamer "North Star," which we noticed a week or two since as to be taken above the falls at Sauk Rapids, to run to Pokegama, 250 miles above (Sauk Rapids), we see by the "Frontiersman," safely got over the rapids, and went on her far northern journey - - - -

Excerpts.

River Mississippi and  
St. Louis River Canal

Tributary of:  
Mississippi

Page 429  
Subject: Navigation Above Falls of  
St. Anthony

---

WATERWAYS

Source: The Falls Evening News, St. Anthony-Minneapolis

Vol. I No. 149 Date of Publication Aug. 5, 1858

Where consulted Historical Society Writer's name L. S. Staples.

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Source page: 2

The Mississippi River is navigable from the Gulf of Mexico to this city (St. Anthony), where it is interrupted by the Falls (of St. Anthony) from this city to Little Falls (120 miles above) and from Little Falls to Sandy Lake, some 50 miles from the head of Lake Superior. A light boat runs up the St. Louis River 20 miles, leaving only about 30 miles of portage. A canal is proposed to connect the two points.

CVM



River

Red River of the North

Tributary of:

Subject:

Navigation

Page 430

WATERWAYS

Source: The Falls Evening News - St. Anthony-Minneapolis

Vol. II No. 25 Date of Publication March 5, 1859.

Where consulted Historical Soc. Writer's name L. S. Staples

Source page: 2

Note: Will ----

give you spec- mence- ment of steamboat navigation on the Red River of our State. On the  
ial work on  
this

"Next in importance to the success of Wiard's Iceboat will be the com-  
8th of February (1859), Capt. A. J. Young commenced dissecting the boat  
"Anson Northrup" at Crow Wing, and now, while we write, the whole portable  
frame, the boiler, engine, machinery and tools, some 50 tons of freight,  
are being carted over the prairies and through the pineries to the Red River.  
The hull will be built at Brackenridge. The new boat will be 100 feet long,  
20 feet beam, and will have staterooms for fifty passengers. She will be  
called the "Pioneer," and will be ready for steaming up during the coming  
spring. - - - "

River Red

Tributary of:

Subject:

Page 431

Navigation

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WATERWAYS

Source: The Falls Evening News - St. Anthony-Minneapolis

Vol. III No. 404 Date of Publication April 14, 1860

Where consulted Historical Society Writer's name L. S. Staples.

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Source page: 2

**Hudson's Bay Company Goods.**

"The Hudson's Bay Company are now sending their goods through this place (St. Anthony), en route for the British possessions. Mr. Thomas Moulton has the contract for carrying them from St. Paul to St. Cloud. He is making arrangements to load them upon the old North Star (a barge), and tow her to that town. Thence they will be hauled to Breckenridge, on the Red River, and shipped in Captain Northrup's steamer. There are said to be 700 tons of goods, among them 36 tons of tobacco; Good for the Red River navigation."



River Red

Tributary of:

Subject:

Page 432

Navigation

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WATERWAYS

Source: The Falls Evening News, St. Anthony-Minneapolis

Vol. III No. 493 Date of Publication Tues. Nov. 20, 1860.

Where consulted Historical Society Writer's name L. S. Staples

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Source page: 3

New Steamboat for Red River. Excerpts.

"It is the intention of Messrs. Burbank & Co., to build at Georgetown during the winter a steamer exactly calculated for navigation on the Red River. She will be 130 feet long, and 27 feet beam. The machinery and fixtures of the old "Enterprise" will be used in the new "Enterprise." The new boat will be much lighter than the "Anson Northrup," and will doubtless prove a perfect success in all stages of water. Mr. Lull is going up in about two weeks to commence the work of building."

CVM

River	Red River Valley.	Tributary of:	Subject:	Page 433-A
			History	

WATERWAYS

Source: The Pioneer & Democrat, St. Paul

Vol. 1737 whole number 2317 Date of Publication Sunday, Nov. 10, 1861.

Where consulted Historical Soc. Writer's name L. S. Staples.

Source page: 1.

The extinction of Indian Title in the Red River Valley.  
(Excerpts)

This has become an urgent necessity at least within the State limits of Minnesota. The west bank of the Red River, included in the Territory of Dakota, might remain in its present situation; but we need not remind our congressional delegation, and the Interior Department, that most important interests are now identified with the secure navigation of the Red River, and the extension of American settlements from Georgetown, at the mouth of Buffalo River, to St. Vincent, opposite the memorable Pembina, on the International frontier. A simple enumeration of these interest will suffice:

I. The depot at Charlestown, for the transportation, by steam navigation, to the Red River settlements, requires a capital of \$150,000; including the steamer "Pioneer," now at winter moorings, and a new steamer which will be furnished for next year's trade.

II. A tri-monthly mail now follows the course of the Red River to Fort Garry (Winnepeg), and since the suspension of the Canadian mail westward of Lake Superior, has become the sole postal resource, not only of the community of ten thousand inhabitants at Selkirk, but of the officers and men at more than fifty interior posts, scattered at every point available for the trade in furs, between Lake Winnepeg and the Rocky Mountains, and from the American, on latitude 49° (degrees), to the remote stations on the Mackenzie River, within the polar circle. Our readers will be astonished by statistics,



River

Tributary of:

Subject:

Page 433-B

Continued from 433-A

WATERWAYS

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

Vol. \_\_\_\_\_ No. \_\_\_\_\_ Date of Publication \_\_\_\_\_

Where consulted \_\_\_\_\_ Writer's name \_\_\_\_\_

Source page:

which we hope shortly to present, of the extent and value of this mail arrangement.

III. With the enlargement of steamboat transportation from St. Anthony to St. Cloud, the improvement of roads and bridges between St. Cloud and Georgetown, and the permanent and successful navigation of the Red River by steamboats --- all of which are facts accomplished during the twelve months just closed --- it is no longer doubtful that the trade with Central British America, already twice as extensive as in 1859, will reach an aggregate, during 1862, of 1000 tons of merchandise exported from the United States, and, if war continues, of another 1000 tons of imports from the posts of the Hudson's Bay Company.

IV. We may be asked how the war (Civil War) can effect our imports by the Red River system of communication? The answer is obvious. The single article of buffalo robes is found indispensable to the American Army. As in the Crimean campaign, the dividends of the Hudson's Bay Company were immensely increased by the demand of these skins for the British camp, so we are informed by J. C. Burbank & Co., of this city (St. Paul), the agents of the company, that the best market for this great staple of the fur trade, is the supply of the Army of the American Union. Instead of Montreal and London, New York is rapidly becoming the destination and depot of buffalo robes, paying the duties under our American tariff while in transit thither from the

River

Tributary of:

Subject:

Page 433-C

Continued from 433-B

WATERWAYS

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

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

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

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

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

Writer's name \_\_\_\_\_

Source page:

hunters and packers of the Saskatchewan (Valley).

We might extend this enumeration, but it is unnecessary. Even on so partial an exhibit, the National Government should hasten to remove the risk and obstruction, which the Red Lake Indians are causing to the navigation of the Red River, and the passage of the Government mails. One fourth of the area of Minnesota is held by these idle and thieving savages, who, driven by the prospect of starvation, now threaten, we understand, to burn the steamers and sack the warehouses at Georgetown. Of course, by doing so, they will bring upon themselves a severe chastisement; but that will be no compensation for the public misfortunes, resulting from the interruption of our commerce and communications with Selkirk and the valley of the Saskatchewan.

We hope to hear that the Governor of Minnesota has taken whatever precautions may be requisite, to check any fray of the Indians against the American settlements on Red River /Fort Garry and vicinity, over the line (International Boundary), can amply protect themselves/ -- and that the Indian Bureau at Washington, through the efficient intervention of our delegates in Congress, will immediately take steps to remove the cause of these alarms and annoyances, by bringing the Chippewas and Red Lake bands within the restraint and protection of a treaty. They may require to be fed this winter, as an act of humanity, no less than of public discretion; but nothing



River

Tributary of:

Subject:

Page 433-D

Continued from 433-C

WATERWAYS

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

Vol. \_\_\_\_\_ No. \_\_\_\_\_ Date of Publication \_\_\_\_\_

Where consulted \_\_\_\_\_ Writer's name \_\_\_\_\_

Source page:

should longer postpone the extinction of Indian title, and the consequent extension of civilized settlements along the important channel of the Red River of the North.

CVM

River Red

Tributary of:

Subject:

History

Page 434

WATERWAYS

Source: The Pioneer & Democrat, St. Paul

Vol. New Series <sup>Whole</sup> #1752 / No. 2332 Date of Publication Nov. 28, 1861.

Where consulted Historical Society Writer's name L. S. Staples.

Source page: 1

Messrs. Burbank & Co., received a message yesterday, from the chief of the Red Lake Indians, on Red River, informing them that they could no longer occupy that portion of the water running through their lands, without paying tribute, and requested Mr. Burbank to meet him at Red Lake within a stated time and make payment of \$40,000 for past privileges, or else they would burn or make possession of their boat, the "Anson Northrup." At the earnest solicitations of the citizens of Georgetown, Governor Ramsey has ordered one of the two companies ordered to Fort Abercrombie, to be stationed at Georgetown, in order to protect the lives and property of the whites in that settlement. Burbank & Company have agreed to furnish good winter quarters for the soldiers.



River	Red	Tributary of:	Subject:	Page 435
			Navigation	

WATERWAYS

Source: The Pioneer & Democrat, St. Paul.  
Vol. 1852 New Series No. 1862-#6. Date of Publication Mar. 29, 1862.  
Where consulted Historical Soc. Writer's name L. S. Staples.

Source page: 1.

We have received "The Nor' Wester" of March 5th; and as a matter of news we copy an extract of a letter from J. C. Burbank, of this city, relating to trade and travel between St. Paul and Fort Garry (Winnepeg), this summer:

"Our new boat the "International" will be down about the 15th of May, she will be in every respect equal to any boat of her size on the Mississippi. She will make regular fortnightly trips, - - will be two days in running from Georgetown to Fort Garry --- she will remain two days at Fort Garry -- making the return trip to Georgetown in three days, and remaining there until next regular day for departure.

She will run until the end of October, going through to Georgetown or Fort Abercrombie every trip, and connecting with four-horse post coaches. - - - the steamboat will be engaged in the service of the United States, conveying the mails, and our Government will protect her against the threatened depredations of the Indians - - - as evidence of this, a company of troops are now stationed at Georgetown to protect the boat and other property, and for any other losses you are aware, our company is fully responsible.

The fare between St. Paul and Fort Garry is fixed at \$30; or from Fort Garry to St. Paul and return, \$50. Ordinary merchandise in lots less than 2,000 pounds, \$5 per hundred pounds; larger lots one pound sterling per 100 pounds."

River Canal Minnesota  
&  
Red Rivers.

Tributary of:  
Mississippi

Subject:  
Proposed Canal.

Page 436-A

WATERWAYS

Source: The St. Paul Pioneer

Vol. New Series 2085 No. 1862 - #312 Date of Publication Sat. Jan. 3, 1863.

Where consulted Historical Society Writer's name L. S. Staples.

Date Line of Story, Washington, Dec. 17, (1862).

Source page: 1

One of the most remarkable improvements ever contemplated by a statesman, for the benefit of his country, in this age or any age, is now under the consideration of one of the committees of the Senate of the United States, on the motion of the experienced and sagacious Senator from Minnesota, the Hon. H. M. Rice.

Senator Rice has introduced a bill granting a million acres of land to aid in the construction of a canal between the headwaters of the Minnesota River and the Red River of the North, and to improve the channels of the upper portions of said rivers.

The proposition is simple, and the grant of lands in that remote region to the amount asked not calculated to startle either from its amount or value. It is only when we examine the maps, and discover the magnitude of the results which a consumation of the plan will work out, that we are amazed at its commercial and military grandeur.

The Minnesota River takes its rise in Big Stone Lake, about three quarters of a mile distant from Lake Traverse, the source of the Sioux Wood River, which is the main branch of the Red River of the North, if not the Red River itself. So level is the ground lying between Big Stone Lake and Lake Travers, that in the rainy seasons batteaux [sic] have easily passed from one to the other. On both rivers (Minn. & Red Rivers) steamboats now regularly ply. The Minnesota River (it is called St. Peter's River on the old maps)

WORK PROJECTS ADMINISTRATION

Minnesota Writers' Project, 500 South Third Street, Minneapolis

CVM



River

Tributary of:

Subject:

Page 436-B

Continued from 436-A

WATERWAYS

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

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

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

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

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

Writer's name \_\_\_\_\_

Source page:

flows circuitously, entirely across the State of Minnesota, from west to east, and affords a fine outlet for the rapidly increasing productions of a large and populous region. The Red River of the North, after furnishing a boundary line to the state of Minnesota, and the Territory of Dakota, flows north into Lake Winnipeg. Both rivers, with but little labor on their channels near their source, are admirably calculated for steamboat navigation. When connected by a canal a steamboat from Lake Winnipeg could be propelled directly to St. Louis and to New Orleans! Not only could a steamboat be propelled from New Orleans some 5,000 miles on the waters of the Mississippi, the Minnesota, and the Red River of the North to Lake Winnipeg, but it could then pass, due west, up the waters of the Saskatchewan River, seven hundred miles, to Edmonton House, which is but one hundred and fifty miles east from the gold diggings on Frazier River, in British Columbia.

An improvement of the outlet of Lake Winnipeg (the Severn River), would furnish a navigable channel from New Orleans to Hudson's Bay. The Saskatchewan is, it will be seen from the maps, the natural commercial outlet of those vast regions which are watered by the Mackenzie's River and Lake Athabasca, Slave, and Great Bear, and their numerous tributaries. The immense region of country opened up to trade and commerce by the construction of a canal of less than a mile in length, has a geographical area twice as large as that of all the States of this Union lying east of the Mississippi

River

Tributary of:

Subject:

Page 436-C

Continued from 436-B

WATERWAYS

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

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

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

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

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

Writer's name \_\_\_\_\_

Source page:

River! True, it is now thinly populated; and its trade, at this time, would compare badly with that of New York or Philadelphia. Construct that canal, and what would be the extent, in one or two years after its completion, of the population and trade in the fertile valley of the Minnesota, the Red River, Lake Winnepeg, and the Saskatchewan River, along a continuous line of sixteen hundred miles, and within the sound of a steamboat whistle? What would be its influence upon the settlements of Minnesota and of Dakota and upon those in the northeastern portion of Washington Territory, the gold-bearing regions of the latter being within a hundred miles of the Saskatchewan River? The construction of this canal and the railroads now provided for, must make Minnesota, at a very early day, one of the most populous and wealthy of the States lying in the Northwest.

This would be an easy route, in the event of a war with Great Britain by which (prior to the construction of a railroad from St. Louis to San Francisco) to convey supplies to our troops on the shores of the Pacific. For what forces has England, what can she have, in those remote regions, accessible only through our country? How could England maintain a war in that insulated region, even against Minnesota troops alone?

Looked at from any point of view, the plan is worthy of the highest admiration, and will undoubtedly command the cordial support of both military and commercial authorities.

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CVM

Minnesota Writers' Project, 500 South Third Street, Minneapolis



River The Minnesota-  
Red River Canal.

Tributary of:  
Mississippi

Subject:  
Canal

Page 437

WATERWAYS

Source: The St. Paul Pioneer

Vol. New Series 2114 No. 1863-#33 Date of Publication Tues. Feb. 3, 1863.

Where consulted Historical Soc. Writer's name

Source page: 1

Excerpts: Appropriation for a Survey of the Minnesota & Red Rivers.

On Thursday, 28 ult. (Thurs. Jan. 28, 1863), Senator Rice, by direction of the Military Committee, and also by consent of the Committee on Public Lands, offered an amendment to the Army Appropriation Bill, providing for a survey of the Minnesota River and the Red River of the North, with a view to improve the navigation of each, and to connect the same by a canal, and appropriating five thousand dollars to be expended under the direction of the Secretary of War. The amendment was adopted unanimously.

- - - - As the project of uniting the Minnesota and the Red River of the North, has attracted much attention, it is proper to say that the suggestion of its feasibility and importance first came from Hon. Joseph R. Brown.

River Root

Tributary of:  
Mississippi

Subject: Navigation

Page 438

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WATERWAYS

Source: The St. Paul Pioneer

Vol. New Series #2297 No. Date of Publication Tues. June 16, 1863.

Where consulted Historical Society Writer's name L. S. Staples.

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Source page: 4

Steam on Root River.

The "La Crosse Democrat" of the 10th (June 10, 1863) says: "The Root River boat, being built by More & Company, and John H. Force, is fast approaching completion, and a trial trip will probably be made the latter part of this week. It bids fair to be a success."

CVM



River Red River of  
the North.

Tributary of:

Subject:

Page 439.

Trade

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WATERWAYS

Source: The St. Paul Pioneer

Vol. 2946 No. 1865- #244 Date of Publication Friday, Oct. 20, 1865.

Where consulted Historical Society Writer's name L. S. Staples.

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Source page: 1 (Excerpt)

The trade with the Red River country this season, which centers at St. Cloud, has largely increased, and the demand for flour and grain from that far-off region has been enormous. When our informant left Wednesday (Oct. 18, 1865) last, there were over 200 carts in town (Red River Carts), loading for Fort Garry (Winnepeg) and Sekirk. /sic/ - - -

Note: I cite the above to show when the trade for the Red River Valley shifted from St. Paul to St. Cloud; an element in the settlement of the Red River country.

River Cannon

Tributary of:  
Mississippi

Subject:

Prospectus.

Page 440.

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WATERWAYS

Source: The St. Paul Pioneer

Vol. 2995 No. 1865-292 Date of Publication Sat. Dec. 23, 1865.

Where consulted Historical Society Writer's name L. S. Staples.

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Source page: 1

Excerpts.

