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SOCIAL-ETHNIC STUDIES

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Date Line of Story _____

Where consulted Historical Society

Date consulted _____

p. 2, col. 3, captioned "Minnesota News," par. 18.

An Exchange from the "Duluth Minnesotian."

"The 'Maggie,' a very diminutive side-wheel steamer, arrived here (Duluth) from Hamilton, Ontario. It is the intention to take her to Fort Garry to be used on the Red River and some of the lakes in that region, and she is now being taken to pieces for the purpose of transporting her on the cars to Moorhead (Minn.), where she will be launched on the Red River, put together and proceed on her way rejoicing."

Your Item No. _____

Page No. _____

Your Name _____

L. S. Staples

Zumbro

Mississippi

Power Sites.

St. Paul Daily Pioneer

XIX

175

Friday, July 25, 1873

Historical Society

L. S. Staples

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

"From a resident of Zumbro Falls, we learn that Messrs. Samuel and Henry Irish have begun the foundation for a large grist-mill. It is located on the Spring Branch stream about three-quarters of a mile from the falls (Zumbro Falls), near the Mazeppa crossing. Its size is 20 x 36 feet, with two runs of stone. A Mr. Skillman, of Mazeppa, has begun the erection of a mill near Foley's, on Trout Brook, about two and a half miles from Mazeppa. It is to be about the same size with the same power as the Irish mill, mentioned above. These mills are to be run to do custom work, leaving the merchant work for the larger mills." (An Exchange from the Lake City Sentinel)

Note: Zumbro Falls and Mazeppa are in Wabasha County, Minn.

Red River of
the North.

Transportation. Tonnage.

St. Paul Daily Pioneer

XIX

194

Thurs. Aug. 28, 1873

Historical Society

L. S. Staples

2, col. 3, captioned "Minnesota News," par. 7.

"From official figures of the season's up to the present time, and estimates for the balance of the season, the Red River Star (newspaper) gives the total receipts and shipments of freight from that port (Moorhead) at 25,000,000 pounds. The estimate tonnage of flat-boats arriving at Moorhead destined for Breckenridge and points south is 3,500 tons ----- 7,000,000 pounds."

The Red River
of the North

River Survey

St. Paul Daily Pioneer

XIX

194

Thurs. Aug. 28, 1873

Hist. Society

L. S. Staples

2, col. 7, captioned "Red River Survey."

An Exchange from the Red River Star.

"Capt. Wellman's (U. S. Engineers) surveying party had, on Sunday last, reached a point about eight miles from Moorhead. The outfit is composed of twenty men, with Capt. D. W. Wellman in charge, assisted by C. F. Hollingsworth as second. A flat-boat with a cabin thereon, attended by two smaller crafts, convey the party from point to point, carrying the necessary stores and equipments. The work to be accomplished comprehends a greater amount of labor than is generally supposed. The survey is what is termed a hydrographic and topographic survey, and will be carried on with a view to ascertain the exact condition of the river and its banks, of the depth of the water and obstructions, and of the banks as to their height, general character, and the distance between the points not subject to overflow. The method of survey is to measure "base lines" along the general line of the river on the high level ground, thence to run "meander lines" around the bends of the river, connecting with the "base line." Thus, it will be seen, the two lines are made to prove the other; and comprehend a general survey, although the two methods named above are distinct in each other, inasmuch as they are run for purposes independent of each other.

Another object of the enterprise is to ascertain the natural fall of the country, between this place and the terminus (Moosehead to Canadian

continued from P. 536-A

Line, apparently, or, perhaps, Lake Winnipeg). Before leaving their camp near here, observations were made with this object in view. This will also show the fall of the river, and demonstrate the feasibility of building locks and dams at Goose Rapids, to throw the water back over the rapids and obstructions. As stated in a previous issue, the boulders and lesser interruptions will be noted by the "sounders" and included in the report of the gentlemen in charge. Of the latter hindrances, however, the river is freer than people suppose. The greatest difficulty, experienced by steamers and river crafts, has been at Goose Rapids where are found boulders (not the sharp and craggy rocks generally found in streams of this size) imbedded in the clay can easily be removed. Those boulders have naturally enough accumulated more or less moving substance, until quite a bar has formed to deter the free passage of boats with heavy draught of water. These rapids overcome, there has been no difficulty found in navigating the balance of the river; but to enable crafts to run the whole distance without the old trouble of "lighting" over the obstructions named, and to allow the largest of steamers free and easy passage to our levee, with a much better depth of water than heretofore, it is contemplated to both remove the boulders and construct at the same place locks and dams sufficient for the purpose.

The Otter Tail

The Red River

Navigation

St. Paul Daily Pioneer

XIX

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Tues. Sept. 2, 1873

Hist. Society

L. S. Staples.

2, col. 4, captioned "Minnesota News," par. 18.

"The steamer 'Alpha' reached Breckenridge the 26th ult. (Aug. 26, 1873), on her trial trip from Fergus Falls (Otter Tail County, Minn., on Otter Tail river) to Fort Garry, with sixty-five tons of flour and fifteen tons of merchandise. The entire stream is believed to be navigable the entire season." (Note: Believe this means the Otter Tail river, from Fergus Falls to Breckenridge.)

The Cannon

Mississippi

Water Power

St. Paul Daily Pioneer

XIX

207

Fri. Sept. 12, 1873

Historical Soc.

L. S. Staples

2, col. 3, captioned "Minnesota News," par. 18.

"The Faribault Republican (newspaper) says:

'Mr. F. Strunk is building a flouring mill on the Cannon River, about two miles north-west of Cannon City (Rice County, Minnesota). It is also rumored that parties in Dundas (Rice County) are making preparations to commence the erection of a flouring mill on Cannon River, about half way between Dundas and Faribault, near a place known as 'Godfrey's Crossing.' There is said to be a good water privilege (sic) there; in fact, ⁿCannon River is a continual succession of rapids all the way from Little Prairie to Dundas."

The Cannon

Mississippi

Drainage of Lakes to
Sustain Water Power.

St. Paul Daily Pioneer

XIX

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Fri. Oct. 24, 1873

Hist. Society

L. E. Staples

2, col. 5, captioned "Trouble in Le Sueur County."

An Exchange from St. Peter Tribune

"A small war has been in progress for some days at Lake Jefferson, in Le Sueur county, regarding the drainage of that lake and German Lake. The natural outlet of these lakes is into Cannon River, and along this stream, between Lake Jefferson and the mouth of the river on the Miss., there are eleven mill companies dependent upon it for water power. In the winter time the supply of water is insufficient to keep the mills running, and a few years ago they (the mill owners) procured the passage of a law allowing the drainage to the depth of one foot of any lake which had been meandered by the government surveyors. These mill owners have heretofore exceeded the provisions of the law by draining German Lake some four feet, and Lake Jefferson a foot and a half, and the water has never since risen to its original height. The farmers who once lived close to the shores of these lakes now find that the water had receded so far in some places that they are compelled to drive their cattle half a mile to water, and are determined to prevent any further drainage. But the mill companies, being still short of water, lately sent a party of about ten fighting Irishmen, gathered up around Faribault and Dundas, to dig the ditches from the lakes still deeper. After they had accomplished their work and left, the settlers filled up the ditches, but during the stormy (natural phenomena) afternoon of last Friday, the Irishmen came up and opened them again, each

Continu'd from P. 539-A

having a revolver and a gun~~d~~ lying beside him as he worked. On Saturday the settlers turned out again, and, as we are informed filled up the ditches and piled more logs across them than the ten men can remove in a month. That is the last move we have heard regarding the contest. The settlers are circulating a petition to be presented to the Legislature asking a repeal of the former law, by which the lakes have been drained."

Zumbro
Trout Brook

Mississippi

Water Power

St. Paul Daily Pioneer

XIX

259

Sat. Nov. 1, 1873

Hist. Society

L. S. Staples

2, col. 3, captioned "Minnesota News;" par. 5.

"Messrs E. and M. Skillman are building a flouring mill on Trout Brook (a trib. of the Zumbro River) in the town of Chester (Wabasha county), about three-fourths of a mile from Mr. D. L. Philley's, to contain three run of stone. It is to be finished and ready for business in two or three months. The dam sets the water back over about forty acres - - - -."

An Exchange from the Lake City Leader.

The Red River of the
North.

Survey

St. Paul Daily Pioneer

XIX

259

Sat. Nov. 1, 1873

Hist. Society

L. S. Staples

2, col. 7, captioned "Completion of the Red River Survey."

An Exchange from Red River Star.