Another matter talked off, and only talked of now, is the water power and navigation of the Cannon (River). Three hundred feet fall in twenty miles and water enough to float a man-of-war - - - grain, wool, and other material ad libitum, - what would not such advantages be worth in New England now, and what may they not be worth here in the happy future, when the West shall no longer be a tributary of the East - - when free trade shall have put all on the same level?

Note: I cite the above to show that the Cannon River had not been navigated as of yet by steam powered water craft but that in 1865 this river had navigable possibilities.



River Cannon	Tributary of: Mississippi	Page 441 Subject: Water-power
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# WATERWAYS

Source: The St. Paul Pioneer

Vol. XII No. 40 Date of Publication Friday, Feb. 16, 1866.

Where consulted Historical Society. Writer's name L. S. Staples

Date Line of Story Feb. 13, 1866.

Source page: 1

## (Excerpts) - Dundas (on Cannon River).

It (Dundas, Rice County) was laid out by - - - John S. Archibald, Esq., in 1859 - - - now contains 25 house [sic] - - - railroad company erecting large wheat elevator here - - - Archibald's stone grist mill, turned by water power, secured from a fine dam across the Cannon River, on the banks of which the town (Dundas) is - - - located. It (the mill) is built of stone, 2 stories in height, and is 40 x 60 feet in size. It has a flouring capacity of 100 bbls. per day - - - custom work of the mill will reach 8,000 bushels this month - - - equivalent to 1,600 barrels of flour. As much as 1,000 bushels have been received in a day - - - -

Archibald has sold a part of his water power to a gentleman who will, in a few days, commence the erection of a sash and blind factory. - - - -

CVM

River      Root

Tributary of:  
Mississippi

Page 442  
Subject: Flood through Freshet  
Description of Root River.

WATERWAYS

Source: The St. Paul Pioneer

Vol. XII      No. 194      Date of Publication Friday, Aug. 17, 1866.

Date Line of Story - Aug. 10-11.

Where consulted Historical Society      Writer's name L.S. Staples

Source page: 4

Excerpts:

"At New Houston, about twenty miles west of La Crosse, thirty persons were drowned by a sudden rise of Root River, Minnesota. Twelve bodies have been recovered and buried - - - - -"

Exchange from Chicago Times Monday (Aug. 13, 1866).

"The announcement that thirty persons have been drowned by a sudden rise of water in Root River, Minnesota, ought to create less surprise than the fact that thirty persons living on the banks of that stream should be ignorant of the danger to which they were thus exposed. Root river is one of the most remarkable streams in the Northwest. Inclosed in a narrow valley by abrupt hills, its water has been known to rise to a height of thirty feet in a single night, and to subside as suddenly. In this particular, it possesses the characteristics of a mountain stream, in a region where there are no mountains. - - - - -"



River The Cannon  
and the  
Zumbro.

Tributary of:  
Mississippi

Subject:  
Navigation

Page 443

WATERWAYS

Source: St. Paul Pioneer

Vol. XIII No. 68 Date of Publication Friday Mar. 22, 1867

Where consulted Historical Soc. Writer's name L. S. Staples.

Source page: 1

(Excerpts from an editorial title "Our Youthful Representative," chiding Ignatius Donnelly's attempts to have congress appropriate money to make the above rivers navigable) (this was Donnelly's suggested amendment to a bill providing for improvement of the Mississippi):

"The Cannon and Zumbro rivers are known to be unnavigable for a common dug out, except during the season of high water, which generally lasts a month or two, and yet, to the glowing imagination of our youthful representative, the time is close at hand when steamers of the largest class will discharge their cargoes at Faribault, and other important points on the two streams."

River	Cannon	Tributary of:	Subject:	Page
		Mississippi	Flood	444

WATERWAYS

Source: St. Paul Pioneer

Vol. XIII No. 41 Date of Publication Sun. June 16, 1867

Date Line of Story June 14, 1867.

Where consulted Historical Society Writer's name L. S. Staples

Source page: 1

This section of the country (around Cannon Falls City) has been visited by the most terrific flood ever known to the oldest inhabitant. The water raised at the rate of six feet an hour, for two hours, creating such a body of water that it swept most everything before it. The Cannon Falls City grists mill were swept away, and six other adjacent buildings, 500 barrels of flour, 2,000 bushels of wheat and a large amount of flour, etc., passed down the Cannon River to the Father of Waters; Loss estimated at fifty to sixty thousand dollars. The bulkhead and about fifteen feet of dam and forty feet of flume of the Farmers' Woolen Factory, owned by J. D. Jennings & Co., was also swept away; Loss about \$500, which will soon be repaired. - - - - it is not known whether the grist mill will be rebuilt or not. It is a most damaging loss to the village and country.

Note: Two cooper shops, dwelling houses, large barn and pontoon bridge also swept away - - - - "It is supposed that owing to the breaking of the dam above the mill, recently finished by Messrs. Bailey & Collins caused this immense freshet.

Additional note: This was traced to effects of a very severe storm which occurred in southern Minnesota at this time.



River Root

Tributary of:  
Mississippi

Subject:  
Flood

Page 445

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WATERWAYS

Source: St. Paul Pioneer

Vol. XIII No. 49 Date of Publication June 26, 1867.

Where consulted Historical Society Writer's name L. S. Staples.

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Source page: 1

Excerpts:- Exchange from Chatfield Democrat of June 22, 1867.

Damage by flood upon the north branch of the Root River and its numerous tributaries (near Chatfield).

The well built and substantial mill dam of S. T. Dixon at this place (Chatfield), that has stood firmly the floods of the past ten years, has been almost entirely swept away, to rebuild which will involve an expense of nearly a \$1,000, not including at least a month's lost time in the stoppage of his great flouring mill.

The bridges over Mill Creek and West Chatfield were also swept away. The bridge at Johnson's Ford, over the middle branch of the Root River, contrary to expectations of everybody, withstood the rushing waters and sustained no damage.

The bottom farms along Root River, Watson's Creek, Bear Creek, Findley Creek, and others have suffered materially from the flooding of crops, fences washed away, etc. - - -

The bridges between this place and Rochester are also reported gone.

River-Sidelights on Minnesota Red River Canal.	Tributary of: The Mississippi River and Its Tributaries	Subject: Connection of Two Lakes by Flood Gives Navigation in two Rivers.
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Flood conditions connect Two Rivers

WATERWAYSSource: St. Paul PioneerVol. XIII No. 182 Date of Publication Sunday Aug. 4, 1867.Where consulted Historical Society Writer's name Sidney StaplesExcerpts.

Source page: 1. "Benj. Thompson, Esq., and Major Charles E. Mix, arrived on Friday night from Lake Traverse, having made the trip down on the north side of the Minnesota (river).

They report unprecedented high water in all the tributaries of the Upper Minnesota, owing to the heavy rains of this summer. The bottom between Lake Traverse and Big Stone Lake, a distance of four miles, is overflowed and the water flowing from the former into the latter, so that a steamboat could run from one to the other. The Indians say that this has not occurred before for twenty years.

All the tributaries of the Minnesota - - - those on the north side - - - were at the extreme flood height. The Pomme de Terre, the Chippewa (in Minn.) and Hawk Rivers were found unprecedently high and were crossed only with great trouble - - -."

Note: I cite the above to show that the plans of former years to connect the Minnesota and Red River of the North by a canal, thus having navigation from New Orleans to Hudson's Bay, was not impractical. In this instances, flood conditions, joining the two rivers through the aforementioned lakes, had made navigation through them by steamboat possible. Therefore, steamboats could have plied from the Minnesota river through the lakes to the Red River at that time.



River Suggested Water  
Power in St. Paul in  
1867

Tributary of:  
Mississippi River.

Page 447.  
Subject: Water Power at St. Paul

WATERWAYS

Source: St. Paul Pioneer

Vol. XIII No. 186 Date of Publication Friday Aug. 9, 1867.

Where consulted Historical Society Writer's name L. S. Staples.

Excerpts

Source page: 2

"Nominally, St. Paul has no water power, though there is one in embryo of magnificent proportions. This city can secure, at a comparatively small expense, a power nearly as great in available extent as that at the Falls of St. Anthony.

A number of citizens have purchased the power and franchises of a company which was empowered under an old Territorial charter to build dams and locks between Ft. Snelling and Meeker's Island (at or near Minneapolis), for navigation and manufacturing purposes. This covers a water power that may be brought to this city, and manufactories built on the line of it. The fall in the Mississippi between Ft. Snelling and the Falls of St. Anthony is about 70 feet, and the river is to be dammed near the Fort to secure the larger part of this fall, and the water brought from thence, a distance of about four miles, by canal or a tunnel through the level stratum of quartzose sandstone which underlies the limestone plateau, and extends down to St. Paul. This is no chimera, but a perfect feasible project, and is in the hands of men who will prosecute it and engraft upon St. Paul the additional advantage of a fine water power \* - - - "

Note: I cite this to show early interest developed in water power over that section of the Mississippi river between Ft. Snelling and Minneapolis.

River The Minnesota  
Red River Canal

Tributary of:  
Mississippi

Page 448  
Subject: Navigation and Canal

WATERWAYS

Source: St. Paul Pioneer

Vol. XIII No. 210 Date of Publication Friday, Sept. 6, 1867.

Where consulted Historical Society Writer's name L. S. Staples.

Excerpts

Source page: 4

Northwestern Union Packet Co. steamboats "Occasionally run to Fort Ridgley and Yellow Medicine station, an Indian post on the Minnesota river, with government supplies. They have run with light draft boats to within three miles of Big Stone lake, near the Red River of the North. The people here (at St. Paul) expect connection by water will be made with this Red River at no distant day. The Government is now engaged in surveying and improving the Minnesota river, having this possible connection in view. We must not be surprised if we hear within a few months that Capt. Davidson (of the aforementioned company) has made his way through (from the Minnesota river) to (the Red River of the North) the British possessions on the north. \* \* \* \* "



River Crow

Tributary of:  
Mississippi

Subject: Water Power

Page 449

WATERWAYS

Source: St. Paul Pioneer

Vol. XIII No. 224 Date of Publication Sept. 21, 1867

Where consulted Historical Society Writer's name L. S. Staples.

Source page: 2 (Excerpt from article captioned "Meeker County.")

Crow river divides the county (Meeker) a little north of the center.\* North of the river is solid timber, the remainder is about equally divided between timber, prairie and lakes.

The town of Forest City is situated on the south bank of the Crow (vulgarly called the Hassan) River, upon a beautiful prairie. Among the improvements going on here this season (1867) are a large flouring mill and church edifice --- the flouring mill stands upon the south bank of the river --- the dam giving a fall of eleven feet and calculated to form a reservoir of over a thousand acres surface. The mill is 30 x 40 feet, three and a half stones high, and will be supplied with three run of stones before next Christmas, with capacity for two more, making in all, five run of stones.

The mill is being built by Messrs. N. C. Hines and E. Kimball, both formerly of Maine. - - - - -

River

Whetstone

Tributary of:

Minnesota

Subject:

Navigation

Page 450

WATERWAYS

Source: The "Republican." Red Wing, Minn.

Vol. XXV No. 43 Date of Publication Sat. May 27, 1882.

Whole No. 1297

Where consulted Historical Society Writer's name: L. S. Staples.

Source page: 1

(Excerpt from column titled "The Wind Up.").

"The Minnesota River, issuing from the foot of the lake (Big Stone Lake) flows in an easterly direction with rapid current at first affording sufficient water-fall to drive large mills, one of which, huge in dimensions and grinding capacity, is already in process of construction - - - - (apparently at Big Stone) - - -

The waters of the Whetstone, after leaving the fall, can easily be changed to flow into the headwaters of the Minnesota, and the water power of the latter be so much the more increased. Thus these streams, the one having its source in the innumerable, ever-living springs of the hills; the other in the inexhaustible supply of the lake itself, will furnish for all time to come a constant and valuable water power. \* \* \* \*

Any craft not drawing over six feet of water can safely traverse the lake (Big Stone) from end to end, as it is all the way from eight to sixty feet deep (30 miles long, 2 wide in places). Excursion boats propelled by both wind and steam are abundant on its waters now. (1882) - - - - The tourist steamer "Underwood" will make regular trips this summer to the upper end of the lake at Brown's Valley, where a railroad to be built this season, will connect public travel with Lake Traverse and the Red River of the North.



River

Sauk River.

Tributary of:

Mississippi

Subject:

Bridge

Page 451

WATERWAYS

Source: The St. Paul Daily Pioneer

Vol. XIV No. 22 Date of Publication Sunday, Jan. 26, 1868.

Where consulted Historical Society Writer's name L. S. Staples.

Source page: 1

- - - - the contract to build the bridge across Sauk River at  
Waits's crossing was let to C. A. F. Morris, Esq., of St. Paul for \$6,000.  
The span across the main channel of the river, 130 feet, is to be built  
on the Howe Truss plan, the balance, 180 feet, to be built on white oak  
piles. It is to be completed by the middle of April, 1868.

River

Root

Tributary of:  
Mississippi

Subject:

Bridge

Page 452

WATERWAYS

Source: The St. Paul Pioneer

Vol. XIV No. 142 Date of Publication Wednesday, June 17, 1868.

Where consulted Historical Society Writer's name L.S. Staples.

Source page: 2

Excerpts from "Minnesota News."

Rushford, two years ago, was a quiet little village, but now has a population of 2,000, has spanned the Root river with a bridge, 1,000 feet in length, at a cost of \$12,000 or \$15,000 - - -

CVM



River	Root	Tributary of:	Subject:	Page
		Mississippi	Dam	453.

WATERWAYS

Source: The St. Paul Pioneer

Vol. XIV No. 233 Date of Publication Thurs. Oct. 1, 1868.

Where consulted Historical Society Writer's name L. S. Staples.

Source page: 2 Excerpt from article captioned "Fillmore County."

- - - - "The chief attraction among the ambitious is the new town of Lanesboro, which has but recently sprung into existence at the "forks" of Root river, some ten miles below this place (Chatfield, Minn.), and the terminus (1868) of the southern Minnesota Railroad "in prospectu" - - - - a mill dam (at Lanesboro) built across Root river, preparatory to the erection of mills, and other enterprises are spoken of with brilliant prospects."

- - - - -

River

Crow

Tributary of:

Mississippi

Subject:

History and Bridge

Page 454

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WATERWAYS

Source: The St. Paul Pioneer

Vol. XIV No. 254 Date of Publication Sunday, Oct. 25, 1868.

Where consulted Historical Society Writer's name L. S. Staples.

Excerpt

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Source page: 1

"On Monday (Oct. 26, 1868) the passenger train of the main line of the First Division St. Paul & Pacific Railroad will extend its trip to Crow River, a point forty miles from St. Paul. Crow River is the name of the new town just laid off at the crossing of the Crow river. The railroad bridge at this crossing is of 160 feet span, flume truss, built by Boomer & Co. of Chicago."



River

Cannon

Tributary of:  
Mississippi

Subject:

Spring freshet

Page 455

WATERWAYS

Source: St. Paul Pioneer

Vol. XV No. 72 Date of Publication Sunday, March 28, 1869.

Where consulted Historical Soc. Writer's name L. S. Staples.

Source page: 4

"The spring freshet in the Cannon River is in full blast. Blakely and Carpenter received a telegram yesterday, informing them that the bridge over that stream between Hastings and Red Wing had been carried away. Passengers by the stage are ferried across in boats."

CVM

River

Root

Tributary of:

Mississippi

Subject:

Spring freshet - Dams out.

Page 456

WATERWAYS

Source: St. Paul Pioneer

Vol. XV No. 74 Date of Publication Monday Mar. 31, 1869.

Date line of Story Mar. 25, 1869

Where consulted Historical Society Writer's name L. S. Staples

Source page:1

Excerpt from article captioned "Lanesboro Dam Carried Away,"  
An exchange from La Crosse Democrat.

"Last night (March 24, 1869) the magnificent dam built at Lanesboro, Minn., by the Southern Minnesota railroad company, was carried away by the accumulated water, ice, trees, etc.

"About seventy feet of trestle work on the road was also carried away this side of town (Lanesboro), and many more feet of track is covered with ice, trees, etc.

Ibid, P. 1. (An exchange from the Winona Republican of March 30, 1869).

- - - we learn of further damages on Root River and Rush creek.

The dams at Lanesboro and also at Rushford were swept away - - - - ".



River St. Louis	Tributary of:	Subject: Prospectus	Page 457
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WATERWAYS

Source: The St. Paul Pioneer  
Vol. XV No. 143 Date of Publication Sat. June 19, 1869.  
Where consulted Historical Soc. Writer's name L. S. Staples

Source page: 2

Excerpts from article captioned "Lake Superior."

"A Letter from Duluth."

- - - - "The St. Louis river is a beautiful stream from one to two hundred feet in width, clear of obstructions and from nine feet and upwards in depth (apparently this writer meant this channel depth to mean between Duluth and Fon du Lac, Minn.), navigable all the way up from Lake Superior to Fon du Lac. In fact, the latter place is the practical head of navigation of the Great Lakes. The country through which the railroad will run is essentially a river route, running upon table land, keeping close to the St. Louis river most of the way. Immense forests of timber on the west of the road, principally Birch, Pine, Maple, Spruce, Cedar, etc., and some Tamarac. The soil is rich alluvial on the surface, and clay subsoil. Several farms are already under cultivation - - - From Duluth, along the line of railroad, two saw mills are in active operation, one at Oneota, the other at Milford - - - Fon du Lac, with its advantages, cannot long remain idle. It is probably one of the oldest Indian trading posts of the Northwest. Relics and reminiscences of a century or more, belong to it. - - - A splendid water power is also there, situate at the foot of the Rapids of the St. Louis River, that could be made to do the mill work of several Lowells (Mass.) ---- brown sandstone quarries are there - - - - "

River The Red River of  
the North

Tributary of:

Page 458  
Subject:  
Navigation & Railroad

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WATERWAYS

Source: The St. Paul Daily Pioneer

Vol. XV No. 161 Date of Publication Sun. July 11, 1869.

Where consulted Historical Society Writer's name: L. S. Staples.

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Source page: 1

Excerpt from column "Red River Settlement".

- - - "Now that the Dominion of Canada has mutual possession of  
the Red River Territory, the "Nor'-Wester" (newspaper) strongly urges a  
Canadian Pacific Railway - - - -

The steamer "International" is still running between Winnipeg and  
Georgetown."

Note: I cite the above for two reasons: 1. To show when agitation began  
for a Canadian link railroad to the American Colony in the Red River Valley  
and, 2. To show that the Red River was still being navigated by a steamboat  
in 1869.



River      The Red River

Tributary of:

Subject:

Page 459.

Navigation, etc.

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WATERWAYS

Source:    St. Paul Pioneer

Vol.      XV                      No.    164                      Date of Publication    Thurs. July 15, 1869.

Where consulted    Historical Society    Writer's name    L. S. Staples

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Source page: 1

Excerpt under Caption "Fort Garry News"

- - - "The steamer "International" was still plying on the Red River, as far as Friez Point, but the river was falling rapidly. Ferrymen report 1,500 carts (Red River Ox Carts) to have come down to St. Cloud (Minn.) this Spring, and more are expected. The buffalo droves are again rapidly nearing the settlement (Red River), and the Fort Garry (Winnipeg) Pembina and Abercrombie hunters are busy preparing to go out - - - ."

Note:    Transportation in 1869, to and from the Red River Settlement to St. Cloud and St. Paul, was partially carried on by Red River Carts and wagon trains. The ox carts and wagon trains had a terminus at St. Cloud. From that point to the Twin Cities, their freight was carried by the St. Paul and Pacific R. R.

River

Crow

Tributary of:  
Mississippi

Page 460  
Subject:  
Bridges, Saw and Grist Mills.

WATERWAYS

Source: St. Paul Pioneer

Vol. XV No. 174 Date of Publication Tues. July 27, 1869.

Where consulted Historical Society Writer's name L. S. Staples.

Source page: 1

Excerpt from caption-head "Through the Big Woods."

Crow River (town).

"Here the road (St. Paul and Pacific Railroad) crosses the south fork of the Crow River, after which the town is named. A fine substantial railroad bridge spans the stream here, and citizens have also built a good wagon bridge across it. - - - There are three stores, a number of dwellings, and a large grist and saw mill in progress of completion, the frame of the building being already up - - - "

CVM



River, Red - Description of Red River Valley

Tributary of:

Page 461-A  
Subject: Exploration for railroad.  
Fort.

WATERWAYS

Source: The St. Paul Daily Pioneer

Vol. XV No. 194 Date Line of Story, July 19, 1869.  
Date of Publication Thurs. Aug. 19, 1869.

Where consulted Historical Society Writer's name L. S. Staples  
An Exchange from the Boston Journal, July, 1869

Source page: 1

Excerpts from caption "Northern Pacific Railroad Explorations."

"The Northern Pacific Railroad Exploration has reached the valley of the Red River of the north and our camp for the night is on the eastern bank of the stream, six miles from Fort Abercrombie. The fort is on the west bank, in the Territory of Dakota, and is a resting place for the three thousand or more teams that pass from Pembina and Fort Garry to St. Cloud (Minn.) for supplies. The Hudson Bay Trading posts established all over the vast region of the Northwest now receive most of their supplies by this route. Also from this point (Ft. Abercrombie) Government trains leave for the forts in Dakota and on the upper Missouri and its tributaries.

The fort is of no particular account except as a distributing point. The garrison consists of about ninety men, who are employed principally as escorts to Government trains. The advance line of civilization will soon enable the Government to break up the post --- I have heard much of the fertility of the Red River region, of the richness of the soil and the productiveness of the land watered by this stream and its tributaries. - - - I call it a valley, because a river winds through (Red) it, with tributaries falling in from both the Minnesota and Dakota sides, but instead of such as we of the east are accustomed to see, I behold a boundless plain, as level as the surface of a pond on the calmest morning - - - . When the sky is clear and the air serene we can catch far away in the east the faint blue outline of the Leafhills, composing a low ridge between the ~~Miss.~~ Miss. and this (Red) river of the north. West-

River

Tributary of:

Subject:

Page 461-B

Continued from 461-A

WATERWAYS

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

Vol. \_\_\_\_\_ No. \_\_\_\_\_ Date of Publication \_\_\_\_\_

Where consulted \_\_\_\_\_ Writer's name \_\_\_\_\_

Source page:

ward we behold no such outline. The dead level of land reaches on and on, to the rolling prairies of the upper Missouri. The Red River and all its tributaries are fringed with timber, and aside from this line of trees there is absolutely nothing for the eye to rest upon except the bright carpet which nature has unrolled upon the floor of this magnificent palace - - -

This valley is in the heart of the continent (altitude approx. 1100 ft.). It is nearly 300 miles west of Lake Superior and more than one thousand feet above the sea. There are cold days in winter, but all down this valley - - - to Lake Winnipeg - - - and then away on to latitude 65, wheat is grown with just as much ease as Illinois. I have no satisfactory explanation of this phenomenon.

Coal.

The lignite formation of this region extends even east of this spot (Burlington) where we are now standing. It shows itself on the Maple river about seven miles west of our camp, and also on the Pelican River thirty miles or more east - - - - The existence of coal beneath such a fertile soil makes this one of the most attractive regions of the United States - - - - The Northern Pacific Railroad will enter this valley - - cross it probably at some point between Ft. Abercrombie and Georgetown, (Minn.)--The transportation down this valley has already assumed vast proportions. Between St. Cloud and this point (Burlington) we have passed hundreds of carts, drawn by a single horse or an ox; and here, near our camp, are forty or more, loaded with goods for Fort Garry.



River

Tributary of:

Subject:

Page 461-C

Continued from 461-B

WATERWAYS

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

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

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

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

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

Writer's name: \_\_\_\_\_

Source page:

All the goods sold by the Hudson's Bay Company, at all the leading posts, between this point and Alaska, are brought to Georgetown (Minn., on the Red River of the North), the present steamboat landing. We have already passed one great train of wagons, loaded with chests of tea, barrels of flour, packages of tobacco, bolts and bales of cloth. These goods by the thousand tons, will come back in the form of furs.

Settlers are already entering the valley, and in a few years hence, this fertile region will be a blooming paradise - - - ."

"Lay a ruler on your map, draw a line from the Miss. river at St. Cloud to Pembina on the Red River, close to the boundary line, and you have west of that line a region, which, to my own mind, comes nearer to the original Garden of Eden than any other portions of the earth. There are no mountains, there are undulations, gentle swells, parks, groves, lawns, lakes, ponds, pellucid streams - - - a rare combination of beauty and fertility, which will make it, in coming years, one of the fairest portions of the earth.

River

Red

Tributary of:

Red River of the North

Subject:

Description of Sources.

Page 462-A

WATERWAYS

Source: The St. Paul Daily Pioneer

Vol. XV

No. 213

Date line of Story - Otter Tail Lake, Aug. 1869.

Date of Publication Friday, Sept. 10, 1869.

Where consulted Historical Society

Writer's name L. S. Staples.

Source page: 2 - Col. 2

Excerpts from caption head "Northern Pacific Railroad  
Explorations." (A letter to editor of Boston Journal, ob-  
tained through exchange.)

"Otter Tail Lake, Minn., August, 1869."

"My last letter informed you of the surprise we received while in  
camp on the bank of the Little Otter Tail, the head stream of the Red River  
of the North. We are still in the Otter Tail country. (Otter Tail and Wilkin  
Counties, Minn.). - - - - -"

Otter Tail Lake

"The stream which we have crossed several times flows southward into  
Otter Tail Lake (in Otter Tail County, Minn.), and issuing from that it flows  
southwest, then west, then coming northward becomes the Red River, and pours  
its waters into Lake Winnepeg. From that great northern reservoir the waters  
of this western region of Minnesota reach Hudson's Bay through Nelson's River.

Otter Tail Lake is a beautiful sheet of water, and by its dimen-  
sions reminds me of the Sea of Galilee. It is thirteen miles long by five  
wide, and contains about the same area as that lake of Genesaret - - - - -"

The Leaf Lakes

"Looking eastward we see a chain (that is, looking eastward from  
Otter Tail Lake) of small lakes and ponds - - - They are the Leaf Lakes and  
the headwaters of the Crow Wing (River), one of the largest tributaries of  
the Upper Mississippi.



River

Tributary of:

Subject:

Page 462-B

Continued from 462-A

WATERWAYS

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

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

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

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

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

Writer's name \_\_\_\_\_

Source page:

The neck of land between these lakes and the Otter Tail is only about a mile (in 1869) in width. This narrow belt is the great portage or carrying place of the Northwest. Here from time immemorial the transit has been made from the waters flowing into the Gulf of Mexico and those flowing into Hudson Bay. Back through old Indian history this has been the highway. Over it thousands of warriors, on the war path or on hunting expeditions in the time of peace, have passed, launching now their canoes on the Otter Tail, skirting its wooded shores, descending its crooked outlet, following its long course to the hunting regions of the North on the plains of the Saskatchewan, or now turning the prows of their frail barques eastward and descending the Crow Wing (River) to the great Father of Waters.

When the Jesuit Fathers came to the Northwest - - - they found this the great highway.

Mackenzie, the adventurer, who in the far regions of the North discovered the stream which bears his name, came this way from the valley of the Miss. Lord Selkirk and his colonists sought their far distant homes on the shores of Lake Winnepeg by this route. For a long time it has been a trading post. The French fathers were here a century ago (from 1869), and they are here today - - - not spiritual fathers only, but fathers according to the flesh.

The Settlement - (Description of Otter Tail, Otter Tail County, Minn.)

The Otter Tail settlement is composed wholly of French Canadians and their Indian wives and half-breed children ((in 1869.)) There are a half dozen houses,

WORK PROJECTS ADMINISTRATION

CVM Minnesota Writers' Project, 500 South Third Street, Minneapolis

River

Tributary of:

Subject:

Page 462-C

Continued from 462-B

WATERWAYS

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

Vol. \_\_\_\_\_ No. \_\_\_\_\_ Date of Publication \_\_\_\_\_

Where consulted \_\_\_\_\_ Writer's name \_\_\_\_\_

Source page:

but they are old and dilapidated - - - Around the place are several Indian huts of birch bark, besides a few lodges of tanned buffalo hides - - -."

"A few rods north of the village (of Otter Tail) an enterprising Minnesotian has erected a steam saw mill to supply lumber to the settlers who are taking up the public lands, and there is more aggressive power in that one steam engine than all the French Canadians in the Northwest. - - -."

CVM



River

Blue Earth

Tributary of:  
Mississippi

Subject:

Bridge

Page 463

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WATERWAYS

Source: The St. Paul Daily Pioneer

Vol. XV No. 222 Date of Publication Tues. Sept. 21, 1869.

Where consulted Historical Society Writer's name L. S. Staples.

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Source page: 1

Excerpt from caption heading "Minnesota News," Col. 3.  
An exchange from the Mankato Review.

" - - - - The county bridge across the Blue Earth (at Mankato) river is entirely completed and ready for use as soon as the fitting at the west end is completed. The entire length of the bridge is 252 feet, divided into two spans of 126 feet each, with a substantial stone pier in the center."

CVM

River

Crow

Tributary of:

Mississippi

Subject:

Flood - Dam out.

Page 464.

WATERWAYS

Source: St. Paul Daily Pioneer

Vol. XV No. 240 Date of Publication Tues. Oct. 12, 1869.

Where consulted Historical Society Writer's name L. S. Staples.

Source page: 2-Col.2

Excerpt from article captioned "Meeker County."

\* \* \* "The recent heavy rains raised Crow River and its tributaries to their highest point. Very nearly all the hay is destroyed and great suffering for stock is anticipated.

The dam at this place (Kingston, Meeker County, Minn.), belonging to Hall and Thompson, is partially destroyed. Damage \$2,000. Workmen are busily engaged in repairing it."

CVM



River Rum

Tributary of:  
Mississippi

Subject:

Logging

Page 465

WATERWAYS

Source: St. Paul Daily Pioneer

Vol. XVI No. XLVI Date of Publication Tues. Feb. 22, 1870.

Where consulted Historical Society Writer's name L. S. Staples.

Source page: 1

Excerpt from caption head "Minnesota News."  
An exchange from the St. Cloud "Times."

"The St. Cloud Times" learns from Mr. W. P. Ankeny, of the large lumber firm of Ankeny, Petit and Robinson, of Minneapolis, that about 100,000,000 feet of logs will be banked this winter in the pineries of the Rum River and the Upper Mississippi - - - much of the greater quantity in the latter section. This is equal to the quantity cut last winter (winter 1868-69), and there are about 30,000,000 feet of last year's logs on hand, which gives an unusually large stock for this coming season." - - - - -

River Blue Earth

Tributary of:  
Minnesota

Subject:  
Navigation

Page 466

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WATERWAYS

Source: St. Paul Daily Pioneer

Vol. XVI No. 64 Date of Publication Wed. March 16, 1870.

Where consulted Historical Society Writer's name L. S. Staples.

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Source page: 1

Excerpt from column captioned "Minnesota News."

"Capt. P. B. Davy, of Blue Earth City, has given up the Indian Show business, and is now engineering an immense flat boat that will carry a steamboat load of wheat, and when the spring opens float it down the Blue Earth (river; a trib. of the Minnesota) and Minnesota rivers, to the Miss. thence to St. Louis, or some other market."



River      The Red River

Tributary of:

Subject:

Page 467  
Navigation

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WATERWAYS

Source:      St. Paul Daily Pioneer

Vol.      XVI      No.      146      Date of Publication      Sun. June 19, 1870.

Where consulted      Historical Soc.      Writer's name      L. S. Staples

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Source page: 1

Excerpt from Column "Minnesota News."

"It is reported that Gen. Reil (A Canadian, who led the Red River Rebellion against the Hudson's Bay Company) has seized the steamboat ("International" only boat operating at this time) on Red River, and prohibits her making any more trips. - - - - ."

CVM

River The Red River

Tributary of:

Subject:

Page 468

Navigation and Trade .

---

WATERWAYS

Source: St. Paul Daily Pioneer

Vol. XVI No. 165 Date of Publication Wed. July 13, 1870.

Where consulted Historical Society Writer's name L. S. Staples.

---

Source page: 1

Carts (Red River Carts) are now daily leaving St. Cloud, most of them having delivered their freight of Buffalo robes and fine furs and loaded (re-loaded at St. Cloud) with their various purchases. The last of the lots of robes arrived in this (St. Paul) city yesterday, and will probably be put into the market at once. Some of the other Red River traders, and among them Mr. Barker and Mr. Torrence may be expected in about a week. Captain Amo, of the steamer "International," left his boat at Frog Point, and leaves here (St. Paul) this week to join her. He expects a good stage of water this fall and thinks he can run from Frog Point down till the river freezes."



River Otter Tail  
or  
Red River.

Tributary of:  
The Red River

Subject:  
Water Power.

Page 469

WATERWAYS

Source: St. Paul Daily Pioneer

Vol. XVI No. 168 Date of Publication Sat. July 16, 1870.

Where consulted Historical Society Writer's name L. S. Staples.

Source page: 1.

Excerpt from column captioned "Minnesota News."

"George B. Wright and R. J. Mendenhall, of Minneapolis, have purchased the fine power (water) at Fergus Falls (Minn.), on the Otter Tail (river), and will improve it."

Note: This is the first mention I have found of a water power site on the Otter Tail (or Red River). Also note that I have stated the river's name as Otter Tail, or Red River. Some authorities claim the Otter Tail is the Red in Minnesota instead of a tributary of the Red River River/of the North. This opinion, of course, is open to discussion.

CVM

River

Cannon

Tributary of:

Mississippi

Subject:

Navigation. Prospectus

Page 470

WATERWAYS

Source: The Republican - Red Wing, Minn.

Vol. XXVII

No. 51

Date of Publication Sat. July 26, 1884.

Where consulted

Historical Society

Writer's name

L. S. Staples.

Source page: 5.

Excerpts from column 4, captioned "Navigating the Cannon."

"E. R. Hendel as captain, pilot, steward and supercargo, with Rev. W. C. Sherman of Cannon Falls as passenger and crew, made a successful exploration of the Cannon River, famed in story, this week without the loss of a man. - - - by superhuman efforts the rapids were passed - - - after divers adventures, dodging fence wires (across the stream apparently), obstructing trees and mighty breast works of opposing timbers, the skillful navigators reached this city (Red Wing) in safety - - - ."

Note: This trip of exploration was accomplished in a rowboat.  
Ibid.- Same page ( an exchange from Cannon Falls Beacon)

"Tuesday morning (July 22, 1884) E. R. Hendel, Rev. W. C. Sherman and A. Lidstrand took a boat from this place (Cannon Falls) and started down the Cannon River to Red Wing - - - ."



River White Earth

Tributary of:  
The Red River

Subject:  
Saw Mill

Page 471.

WATERWAYS

Source: St. Paul Daily Pioneer

Vol. XVI No. 179 Date of Publication Sat. July 30, 1870.

Where consulted Historical Society Writer's name L. S. Staples.

Source page: 2

Excerpt from column #2 captioned "Northwestern Minnesota."

"The nearest saw mill to the settlers of Becker County (in 1870) is at the Chippewa Agency, on the White Earth River (A small tributary of the Wild Rice River, the latter river a tributary of the Red River of the North. Its source is in White Earth Lake, Becker County), 25 miles north of Oak Lake  
- - - - -."

CVM

River      Otter Tail

Tributary of:  
Red River of the North

Page      472  
Subject:  
River Name - Water Power.