"From Capt. J. W. Wellman and C. F. Hollingsworth, persons in charge of the party of Government surveyors who have been at work the past summer and fall upon the survey of the Red River of the North, we learn that the work was completed to a stake one mile north of Frog Point on Monday last. The distance, by the base lines, from Moorhead to the locality mentioned is 59 (sic) miles; the distance by the river's meanderings, 125 (sic) (miles). The party found the river, for a distance of 25 (sic) miles - - - between Goose River and Frog Point (both points included) --- in bad condition for navigation purposes, being full of sharp turns, snags and boulders, and in instances obstructed by large lumps of clay. Otherwise the bed is passably good, and not so bad in character as narrow streams generally.

A complete survey of the river and its banks has been made upon plans, a synopsis of which was given in these columns from time to time during the past summer. The object of the survey -- as most of our readers are aware --- was to ascertain the banks, minute course of the stream, the natural obstructions to a free navigation of the river at all periods of the open season and the probable expense of its improvement by the government the coming summer. All this and additional valuable information was obtained, which will be embodied in the Captain's report to F. U. Farquhar

Continu'd from P. 541-A

(sic), Major of Engineers, in charge of river and harbor improvements in the Northwest, at St. Paul.

Capt. Wellman could not accurately give the cost of improving the river, owing to the present crude state of his plans, but thought the Rapids could be permanently improved -- with three wing dams and locks, each set costing about \$25,000 (sic) -- the boulders removed, bends straightened, and a few minor alterations made for the sum of \$100,000 (sic). In answer to our questions, he said he presumed the river could be improved by a method incurring less expense, but the work would not be of a character such as would answer the demands of the rapidly developing country through which the stream flows and has its termination.

Now that the survey has been made and the attention of those in power directed to our wants, and the report of the engineers upon the feasibility of the project, about to be handed in, it remains for the people of this upper country -- the people of the whole State in fact, -- to push the matter to a culmination by a concerted appeal to Congress to grant the necessary aid to finish the work as designed from the start. There is no undertaking so deserving of aid and encouragement from the Government, one so beneficial in all its aims, as the one under contemplation. With the Red River improved, to admit crafts of reasonable draught of water free and

Contin'd from P. 541-B

timely access through its waters, this part of Minnesota and Dakota, has a cheap and convenient inlet and outlet to a trade that is yearly increasing, and one that benefits us beyond realization."

Straight

Cannon

Water Power

St. Paul Daily Pioneer

XIX

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Sun. Nov. 2, 1873

Hist. Society

L. S. Staples

2, col. 6, captioned "Minnesota News;" par. 7

"The unreliability of the water in Straight river (a trib. of Cannon river, in turn a trib. of Miss.), is inducing many of the mill men to put in steam power."

CVM

Straight

Cannon

Water Power

St. Paul Daily Pioneer

XIX

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Fri. Nov. 21, 1873

Hist. Society

L. S. Staples

2, col. 3, captioned "Minnesota News;" par. 3.

"Messrs. John and Henry Kolling, of Cook county, Ill., have purchased a water power on the Straight river, near Faribault, and have commenced work upon a four run of stone flouring mill. The building will be 33 x 50 and three stories high. The hope to complete the foundation this fall."

St. Croix River

Canal

St. Paul Daily Pioneer

XX

21

Sun. Jan. 25, 1874

Hist. Society

L. S. Staples

2, col. 2, captioned "Water Route to Lake Superior."

"We are pleased to note a movement in the Legislature of Wisconsin to procure the regular survey of a river and canal route from the Falls of St. Croix to Lake Superior. It is known that nature has very nearly completed several channels, and it only remains to select the best and shortest line to insure an ultimate completion of the work. As early as 1831 a party under the lead of Schoolcraft, an Indian Agent, ascended the Mushgek, a river entering the lake (Lake Superior) near Bayfield (Wis.), with batteau, and after passing through a chain of small lakes, entered Lake Namakagon, and from thence descended the St. Croix river to the lake (Lake St. Croix) and Mississippi. The route of this party passed near the great Panoke (or Penoke) iron range, then unknown. It is a lacustrine region, from whose crest or divide in lakes or marshy grounds, the waters flow both north and south. That slack water and canal navigation can be secured at but moderate cost, may be accepted as a fact established. All that remains to do is to get an exact plat and details as a preliminary to the improvement. The effect of opening such a channel would be to revolutionize the whole carrying trade of the northwest, and the erection of new industries whose value cannot be estimated. If need be, Minnesota should add her voice to that of Wisconsin by a memorial calling the general government to make the needed exploration and survey."

The Red River of
the North

545-A

Govt. Survey.

St. Paul Daily Pioneer

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Wed. April 1, 1874

" " Story - Mar. 4, 1874

Hist. Society

L.S. Staples

2, col. 4, captioned "Red River of the North - The Government Surveys ---Report of Col. F.W. Farquhar (sic), Major U. S. Engineers."

"On the 14th inst., the Secretary of War transmitted to the House of Representatives, the following report of the survey of the Red River of the North: 'Red River of the North, From Moorhead, Minn., to Pembina, Dakota.'

U. S. Engineer's Office
St. Paul, Mar. 4, 1874

General: I have the honor to make the following report of the results of a survey of the Red River of the North, from Moorhead, Minn., to Frog Point, Dak., and of an examination from thence to Pembina, Dak. The part surveyed contains all the serious obstructions to navigation in that part of the river ordered surveyed by act of Congress approved March 3, 1873, and the detailed survey of this part took all the short season after the subsidence of high water. The surveying party was under the charge of Civil assistant D. W. Wellman, who was assisted by Sub-Assistant C. F. Hollingsworth and Recorder Hart Vance.

I. The Red River of the North has its head at the junction of the Bois de Sioux and Otter Tail rivers, on the western boundary of the State of Minnesota. Its general direction is almost due north, and within the territory of the United States the distance between its head and the northern boundary of the United States is 197 (sic) miles. The course of the river in the same limits is more than twice as long. It is a sluggish,

CVM

Contin'd from P.545-A

tortuous stream, the current, except at the rapids or chutes, being hardly one mile per hour. It flows through a very flat prairie, between clay banks, varying from 20 to 50 feet high (sic). This prairie rises from the top of the river banks very slowly, about 2.5 (sic) per mile, to the east and west, and falls toward the north about .7 (sic) foot per mile. At Moorhead the river banks are 33½ (sic) feet high, at Frog Point (the end of the survey), 61½ feet (sic), and at Pembina, about 50 (sic) feet. The area within the territory of the United States drained by the Red River is about 32,000 (sic) square miles. The annual rainfall is very small.

The following are the measured rainfalls for 1873, at the several posts about the Red River Valley.

Fort Abercrombie, 11.42 (sic) inches of rain, but snowfall not measured. Average snowfall for 12 years, 4 (sic) inches per year.

Fort Pembina, 14.135 (sic) inches. Average for 3 years, 13.16 (sic) inches.

Fort Wadsworth, 29.45 (sic) inches. Average for five years, 13.95 (sic) inches.

Fort Totten --- (no figures given).

Besides the Bois de Sioux and the Otter Tail Rivers, which form the head of the Red River, the principal tributaries within the United States

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*It does not, that
is another River*

from the west (sic) are the Wild Rice (note: This river actually comes into the Red River from the east), Cheyenne, Elm, Goose, Turtle, Big Salt, Little Salt, and Pembina Rivers, and on the east the Buffalo, Wild Rice, Sand Hill, Red Lake, Snake Hill, and Two Rivers. At Moorhead the stream is, at low water, 100 (sic) feet wide, and at Frog Point, after flowing a distance of 122 (sic) miles, about 160 (sic) feet. The river from Moorhead to the head of Goose Rapids, is 98.062 (sic) miles long, and falls 50.0658 (sic) feet, or about half foot per mile. The main rapids are .928 (sic) of a mile long, and the fall in that distance is 4.6 feet (sic). From thence to the end of the survey, 21.031 (sic) miles, the fall 16.569 feet (sic), or .77 (sic) of a foot per mile.


Immediately adjoining the banks of the river is considerable timber; more on the east bank than on the west, owing to the destructive annual prairie fires sweeping along from the Dakota plains. The timber is oak, basswood and poplar. The water is muddy from the washing of the clay banks, but pleasant to the taste, notwithstanding the Big and Little Salt and the Turtle Rivers are very brackish. The annual spring freshets are variable in duration and height. They are caused, not from an excess of rainfall at the headwaters, but from ice gorges formed at various points of the river, owing to the ice in the upper part of the river breaking up before that of the lower. At highest water the current is very small, hardly perceptible,

Contin'd from P. 545-C

but when the ice gorges give way there is for a short time a current of great velocity, which often does great damage to the banks. The difference of level between high and low water marks at Pembina is 45 (sic) feet; at Moorhead about 36 (sic) feet. The total fall of the river from Moorhead to Pembina, is 116.3 (sic) feet, which would show that the average fall per mile of the river below Frog Point is very small, not exceeding 3-10 (sic) of a foot per mile.