WATERWAYS

Source:    St. Paul Daily Pioneer

Vol.      XVI                      No.      179                      Date Line of Story, Oronoco, Minn.    July 17, 1870.  
Date of Publication    Sat. July 30, 1870.

Where consulted    Historical Society    Writer's name    L. S. Staples

Source page: 2

Excerpts from column 2, captioned "Northwestern Minnesota."

"You can go to Otter Tail City, at the head of Otter Tail Lake  
(Otter Tail County, Minn.), where you also strike the Red River of the North  
- - - - -"

Note: Here is an instance where Otter Tail River is referred to as Red River  
of the North.

Ibid. Paragraph #4 - - - "Water powers (on Otter Tail river) and mill sites  
are here (in Becker County, Northwest of Pine Lake, in townships 137, 138,  
ranges 39 and 40), soon to be occupied in the manufacture of lumber, which  
can be floated down Red River (again "Otter Tail" called "Red River") to Otter  
Tail City, Abercrombie, Georgetown, etc."

Note: Correspondent states in this communication: (quotes) "Here he (the  
emigrant) can find a good quality of land, perhaps in places a trifle too sandy,  
but watered by small lakes, & running streams and more conveniently supplied  
with an abundance of white oak, sugar maple, tamarac and pine than any region  
I have yet struck." (He refers to the above townships)



River  
St. Louis River Basin

Tributary of:  
Mississippi

Subject:  
Navigation

Page 473.

WATERWAYS

Source: St. Paul Daily Pioneer

Vol. XVI No. 226 Date of Publication Sunday Sept. 25, 1870.

Where consulted Historical Soc. Writer's name L. S. Staples.

Source page: 1

Excerpt from column captioned "Minnesota News." An exchange from St. Cloud Times.

"The St. Cloud times learns from Geo. W. Sweet, Esq., who has just returned from the Northern Pacific railroad line, that the little steamer "Pokegama," Capt. Houghton, made a trip last week with railroad supplies from the Mississippi, through Sandy Lake, and thence down a stream emptying into the lake (Sandy Lake), to within a mile and a half of the railroad line, and within 45 miles of the Dalles of the St. Louis River."

Note: Apparently this boat navigated the Sandy River, which empties into Sandy Lake, Aitkin County, from the south. In view of the fact this boat was carrying supplies to the N. P. R. R., which, at that time was in construction between Duluth and Aitkin, leads me to believe it must have been the Sandy river which the N. P. Crosses in Aitkin County. Two other rivers empty into Sandy Lake, viz.: the Prairie River, from the east, and the Savannah river from the north. It could possibly have been the Prairie River, which would bring the boat within "45 miles of the Dalles of the St. Louis river," (at Carlton, Minn.)

River	Sandy	Tributary of:	Subject:	Page 474.
		Mississippi	Navigation	

WATERWAYS

Source: St. Paul Daily Pioneer

Vol. XVI No. 233 Date of Publication Tues. Oct. 4, 1870.

Where consulted Historical Society Writer's name L. S. Staples.

Source page: 4

Excerpts - column captioned "The Upper Mississippi" --  
"Another River opened to Navigation."

- - - "Capt. Houghton has built a steamer on the Upper Miss., which now runs from Little Falls to a point at or near Lake Pokegama (this was the steamboat "Pokegama.") - - - fully 300 miles of navigation, which Capt. Houghton has now made subservient to commerce and travel. His steamer is light draught and only 24 feet wide, but carries a large load, and upon her last trip up had 100 passengers and 50 tons of freight. The building of the Northern Pacific Railroad is quite a travel into the Upper Miss. region. A considerable amount of supplies are being taken up both for the road and for lumbermen. The road will cross the Miss. at a point about 14 miles above Crow Wing - - - A few days ago Capt. Houghton pushed the steamer from the Mississippi into Sandy Lake through its outlet, crossed Sandy Lake, and ran some distance up Sandy River, during high water. This is a stream generally only about 20 ft. wide, and it was quite a champion feat of navigation to push a boat so far up. The Indians were astounded and told Capt. Houghton the "Great Spirit" must have helped him. He actually reached a point where he could hear the locomotive whistle at the Junction and the Junction people heard his boat whistle. Soon those solitudes will echo regularly to the steam whistle; now it is a desolate wilderness." - - -



Cannon

Mississippi

Navigation

The Republican. Red Wing, Minn.

XXVIII

9

Sat. September 27, 1884

Historical Society.

L. S. Staples

4, col. 2., in column captioned "Short Locals"

"Grand excursion to Cannon Falls and return under the auspices of the Slack Water Navigation Company, per steamer Goodfellow, A. P. Pierce, master, F. T. Kingman, mate. The boat left by the way of the Minneapolis & St. Louis road (railroad) yesterday, and will return by way of the Cannon river to-day. Address all communications to Cannon Falls."

Note: The steamer, "Goodfellow," must have been a rowboat. Note the statement "The boat left by the way of the Minneapolis & St. Louis road yesterday, and will return by way of the Cannon river today."

The St. Paul Daily Pioneer

XVII

8

Wednesday, Jan. 11, 1871

Historical Society

L. S. Staples

- 2 Excerpts from column captioned "Minnesota" Report of Commissioner of General Land Office."

"The navigable rivers of this State are the Mississippi, Minnesota, St. Croix, St. Louis, Root, and the Red River of the North - - - - - Among other rivers not navigable are the Ram, Crow, Elk, Sauk, Crow Wing and Vermillion."

Note: We have proven navigation on the "Sauk." See other notes relating to this river.



Red - of the  
North

The Red River Valley

General Description matter.

The St. Paul Daily Pioneer.

XVII

19

Sunday, Jan. 22, 1871

Historical Society

L. S. Staples

2

Excerpts from column captioned "Northwest of Minnesota. Red River Valley," by P. R. Delano, Supt. of the St. Paul & Pacific Railroad. A letter written for the St. Paul Pioneer.

"The early settlers of Minnesota were told for years, and the printed statements in the old States, were of the same character, that this whole region (N. W. Minnesota) was savage and hypoborean, covered with vast swamps and thick timber, fit only for occupancy by the Indian trader, the trappers and fur-bearing animals, until the shadow of the huge lie overspread all the territory west of the St. Croix River and Lake Superior and north of St. Cloud, like a funeral pall, and is still imagined to be so by one-half of our own citizens.

But the facts slowly cropped out, and the last decade (1860 to 1870) has proved that as the Indian, the Indian trader, and the trapper disappear, this country (N. W. Minn.) is diversified with rich prairies and woodland, interspersed with large rivers and lakes, fit for white men to possess, cultivate and enjoy forever.

We are all becoming well posted in the "Southern Minnesota" country, to wit: that district south of the Minnesota River, and now traversed by the Southern Minnesota Railroad, the Winona & St. Peter, the Milwaukee and St. Paul, the St. Paul and Sioux City Railroads, a district now (1871) occupied by prosperous thousands, whose acres are worth from three to fifty dol-

Continued from 477-A

lars, and which less than twenty years ago was the home of the Indian and his trader.

We are also becoming acquainted with the district of Central Minnesota, that district which includes the St. Croix Valley, from Prescott to Taylor's Falls, St. Paul, St. Anthony, Minneapolis, the Upper Mississippi River valley to St. Cloud, Sault Rapids and Crow Wing due west of St. Paul and the Falls of St. Anthony to the western boundary of Minnesota, and which central district is opened up the main and branch lines of the St. Paul and Pacific Railroad, and in which is the great central circle, which includes within its limits St. Paul, Minneapolis, St. Anthony, Stillwater, and Hastings, and through which circle does, and will pass the great East and West lines of transportation.

The Big Woods west of Minneapolis and extending from Leech Lake on the north through the counties of Cass, Crow Wing, Morrison, Benton, Stearns, Wright, Hennepin, Becker, Carver, McLeod, Sibley, Nicollet, to Blue Earth and Faribault, and ranging from thirty to fifty miles wide, have formed a barrier, which has for years stopped the advancing column of emigration in its westward march. The way has been and is being opened through this barrier by the St. Paul and Pacific and the Northern Pacific Railroads, and the emigrant column pours over into Northwestern Minnesota and Dakota, and no fairer land ever greeted the eye of the settler than is found in the counties of



Continued from 477-B

Meeker, Kandiyohi, Swift, Stearns, Pope, Douglas, Todd, Otter Tail, Decker, Polk, Beltrami, and for seventy-five miles on each side of the great River (Red) of the North, from Lake Traverse to the British Line at Pembina and St. Vincent.

In this district of counties, in this great valley of the Red River, away off over the line into Manitoba, into the 'New Northwest,' you traverse the great, yet to be, wheat field of the world; ninety-five acres out of every hundred fit to plow, and of a good soil that will produce, in all seasons, (good, bad and indifferent) from twelve to forty bushels of the finest quality grain per acre.

Of the Red River of the North and its great valley, but little is known, as it was in this valley the 'huge old lie,' originated and spread out over all the world.

Commencing at the mouth of the Sioux Wood River, and at the mouth of what is generally known as Otter Tail river - - - although laid down on maps as Red River - - we enter upon the down stream route, going north, on the real Red River, and here, at this starting point is Breckenridge, the point where the main line of the St. Paul and Pacific strikes Red River.

From Breckenridge to Ft. Abercrombie is twelve miles; on river from eighty to one hundred and fifty feet wide; water from eighteen to twenty-four inches deep on bars.

Continued from P. 477-C

From Abercrombie to Carlton is sixty miles; with Wild Rice and Sheyenne river coming in on the west, and the Buffalo river on the east, all adding to the width and depth of the Red River.

Carlton is the town located on Red River, at the crossing of the Northern Pacific Railroad, at the mouth of Elm river, which comes in from the west.

From Carlton to the head of 'Rapids' is twelve miles, with river from one hundred and fifty to two hundred feet wide, and water about ten feet deep; at the head of the 'Rapids,' the Goose river from the west and Marsh river from the east, come in.

The 'Rapids' are twelve miles in length, and are caused by the depression of the Leaf Mountains of Minnesota, and the Big Coteau of Dakota, and are formed by numerous islands, boulders, clay reefs, and fixed rock, making narrow, crooked, turbulent channels, and must be improved by moving the obstructions, and turning the water into one channel, so as to secure a depth of from three to four feet in ordinary low water.

From foot of 'Rapids' to Grand Forks, and mouth of Red Lake river, is nineteen miles, good deep water.

The Red Fork River is the outlet of the big Red lake; is about 100 miles in length, good, strong current, with fine water powers, and flows rather more water at ordinary stages than the Red River proper.



Continued from P. 477-D

From Grand Forks to Pembina, at the British Line is eighty miles; and on this stretch the Red River, swollen by its tributary, the Red Lake River, and by five or six other tributaries coming in on both sides, gives a waterway of from two hundred to three hundred feet in width, and from three to thirty feet in depth; about the mouth of Big and Little Salt rivers some obstructions exist in the shape of clay reefs, which must be removed and the channel straightened to allow of steamboat navigation at all seasons of the year.

The above distances make a total of one hundred and ninety-five miles from Breckenridge to Pembina, and over a river susceptible of improvement by removing snags and overhanging trees, boulders, etc., and straightening channels to admit the passage of steamboats, barges, and rafts, at low water, and at all times when the river is open, which averages from the 20th of April to November 15th each year. Good judges, who have carefully examined the river, estimate the cost of thus improving it at about \$200,000.

Passing the British Line into Manitoba, it is seventy miles to Fort Garry (Winnipeg), the capital town of that country, and thirty miles further takes us into Winnipeg Lake, which is about 275 miles long and 40 miles wide.

From Winnipeg Lake through Nelson River to Hudson Bay is about 500 miles. West of Lake Winnipeg, and tributary to the same, is the Great Saskatchewan River and valley, of whose existence Minnesotians and others

Continued from P. 477-E

have been informed by the graphic tongue of J. W. Taylor, Esq.

From Fort Garry to the Saskatchewan river, in the vicinity of Fort Carlton, is about 450 miles, measuring in a northwest direction from Fort Garry; and this 'New Northwest,' over the British Line, is now opening to settlement and inviting emigration, after being locked up by a fur hunting company (Hudson's Bay Company) for over a hundred years, and now the Canadian and British column of emigration must begin to move, and in that movement the Minnesotians are especially interested and are preparing for it.

The Red River Improvement and the Red River Transportation Companies, are fixing for it, and the way it will work is something on the following order if all works right.

Three steamboats built and building, will run on the Red River in 1871. The Northern Pacific Railroad will be in operation from Duluth, on the head of Lake Superior, to the Otter Tail (river). The main St. Paul and Pacific will be in operation in the Red River Valley, from 80 to 100 miles for the Red River steamers. Tickets from Red River and Manitoba will be for sale in prominent points in the United States, in Canada and in Europe. These tickets will convey the holders over certain specified routes to St. Paul or Duluth, and thence over the Northern Pacific or St. Paul & Pacific, to the west end of railroading; thence by the Red River Transportation Com-



Contin'd from P. 477-F

pany's conveyances to the stations of Abercrombie or Carlton as they wish to go, and thence by steamer to Pembina and into Manitoba, or they spread off into Northern Dakota along the advancing line of the Northern Pacific, or to the settlements which are springing into existence over that way.

In connection with the passenger, a freight ticket will also be sold, good for the transportation of emigrant freight, carefully packed in boxes, barrels, or chests by the 100 pounds from the point of delivery to point of destination, so that the passenger will be relieved of all care and trouble in connection therewith, and in the case of the Canadian or foreign emigrant, this freight ticket will include its transport through the custom houses and in bonded cars, etc., thus relieving the foreign emigrant of that great source of annoyance, the custom houses, if he separates himself from his heavy baggage. - - - - The Red River Transportation Company will be prepared to move passengers and freights to all points west and northwest of the railroad termini. The Red River Improvement Company will be prepared to furnish emigrants and settlers with supplies and materials of all kinds incident to the requirements of a new country, particularly in the shape of lumber, wagons, agricultural implements, stock, etc. - - - -

Another portion of our Northwest is about to be dug up, and panned out, and which will require looking after very soon, it being on our extreme

Continued from P. 477-Q

northern boundary, and from the foot of the great divide ridge, laid down on Burrit's map as "Missabe Heights," to the Rainy Lake and river, and Lake of the Woods in width, and from about the Vermillion Lake and River on the east, the Red River Valley on the west, - rich soil, prairie and timber, well watered, and as good for settlement as any portion of the State. This region will be reached by settlers moving in from the Red River Valley on lines of travel between Red Lake and Lake of the Woods, or on the new "British Canadian Route," (to which I shall directly call your attention) as the emigrant or traveler would be somewhat discouraged if he attempted the trip at present from Duluth, or any point on the Northern Pacific east of Otter Tail, over the grand dividing ridge which parts the watershed to Hudson's Bay and the Gulf of Mexico and St. Lawrence - - - - -.

The "British Canadian Route" to the Red River Valley, is to be opened from Thunder Bay, along the "Grand Portage" water courses of Rainy Rivers and Lakes, by the clearing away of obstructions, erection of locks and dams, so as to run boats from a port on Lake Superior, through to Lake of the Woods, thence by railroad to Fort Garry, the capital of Manitoba.

A careful examination of this water way has been made during 1870, a company organized, and all preparations are being made to have this route in operation as soon as possible, and as it will virtually be on Canadian territory, and involving their own interests, it is reasonable to look for



Continued from P. 477-II

its early completion and look upon it as a summer cut-off to a large business which would otherwise pass through our own State.

And while the Canadians seek a route under their own control to the great valley of Red River, our neighbors on the south, of Western Iowa, Missouri and Kansas, etc., are looking up a way via Sioux City, and through the eastern part of Dakota, and parallel with Red River, to the British Line.

The railroad interests to the south of us believe the new field is worth cultivating, and they propose to be on hand in order to get a hand in the deal. This route would also operate as a cut-off, and draw by way of the lines running into Western Iowa, towards Omaha, a large business in that direction - - - - -."

Yellow Medicine

Minnesota

Lumbering

St. Paul Daily Pioneer

Date Line of Story April 10, 1871

XVII

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April 19, 1871

Historical Society

L. S. Staples.

2, col. 2.

Excerpt from column captioned "Sketch of Western Minnesota - -  
The Yellow Medicine Country." (a letter written to the Pioneer).

"This town (Yellow Medicine) is located where the Upper Sioux Agency used to be, on the Yellow Medicine river, about one mile from its mouth -----" (apparently, a "ghost town" as 1930 map of Minnesota does not show it. Perhaps, name has been changed) [Had 2 stores, 1 hotel, 1 blacksmith shop, and 1 saloon in 1871]

"We have plenty of timber to supply the country for ten miles back from the river (Minnesota). There is one body of timber four miles above here, containing over six thousand acres of as good timber as I ever saw in the state - - - - We have a splendid steam saw mill running here, cutting from three to five thousand feet of lumber a day, and logs enough in the yard to keep running nearly all summer. There will be a lath mill and chair factory attached to it this season. There will be another saw mill and a grist mill running by next August on the Minnesota rapids, eight miles above here - - - -."



The Red

Navigation

St. Paul Daily Pioneer

XVII

123

Sat., May 27, 1871

Historical Society

4, col. 2, par. 6.

Excerpts from col. item captioned "Steamboating on the Red River."

- - - "The (A. J. Trumbull, agent, St. Paul Fire & Marine Ins. Co., in a letter to Pioneer) speaks in glowing terms of Messrs Hill (J. J. Hill, later railroad magnate of G. N.), Griggs & Co.'s new steamer called the "Selkirk." This steamer is 105 ft. long, and will carry 150 tons of freight and has accommodations for 100 passengers. She has six large staterooms, 35 or 40 berths, a nicely furnished cabin, and a good bar. Her officers, who are as follows, are all well-known in this city (St. Paul): Capt. Alex. Griggs; Clerk, A. Dickinson; Pilot, Jerry Weber; Engineer, Jesse Young. She made her first trip from Abercrombie to Fort Garry in six days running time. The distance, while only 300 miles by land, is something like 700 miles by river, the stream being very crooked. She runs from Twenty-Five Mile Point (25 miles above Georgetown), to Ft. Garry, in 8½ days, and returns in 8½ days making the round trip every week. So far there has been plenty of water, the river overflowing its banks most of the way - - -"

, The St. Louis

Canal.

St. Paul Daily Pioneer

XVII

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Sat. June 3, 1871.

Historical Society

L. S. Staples

1

Article in col. 2. "The Duluth Canal"  
An exchange from Chicago Tribune.

Relative to an injunction granted by Judge Miller of the U. S. Supreme Court, at Topeka, against the right of Duluth to dig a canal through Minnesota Point;

(Quotes) "The injunction was temporary, and requires the building of a breakwater dock from Rice's to Minnesota Point, both of which are in Minnesota, across the north end of the bar, so as to prevent the water from the St. Louis river finding its way into Lake Superior through the proposed canal, and thus changing the natural entrance from the lake into the harbor. When that is done, all objections to the project of Duluth will be obviated, and she can go on constructing her internal harbor to her heart's content. We learn that course will be immediately adopted."

Note: Ibid. June 15, 1871, p. 4. This injunction proceedings was instituted by State of Wisconsin to restrain city of Duluth from completing Ship Canal across Minnesota Point. Finally withdrawn on June 7, 1871. Duluth had to build a dyke across the bay of Lake Superior.



St. Paul Pioneer

XVII

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Sat. June 10, 1871

Historical Society

L. S. Staples

4

Excerpt from col. Captioned "River News."

"We learn from Capt. Rooney that the steamer "International" is making regular trips between Twenty-Five Mile Point and Fort Garry, on the Red River of the North, and will continue to do so as long as the stage of water will permit. Capt. Rooney gives through bills of lading through here (St. Paul) He informs us that he has shipped over 500 tons of freight over this line already this season, and the trade is increasing - - - - -."

Root

Mississippi

Grist Mill

432

St. Paul Daily Pioneer

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Sun. June 11, 1871

Historical Society

L. S. Staples

2. col. 1. Excerpt from col. captioned "Minnesota News

"Parties are erecting a large new grist mill at Lanesboro, and will have it completed by the 1st. of April, 1872. Other improvements of the water power (at Lanesboro, on the Root River) are contemplated."



Red

Navigation

St. Paul Daily Pioneer

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Sunday, June 18, 1871

Historical Society.

L. S. Staples

4.

## Excerpt from column captioned "River News."

"From the Red River of the North we learn that the little steamers Selkirk and International now run only to Frog Point, a station some 40 miles below Georgetown. Passengers for Pembina or Manitoba go by stage from St. Cloud to Frog Point, a stage ride of 260 miles, occupying four days for the journey. Freight goes via Benson on the Main Line of the St. Paul & Pacific Road. The boats occupy three days in making the round trip from Frog Point to Fort Garry."

Note: Extremely low water this year in all rivers of Minnesota, up until June 18, 1871.

Red	Red River Valley	Description
St. Paul Daily Pioneer		
XVII	148	Friday, June 23, 1871
Historical Society		L. S. Staples

2.

Excerpt from a letter written to Pioneer captioned:  
 "The Northwest." col. 2.

(Emigration Beginnings) "At the so-called "old crossing," (of the Otter Tail, in Otter Tail County), all the teams (emigrant's) pass, which are loaded for Fort Abercrombie, Foshina and the British Possessions. We met long trains of wagons loaded with agricultural implements, household goods and all kinds of merchandises, drawn by oxen. I understand that there are 600 teams now engaged in hauling goods from Benson (Swift County, Minn.), the present terminus of the St. Paul and Pacific, to the above named points.

At the Red River we left the main traveled road and followed the straightest course to Breckenridge. This gave me a splendid opportunity to see the flats or prairie, through which the Red River winds its way. These prairies embrace the greatest part of the extreme western counties of the state, and extend far away into Dakota. They are not what I expected them to be - - a dead level over their entire extension. It is true that in some places they have the appearance of such, but it is equally true that there are depressions and elevations, which are marked by the different growth of grass. These differences in the level make some places more adapted to stock raising, others more for wheat growing. I should think the prairie between the old crossing and Breckenridge (this was the



Contin'd from P. 494-A

St. Paul Daily Pioneer

XVII

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"old crossing" of the Otter Tail River in Otter Tail County) must become the most magnificent stock raising country in the United States. Such a luxuriant growth of grass I have never seen. Thousands and thousands of tons of the most nutritious hay have been decaying here for ages, increasing the fertility of the soil. There are groves of timber along the Otter Tail River, and heavy timber along the Bois de Sioux, which at Breckenridge unites with the Otter Tail; but after leaving these rivers no timber is seen until we reach the Moose Island Lakes, an extensive chain of lakes on the height of land between the Poudre de Terre River and the Red River of the North (These lakes apparently in Otter Tail County). There is also a little timber along the Poudre de Terre, and more along the Chippewa. Between the last named rivers the country becomes rolling, and partakes in a great measure of the diversified appearance which is such a marked feature of the country between the same rivers in Douglas county.

We found the track at Hancock Station, 15 miles from Benson (this was the track of the St. Paul and Pacific R. R. It had reached this point at the date of this correspondent's letter). Here there are 150 men at work extending the rails from three-quarters to one mile a day. Four hundred men are scattered all along the line to Breckenridge, finishing the grading and putting in the culverts and pile bridges. The road bed will probably be finished to the Red River by the 15th of July, and the track layers expect to get through by the first of September (1871) - - - -."

CVM

Otter Tail

The Red River

Navigation Bridge

St. Paul Daily Pioneer

XVII

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Sat. July 1, 1871

Historical Society

L. S. Staples.

4

Excerpt from column captioned "Minnesota News."  
col. 5, par. 25. An exchange from Fergus Falls Advocate.

"Geo. B. Wright proposes putting a steam tug on the Otter Tail river to run from that place to the first crossing of the N. P. R. R., between Rush and Pine Lakes (apparently in Otter Tail County). In six hours on Monday, eighty emigrant teams, with 250 head of cattle and 50 sheep, passed through Fergus Falls, and the next day sixty teams, with 125 head of cattle and 50 sheep, passed through.

A bridge, 100 feet in length, is being built across the Otter Tail (apparently at Fergus Falls). "

Note: I cite the movement of emigrants through this country to give an insight into the starting year of Red River Valley immigration.



St. Louis

St. Louis

Effect of Ship Canal on  
Mouth of St. Louis River.

St. Paul Daily Pioneer

XVII

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Wednesday, July 12, 1871.

Hist. Soc.

L. S. Staples

2, col. 4.

"Tidal Wave - - Curious Phenomena at Duluth."  
An Exchange from the Duluth Minnesotian July 8th.

"The Ship Canal which the city of Duluth is constructing across Minnesota Point to make a direct and safe entrance from Lake Superior to the inside or bay harbor is likely, by its progressive exhibition of facts, to confound all the theories as to its effects on currents and entries that have heretofore been laid down by both friends and foes. For that last two weeks, what is called the "Littoral Current of the Lake," or, the shore-wash from the north-east down the north shore, has, under the continued prevalence of winds from the north-east, rushed for two-thirds of the time into the bay through this canal aperture as though that being the first opening that presented itself in its "littoral" course, it made haste to seize the opportunity to swell the waters of the inside pond to its own level; and then abrading the inside shoreline of Minnesota Point, it has gone to reinforce the currents of the St. Louis and Left Hand Rivers; the practical effect on the entry being to deepen its channel two feet, with a corresponding increase of depth on the bar at the lake end of the unfinished canal, as actual soundings show! Under this known condition of things, as to effect of the canal's construction thus far, it is not surprising that even our friends of Superior City are in a state of bewilderment whether the proposed dyke across the bay will not be a dire injury, and whether the

Continued from P. 436-A

canal, by allowing the "Littoral Lake Current" to make a circuit through the canal and out at the Entry, is not to prove their greatest blessing!

This morning (July 8, 1871) another phenomenon of current through the canal was witnessed - - - one that astonished the oldest settlers and the hundreds of all ranks who gathered down the Point to view it. Between 6 and 7 o'clock this morning, a sort of a tidal wave more than two feet high, suddenly broke in from the lake into the canal, sweeping away the floating or scow-bridge at Lake Avenue and the north pier work or approach thereto; breaking the unmoored cribs away from their moorings at the Bay entrance to the canal; and scattering the floating timber rafts into the Bay in every direction. The current ran in at the rate of 12 or 15 miles an hour, for over half an hour; then it turned and ran out with velocity for about twenty minutes, carrying timbers and cribs out to sea; then it turned and ran in again with nearly as great impetus for another half hour bringing the debris in again; and so it has oscillated all the morning to and fro. Communications between the two ends of the Point are practically suspended, as no one can cross, except only in the short pauses when the current is on the turn. The reason why the tide seems to run in a little longer than out of the Canal, is conjectured to be that a portion of the volume of water finds its outlet by St. Louis River entry.



Contin'd from P. 488-B

The phenomena is variously theorized on as to its cause. Last night there was a tremendous rain storm, with lightning fireworks little or no thunder; the rain coming down in perpendicular torrents part of the time; then wind from every part of the compass; nature in a sort of chaos. Upon the operation of these elements, and probably of a tremendous northeaster down the lake, pressing the volume of the lake's waters to this end, the so-called tidal wave has occurred. We await with some curiosity to hear of this storm further east.

St. Croix

----- This article  
refers to St. Louis River  
Mouth.

Bridge Incident.

St. Paul Daily Pioneer

XVII

162

Thursday, July 13, 1871

Hist. Soc.

L. S. Staples.

2. Col. 5. Item:

"The Hudson Bridge."  
An Exchange from the Milwaukee News

"In our telegraphic dispatches yesterday, was a statement that a Stillwater (Minn.) mob had attacked the works on the bridge across Lake St. Croix, at Hudson (Wisc.), pulling up the piles, and threatening other violence.

Hudson is situated on the east side Lake St. Croix, and is the Wisconsin terminus of the West Wisconsin railroad. It is eighteen miles from St. Paul and a company has been formed to build a railroad from the lake side opposite Hudson to St. Paul, the two companies uniting to build the bridge across the lake. Stillwater is a place of about 3,000 inhabitants (1871), on the Minnesota side of the lake, and eight miles north of Hudson. Jay Cooke & Co. and the interests associated with them own a railroad from St. Paul running north to Duluth on Lake Superior, with a branch, which starts nine miles from St. Paul, running to Stillwater. The Jay Cooke interest want to force the West Wisconsin company to build their road to a point on the Lake opposite Stillwater, and to bridge the lake there, and run into St. Paul over the Stillwater branch of the Superior railroad. To effect this object they have secured an injunction in a State Court of Minnesota, prohibiting the construction of the bridge at Hudson. This suit will be removed to the United States Court for trial (later this was abandoned). In



Contin'd from P. 437-A

the meantime, a Stillwater Ku Klux mob has taken the law into its own hands, and attempted to destroy the bridge works so far as they have progressed.

Really Wisconsin is getting about enough of Jay Cooke and his jobs. To create a value for his corner lots in the wildcat town of Duluth, a canal was dug across an isthmus, diverting the current of St. Louis river, and destroying the harbor of Superior City. An injunction was procured stopping the work, but by his peculiar arts (Jay Cooke's) he prevented it from being served, and procured the suit to be dismissed. He bought out the franchise of the St. Croix and Superior road to prevent its being built, and then pleaded against making payment for his purchase because it was within the statute of frauds. A mob has now, in his interest, attacked a great public enterprise owned by the people of this (Wisconsin) State, and which they are engaged in completing, but they are prevented because they do not propose to run eight or ten miles out of the way for the sake of reaching St. Paul over a little line of branchrailroad owned by him - - - - -."

Note: I cite the foregoing excerpt to give additional information relative to Duluth Canal, its effect on St. Louis River current, and the Hudson - St. Croix Bridge incident's relation to the whole.

Otter Tail River  
and Country

Red River

Description

St. Paul Pioneer

Date Line of Story July 18, 1871.

XVII

170

Saturday, July 22, 1871

Historical Society

L. S. Staples.

2.

Excerpt from col. 43 captioned "The Northwest."  
"The Otter Tail Region."

"Otter Tail City, Lake and River, form a little point of land separating the lake from the river, terminating in a point and forming a peculiar curve, thus resembling as some of the old Indians thought, an Otter's tail.

Otter Tail county is as large, if not larger, than the entire State of Delaware. The county consists of prairie land, both level and rolling. The soil is as good as the valley of the Mississippi can produce anywhere. A chain of what mountaineers term "hills," runs across one part of the northwest and southeast. Leaf Valley is extensive and arable. Immense belts of timber, including pine, tamarac, sugar maple, and all the various species of trees indigenous to the Eastern States, are found interspersed throughout this broad domain. - - - - - Otter Tail City is in the center of the county and of course the county seat (Fergus Falls now) - - - - population not great at present time (1871) - - - we will take a walk down the street, which runs parallel with the Red River of the North (Otter Tail River) and Otter Tail Lake, the otter's tail alluded to being between. At the head of the street we find R. L. Frasee's steam saw mill in full blast - - -. Ten thousand feet of pine lumber per diem, his circular (saw) manufactures - - - Wright & Mendenhall are sending a large drive from his (Frasee's) boom today



Contin'd from 493-A

to their works below at Pergus Falls (saw-mill at that point in 1871) - - - a half million feet of lumber sold from this (Frasco's) mill (at Otter Tail City) this season shows conclusively that there are improvements going on somewhere.

Mr. Frasco also informs us that by the time this ensuing autumn's wheat is ready for the garner, he will have a flour mill with two run of stones, in complete running order (at Otter Tail City). - - - -."

St. Louis

Water Power (a prospectus)

St. Paul Daily Pioneer

XVII

179

Wednesday Aug. 2, 1871

Historical Society

L. S. Staples

2, col. 6.

Excerpts from column captioned "Notes Towards Winnipeg."  
 An exchange from the New York Sun.

[no date given]

- - - "Just back of Duluth, in the Dalles of the St. Louis river, is water power that might do the work of the world. For twenty miles this stream (St. Louis River) rushes down a succession of rapids and cascades, where mills may be planted as the shops on Broadway (New York). The wheat of the Northwest will be ground here, lumber will be sawed here, workshops and manufactories of every sort will be built here. In this vicinity, too, there is iron ore as rich as that of Margette, in inexhaustible deposits; and a slate quarry, the only one in the Northwest, has already been opened. Duluth need not be afraid. She will be able to hoe her own row.

- - - "The Lake Superior country can never have much agriculture. Grass, potatoes, and oats must always form the main products of the soil. Nature designed it to be inhabited chiefly by workers in ores and metals. It is now little more than a wilderness, but its time is at hand to become full of life  
 - - -."



The St. Louis

Canal at Duluth

St. Paul Daily Pioneer

XVII

180

Thursday, Aug. 3, 1871

Historical Society

L. S. Staples.

1. col. 5.

"Duluth Canal."

"A Madison, Wisconsin, dispatch of the 31st (July) says information has been received by Gov. Fairchild (of Wis.) from Washington that the Duluth canal matter, which he has been looking after at Washington, is settled. The city (of Duluth) is to give bond, with responsible individuals for sureties, in the sum of \$100,000, to build the proposed dyke between its canal across Minnesota Point and the St. Louis River, so that the waters of the latter stream will not be diverted to the new outlet, but will flow around by Superior City in the natural channel."

Red River Valley

Red River

491-A  
Description. Navigation.  
Logging. Rafting; saw mill.

St. Paul Daily Pioneer

XVII

197

Wednesday, August 23, 1871

Historical Society

L. S. Staples

2. col. 7.

Excerpts from col. captioned "Red River Excursion."  
An Exchange from Chicago Tribune.

Red River Valley

Emigrants - Business.

"Captain Griggs, of the "Selkirk," ( a steamer plying Red River) gave it as his opinion that at least fifteen hundred emigrants would reach Manitoba (nearly all from Canada) during the present season. Of these six hundred or more would come by an American route. There were no white people a year ago for one hundred and thirty miles by land, between Frog Point (it is on the Dakota side of the river Red and Pembina. Now (1871) there are fifteen families or more on and about Frog Point, and there are thirty-five on the opposite side in Minnesota. Capt. Griggs thinks there are twelve hundred people between Georgetown and Pembina -- a year ago there were not a dozen. There are two steamers plying between Frog Point and Fort Garry -- the "International" belonging to the Hudson's Bay Company, and the "Selkirk," belonging to Griggs & Co. (sic). The latter company will have another steamer ready for the spring trade. They will build her at the mouth of Red Lake River, some thirty miles below Frog Point, where there are now settled some twenty families, <sup>(This became E. Grand Forks)</sup> and Captain Griggs has a saw mill. Capt. Griggs estimates the amount the people of Manitoba will pay for freight alone this year at \$500,000. The Hudson's Bay Company will import 1,000 tons,



Contin'd from P. 491-A

and outside merchants 1,500 tons. Pine lumber is obtained by floating for a hundred miles or so through a series of lakes in cribs, from the headwaters of the Red River, and on reaching the northern head of the stream, the cribs are coupled together and a raft is formed for the remaining four or five hundred miles before it reaches Fort Garry. We saw a raft near Pembina that started from Pine Lake on the seventh of May, and it will have good luck, so slow and sluggish is the current, if it reaches Fort Garry by the first of September. The timber north of Breckenridge is composed mainly of cottonwood, elm, ash (white and black), poplar and oak. Some of it is very large and fine, but the belt does not generally extend back beyond a quarter of a mile to perhaps a mile from the river - - - -."

Big Fork

Exploration

St. Paul Daily Pioneer

XVII

202

Tuesday, Aug. 29, 1871

Historical Society

L. S. Staples

4. col. 7.