The valley of the Red River is very sparsely settled. Along the immediate banks the principal settlements in United States are Breckenridge, Minn.; Macauleyville, Minn., (opposite Ft. Abercrombie;), Moorhead, Minn.; and Fargo, Dakota, on the opposite bank of the river at the Northern Pacific Railroad crossing; Georgetown, Minn., about 15 (sic) miles below Moorhead, by land; Frog Point, Dakota (the head of low water navigation), Grand Forks, Dak., opposite the mouth of the Red Lake River, and Pembina, Dak., $2\frac{1}{2}$ (sic) miles south of the boundary. There are some farms, but very few.

II. Obstructions to Navigation in the River.

The obstructions to navigation are not very formidable, except at one place, Goose Rapids. Commencing at Moorhead and going down stream the obstructions are as follows.  Here follows a table (in original report, not published in this paper) showing obstructions between Moorhead and

Contin'd from P. 545-D

Goose Rapids, along the banks and in the channel of the river, consisting of 58 snags, 64 over-hanging trees, five fallen trees on bank, a few landslides and boulders. - Ed.]

At Goose Rapids the river falls 4.6 (sic) feet in 4,900 (sic) feet (the length of the main rapids). The channel is filled with boulders, which render the navigation impossible at low water. Last season the parties owning the steamboats navigating the river constructed some wing-dams, so as to deepen the water over the worst places in the rapids. The result was plenty of water, but running at such a velocity as to render necessary the use of warping hawsers to pass steamboats from the foot to the head of the rapids. Below Goose Rapids the obstructions are as follows:

OBSTRUCTIONS BETWEEN GOOSE RAPIDS AND FROG POINT, RED RIVER
OF THE NORTH.

POSITION	CUBIC YARDS.
Star Chute - - - - -	11,388
Flat-boat Chute - - - - -	3,375
Bear Chute - - - - -	10,170
Campbell's Rock - - - - -	10
Two Willow Rock Points - - - - -	2,064
Five Rocks - - - - -	10
Dry Tree Chute - - - - -	14,450
Isabella Island - - - - -	12,420

Contin'd from P. 545-E

III. The following plans and estimates are submitted for removing or overcoming the above mentioned obstructions to navigation:

Above Goose Rapids the snags should be removed, the overhanging trees cut down, and the mud-lumps dredged out, all of which would cost \$4,428. (sic)

To overcome the fall at Goose Rapids, I would recommend a lock and dam, the lock to be placed in the second neck of land, and the dam in the third reach below the foot of the rapids; the lock to be 50 (sic) by 150 (sic) feet in plan, and a lift of 6 (sic) feet; the floor and gates of the lock to be of timber and the walls of concrete masonry.

Owing to the remoteness of the locality and the consequent cost of labor and materials, the lock would cost not less than \$175,000 (sic), and the dam not less than \$10,000 (sic).

Between the site of the proposed lock and Frog Point, the obstructions could be removed by dredging the bars and removing the boulders. The cost of dredging would be \$32,380.20 (sic) and of removing the boulders, \$500 (sic). I do not make any estimate for any work below Frog Point, as the examination was not detailed enough, but there are no serious obstructions. I would recommend that the survey be continued to the northern boundary of the United States.

Contin'd from P. 545-F

Summary of Estimates.

Above Goose Rapids - - - - -	\$4,428.00
Lock and Dam to overcome fall at Goose Rapids - - - - -	175,000.00
Between Goose Rapids and Frog Point - - - - -	32,880.20
Total - - - - -	<u>\$213,308.20</u>

IV Commerce of the Red River of the North.

Last season (of 1873) there were three steamboats plying on the Red River between Moorhead and Fort Garry, Manitoba, and two more are to be placed on the route next summer (of 1874). Besides these steamers there are many flat boats, which carry large amounts of freight.

The business on the river is principally carrying supplies for the settlements in Manitoba and bringing back furs. The amount of freight carried down stream last summer was 16,000 (sic) tons, and the amount up-stream hardly exceeded 300 (sic) tons. As the country is settled the traffic on the river will increase. A railroad is projected and located on the east side of the river. It is generally between ten and twenty miles away from the river, and is finished to the crossing of the Red Lake River. It is supposed it will be finished to Pembina next season. This will stimulate immigration, and as farm products can be transported more cheaply by river than by rail, a considerable increase in traffic on the river may be looked for during the next few years.

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V. No detailed estimate of the cost of the lock and dam are submitted, as before such estimates can be furnished there must be borings made and other details determined^d, which can be done after Congress determines on the improvement of the river. I would, therefore, recommend the first appropriation of \$40,000 (sic) to be used in removing snags, boulders, and overhanging trees, and to make the detailed examinations of the sites of the proposed lock and dam. Those interested in the navigation of the Red River would much, if only a part of the desired improvements can be made during the coming season (of 1874), that the obstructions above and below the rapids should be removed first, as they can afford to build wing-dams at the rapids, but cannot afford to remove the bars and rocks above and below.

I forward by express today, to your address, seven sheets of tracings, showing the river as far as surveyed, and one on a larger scale of the vicinity of Goose Rapids.

Hoping that this report may meet with your approval, I have the honor to be, very respectfully, your obedient servant,

F. V. Farquhar.
Major U. S. Engineers.

Brig. Gen. A. A. Humphries, Chief of Engineers, U.S.A., Washington, D.C.

Red River of the
North

Navigation.

St. Paul Daily Pioneer

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Sunday, April 18, 1874

Hist. Society

L. S. Staples

4, col. 3, captioned "The Red River." (Excerpts)

"The readers of the Pioneer who have watched its advertising columns are probably aware that in February last 'The Red River Transportation Company' was incorporated under the laws, of this State, with N. W. Kittson, Esq., as General Manager, and C. Michael as Secretary and Treasurer.

During the present season the Company will run five steamers between Moorhead and Fort Garry with a large fleet of barges.

The following is a list of the names of the steamers and the officers appointed:

Steamer Selkirk - Capt. Chas. B. Thimeus; Clerk, S. S. Spaulding -
Engrs. etc. - - - - Pilot, I. Webber

Steamer International - Capt. John Seger; Clerk, Frank Painter - - -
Pilots, I. Lauderdale, W. Griggs. - - - -

Steamer Dakota - Capt. Sam T. Painter; Clerk, D. H. Crockett --
Pilots, Chas. De Mers and John Kent - - - - -

Steamer Alpha - Capt. M. L. McCormack; Clerk, G. E. Bonner - - Pilot,
John Griggs - - - -

Steamer Cheyenne - Capt. Alexander Griggs; Clerk, A. M. Pettit;
Pilot, Joseph Amiot. - - - - -

One of the above boats will leave Moorhead every third day. The
first boat to leave Moorhead, will be the Selkirk on Tuesday next - - all

Contin'd from P. 546-A

these boats are bonded --- a good stage of water is every prospect during
the entire season. -----"

Red

First Steamboat
Launched for navigation.

The Red Wing Sentinel (Red Wing, Goodhue County)

III

46

Sat. June 18, 1859

Hist. Society

L. S. Staples.

2, col. 1, captioned "First Steamboat on Red River." (an Exchange from St. Paul Pioneer & Democrat, being in the form of a letter bearing address of "Fort Abercrombie," and dated "June 4, (1859).")

"The steamer "Ans. (for 'Anson') Northrup" was launched on the waters of the Red River of the North. The privilege of naming the boat was given to the little army of thirty men. They thought that no more appropriate name could be found for her than that of the man who with so much energy overcame so many difficulties and placed her as the pioneer boat upon the Red River.

The boat was built at an elevation of twenty feet above, and about one hundred feet distance from the river (apparently, at Ft. Abercrombie), which gave rather a steep inclination to the ways. The ways had been greased and the boat struck the water with such force that if the hull had not been very strong it must have been considered racked. At 10:45, everything being in readiness, G. L. Northrup, the Captain's oldest son, took a stand upon the bow with a bottle of wine, which had been preserved for the occasion and the shores were simultaneously struck out. As she righted after striking the water, the bottle was broken over the stem and was baptized amid hearty cheers as the "Anson Northrup." It must have been a proud day for "Uncle Stone," as well as Northrup, for it had occupied his thoughts for a long time and he had borne the hardships of the campaign as stoutly as the stoutest. After the boat had been secured, Capt. Northrup was called on for a speech. He gave a great share of the credit for the successful re-

Contin'd from P. 547-A

sult to the men who had so ably and willingly carried out his plans in regard the boat. He told them he had never seen a man flinch, though they had been exposed to a great many privations and many of them had never been placed in a like situation before. He said that he would have never undertaken the enterprise if he had not been certain that every man would receive the reward he had so faithfully earned. Northrup's speech was received with great applause.