## "From the Wilderness."

"Captain Mahlon Black, of this city, and James Whitehead, trader at White Oak Point, arrived in town (Minneapolis) last evening from a four week's trip through the wilderness above us. Their trip was one of exploration, to gain a general idea of the country, and "see the sights," which they certainly did, going as far as Big Fork river, and down that stream to the mouth of Cormorant river. The entire trip was made in birch canoes. Their route was from Leech Lake to Cass (lake), thence to Lake Winnibigoshish, up Cut-foot Sioux river, to its head, where they made a portage of three miles, over the 'dividing ridge,' and reached the waters of Bow String Lake and Big Fork river. They returned by the same route. They report pine timber as scarce, in fact, there is none above the 47th parallel of latitude. There is any quantity of meadow land and a great amount of excellent farming land up there, and resembles Maine, more than Minnesota."

Note: This is a false report. It is quite obvious why this report was published. Capt. Mahlon Black, a lumberman himself, had, no doubt, been "cruising" this wilderness in search of timber. He dared not disclose his findings.



Shayenne

The Red River

Settlement

St. Paul Daily Pioneer

XVII

205

Saturday, Sept. 2, 1971

Historical Society

L. S. Staples

2, col. 2

"Minnesota News."  
An Exchange from St. Cloud Journal.

Northwestern Colony.

"We had a call on Tuesday from Mr. Horton, who recently went to Red River with a part of a colony intending to settle there. They have located twenty-eight sections of land 38-miles northwest of Fort Abercrombie on the Shayenne river."

Cannon

Mississippi

Water Power.

St. Paul Daily Pioneer

Date Line of Story

XVII

221

Letter dated, Sept. 19, 1871.  
Thursday, Sept. 21, 1871

Historical Society

L. S. Staples.

2, col. 3

## "Cannon Falls"

An Immense Water Power  
(Excerpts)

"It is the opinion of competent judges that no water power of equal capacity can easily be found, so safe, economical and abundant as Cannon Falls and vicinity affords, a very brief recapitulation of which I will make, hoping to arrest and secure the attention really merited. Commencing at a point one half mile below the north eastern addition of Cannon Falls, known as Cannon Falls City, we find a location for a dam of twelve feet in height, with solid rock bottom and banks on which a dam may be constructed which will defy all the rushing waters of floods and freshets that will ever come; and this peculiar feature of the river bed is common to all the water powers on the Cannon River in the vicinity of Cannon Falls except that on the northeast boundary of Cannon Falls, three-quarters of a mile west of the first named water power. This second mill site is now owned by Messrs. Gregg & Co., on which there is a substantial dam, eight feet high, and occupied on the left, or southern bank by a large and expensive flouring mill owned by the gentlemen above named (Messrs. Gregg & Company), who, by patient, persevering effort, and at great expense, have substantially rebuilt at a point where half the width of the river was deepened twenty-five feet by a flood surpassing in volume of water any ever



Contin'd from 494-1

known here (Cannon Falls), and which swept away the large flouring mill built by R. H. Knox & Company. The right bank and half the bed of the river is rock, presenting an excellent mill-site yet unoccupied. Following up the river about forty rods, we came to the junction where the Little Cannon river enters, on the left, or south bank of the Big Cannon. Following up the Little Cannon about the same distance we came to the beautiful falls of the same. At this point we find a beautiful fall of sixteen feet, half of which is perpendicular - - - - -.

The Cannon Falls Manufacturing Company was chartered by the Territorial Legislature, in its session of 1858. One of the first objects this company had in view was the erection of a dam on the head of the falls of 14 feet in height, which would have made a fall of 50 ft., and a lake of unrivaled beauty, situated well within the town, and half surrounded by it. (Note: Apparently, company did not build this dam) At no expense to water power owners and inhabitants of the town, the few dwelling now (1871) occupying the land to be flooded should be removed. Should such a dam be built, which would create a lake of unparalleled beauty, a gem in the center almost of the town, and it would be to its inhabitants a "joy forever," besides making the water power worth more than three times as much as though no dam was built and water taken only from the head of the falls ---.

Contin'd from 494-B

On this falls now (1871) stands an unoccupied large four story stone building erected for a flouring mill, but never used for that purpose, having been used until recently for a woolen factory, now awaiting improvements, which is already arranged for by gentlemen who are amply able to develop its capacity to any extent - which they think best.

Proceeding south and up the river from this falls, as far as the lake would extend, we find at its head a chance for another dam of six feet or more in height, with flow back three-fourths of a mile, making the fourth water power described. The fifth is  $2\frac{1}{2}$  miles from Cannon Falls, a mile from this point, and is now occupied by Messrs. Archibald & Wilson.

A permanent stone dam raises the water twelve feet, the channel below having recently been deepened two and a half or three feet, on which is one of the neatest 5-run of stone flouring mills, the building and arrangement of which were made without regard to expense, and is indeed a mill unrivalled in its convenience and capacity for business.

Retracing our steps, we now find ourselves again at the junction of the Little with the Big Cannon River. Proceeding up the Cannon River, we come to another superior water power (the sixth), with smooth rock river bed and banks of rock of suitable height for a dam of 12 feet about 60 rods above the junction of the Cannon River. Here both banks are nearly level, affording elevated sites for mills on both sides of the river. This is the best



Contin'd from 494-C

mill site on the Big Canon river within the plotting of the town's addition, and as yet (1871) both the addition and water power is unimproved and awaiting development.

Forty rods west in a straight line, although by course of the river, twice as far, we come to the seventh water power just outside the plotting of the Canon Falls addition. Here the banks are low and level, and river with wide and smooth bottom and banks of rock, affording a natural fall of  $4\frac{1}{2}$  feet in 20 feet of river; called Hale's Falls.

The land here is level on either bank, covered with from three to five feet of soil, requiring a dam  $4\frac{1}{2}$  feet high with ample room for waste water. On the left or south bank, the side on which the company's addition is plotted, is a depression in the rock under the soil in a straight line towards said addition like a canal, into which the soil has washed, which extends about fifteen rods with a corresponding depression running parallel with the first, a natural mill race where the water would run into and could find the river as many rods below, after leaving the canal on the bank. The falls thus obtained would be 14 or 15 feet. Mills on this site would stand 10 or 15 rods from the river, and close to the plotted addition. This is altogether the safest, most elevated and commanding water power on the Big Canon river near the town, and could be carried by a canal opposite the town's addition. No freshet would damage mills situated on this site, and a canal

Contin'd from 494-D

could be easily covered in front of the mills, as well as the race below, and none seen within 15 rods from the site.

Above on the river bank three-quarters of a mile, we come to the celebrated spring known as the Paines Springs, which rushes from the south bank and tumbles in rapid descent 15 feet into the river, and affords an excellent three-horse water power, which was so used there years since, to run the carding machines of S. Hale, now at River Falls, Wisconsin.

At this point is the eighth water power, with bottom, banks, and ledges, are just as good for building on as any other, excepting the west bank, which is high, affording mill sites only on the south bank. The water can be raised by dam 12 feet, and no better site for a paper mill can be found as clear water is always wanted for nice white paper which could be used in the second story from the spring at all seasons of the year, pure, clear and cold. The water from the spring to run the carding mill, was carried on the bank in a box or open flume 16 inches deep, and while as many rods until reaching a deep ravine over which a building stood under which an overshot  $17\frac{1}{2}$  feet diameter wheel was placed. This should be used for a butter-working and packing establishment which could be done with promise of profit to any person competent to manage such a business. Fifty rods further up and we come to the most magnificent waterfall on the Cannon river. Here the fall is 6 ft perpendicular and comes hurrying down from



Contin'd from 494-E

80 rods above. The river running in  $3/4$  [sic] of a circle consequently to nearly all points of the compass in that distance. The west or right bank is about 25 or 30 ft. high above the foot of the falls, the river smooth and banks nearly perpendicular on both sides. The east or left bank rises 70 feet abruptly from the river. Fifty feet up there is a narrow shelf from 3 to 6 feet wide, parallel with the river for ten or twelve rods where you look down upon the falls in the chasm below - - - -.

At the head of the rapids, about eighty rods above, is a fall of two feet perpendicular, on the head of which a dam can be built twelve feet high.

The river bed is smooth and level, of uniform depth of water the whole width of the river. The banks are perpendicular, rising on the right bank to 80 feet or more from the river bed, a dam built at this point, and a canal cut through this ridge of rock would take the water to the river across the tongue or neck of land formed by the circuitous course of the river to a point below the great fall, giving about 30 feet fall.

The water can be all used once before reaching the river bank by a string of factories situated near the center of the neck of land which rises gradually from the west bank of the river at the falls until it reaches the point where the canal should be cut to take the water from the above dam - - - -.

St. Paul Daily Pioneer

XVII

E21

Thursday, Sept. 21, 1871

Hist. soc.

L. S. Staples

2, col. 2.

Excerpt from column captioned "Minnesota News."

"The bridge across Redwood river at the Dells, for the construction of which the last Legislature voted \$5,000, has been completed - - - - It is 50 feet above the water, about 25,000 feet of lumber has been used, and 6,000 pounds of iron. "



Cobb

Minnesota

Water Power.

St. Paul Daily Pioneer

XVII

224

Sunday, Sept. 24, 1871

Historical Soc.

L. S. Staples

1, col. 2.

Excerpt from column captioned "Minnesota News."

"Mr. Hall's flouring mill, at Freeborn (Freeborn County, Minn.), is receiving a steam engine, so that when the water is low (in Cobb river; source in Freeborn Lake, Freeborn County) the mill can be kept running by steam."

Run

Mississippi

Dam (Logging)

St. Paul Daily Pioneer

XVII

266

Sat. Nov. 11, 1871

Historical Soc.

L. S. Staples

4, col. 5, par. 12.

Mill Lake Dam Carried Out.

"Various interested lumbermen, during last summer, subscribed an amount sufficient to construct a dam at Mill Lake (town), on the east branch of the Run River, and under the supervision of Capt. Jack Chase, \$1,100 were expended there this fall in construction of a dam which was expected to carry a head of eight feet. On Monday last, under a pressure of  $4\frac{1}{2}$  feet, and while a couple of men were in the very act of raising the gates to give vent to the water, one wing of the dam, about thirty feet in length, "flowed," as lumbermen term it - otherwise, went out. Capt. Chase is again on the spot with a crew of men, engaged in replacing the dam, while a few in the vicinity dam it at long range."



## Water Power

## General Item

## Water Levels.

St. Paul Daily Pioneer

XVIII

53

Tuesday, Feb. 15, 1872

Hist. Soc.

L. S. Staples

1

From column captioned "Minnesota Dows."  
col. 3, par. 7.

"Low water is sadly interfering with the running of water flour-  
ing mills in different sections of the State. The fluid supply for the  
wells is also very short, and in many places nearly all the wells are  
dry."

Shell Rock

Navigation - Prospectus

St. Paul Daily Pioneer

XVIII

127

Thurs. May 30, 1872

Hist. Soc.

L. S. Staples

2, col. 3.

"Minnesota News." par. 9

"A movement is on foot in Albert Lea to secure steam navigation between that place and Northwood, Tenn., by way of Lake Albert Lea and Shell Rock River."



Crow

Mississippi

Power Site

St. Paul Daily Pioneer

XVIII

129

Sat. June 1, 1872

Hist. Soc.

L. S. Staples

2, col. 4.

Captioned "Minnesota."  
(An Excerpt)

"There is a fine water power (site) at Rockport [sic] (Rockford, now), on the Crow River, which, by the outlay of some capital, could be utilized far more than it is at present. It is owned by G. P. Ames - - - - there is here a flouring mill - - - a furniture, wagon, spoke and planing factory - - - - broom handle factory, all worked by water power, and a stave and barrel factory, worked by steam - - -."

Shell Rock

Mississippi

Navigation

St. Paul Daily Pioneer

XVIII

130

Sunday June 2, 1872

Hist. Soc.

L. S. Staples

2, col. 3, par. 15.

Excerpt from col. captioned "Minnesota News."

"The proposition to establish a steam transportation line from Albert Lea, via Lake Albert Lea and the Shell Rock River, to Northwood, Iowa, is assuming shape, and one of the boats is already in process of construction. These boats will be built in large form, with a view to the shallowest draught of water. The Standard (Albert Lea newspaper) says the line will probably be the favorite medium of transporting the greater portion of our wheat and merchandise, until another line of railroad is secured."



Red

Bridge  
Transportation. Immigration.

St. Paul Daily Pioneer

XVIII

189

Thursday June 15, 1872

Date Line of Story

June 10, 1872

Hist. Soc.

L. S. Staples

2, col. 3.

Excerpts from "The Northwest."  
(R.R. bridge)

"The bridge across Red River (R.R. Bridge) (at this point; Moorhead, Minn.) is finished and the first train ran across it on Thursday last. The span is about 125 feet, very compactly built - - - a wood bridge."

"It is 35 feet above the present stage of water, but those familiar with the Red River say that it is at least ten feet below high water mark. This may seem incredible, but it is nevertheless true. At some future time we will speak more about Red River freshets - - -."

"Kittson's Red River Transportation Line consists of the steamers International, Selkirk and Dakota. The International was built in 1862, and has been running in the interest of the Hudson Bay Company, until the management was effected this year - - -."

"The Selkirk was built last year (1871) by Hill, Griggs & Co. of St. Paul - - - a staunch little craft. Alex Griggs is master, and Harry Smith, of Diamond Jo fame, clerk."

"The Dakota was built last spring (1872). She is the smallest of the three, and is intended as a freight boat only. Jerry Webber, an old veteran from the Minnesota and Mississippi, is master - - -."

"The tide of immigration into Red River settlements this season is immense, and the quantity of freight very large. The line has all it

Contin'd from 502-A

can do. The Dakota leaves tomorrow, and will be the last boat to leave Moorehead, until there is a raise of the water. Freight will be towed to Frog Point, some fifty miles below and at the foot of the rapids. From there navigation is good and boats will be able to make trips regularly."



West Fork of  
Des Moines River

Mississippi

Power Site. Flouring.

St. Paul Daily Pioneer

XVIII

140

Friday June 14, 1872

Hist. Soc.

L. S. Staples.

2, col. 3, par. 9 of "Minnesota News."

"Mr. Henry Lobb, late of Milwaukee, Wis., has purchased a mill site at Jackson (Jackson County, Minn.), and is to proceed at once to the erection of an extensive flouring mill, to be completed in about three months."

Note: Jackson, Jackson County, Minnesota, is on the West Fork of the Des Moines River.

Crow

Mississippi

Lumbering. Flouring.

St. Paul Daily Pioneer

XVIII

145

Thursday, June 20, 1872

Hist. Soc.

L. S. Staples

3, col. 3.

Excerpt from col. captioned "Minnesota Lumbering,"  
a letter to the editor by Dillon O'Brien.

"Dassel (Hector County, Minnesota), five miles from Darwin (same county) in the woods (Big Woods), is becoming a very considerable point for business. It was located in 1869 on a homestead, by Parker Shands, Esq.

Quite an extensive and freight business is done here, as two daily stages run from Dassel to Hutchinson and Kingston. It is estimated that the trade of this place will amount, this year, to about \$50,000; not bad when one considers that it was but wild homestead land three years ago. - - -"

It has two stores - - - - There is also a steam saw mill here - - - a great advantage to the farmers - - - the best of their hardwood they can get sawed up into lumber, while the railroad gives them an opportunity to sell dried or inferior wood for fuel.

This is very different from having to burn up all their wood on the ground to get rid of it, as of no value.

There is also a flouring mill on the outlet of Lake Washington (Hector County, a lacustrine (?) lake of the Crow River), two miles from the village."



St. Paul Daily Pioneer

XVIII

156

Wednesday July 3, 1873

Historical Society

L. S. Staples

4, col. 1, par. 19. "Shad" "In our issue of yesterday we mention-  
ed the fact that Mr. Seth Green, one of the Commissioners of New York, was  
on his way to this city, for the purpose of trying the experiment of stock-  
ing the Mississippi River with shad. Since yesterday a letter has been re-  
ceived from Mr. Green, stating that he had telegraphed to Carlton N. Y.,  
for a supply of shad and for a person to bring them. He expected to meet the  
person at Rochester (N. Y.), and reach St. Paul yesterday. Unfortunately,  
the man he expected, met with an accident on the way, and was so crippled  
that he could not get on or off the cars, and instead of bringing 50,000  
shad, he only brought a small amount (10,000).

Mr. Green is anxious to try the experiment of stocking the Upper  
Mississippi with shad and will take measures next season (1873) to provide  
himself with an abundance of eggs and fish and give these denizens of the  
eastern rivers a new home in western waters - - - - -."

Yellow Medicine

Minnesota

Water Power.

St. Paul Daily Pioneer

XVIII

166

Tuesday July 16, 1872

Historical Society.

L. S. Staples

P. 2, col. 4.

Excerpt from "Minnesota News."

"Two grist mills are being built on the Yellow Medicine River - - - one at the town of Yellow Medicine, to be run by steam, and the other four miles above, to be run by water."



Zumbro

Mississippi

Exploration.

St. Paul Daily Pioneer

XVIII

166

Tuesday July 16, 1872

Historical Society

L. S. Staples

2, col. 4.

An Exchange from Rochester Post -

Excerpt from col. captioned "Minnesota News."

"The intrepid Voyageurs, late of this city (Rochester), Burt Olds and Fred Cole, started on a voyage of discovery down the Zumbro, on Tuesday. They took with them in their boat, provisions for ten days' journey besides canvas and fixtures for shelter. Their route is down the tortuous windings of the Zumbro River to Wabasha (or as Father Hennepin named the river when he tried to explore it and gave it up one hundred and ninety years ago, Des embarras River;) thence down the Miss. river to Winona -- an estimate distance by the current, of at least one hundred and thirty-five miles."

Ibid: vol. XVIII, #172, July 23, 1872, p. 2, col. 3, Excerpt from

"Minnesota News." "Burt Olds and Fred Cole - - - abandoned the trip at Zumbro Falls on account of the heat."

Rum

Mississippi

Lumbering

St. Paul Daily Pioneer

XVIII

195

Wednesday, August 7, 1872

Historical Soc.

L. S. Staples

2, col. 3.

Excerpts from column captioned "Minneapolis" "The Lumber  
Interest." W. D. Washburn & Co.'s Anoka Mill."

"In 1860, Messrs. W. D. Washburn & Co., purchased of James McGinn his water power at Anoka, and the mills thereon, with all his boorage rights, amounting to five miles in length, on Rum River, immediately above the village (of Anoka). In 1871, they purchased an additional bit of land adjoining their mill sites, and upon this latter purchase (which lies a few rods above the old McGinn mill) in October of that year laid the foundation for this new mill, which was completed and put into operation early in May last.

\* \* \* (engine) has a capacity of 225 horse-power - - -

#### The Mill Proper

- - is 170 x 60 feet, two stories in height - - - we find (on ground floor) a Hussey shingle machine with a capacity of 20,000 (shingles) in ten hours, and a lath machine with a capacity of 20,000 (laths) in ten hours - -."

#### Capacity.

"The mill, since it has been in operation, has cut 105,000 feet of lumber in ten hours. Its average work is 90,000 feet, but as the workmen become better acquainted (with operation of machinery), they expect to increase it to 110,000 feet in ten hours - - -"

"In the mill proper, which runs ten hours per day, fifty-five men are employed, including engineer and firemen, and lath and shingle men. On the platform (lumber platform) 29 men are employed in assorting and loading;



Contin'd from 508-A

13 more are kept busy in the yards in piling lumber and loading it into cars; and ten teams are engaged in hauling lumber and refuse. It will be seen that more than 100 men are given constant employment in and about this establishment - - - -."

"In connection with the above saw mill Messrs. Washburn & Co. also have a large planing mill at Anoka, run by water power, and doing a good business, and this mill will be enlarged and improved next season- - - -"

Cannon

Mississippi

Flouring Mills

St. Paul Daily Pioneer

XVIII

187

Friday Aug. 9, 1872

Historical Society

L. S. Staples

1, col. 2,

under "Minnesota News," paragraphed

5. "The Dundas flouring mills (on the Cannon River; some water power driven; some steam driven) are now manufacturing 150 barrels of choice flour daily, with enough wheat on hand to make 5,000 barrels."



Otter Tail

Red River of the North

Water Power

St. Paul Daily Pioneer

XVIII

187

Friday, Aug. 9, 1872

Hist. Soc.

L. S. Staples

1, col. 3, par. 11, under col. "Minnesota News."

"Goodsell Brothers, of Northfield (Minn.), have recently purchased the 'upper water power, saw mill, and lumbering interest,' of Messrs. Wright and Wendenhall, at Fergus Falls (Otter County, Minn., on Otter Tail River), for \$35,000."

Red River - Minnesota  
River Navigation Link.

The Minnesota  
River.

Navigation Page 511

SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)

Wednesday  
Date of Publication Aug. 14, 1872.

Vol. XVIII #191

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

Where consulted Historical Society

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

P. 4. Column #3, captioned "The Upper Minnesota" (Excerpt)

"Col. Ma Comb (sic), who has control of the Western River Improvements under the Act of Congress, has just completed the organization of a party to make a survey of the Minnesota river from Yellow Medicine <sup>via</sup> Big Stone Lake and Lake Traverse, to the Red River of the North, with a view to ascertain whether uninterrupted navigation can be established between the Minnesota River and the Red River, and thus give the Gulf of Mexico navigable communication with the British Possessions at Pembina. The party, <sup>which</sup> will be composed of eighteen persons, will be under the control and supervision of Capt. Brown -- from Rock Island. The party leaves Belle Plaine, the point of rendezvous, today (Aug. 14, 1872). It is expected that the party will be absent some three months, in making the necessary surveys, which will be unusually careful and accurate."

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## SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)Date of Publication Saturday August 24, 1872Vol. XVIII #200

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

Where consulted Historical Society

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

P. 3, col. 4. Under column captioned "Minnesota River,"  
(Excerpts) An Exchange from St. Cloud Journal

--- "Granite Falls, situated on both sides of the Minnesota river (this is town of Granite Falls, Yellow Medicine County, Minn.), about fourteen miles below the confluence of the Chippewa and Minnesota rivers. --- The river winds around here in a "serpentine" course, leaving the portion of the town site west of the river in the shape of a horse shoe. Timber lines the shores at intervals. ---

The townsite of Granite Falls was platted less than a year ago. Hon. Henry Hill of Hitchfield, is proprietor. In October last (1871) the first improvements were commenced, by Henry Hill, J. M. Waldron and S. G. Anderson, the first proprietors of the mill and water power. Mr. Hill is now (1872) sole proprietor. Since then a large flouring mill has been constructed, which already has ground over 10,000 bushels of wheat in grain brought from a region of sparsely settled country round about. --- The mill has two run of stone, another run being contemplated. There is a natural fall of six feet at the mill, and this can be raised so as to have eighteen feet fall. The river up and down for half a mile is a succession of rapids, affording a total natural fall at and near the town site of say twenty feet, while three miles below at Minnesota Falls, Gov. Austin's town site, is still

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

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

Staples

SOCIAL-ETHNIC STUDIESSource: \_\_\_\_\_ Date of Publication \_\_\_\_\_  
(edition, page, column)

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

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

continued from page 512-A

other rapids affording a fall of about ten feet. Besides these, there is nothing comparable to this water power within a radius of fifty miles. The river bed is solid rock, and so are the banks in most places. At Granite Falls the dam is a short one compared to the average width of the river, projecting rocks shortening the distance, as well as strengthening the dam - - - -."

"Minnesota Falls, three miles below Granite Falls, is building up. A mill is in process of erection, and other improvements under way. There is a good water power there, but nothing so extensive and available as that at Granite Falls."

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Red Lake River.

Red River of the  
North and Its Tribes -Navigation. Page 513-A.  
+ Exploration.

## SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)Date of Publication Sunday Sept. 8, 1872Vol. XVIII # 216

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

Where consulted Historical Society

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

p. 4, col. 6. Captioned "The Northwest" Pioneer Steamboating on Red Lake River." (Excerpts).

"At precisely 9:55 on the morning of the 3d (of Sept.) the "Dakota" (Red River steambot) turned her prow for the first time into Red Lake River, on a tour of inspection, Captain Jerry Webber was in command, and the following choice spirits were taken along for "ballast": General Managers, M. W. Kittson, and J. J. Hill of St. Paul (of "Empire Builder" fame); H. S. Donaldson, R. Patterson, W. H. Cosgrove, W. T. Suxton, correspondent of the Toronto Globe, and "Butts" Sergeant, of Winnipeg, Manitoba.

Upon entering Red Lake river a vast difference is noticed in the color of the water from that of Red River, the latter being of a thick muddy color, while the former is of reddish hue. For some distance the river is free of all obstructions, and a decided improvement upon Red River; but soon we began to find snags and floodwood lodged in the bends, and many places closely resembling the Minnesota river. The general appearance of the river, however, is somewhat similar to Red River. About the same quantity and quality of kinks, but the current is much swifter, running at least four and one-half miles an hour, and the

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Staples

## SOCIAL-ETHNIC STUDIES

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 (edition, page, column)  
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 Where consulted \_\_\_\_\_ Date consulted \_\_\_\_\_

continued from page 513-A.  
 river more snaggy. . . . "

--- "Various accounts concerning the river (Red Lake river) had been received, some that we could not get up, others that we would have no difficulty. We jogged along at a <sup>very</sup> fair rate, but feeling our way carefully at times, as we approached what seemed to be a treacherous place, for Captain Jerry is too much of a steam-boatman to run into danger blindly. During the forenoon and the first of the afternoon, an occasional house and several "forest flyers" were seen, but as the afternoon began to wear away, they ceased to be seen, and not a sign of a living creature was visible. Apparently we were "monarchs of all we surveyed."

"As the shades of eve were deepening, speculations were rife as to "how far it was to the crossing." That was a stunner! No one knew. Mr. Hill had been there and was posted. "The crossing was at a little prairie, just around a bend above another prairie, and above a little tow-head," but we had not come to his "marks" yet. Just as it was fairly dark "Truthful James" discovered a prairie that "looked like the place and reckoned it wasn't much farther, just two or three bends." Then it must be the next bend. Anxiously, we looked for the

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*Staples*



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continued from page 513-B.

tow-head (finding plenty that were not the one) and the next bend until near 11 o'clock, when we concluded the tow-head had moved, and the next bend had straightened out, and tied up for the night."

"In the morning early we were again gliding up the river, which presented quite a different appearance from the river below. Here, instead of snags, were huge boulders, making frightful breaks as the water ran swiftly over them."

"At last, the "next bend" was reached, a canvas tent was seen in front, and at 6:15 (apparently A.M.) the first steamboat whistle screamed shrilly out on the morning air, bringing the natives out in full force to behold the arrival of the first steamer. Five minutes later the "Dakota" was safely landed at the town of Crooksbury (Crookston, at present). This place lies on the right bank of the Red Lake River, twenty-three miles from Grand Forks, and about thirteen miles east from Frog Point (on the Red River of the North). There are at present (1872) about two or three hundred people living hereabouts. On the "public square" there are an even dozen stores, saloons and hotels ---- The bridge at this point is being put up as rapidly as labor can do it. ---- At 9:15 A.M. the "Dakota" departed on her downward trip ---- she arrived at Grand Forks

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

continued on page 513-D.

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*continued from page 513-C*

at 6:45 p.m. (same day), which completed the first steamboat trip on Red Lake river."

"Captain Webber pronounced it a much better river to navigate than the Minnesota river was before it was improved, and says it resembles the Minnesota in many respects. The shoalest water we found was four feet, which will doubtless enable the boats to navigate this river with but little trouble." ~~and as soon as the bridge is completed and a depot erected, the line of navigation~~

-30-

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*L. S. Shapiro*



## SOCIAL-ETHNIC STUDIES

Source:

St. Paul Daily Pioneer  
(edition, page, column)

Date of Publication

Sunday Sept. 15, 1872

Vol.

XVIII #219

Date Line of Story

Anoka Sept. 13, 1872

Where consulted

Historical Society

Date consulted

p. 2, col. 5, captioned "Letter from Anoka." (Excerpts)

"Anoka, on the branch line of the St. Paul & Pacific railroad, and some thirty miles north of St. Paul, at the confluence of the Mississippi and Rum rivers, is a thriving and prosperous town, and contains about twenty-five hundred inhabitants. The most important and extensively conducted business in Anoka is the manufacture of lumber.

From sixty to seventy million feet of logs annually are floated down the Rum river from the pine region above, to and beyond Anoka; about half of the above number of feet of logs, or about thirty million feet are manufactured here (Anoka).

There are four large saw mills here which manufacture two hundred and seventy-five thousand feet of lumber every ten hours.

These mills give employment to three hundred men, and to whom are paid over twenty-five thousand dollars every month.-----

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L. S. Staples

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

## SOCIAL-ETHNIC STUDIES

Source:

St. Paul Daily Pioneer  
(edition, page, column)

Date

of Publication Tuesday Sept. 17, 1872

Vol.

XVIII #220

Date Line of Story

Where consulted

Historical Society

Date consulted

p. 2, col. 3, captioned "Minnesota News, par. 13.

"The Frazee saw-mills ("Frazee," the owner's name), situated on the Northern Pacific road, between Perham and Wadena (apparently on Otter Tail River), took fire on Saturday morning and were consumed before assistance could be rendered. The engines are supposed to be but little damaged, and the total loss is reckoned to be at \$1,500."

note: I cite the above to establish the fact that a saw-mill was located on the Otter Tail river, at this point, and in the year of 1872. Frazee, the lumberman, must have had his mills in Otter Tail County, on the Otter Tail River, at that time. Later, he built mills on the Otter Tail River in Becker County, from which location the village of Frazee (Becker County) arose.

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L. S. Staples

WORK PROJECTS ADMINISTRATION (MINNESOTA)

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



The Zumbro River

The Miss. River  
and Its Tributaries

Water Page 516  
Power Survey.

SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)

Date of Publication Sunday Sept. 22, 1872

Vol. XVIII #225

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

Where consulted Historical Society

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

page 2, col. 4, captioned "Minnesota News," par. 7.

"Citizens of Wabasha have subscribed \$200 for the survey of the Zumbro water-power, with a view of utilizing the same. A good move for Wabasha."

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Your Name

L. S. Staples

## SOCIAL-ETHNIC STUDIES

Source:

St. Paul Daily Pioneer

(edition, page, column)

Date of Publication

FridayOct. 11, 1872

Vol.

XVIII # 241

Date Line of Story

Where consulted

Historical Society

Date consulted

P. 3, vol. 2, captioned "The Northwest. Sketches  
on the Red River of the North."

(Excerpts).

"For some distance below Grand Forks the  
Red River of the North presents about the same  
appearance as above. Turtle River is fourteen miles  
below, Here is a stage station only. From here the  
timber begins to grow scarcer and the banks lower.  
Big Salt River joins Red River about eighteen  
miles below Turtle River.

The water of this little creek is very salty, so  
much so that it cannot be drunk, hence its name.  
Five miles below is Kelly's, Here are several houses  
and a stage station. Five miles below is Little Salt,  
similar to Big Salt, only smaller.

From here to Pembina the country presents a  
most dreary appearance. The timber is very sparse, and  
in many places is entirely gone, save the tall blackened  
stubs that remain to show the track of the prairie  
fire. There are but few houses and no signs of civil-  
ization save an occasional sight of the telegraph  
poles as the wagon road and the river near each other.

Fort Pembina ---- is situated on the left

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Your Name

continued on page 517B

WORK PROJECTS ADMINISTRATION (MINNESOTA)

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## SOCIAL-ETHNIC STUDIES

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*continued from page 517-A.*

bank of the river (Red river, going down stream), about thirty miles below Little Salt. ---."

Pembina village lies about one mile below (Fort Pembina). Here are several things. A saw mill, some stores, a post office, the United States Custom House ---; a United States Land Office ---; a court house --- for Pembina is the county seat of Pembina county (M. Dak. Territory) ---.

Pembina is very pleasantly situated, but it depends greatly on the railroad for its prosperity. Should the St. Vincent extension keep down the right bank of the river (going down stream), Pembina will be out in the cold, and we conjecture the place will be on the Minnesota side (of the Red River). There are at present some four or five thousand inhabitants hereabouts.

About one mile below the village is the English Custom House and North Fort. This is one of the Hudson Bay Company's Posts. Here, at present, is quite a canvas city. The parties appointed by the American and Canadian Governments to establish the national line, are encamped here ---."

After leaving Pembina we again strike pretty

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*Stajels*

SOCIAL-ETHNIC STUDIES

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continued from page 517-B.

heavy timber, and the country has an improved look. The river gets larger and less crooked. The country is pretty well settled with Indians and French half-breeds, many of whom are doing considerable in the line of farming, more from necessity, however, than love of work. - - - - -

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Red Lake River

The Red River  
of the North & Tribo

Description

Page 518-A

Principal Point on Red Lake River

## SOCIAL-ETHNIC STUDIES

Source:

St. Paul Daily Pioneer.  
(edition, page, column)

Date

Wednesday Nov. 6, 1872

Vol.

XVIII #263

Date

Line of Story Oct. 29, 1872

Where consulted

Historical Society.

Date consulted

page 2. col. 5. captioned "The Northwest."  
"A Description of Crookston."  
(Excerpts.)

"The situation of Crookston is very good. It lies in a little knot of timber on a flat a little below the level of the prairie, but so high are the banks of the river (Red Lake river) that they are not overflowed."

"The town has not grown much since our first visit. In fact since the suspension of the work (of building the St. Paul & Pacific) beyond here it has rather diminished. The railroad company is erecting a fine depot, much larger than those usually erected for way stations."

--- Col. Crooks, of St. Paul, in whose honor the place was named, is just completing a very fine store building. Trains are running here now daily, but as navigation is nearly on its last legs (on Red Lake River and Red River of the North), it is a question whether the road will be kept open during the winter or not."

--- "The country surrounding Crookston is as fine as any to be found in the Red River Valley. The prairies are rolling, and of a soil unsurpassed in richness, while they are high enough to prevent the

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continued on page 518-B.

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## SOCIAL-ETHNIC STUDIES

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

(edition, page, column)

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

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

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continued from page 518-A.

overflow so common on the Red River. The timber along Red Lake River is much thicker and larger than on Red River.

Nearly all the land along the right bank of the river (Red Lake River) below Crookston is claimed, (at this date, in 1872), some of the claims making splendid farms, and along the left bank is considerable land, as yet untouched."

----- "It is at present (Crookston is) the head of navigation (on Red Lake River), and we have good reason for supposing it will continue to be, as long as Red and Red Lake Rivers are navigable."

----- "The 'Dakota' (Red Lake Steamboat) left on her last trip on the 27th (of October). She goes into winter quarters at Grand Forks. The 'Selkirk' (another Red River steamboat) is now here (at Crookston), and, in all probability, is the last boat of the season."

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

*L. S. Staples*



The Straight River.

Cannon River  
and Its Tributaries

Legal Action Page 519  
over water power source.

SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)

Sunday  
Date of Publication Nov. 10, 1872

Vol. XVIII #267

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

Where consulted Historical Society

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

p. 2, col. 4, captioned "Minnesota News," paragraph #9.  
An Exchange from the Waseca News.