On the 26th (of May, 1859), the machinery was put in complete working order by Capt. J. B. Young, and the boat made a trial trip to Sheyenne city. Although very little steam was put on, she made eight miles an hour coming up stream. Late in the afternoon the boat started for Ft. Abercrombie. - The second day she reached Burlington, at the mouth of the upper Wild Rice (river), and took on some wood which had been cut by some citizens of that place. Soundings were frequently taken and no place was found below Wild Rice with less than six feet of water; above there the stream became narrower and with more obstructions. On the 29th (of May, 1859) the boat reached this place (Ft. Abercrombie) and was honored with a salute from Capt. Davis, which was responded to with three hearty cheers for the gallant Captain.

An express was received here yesterday (June 3, 1859) from Ft. Ridgley, and it was rumored that this post (Ft. Abercrombie) will be abandon-

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ed.

The "Anson Northrup" will leave for Ft. Garry tomorrow -----."

(June 5, 1859)

1
This is really
the "Anson Northrup"
After Anson NORTHUP
no in

Mississippi

Fish Planting

St. Paul Daily Pioneer

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Thurs. Aug. 13, 1874

Hist. Society

L. S. Staples

4, col. 3, captioned "Shad."

"Yesterday afternoon (Wed. August 12, 1874) Mr. Chase, one of the employes of Seth Green, U. S. Fish Commissioner, arrived with 80,000 (sic) shad in cans. They were hatched Sunday at the United States hatching grounds, Holyoke, Mass. Mr. Chase started with them at once, with an assistant. One or the other of these gentlemen were on watch night and day, changing the water at every station.

The shad arrived here (St. Paul) in good order. They are lively little fellows, about half an inch long.

The fish were received here by Messrs. David Day, R. O. Sweeney and J. F. Williams, Committee on Pisciculture of our Chamber of Commerce, and several cans (were) emptied into the river. Drs. Day and Sweeney took two cans in a wagon up to the Falls of St. Anthony and emptied them in there. Mr. Chase says that all the batch will find their way back to the Falls, but this will require three years. So we can't have broiled shad for breakfast for some time yet."

CVM

Red River of the
North

549 - A

Communication
Prospectus of Navigation.

St. Paul Daily Pioneer

XX

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Thurs. Oct. 1, 1874

Hist. Society

L. S. Staples.

4, col. 3, captioned "The New Northwest."

"Among the arrivals at the Merchant's Hotel (St. Paul) on Tuesday we noticed that of Lord John Grahame, a gentlemen prominently connected with the Hudson Bay Company, and largely interested in developing the navigation of Lake Winnepeg and the Saskatchewan river. Lord Grahame passed through this city (St. Paul) for the north last spring, and has spent the summer in exploring the Saskatchewan, both its south branch and the main river from its mouth to the Rocky Mountains. He left the mouth of Red River in a small steamer and crossed Lake Winnepeg to the mouth of the Saskatchewan, and thence explored the south branch of that river a distance of 750 (sic) miles. Lord Grahame is now engaged in a project for navigating the waters of Red River, Lake Winnepeg and the Saskatchewan, from Breckenridge (Minn.) on the Red River, to the base of the Rocky Mountains. He already has one steamer, and another is being built, and will be ready by the opening of navigation next spring. He is now on his way to Chicago to obtain the plans, etc., for a Lake Steamer to run between the mouth of Red River and the mouth of the Saskatchewan, across Lake Winnepeg a distance of 60 miles. This is the beginning of a project that will eventually open up the Saskatchewan to settlement, and will give Minnesota continuous water communication to the Rocky Mountains. The magnitude and importance of this enterprise can scarcely be realized, and its development is big with beneficial results to the future growth and business prosperity of

Contin'd from P. 549-A

St. Paul, which must from its geographical position be the supply point for all this immense territory.

Chippewa

Minnesota

Water Power.

St. Paul Daily Pioneer

XX

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Tues. Dec. 22, 1874

Hist. Society

L. S. Staples

2. col. 3, captioned "Minnesota Scatterings," par. 8.

"A petition has been numerously signed in Pope county, to be presented to the State Legislature, asking for the privilege of cutting a channel to change the current of Lake Reno (Pope County, Minn., in the headwaters of the Chippewa River, a trib. of the Minnesota River), for the purpose of creating a water power for a grist mill, which will be built as soon as the necessary arrangements can be completed."

St. Louis and its
Tribes.

Logging and Lumbering

St. Paul Daily Pioneer

XXI

41

Thurs. Feb. 18, 1875

Hist. Society

L. S. Staples

4, col. 6, captioned "Lumbering." (Excerpts)

* * * "Millions of acres of pine lands located along our northern border remain intact (inroads had been made, to the year of 1875, on pinelands in the Miss. and St. Croix districts) from the inroads of lumbermen. This cannot remain so. The demand for lumber (from the treeless plains of Dakota, the widely extended prairies of Minnesota, Iowa, Kansas and Nebraska) will soon cause a utilization of these forests. To accomplish this successfully, new centers of manufacture must be created, mills erected, and outlets obtained. With these general remarks we proceed in detail to notice the St. Louis river, its advantages as a lumbering stream, and other characteristics that we may deem germane to the matter in hand. The St. Louis river is the principal channel of drainage of that portion of the great Lake Superior slope that is embraced in the limits of Minnesota. Heading as it does near the water summit that divides the headwaters of the Mississippi river, which flow southeasterly, and merges into the Gulf of Mexico. A few miles distant, the musical brooklet goes gleefully on its way, and soon becomes lost in the fast accumulating waters of Rainy Lake River, thence via Lake Winnipeg, and Nelson river, it finds its waters mixed with those of the frigid North Atlantic. A mile or two more we find the trickling fountain head of the St. Louis river. Soon other brooks add their tiny tributes, and the river is formed --- then pursuing its course northeasterly to Lake Superior and thence by the great lakes into the Middle Atlantic. The St. Louis in its long pathway

Contin'd from P. 551-A

penetrates immense pine forests, equal in quality to any found in the northwest, and more extensive than any single belt of pine timber existing east of the Rocky Mountains. Easy of access by means of the "Whiteface (river)," "Cloquet" and Embarras rivers, which are tributaries of the St. Louis river. Thus it will be observed that nature has not only created these immense pine forests, but provided ample watery highways, whereby the lumber provided can be made to reach the markets of the world.

Below Embarras river, the St. Louis becomes a river of considerable magnitude. The banks are generally bold and commanding, the water deep, and moderate in current. Those who are conversant with driving logs, will see at a glance that the St. Louis river is an excellent logging stream. Pursuing down the stream we reach that all important point, Knife Falls. These Falls are only five miles distant from the Northern Pacific (R.R.) junction with the Lake Superior and Mississippi railway, and about twenty-five miles distant from Duluth. The falls are caused by an abrupt ledge of rocky formation, that reaches from shore to shore. The natural falls is about twelve feet, perpendicular in descent. The shores adjacent thereto, are high, and somewhat rocky. The ledge constitutes the barrier, is surmounted by two rocky islands, which will prove invaluable auxiliaries to secure the permanency of the contemplated dam. By erecting a twelve foot dam, a fall is secured equal to twenty-four feet. This taken, in connection with the vast volume of water

Contin'd from P. 551-B

furnished by the river, will give one of the best water powers in Minnesota. The river for many miles above these falls, possesses but little fall, and affords the best and safest boomage to be found in the State.

Two miles below, Knife Falls we come to an immense "raft." Fallen trees have drifted from above, and have lodged against huge slate ledges. Year, after year, vast accumulations have been made to this raft, until the whole channel of the river for half a mile in length has become an almost insuperable obstacle. The existence of this barrier effectually precludes, the driving of logs below "Knife Falls." This raft, taken in connection with the well nigh impassable "Dalles" below, forcibly dissipated the idea of reaching Duluth with drives of logs from the St. Louis river pineries. Quite true, engineering skill, supported by hundreds of thousands of capital, may bring the hills low, and rough places smooth. But, no such objection can be urged against the utilization of heaven bestowed water power at "Knife Falls." Let us briefly state some facts germane to the subject matter in hand.

By the construction of only five miles of railroad, a close connection between Knife Falls and the Northern Pacific junction, will be secured. The line has already been surveyed, and strong hopes are entertained, that the road will be built the present year. This accomplished, the Northern Pacific junction will speedily become an important distributing center. Westward the Northern Pacific will demand a liberal tribute, to supply the Dakota

Contin'd from P. 551-C

region. Southward, and even northward, the L. S. and M. railroad will become the active medium of a vast distribution " " - - -

s of Minnesota
General Item

Fisheries

St. Paul Daily Pioneer.

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Thurs. Feb. 25, 1875.

Hist. Society

L. S. Staples

4, col. 2, captioned "Pisiculture. Report of State Fish Commissioners of Minnesota." (Excerpts).

Being the report of Dr. Day, Horace Austin and A. W. Latham, fish commissioners - - - their report (annual) of 1874.

- - - "It is proposed to stock the Red River of the North with California salmon, also Red Lake, Otter Tail Lake, and Detroit Lake. It has been demonstrated that the salmon once planted will return to the place of his nativity. - - - In 1872, 20,000 young shad were deposited in the Mississippi at St. Paul, and on the 14th (sic) of August last 80,000 more were deposited here (St. Paul) and at the foot of the rapids at Minneapolis. Of course this was an experiment. On the 7th of October last 160,000 California Salmon eggs were received and distributed to Hon. E. Rice, St. Paul; Messrs. Watson and Bogert, Red Wing; Stillwater Trout Brook company. We now have 40,000 or 50,000 handsome young salmon ready for distribution in the waters of the State - - -."

Red

Navigation.

553-A
553-A

St. Paul Daily Pioneer

XXI

67

Sat. Mar. 20, 1875

Hist. Society

L. S. Staples.

2, col. 2, captioned "Early Days of Red River Navigation."

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

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

Contin'd from P. 553-A

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

Red

554-A

Relation of Importance
of Trade with Manitoba to Navigation on the Red River of the North.

St. Paul Daily Pioneer

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Thurs. Mar. 18, 1875

Hist. Society

L. S. Staples

2, col. 1, captioned "Trade of Manitoba - - - Its Extent and Importance." (Excerpts)

"In 1844 Norman W. Kittson established a post of the American Fur Company at Pembina, and entered upon an active competition with the Hudson Bay Company for the Trade of the Red River Valley. His first venture was not encouraging, and it was only until 1847 that a remunerative diversion of trade in the direction of the Mississippi valley was effected. By 1855, the Pembina return of furs had reached \$40,000; Mr. Kittson resumed business in St. Paul; others participated in the trade, notably the firm of Culver and Farrington; the commerce with the Northwest continued to enlarge; in 1859 a steamer was placed on the Red River of the North, and in 1875 seven steamers with attendant barges are found necessary for the transportation between Minnesota and Manitoba.

In 1844, Mr. Kittson's first venture in the Red River Valley was a train of six carts (Red River carts; two-wheelers), transporting perhaps 4,000 pounds. Thirty years after, as the president of a Red River transportation company, he was instrumental in the movement of merchandise to different points of the Red River Valley of 20,000,000 pounds, or 10,000 tons in a single season. By the cart transportation of the first fifteen years, the freight per hundred pounds from St. Paul to Fort Garry was \$5 (sic); during the last fifteen years it has ranged from \$4 (sic) in 1859-70 to \$2.50 during the period of 1870-74, and now with the rates just established by the Kittson line the

Contin'd from P. 554-A

average freight from St. Paul to Winnipeg is fixed at \$1.50 (sic) per hundred pounds. There has been an active competition by flat boats during the last five years, and two additional steamers are in course of construction at Moorhead by a new navigation company.

Even since 1870 the total tonnage of this trade has increased from 1,000 to 15,000 tons, and we frequently hear speculations as to the character of these importations. On this point, we have addressed an inquiry to the American Consul, at Winnipeg, and from data in his possession are enabled to present the following tabular statement of Manitoba imports from the United States for 1874: *

*Note: A long tabular list of Dutiable Goods of Canadian importation follows. I have copied only the outstanding products as examples of the bulk imports as follows:

Product	Valuation (Dutiable)
Butter - - - - -	\$14,225.00
Cabinet Ware - - - - -	9,521.00
Carriages - - - - -	14,083.00
Cheese - - - - -	2,017.00
Cigars - - - - -	5,235.00
Coal Oil - - - - -	5,417.00
Coffee - - - - -	1,630.00
Cottons - - - - -	4,442.00
Dried Fruit - - - - -	11,536.00
Glass, window - - - - -	2,566.00
Glassware - - - - -	5,200.00
Hardware - - - - -	38,500.00
Horned Cattle - - - - -	64,090.00

Contin'd from P. 554-B

Trade in Manitoba

Product	Valuation (Dutiable)
Horses - - - -	11,528.00
Lard and Tallow - - -	5,186.00
Lumber - - - -	53,978.00
Machinery - - - -	23,632.00
Meats - - - -	61,567.00
Boots & Shoes - - -	5,358.00
Harness - - - -	2,935.00
Wood (Mfg. in forms) - -	23,302.00
Musical Instruments - -	1,694.00
Oils - - - -	2,451.00
Paints and colors - -	2,321.00
Paper - - - -	6,012.00
Preserved meats - - -	9,000.00
Sheep - - - -	3,086.00
Sugar, above \$9 - - -	62,974.00
Sugar candy and confec- tionary - - -	5,020.00
Tea Black - - - -	3,394.00
Tobacco, manufactured -	28,142.00
Vegetables - - - -	2,908.00
Unenumerated - - - -	12,059.00

FREE-GOODS

Coal - - - -	-\$ 752.00
Eggs - - - -	-\$ 1,339.00
Fish - - - -	-\$ 2,216.00
Flour of wheat & Rye -	-\$55,279.00
Gov't. supplies - - -	72,201.00
Salt - - - -	1,717.00
Grain other than wheat and Indian Corn	3,084.00
Grain, Indian corn	619.00
Grain, other, etc. - -	24,664.00
Settlers' effects - -	18,941.00
Unenumerated - - - -	7,448.00

The total amount of importations (for 1874), at invoice prices, was \$1,853,659, of which \$1,024,620 were exported from Great Britain, \$47,762 from European countries, and \$781,277 from the United States, and, as will be seen

Contin'd from P. 554-B

Trade in Manitoba

Product	Valuation (Dutiable)
Horses - - - -	11,528.00
Lard and Tallow - - -	5,186.00
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Contin'd from P. 554-C

by the foregoing table, the latter were mostly the products of the State of Minnesota. The preponderance in favor of English goods consists of liquors and manufactures ----- The heavy items -- lumber, cattle, grain, flour and provisions of all kinds -- are purchased in Minnesota.

**** For the present, furs are the only export of Manitoba --- the bulk of which reach England through Hudson's Bay. The invoice value of furs, passing the frontier at Pembina in 1874, did not exceed \$500,000.

Manitoba is now (in 1875) repeating the experience of Minnesota from 1848 to 1860. The capitalists of Eastern Canada are making large investments in wild land; immigrants are expending considerable sums in improvements; the government is making liberal disbursements; the appropriations on account of the Canada Pacific Railroad for the next fiscal year will exceed six millions of dollars; speculation is active, if not riotous; and some years may elapse, before the agricultural production, although stimulated by high prices, will be adequate to meet the home consumption. Meanwhile, Minnesota finds an excellent northern market for natural products, and with cheap transportation, which now seems assured, a great impulse to sales of merchandise may be anticipated.

----- In conclusion, our inferences are that no community is more interested in the discussion of a suitable Reciprocity Treaty with Canada than Minnesota, unless it is the States of California and Oregon in their commercial

Contin'd from P. 554-D

relation to British Columbia; that the low rates of transportation now tabulated for the Commerce of the Red River of the North should lead to active measures for the improvement of its channel by Congress, according to the specifications of Col. Farquhar's report to the Topographical Bureau; and that a resolute public sentiment should demand a speedy settlement of the disastrous litigation which obstructs the St. Vincent branch of the St. Paul and Pacific railroad."

St. Paul Daily Pioneer

XXE

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Sun. Mar. 21, 1875

Hist. Society

L. S. Staples.

2, col. 1, Captioned "Minnesota Canals."

"Are we likely to have them? In a communication from Mr. Stuntz, of Duluth, he seems hardly pleased with our designation of his proposition of continuous canal and river navigation from Lake Superior to Red Lake and the Red River of the North as an "ingenious speculation." We should like to see the way to its realization, and it is only on this point that we intimated incredulity. We were at some pains to express our high appreciation of the labors of the engineers to exhibit the elements for the determination of the practical problem.

We shall accompany the letter of Mr. S. with a statement, compiled by no means exclusively upon our own judgment, but with much valuable suggestion by experts, of the probable cost of three routes connecting the waters of the Mississippi, St. Lawrence and Red Rivers.

We premise that the dimensions of necessary canalage should be 70 to 80 ft. wide at bottom, 4 ft. deep and 90 ft. wide at top, with locks 130 ft. long by 50 ft. wide - - or sufficient to pass the average steamers of connecting rivers. On this basis, we present the following estimate for the

NORTHERN OR RED LAKE ROUTE.