"Under the caption 'War is Inevitable,' the Waseca News has the following paragraph: Certain parties in Rice county, who own mills on Straight river, commenced ditching last week with the avowed intention of draining the lakes of this township into Crane Creek, thus hoping to supply their mills (water powered) with water. Legal proceedings have been commenced to put a stop to the proposed destruction of these lakes. The men engaged in this project to rob our people of these lakes will have a good time in carrying out their project if they persist in it. They may as well prepare for war, for this outrage will not be tolerated by our citizens at all -----"

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

L. S. Staples

The Zumbro River.

The Mississippi and  
Its Tributaries.

Power Sites. Page 520.  
Undeveloped in 1872.

SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)

Sunday  
Date of Publication Nov. 10, 1872

Vol. XVIII #267.

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

Where consulted Historical Society

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

p. 2, col. 4, captioned "Minnesota News." Par. 13.

An Exchange from the Mantorville (Dodge County) Express.  
Excerpts.

--- "We have (at Mantorville) for building purposes the  
banner stone quarry of the State, the stone being easily  
quarried, and when quarried is easily cut.--- We  
also have good water powers which are yet (in 1872)  
unimproved that are capable of driving considerable  
machinery, and anyone who may be looking for a place  
for manufacturing purposes will find this a favorable  
point.---"

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Your Name

L. S. Staples



SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)

Friday  
Date of Publication Jan. 10, 1873

Vol. XIX # 8

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

Where consulted Historical Society

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

p. 2, col. 4. An excerpt from col. 5 of Gov. Horace Austin's "Third Annual Message," of January 9, 1873.

"Red River of the North"

"Persons of intelligence and veracity, who have been immediately acquainted with the Red River of the North for many years, inform me that that stream is now navigable above Frog Point, fifty miles below Moorhead, except during the early part of the season, or during very high water; that no other river in the country can be so easily and cheaply improved by means of locks, as it traverses a very level country, and its banks are of uniform height. It is thought that by means of a lock at Grosse Rapids, just above Frog Point, and the removal of the boulders and sand bars which have accumulated in the channel for a few miles above the rapids, reliable navigation could be secured during the entire navigable season of the year, except perhaps during periods of protracted drouth, from Fort Tarry to Fort Abercrombie, and it may be to the foot of Lake Traverse.

In view of these facts, and the rapid settlement of that extended and fertile valley, and of the further fact that the permanent navigation of the river, securing

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Staples

## SOCIAL-ETHNIC STUDIES

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Where consulted	Date consulted

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the free and ready transportation of freights through our territory to the British Provinces at the north, by means of this river and the railroads connecting therewith, may locate and control, at least temporarily, the eastern terminus of the Canadian Pacific Railroad, now in contemplation and quite certain soon to be built. I respectfully suggest that you should memorialize Congress to include this stream among the Western rivers receiving its attention, and to make the required improvements."

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The Zumbro  
River

The Miss. River  
And Its Tribs.

Private  
Bridge

Page 522-

SOCIAL-ETHNIC STUDIES

Source:

The Goodhue County Republican  
(edition, page, column)

Date of Publication

Thursday May 13, 1880

Vol.

XXIII #41 Whole #1185

Date Line of Story

Where consulted

Historical Society

Date consulted

P. 4, col. 3, captioned "Zumbrota Items."

"Dave Young has constructed over the river (Zumbro) on his place (at Zumbrota), 90 ft. in length, with three span. This is probably the only private bridge built by an individual for crossing the Zumbro."

Your Item No.

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Your Name

L. S. Staples

WORK PROJECTS ADMINISTRATION (MINNESOTA)

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

## SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)Filed. Date of Publication Feb. 26, 1873Vol. XIX #48

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

Where consulted Historical Society.

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

p. 2, col. 3 captioned "Minnesota News," par. 10

"A new-flouring mill at Whalan (Fillmore County, Minnesota; on the Root River) is rapidly approaching completion. When finished it will be one of the finest on Root River."

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Your Name

L. S. Staples



## SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)Thursday Mar. 6, 1873  
Date of PublicationVol. XIX #55Date Line of Story Feb. 26, 1873.Where consulted Historical Society.

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

P. 3, col. 3 captioned "Mille Lacs County."  
(Excerpts)

"This <sup>is a</sup> thriving little town (Princeton, Mille Lacs County, Minn.) of about six hundred inhabitants, and is the county seat of Mille Lacs county...."

"There are now in the place two flouring mills, two saw mills, two churches, two hotels, and a number of dry goods, grocery and hardware stores."

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Your Name

L. S. Staples

WORK PROJECTS ADMINISTRATION (MINNESOTA)

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

Two Islands  
River

Iron  
Ore.

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SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)

Saturday  
Date of Publication Mar. 15, 1873

Vol. XIX #63

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

Where consulted Historical Society

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

p. 2, col. 4, captioned "Minnesota News," par. 1.  
(Excerpt).

"A Duluthian claims to have made the discovery of almost inexhaustible iron ore deposits, a short distance from the headwaters of Two Islands river on the North Shore of Lake Superior.----"

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Your Name

L. S. Staples



## SOCIAL-ETHNIC STUDIES

Source:

St. Paul Daily Pioneer  
(edition, page, column)

Date of Publication

Sunday April 6, 1873

Vol.

XIX #82

Date Line of Story

Where consulted

Historical Society

Date consulted

P. 4, col. 3, captioned "Red River of the North." (Excerpt)

"Mr. M. W. Kittson has completed his arrangements for the navigation of the Red River of the North for the season of 1873. On the opening of navigation he will be ready to carry freight and passengers from Moorhead to Fort Garry (British Possessions) and way points. The following boats will be employed, viz: the "International," "Selkirk" and "Dakota," together with a fleet of six barges, all of which have been built the past winter. The boats have all been refitted for the accommodations of passengers.

One of these boats will leave Moorhead every three days. The distance between Moorhead and Ft. Garry by river is 650 miles. The boats will run in connection with the Northern Pacific Road. The river is expected to be opened the 16th inst. (of April.)--."

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## SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)Date of Publication Thurs. April 17, 1873Vol. XIX #91

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

Where consulted Historical Society.

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

P. 2, col. 3, captioned "Minnesota News," par. 4.  
An Exchange from Mankato Review.

"We learn that the dams at Quayle & Friend's and the Harrington Mills at Garden City (Blue Earth County, Minn., on the Watonwan river), were washed out by the freshet in Watonwan river last week. An old saw mill adjoining Quayle & Friend's mill, was also washed away at the same time."

Note: I cite the above to establish a water power site at Garden City, on the Watonwan River, in 1873.

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L. S. Staples



The Crow River

The Miss. River  
And Its TributariesPower  
Site

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## SOCIAL-ETHNIC STUDIES

Source:

St. Paul Daily Pioneer  
(edition, page, column)

Date of Publication

Saturday April 26, 1873

Vol.

XIX #99

Date Line of Story

Where consulted

Historical Society.

Date consulted

p. 2, col. 5, captioned "Minnesota News." par. 30

"The grist mill at Koniska (McLeod County, Minn.; on the Crow River.), McLeod County, owned by Capt. Young and son, was washed down quite a distance by the recent freshet. The Register says the loss will be permanent, as the Messrs Young, after an experience of seven years, in which they have met with off repeated misfortunes in the washing away of the dam, etc., have now determined to abandon the enterprise."

Note: I cite the above to establish a water power site at this point on the Crow River, seven years previous to 1873. This would establish the fact that the mill was built in 1867.

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WORK PROJECTS ADMINISTRATION (MINNESOTA)

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Otter Tail River

The Red River

Power Site Page 529

The North and Tribes and Dam.

SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)

Friday  
Date of Publication May 9, 1873

Vol. XIX #110

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

Where consulted Historical Society.

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

P. 2, col. 4, captioned "Minnesota News."

"The recent high water (on the Otter Tail River) injured the dam and flume of W. G. Tuttle's mill, Pelican Rapids (Otter Tail County, Minn., on Otter Tail River), to the extent of \$800."

note: I cite the above to establish a water power site at this point on the Otter Tail River, in 1873.

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Your Name

L. S. Staples



SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)

Thursday May 8, 1873  
Date of Publication

Vol. XIX #109

Date Line of Story

Where consulted Historical Society

Date consulted

p. 2, col. 2, captioned "The St. Croix and Lake Superior Canal,"

"We have been examining the report of David Dale Owen, U. S. Geologist, upon the Geology of Iowa, Wisconsin and Minnesota, for information in regard to the country between the St. Croix (River) and Lake Superior. There can be no question, if the distance of eighty-four miles which intervenes between the navigable waters of the Mississippi and Lake Superior could be overcome by a canal, that it would add millions annually to the wealth of Minnesota not only by cheapening the transportation of the products of agriculture and the return freights of merchandise, but by bringing the ores of the lake into connection with the coal of Iowa at the water powers of Minnesota, and thus eventually build upon our State manufactures upon a scale that would rival those of Pennsylvania.

The first question we turned to was the elevation to be overcome.

The average surface of the land nine miles

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## SOCIAL-ETHNIC STUDIES

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

*continued from page 530-A.*

Taylor's Falls, by barometrical measurement, is 466 feet above the level of the Mississippi river. The highest average level of the water shed between the St. Croix (river) and the lake (Lake Superior) is 656 ft. So that it appears the land elevation to be overcome is less than 200 feet. But this does not indicate the levels of the streams and valleys, which a canal would have to follow.

Owen's report, page 216, says, speaking of the summit of the water shed: (quotes) "These ranges are made up of successive chains of rounded hills or knobs, with an elevation of from thirty to two hundred feet above the intervening valleys; \*\*\* most of them have an almost constant strike northeast and southwest." (end of quotes).

So that it would appear that the ridge is crossed from northeast to southwest by numerous valleys, some of them two hundred feet deep, and lying in the very direction which a canal would necessarily follow.

Dr. Owen says, page 215: (quotes) "The ascent

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*Staphs*



SOCIAL-ETHNIC STUDIES

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

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

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

continued from page 530-B.

(Of the water shed) is, at every point where observations were made, very gradual, and, occasionally, for long distances, scarcely noticeable, except by actual measurement. On the north side the descent is much more rapid, the middle of the highland approaching, generally, within twenty-five or thirty miles of Lake Superior, and in some places much nearer." (end of quotes)

And on page 216 he says: (quotes) "The general elevation along this line is also much less than along any other line of country traversed between the Mississippi and Lake Superior." (end of quotes)

On page 191 Owen says: (quotes) "The dividing ridge is inconsiderable. The rise on the portage between the Brule (river; in Wisconsin) and St. Croix is but 120 ft." (end of quotes)

Eastward the ridge as it approaches Michigan rises to the height of 1150 feet, and as it goes west it sinks to about 400 feet.

The next question that occurs is whether a canal could be cheaply constructed over the

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Stephens

## SOCIAL-ETHNIC STUDIES

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

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

continued from page 430 - C.

ridge in question; in other words, is that ridge a wall of rock, or is it composed of softer materials? We learn from Owen that the whole region in question is covered with drift. On page 190 he says: (quotes) "From the point where these rocks are lost under drift on the upper St. Louis, across to where other red sandstones are found in place on the Bois Brule, it is about twenty-three miles, the intervening space being a region of heavy drift and erratics, in which no rocks whatever can be found in place." (end of quotes).

And again, page 216, he says: (quotes) "The country is covered to a great depth by red marl, clays and drift, based upon red sandstone, which is <sup>the</sup> only rock to be seen in place between St. Louis River and the head waters of Kettle River, and that rock is only visible at a few points." (end of quotes)

Here is, therefore, no practical difficulty in the way of cutting a canal through this drift region where necessary; while the valleys, 200 feet deep, running northeast and southwest, would probably furnish a natural canal bed for a great

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Staples



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continued from page 530-D.

part of the distance.

The next question is whether water enough can be found on the summit-level of the ridge to supply the necessary locks and dams.

Owen shows that this water shed is really part of that lake region called by Micolllet "The Undine Region," which reaches to Lake Winnebagoish (Minn.), to the head waters of the Blue Earth and Des Moines Rivers; and that it is from the same range the St. Louis, the Mississippi and Red Rivers take their rise. It is literally a water shed. Owens says, page 218: (quotes) "Many of the largest lakes are situated on the broad summit of the great water shed," and in many cases where examinations have been made, these lakes have been found tributary to both Lake Superior and the Mississippi." (end of quotes)

An examination of any good map will show the great number of lakes along the proposed route, and the curious interlocking

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## SOCIAL-ETHNIC STUDIES

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*continued from page 530-E*

of the headwaters of the different streams. For instance Big Rice Lake, the head of Kettle River, tributary of the St. Croix, is but four miles from the St. Louis river.

at twenty-five miles south of Fond du Lac (Minn.; at or near Duluth), Owens reached the top of the water shed. He says, page 273: (quotes) "From this point to Kettle River, the country presents a succession of small lakes, swamps, meadows and ridges, covered with birch and small pine." (end of quotes)

We think these facts demonstrate that a canal could be constructed which would reach the summit level by imperceptible stages from the south, while abundance of water would be found at the highest levels. Given these requisites, with no wall of rock to cut through with river beds and deep valleys to take advantage of, it seems quite plain that there is nothing to prevent the construction of a canal, connecting the Mississippi and the lake.

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*Staples*



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But the question will occur, how far can the natural water courses be used upon such a route? Upon this also, Owen affords us considerable information.

The Memaji or Left Hand river, enters the bay of Superior from the south. Owen says of it, page 302; (quotes) "Me-mij-i-ti-que-ay or Left Hand river, as far as exploration was made, ten miles above the mouth of Black river (thirty miles in all) is from twenty to thirty yards wide, and from three to ten feet deep. It is entirely free from driftwood, and, except a few inconsiderable ones (which are easily ascended by canoe), unobstructed by rapids." (end of quotes)

Here then we have a natural channel, requiring little improvement, for canal boats for thirty-five miles of the river, equal to about twenty miles of the eighty-four to be overcome.

The waters of the Memaji and Kettle river, not only interlock, but communicate, but communicate through Horn hanging lake-----

When the exploring party first reached

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Staples

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continued from page 530-G.

Kettle river, on their way southward, it was a considerable stream, 'sixty yards wide, and deep enough to float a steamboat, full of boulders, however, and hardly fit for canoes.' (an Owen's quote)

The upper St. Croix is described as 'a succession of rapids, separated by broad shallow basins of comparatively still water.' (another Owen's quote)

There could be little difficulty in improving the Upper St. Croix by locks and dams, and thus creating slack water navigation. If this was done, it would leave but about twenty miles of canal to construct, through the drift of the summit, fed by lakes, streams, and swamps.

Such a canal would pass within forty miles of the great beds of magnetic iron ore associated with metamorphic slates, situated in the Penokio Range. These beds are of extraordinary thickness — from 25 to 60 feet. (the latter another quotation of Owen's). One specimen analyzed by Dr. Owen yielded 66 per cent of iron. It is of the same character as the famous Swedish iron. It cannot be worked in situ, on account of the

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continued on page 530-I

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

*Staples*



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continued from page 530-H.

absence of limestone. Owen says, (quotes) "These mines may be worked hereafter at a profit, and rival the works of Northern Europe." (end of quotes)

Owen passed in his canoe up the St. Croix to within twenty miles of the mines. With a canal and rivers and lakes reaching to the very ore beds, the ore could be cheaply brought in boats to the Miss. river, and there the Upper and Lower Magnesian Limestone, in which the ore bluffs abound, could be used as a flux, and our great water powers utilized; while the Miss. river could be used to bring us coal for fuel from the coal beds of Iowa. With uninterrupted water communication north and south, insuring us cheap transportation, with fuel on one hand, ore on the other, and water power in abundance in our midst, we may yet add to other resources of Minnesota an enormous manufacturing interest.

We hope our delegation in Congress will see that the next Congress orders a survey of the proposed route.

- 30 -

note: The year 1873 marks the first time I have seen this proposal suggested since the beginning of Minnesota as a territory (1849).

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L. S. Staples.

The St. Louis  
River

Navigation Page 531-  
Transportation, Quarries-

SOCIAL-ETHNIC STUDIES

Source:

The Saint Paul Daily Pioneer  
(edition, page, column)

Date of Publication

Sat. July 12, 1873

Vol.

XIX # 164

Date Line of Story

July 7, 1873

Where consulted

Historical Society

Date consulted

p. 2, col. 3, captioned "Duluth Letter."  
(Excerpt)

--- "But the best building material used  
(at Duluth) is a species of sandstone obtained from the  
Fond du Lac quarries. It is easily worked, and  
susceptible of a fair polish. These stone are shipped  
to Duluth (from Fond du Lac, or the St. Louis River, Minn.)  
via St. Louis River, by means of barges and steam  
tugs ---"

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Your Name

L. S. Stapp



## SOCIAL-ETHNIC STUDIES

Source: St. Paul Daily Pioneer  
(edition, page, column)Thurs.  
Date of Publication May 29, 1873Vol. XIX, #127Hamilton, Ont.  
Date Line of Story May 16, (1873)Where consulted Historical Society

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

P. 4, col. 4, captioned "River News."

"Hamilton (Ontario, Canada), May 16 — Yesterday a small steamer called the 'Maggie,' intended for the Red River and tributaries, was launched from the yard of Mr. Martin Stalley. Having to be used in shallow water, the hull is flat, calculated with boiler, engine, and fuel not to draw more than twelve inches. The length is fifty feet, the beam at present being ten feet six inches, midships; but when the sidewheels and guards are put on the measurement will be 6 feet (sic). The boiler and engine are now in the course of construction by Mr. Becket. The engine is 18 horse power. The enterprise is that of Mr. Bell, a native Canadian. The craft will be navigated to Duluth, thence, after unshipping her outer works, she will be taken by rail to Moorhead (Minn.), a distance of 180 miles, to ply upon the rivers in the towing of barges, carrying merchandise and all sorts of supplies through that young and interesting settlement (the Red River Settlement).

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L. S. Staples