1. From the junction of Red Lake River with the Red River of the North at Grand Forks to Red Lake, four dams and locks, averaging 14 to 15 feet lift, and costing each \$200,000 - - - \$800,000.

Contin'd from P. 555-A

2. From Red Lake to Cass Lake on the Upper Mississippi, thirty-six miles of canalage with ten locks, at a cost of - - - \$2,000,000.
3. For removal of obstructions from Cass Lake to Pokegama Falls - - \$2,000.
4. Lockage over Pokegama Falls and Grand Rapids, just below, \$400,000.
5. Col. F. V. Farquhar's estimate of improvement from foot of Grand Rapids to St. Anthony Falls, - - - - - \$2,030,220.
6. Lockage and canal over St. Anthony Falls and Meeker's Rapids and improvement of the river to St. Paul - - - - - \$2,950,000

DULUTH EXTENSION

7. Leaving Mississippi at mouth of Wild Swan river or Sandy Lake, and constructing canal of 20 miles eastwardly to channel of St. Louis river at \$50,000 per mile, including necessary lockages \$1,000,000.
8. Eight locks and dams, average rise of 15 feet on St. Louis river to Thomson - - - - - \$1,600,000
9. Clearing out raft in St. Louis River - - - - - \$ 100,000

Contin'd from P. 555-B

10. Descent of 418 ft. through the Dalles (of the St. Louis river) by four inclined planes, each costing \$65,000. - - - - - \$260,000.

Total by northern route - \$11,142,220

(eleven million, one hundred and forty-two thousand, two hundred and twenty dollars)

We believe Mr. Stuntz (George R. Stuntz, of Duluth, Minn.) estimates the distance from Crookston, 60 miles from mouth of Red Lake River, to Duluth at 281 miles. With proper allowances for the tortuous channels of rivers, the actual distance will be much greater -- perhaps double.

We now proceed to an approximate statement of the cost of the

CENTRAL, OR FERGUS FALLS ROUTE.

1. According to Col. Farquhar's official reconnoissance, the Red River can be improved to secure a permanent depth of 4 ft. in its whole course from Brack^eenridge to Pembina, by a lock and dam at Goose Rapids, costing \$175,000, and \$25,000 for wing dams between Fort Abercrombie and Brack^eenridge - - - - - \$200,000.
2. Add an equal expenditure between Breckenridge and Fergus Falls - - - - - \$200,000.

Contin'd from P. 555-C

3. Canalage of 60 miles fed from Otter Tail and Battle Lakes to the
Crow Wing River at \$50,000 per mile, including necessary lockage,--
\$3,000,000
4. Improvement of the Crow Wing River - - - - - \$ 200,000.
5. Duluth extension, as above (foregoing) - - - - - \$2,960,000.
6. Crow Wing to St. Paul, as above (foregoing) - - - - -\$4,980,220.
- Total by central route - - - \$ 11,540,000.

This route will have the advantage of centrality, and in its whole course will traverse the garden of the State. We hope that a careful exploration of the proposed transit from Red River at Fergus Falls to the Crow Wing near Wadena, may be devolved upon Col. Farquhar or other competent engineer.

THE SOUTHERN OR MANKATO ROUTE

1. Red River improvement, as above (foregoing) - - - - - \$200,000
2. Further expenditure on Sioux Wood River - - - - - \$200,000
3. Gen. Warren's estimate for improvement of the Minnesota river from
Big Stone Lake to Mendota - - - - - \$12,500,000

Contin'd from P. 555-D

4. To Duluth, as above (foregoing) - - - - - \$7,940,220

Total by southern route - - \$91,840,000.

In the event of a satisfactory report on the feasibility of a canal from the channel of the St. Croix river to Lake Superior, authorized at the instance of Senator Folsom by the Minnesota Legislature (1875), the Minnesota River Improvement might advantageously find its communication with the Lakes by that route.

We are informed, that an expenditure of a million dollars in Manitoba by the Canadian Government, would so far improve the communications of Central British America, that a steamer passing from New Orleans might terminate its trip at the Rocky Mountains in latitude 53° (degrees), after a voyage of 5,000 miles. But it will be long, we fear, before either of the foregoing programmes will pass beyond the domain of sanguine speculation."

St. Paul Daily Pioneer

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Thurs. Mar. 11, 1875

Hist. Society

L. S. Staples

2, col. 1, captioned "Waterways of Minnesota."

"No improvement is of more national importance than a system of reservoirs, commencing at Pokegama Falls on the Upper Mississippi River, upon which Col. F. W. Farquhar of the U. S. Engineer Service has lately reported to Gen. Humphreys. By a dam of eight feet at Pokegama, and similar structures at the mouth of the Vermillion river and just below Lake Winibigoshish on the channel of the Miss., and two other dams on the Leech Lake river, he proposes to extend the water-surface of that remote lacustrine region two or three hundred square miles; and so control its discharge, as to secure a permanent depth of four feet at all points on the Mississippi river. The surface of the country favors the design; there is an absence of settlements; and no reasonable objection offers to the proposed inland sea; while its advantages are obvious.

One of these would be a reservoir, not only for the benefit of river navigation to St. Louis, but the supply of canals north to Red Lake and east to Lake Superior, if George R. Stuntz's scheme should ever advance beyond the stage of an ingenious speculation. But we apprehend the time is far distant when any considerable expenditure for that object (canals from Lake Superior to Red River; canals from Lake Superior to Mississippi, etc.), or for the scheme elaborately discussed in the late report of Gen. G. K. Warren to the Engineer Department for connecting the Minnesota and Red Rivers

Contin'd from P. 556-A

by canalage, will be assumed by the Federal or State Treasuries. Still, we welcome these scientific inquiries, and would urge that a third water way be thoroughly explored, viz.: from Fergus Falls to Crow Wing, either directly by Otter Tail and Leaf Lakes, or southeasterly to Lake Carlos, near Alexandria, and thence by Long Prairie river to, and down the Crow Wing. If such a route should prove practicable, it would aid in the development of a very fine region of country.

But, as already intimated, the reservoirs will be likely first to receive attention at Washington. The cost of the necessary dams is not excessive --- only \$400,000 --- and their benefits will reach half the United States in the Mississippi Valley.

Next in importance and practicability is the improvement of the Red River of the North. Col. Farquhar's report on this subject shows that \$22,000 expended on wing dams from Breckenridge to Moorhead, and \$175,000 on a permanent lock and dam at Goose Rapids, with occasional dredging, will suffice to make the navigation of that important highway to Northwest British America permanent and reliable, with a depth of four feet. If so, a special effort should be made to obtain the necessary appropriation, especially as Canada is announcing definitely a purpose to expend large sums on the improvement of the River systems of the Winnipeg basin, as a substitute for the immediate extension of the Canadian Pacific Railway west of the Red River. Dur-

Contin'd from 556-B

ing the summer of 1875, a traveler can pass by steamers now constructed, from Breckenridge, through Red River, Lake Winnipeg and the Saskatchewan to the base of the Rocky Mountains in latitude 53 degrees, or a distance of two thousand miles. This international water route is destined to affect materially the interests of Minnesota; and the Key to the whole, enclosed in our territory, should be made as efficient as possible."

Miss., St. Louis,
Red River, etc.

Canalage

St. Paul Daily Pioneer

XXI

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Sun. Mar. 21, 1875.

Hist. Society

L. S. Staples

2, col. 3, captioned - "Communications. River Improvements of
Northern Minnesota - Letter from G. R. Stuntz, Esq.

"Editor of St. Paul Pioneer: Duluth, Mar. 17, 1875.

"I feel flattered at the compliment you pay me in your article on 'The Waterways of Minnesota,' published the 11th inst. You state truly that the reservoirs spoken of in Col. Farquhar's report will form connecting links in the system of canals and river navigation to connect the Miss. and improve its navigation the whole length -- giving security against floods, and certainty of navigation. Six years ago St. Paul business men, in fact the whole State as well as Iowa and Wisconsin, were agitated about the necessity of improving the navigation of the Miss. river. Various schemes were discussed - wingdams, dredging, cuts, etc., etc. In 1869 I indulged in an "ingenious speculation," which was published, and which recent experience has demonstrated to have been practicable.

For the proper improvement of the Upper Miss. river, it is only necessary to consult the engineering capacity of beavers. Their work is always conducted upon scientific principles. Their selections for dams are always at points where the least amount of work will flood the greatest extent of the country. If the beds and banks of the stream are soft and yielding, secure the foundation of the main dam and then construct a sufficient number of abutting dams to take the pressure off the main dam.

Had this system been adopted it would have let the water down over

Contin'd from P. 557-A

the falls of St. Anthony without the disastrous results that have been transpiring in past years. The construction of four dams and the same number of locks would have accomplished both objects.

As to the routes spoken of from the Minnesota river through Big Stone Lake to Breckenridge on Red River, or from Fergus Falls to Crow Wing, I have only to say that the same objections hold good with reference to them that I made against the Rum river and Mille Lac (lake) route from Minneapolis to Duluth before the Duluth Chamber of Commerce. Too much canal for the amount of country accommodated.

If, as you intimate, the Reservoirs at the head of the Mississippi receive the early attention of Congress and they adopt and put in the necessary locks, it will thoroughly improve one hundred miles of the Upper Mississippi, and enable boats to reach a point 8 or 10 miles above the mouth of the Turtle River. In Col. Farquhar's able report, he estimates the cost at \$488,000 and remarks that he thinks this estimate too large. I think so too. I will put in a sixth dam and lock at Grand Rapids and locks at Pokegama Falls and the work to be estimated upon, for three hundred thousand dollars. This will give uninterrupted navigation from Brainerd to Turtle river, a distance of nearly 300 miles.

I cannot close this article without stating that I have as a citizen of Duluth no prejudice against the St. Croix and Rum river routes

Contin'd from P. 557-B

of canal communication, but favor the St. Louis and Mississippi rivers. First, because they are all large streams whose natural channels are wide enough to admit of free navigation without danger of washing the banks and second, because of the great extent of country that can be opened by a few miles of canal. Over one thousand miles in the United States and twenty-five hundred miles in Manitoba.

The enlarged capacity of such an improvement as compared with extensive canals along small streams or through a country not supplied with streams will be apparent to every boatman.

Yours truly,

George R. Stuntz."

Red River of the
North

558

St. Paul Daily Pioneer

XXI

77

Thurs. April 1, 1875

Hist. Society

L. S. Staples

4, col. 1, captioned "Red River of the North" (Exerpts)

"We have heretofore mentioned the fact that a new line of steamers would be placed upon the Red River the present season. The new line will run two steamers, the "Manitoba" and the "Minnesota," both of which have been built expressly for the company. - - - - An office will be established in this city (St. Paul) - - - - (also an office at Duluth, Fort Garry, and Moorhead.).

Note: This line known as "The Merchants International Line.

Long Prairie

Crow Wing;
the latter a trib. of Miss.

Navigation

St. Paul Daily Pioneer-Press (now)

XXI

81

Tues. April 6, 1875

Hist. Society

L. S. Staples.

2. col. 3, par. 1

"A steamer has been built for the purpose and will this season ply on Long Prairie river, between Long Prairie (Minn.) and Motley (Minn.) (Todd County). The steamer was constructed to accommodate both freight and passengers."

Red, of the
North

560-A

River Commerce in 1875

St. Paul Daily Pioneer Press

XVI

132

Thurs. June 3, 1875

Hist. Society

L. S. Staples

#2, col. 6, captioned "Red River of the North," being a communication from Moorhead, Minn., bearing date of May 28, 1875.
(Excerpt)

"This town (Moorhead), since the opening of navigation, has assumed a very lively aspect. Hundreds of tons of freight are being received daily by rail, and shipped (re-shipped) by boat to Manitoba, and hundreds of passengers are also crowding the cabins and decks of the steamers, seeking a view of or a home in that hyperborean region.

The immense business done by the Hudson Bay Company in Manitoba and the adjacent provinces, is the chief cause of the activity of trade, and the great attraction to immigration. There are two lines of steamers plying between Moorhead and Fort Garry -- one the Red River Transportation company, consisting of five steamers and under the management of N. W. Kittson, Esq., of St. Paul, and the other is called the Merchant's International Steamboat line, consisting of two boats, and under the management of John Douglass, Esq., formerly of Winona, but now a resident of this place (Moorhead). Both lines of boats are well equipped, and as before stated, are doing a very extensive business, especially the Kittson line which handles the Hudson Bay Co.'s freight exclusively.

Both lines must, however, be doing a losing business owing to the very low rates of freight and passenger tariff.

Continued from P.560-A

Passengers are carried from Moorhead to Fort Garry, a distance of 600 miles, for fifty cents, and freights are correspondingly low." *****

Long Prairie

Crow Wing.

561

Navigation

St. Paul Daily Pioneer-Press

XXI

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Tues. June 22, 1875

Hist. Society

L. S. Staples

#2, Col. #2, captioned "Minnesota News," item, #9.

"The Long Prairie steamer, owned by Chandler, plying on the Long Prairie river between Long Prairie and Motley, struck a rock and was sunk on Fish Trap rapids, five miles from Motley, on Wednesday of this week."

St. Croix

Miss.

Canal

St. Paul Daily Pioneer Press

XXI

171

Friday, July 9, 1875

Hist. Society

L. S. Staples

#2, Col. #7, captioned "St. Croix & Lake Superior Canal."

Excerpt from an Exchange from Ashland (Wisc.) Press,
July 3 (1875).

"Last winter the legislature of Minnesota (of 1875) made an appropriation and passed an act authorizing the preliminary survey of a canal to connect the waters of the St. Croix with those of Lake Superior. Under this act a commission was formed consisting of Hon. L. K. Stannard, of Taylor's Falls, R. R. Davis, of Stillwater, and W. G. Ward, of Waseca. The act authorized the examination of three routes; one by the way of the Nemakagon (river; a trib. of the St. Croix) to its head, and from thence to the head of White River, down that stream to Ashland Bay by the Kagagon (river); the second by the main St. Croix and Brule river to the lake, and the third by way of Kettle River and Namadji (River) to Superior Bayl

The commission organized on the sixteenth day of April, and a party under charge of Commissioner R. R. Davis, consisting of Joseph Carli, F. L. McKusick, Wyman X. Folsom and Joseph McKinnon, started on the 20th day of May, and proceeded to examine the Nemakagon route. They launched their boats at the head of Big Rock Rapids, sixmiles above Taylor's Falls, and proceeded up the St. Croix to the Nemakagon, -- up that stream to Nemakagon Lake. The party met with no difficulties on the trip to this point, but found an excellent route with plenty of water, lakes for feeders, and material of every

Contin'd from Pg. 562-A

description in abundance for the construction of a canal. The distance from Taylor's Falls to the mouth of the Nemakagon is 90 (sic) miles, the stream averaging but a slight fall easily overcome. From the mouth of the Nemakagon to Nemak^{d o}gon Lake the distance by way of the river is 100 (sic) miles. In this distance an elevation is attained of about 400 (sic.) feet -- an average of about four feet to the mile. There are a series of rapids to be overcome, none of which, however, would require extensive locks. Nemak^{d o}gon lake was found to be a large body of water, the shore line of which is 35 (sic.) miles in extent, with good banks, capable of forming an immense reservoir. One mile west of this lake another large lake was found, two miles long, the divide between them being a level strip of country ten feet above the water line. This was the only portage made on the entire route -- the outlet of the latter lake being a tributary of White River, carrying fifteen inches of water. This stream runs in a northeast course about 20 (sic.) miles to White river. It contains but few rapids, and could be easily used as the bed of a canal. White river was found to be a large stream carrying plenty of water, with some heavy rapids that would require extensive dams, locks, etc. The distance by this river and its tributary, from Nemak^{d o}gon Lake to Ashland, is about 60 (sic.) miles, with an elevation to be overcome of about 500 feet (sic). This route, Mr. Davis is satisfied, is a

Contin'd from P. 562-B

good practical one, over which a canal could be constructed at a moderate expense compared with the cost of many of the canals in the United States. The distance is the only real obstacle in the way, it being 250 (sic.) miles from Taylor's Falls to Ashland. It would, however, open up a large extent of country, full of natural resources, such as lumber, mineral, etc., which would in part make up for the increased distance in the way of furnishing an immense local business. *****

Red

Transportation.

St. Paul Daily Pioneer Press

XXI

192

Tues. Aug. 3, 1875

Hist. Soc.

L. S. Staples

#2, col. #4 captioned "Letter From Manitoba," being a communication from Winnipeg, Manitoba, dated July 2, 1875.

"It does not require the memory of your 'oldest inhabitant' to recollect the time when the rude ox cart from Red River used to visit St. Paul. Since then great changes have taken place in the means of transportation to this country, and the ox cart has given place to the railway, the steamboat, and the stage coach, and we are now looking forward at an early day when we will have unbroken railway communication between Fort Garry and the eastern world. From the time when Hill, Griggs & Co. of your city (St. Paul) built and ran the steamer 'Selkirk' on our river, the commerce of this port has been steadily on the increase (refers to port of Winnipeg), and the consequence has been that new boats have been added each year to the fleet running between here and Moorhead (Minn.). For a long time Mr. Kittson who bought out Hill, Griggs & Co's. interest in the 'Selkirk' enjoyed a monopoly on the Red River and he made the best of the situation.

Mr. Douglas of Moorhead became the medium and our merchants here the spirits who concocted this deathblow to monopoly. It was agreed last winter amongst a number of our (Winnipeg) business men that they should furnish an amount of money, \$25,000 I believe, while other portions of the Dominion were to increase it to \$40,000 and Mr. Douglas pledged himself that an additional \$10,000 should be subscribed in the United States. The first step taken was our (Winnipeg) merchants handing Mr. Douglas \$2,000 to commence

Contin'd from P. 563-A

operations with and from that beginning sprang the Merchants' International steamboat line, which, although nominally an American company, is chiefly owned and controlled by the merchants of Winnipeg. The interest of the people here in the line is, I believe, received in the shape of pypothecated stock, and the subscribers are represented by a committee of our business men who control in reality the action of the directors in Minnesota. The company have had many difficulties to contend against in starting, but I understand Mr. Braden, the agent of the line in this City, is now absent in Canada for the purpose of raising more money to carry out the enterprise, and doubtless he will be successful. What surprises me, however, is the fact that your (St. Paul) business men should allow nearly all the money to come from Canada for an enterprise which adds so much to the commerce of your own city (St. Paul) and neighborhood. The competition in steamboating which I have thus described has had the effect of lowering the rates of freight to a great extent, and it is very doubtful at present whether forwarding on the Red River is a paying business or not.

Some idea may be formed of the increase trade here has experienced during the past few years when I state that six or seven years ago from 1,500 to 2000 (sic.) ox carts, with a carrying capacity of about 1,000 (sic.) pounds each, were sufficient for our transportation service, while to-day we have two

Contin'd from P. 563 B

lines of steamers, consisting of seven boats in all, with barges able to carry at one trip over 2,000 (sic.) tons, and these steamers are seldom if ever idle during the summer.

It has often surprised me that St. Paul merchants have appeared to neglect the trade of this country, for assuredly your city must always be a market for our merchants to purchase many of their supplies in. *****

Red

History:
Transportation Company's Finan-
cial Difficulties.

St. Paul Daily Pioneer Press

XXI

224

Thurs. Sept. 9, 1875

Hist. Sec.

L. S. Staples

¶3, col. 2, captioned "Troubles of a Steamboat Line."

"The financial difficulties of the International steamboat company, whose field of operation is between Moorhead and Winnipeg, are just now under discussion among interested parties in this city (Minneapolis).

It seems that there are two boats in the line, the Manitoba and the Minnesota, and that creditors of the company have them both tied up -- the Manitoba at Winnipeg, and the Minnesota at Moorhead.

Messrs. A. G. B. Bannatyne, J. H. Ashdown and Robert Straw, of Winnipeg, accompanied by several other interested parties are in town (Minneapolis), endeavoring to negotiate a settlement of matters with creditors of the company in this city (Minneapolis) and St. Paul, the gross amount of whose claims is in the neighborhood of \$40,000.

The Winnipeg gentlemen, who are or are not stockholders, assume to hold claims against the company to the amount of about \$35,000, if we are correctly informed, and they propose to buy or sell, at fifty cents on the dollar. At last advices this proposition had not been considered by the Minneapolis creditors, none of whom want to buy, one of whom had propped (sic) to settle at 75 (sic) cents, while the balance seemed disposed to fight it out on that (international) line at 100 cents, if it takes all winter.

The liabilities of the company are stated at \$75,000 (sic) and the
(sic)
assets/at from \$40,000 to \$50,000 (sic.).

Red, of the North.

565-A

Navigation & Commerce

St. Paul and Minneapolis Pioneer Press.

XXIII

15

Thurs. Jan. 18, 1877

Hist. Society

L. S. Staples.

#7, col. 4, captioned, "Railroad to Manitoba," being a letter addressed to the Editors of Pioneer Press from St. Vincent, Minn., dated Jan. 2, 1877. (Excerpts).

(on causes which retard the building of the St. Vincent Branch of the St. Paul and Pacific R.R.)

**** "It is a very general impression that the Red River Transportation Company (nominally an American steamboat company, but in reality the great British Hudson Bay company) retard the building of the road in order that they may continue to pocket the vast profits arising from the carriage of passengers and freight on this Red River. This company run the following boats from near Crookston to Winnipeg: International, Minnesota, Manitoba, Selkirk, Dakota, Cheyenne, Alpha, all large steamboats, with first class barges, and they earn enough some trips to pay for the steamboat. A company making as (much)^(sic) money as they do can afford to retard the building of a railway that would force them off to routes beyond the railway. That they have influence with the railroad company, witness the fact of their taking up fifteen miles of rails north of Crookston, and transferring the same to a little line of their own running from Crookston west to Fisher's Landing to connect with their line of boats. But can we afford to let the interest of this portion of our State and trade of St. Paul and Minneapolis languish in order to line the pockets of a foreign corporation? Delay in the completion of this St. Vincent branch is what the Canadians really desire, for they will

Contin'd from P. 565-A

soon have their railway from Lake Superior to the Red River. Day after day last summer (of 1876) barges loaded with railroad iron might have been seen passing by here destined for the Canadian railway from the Red River to Lake Superior, and the little upstart town of Emerson, close by, already boasts that with the completion of that road and the ironing of the branch now graded to that place, it will receive the bulk of the surplus products raised in the American portion of the valley, for transportation to the East, and their boast may yet be realized. Our legislature must be up and stirring, this winter, and find some way to compel the building of this road. No more delay. Neither St. Paul nor Minneapolis can afford to lose the trade of this magnificent valley, (a valley 300 miles long by 10 wide, every inch of which is fertile. I say so from personal observation, and capable of raising the best wheat in the world, to say nothing of the vast tract of fertile land beyond, bordering on the lakes and rivers of the British Northwest). And they should labor with our legislators to bring about the result desired. Let not the influence of your paper, sir, be unfelt, and we shall see the St. Vincent branch completed next summer.

Signed "D. F. Brawley."

General

566

Estimated Log Cut of
1876-77.

St. Paul and Minneapolis Pioneer Press

XXIII

78

Sunday, April 1, 1877

Hist. Society

L. A. Staples

#2, col. 3, captioned "Saw Logs," being an estimate of the logs cut and banked during the winter of 1876-77 on the Mississippi and Rum rivers and their tributaries. An estimate claimed "that would not vary five million feet from the official figures." ****.

	Feet
Leech Lake River - - - - -	700,000
Bear River - - - - -	3,200,000
Bass Lake - - - - -	2,000,000
Pokegama Lake - - - - -	4,000,000
White Oak Point - - - - -	2,500,000
Prairie River Tributaries - - - - -	8,500,000
Swan River - - - - -	9,000,000
Split Hand river - - - - -	2,500,000
Lower Prairie and Sandy rivers - - - - -	4,000,000
Wilson River and tributaries - - - - -	5,000,000
Main Mississippi - - - - -	6,500,000
Pine River - - - - -	10,000,000
Dean Lake - - - - -	1,000,000
Crow Wing and Tributaries - - - - -	12,500,000
Platte River - - - - -	2,000,000
Hillman Brook - - - - -	10,000,000
Rum River and tributaries - - - - -	44,000,000
Total - - - - -	127,400,000

***** Adding the old logs held in St. Anthony Pond, Dunham Island, Cook Creek, Crow Wing, and Upper Prairie River give a grand total of 143,400,000 feet of logs for the Minneapolis saw mills to draw upon in 1877.

History, Description

Saint Paul & Minneapolis Pioneer Press

XXIII

128

Wednesday, May 30, 1877

Hist. Society

L. S. Staples

#8, col. 1, captioned "Red River Region Revisited;" being a letter addressed to the Editor of the Pioneer Press, dated at St. Paul May 27, 1877. (excerpts)

"Twenty-two years ago, ^{en}which the writer of this article landed at St. Paul, it was the 'jumping-off place' of the frontier. **** St. Paul was then what Bismar^{ck}, (No. Dak.) is to-day -- the outpost of settlement, the 'last chance' on the road from the civilized portion of the northwest to the wilderness of the savage and the buffalo. Marvelous, indeed, are the changes since that day, a short period, too, to look back over. In no portion of the State is it more apparent than in the Red River Valley. Even six years ago (1871) this splendid region was almost unsettled. In 1871 I rode over a considerable portion of the line of the Northern Pacific railroad, then just surveyed, in Becker and Clay Counties, and thence down the Red River. Settlers had just begun to come in. A farm was almost unknown, unless some clearings and breakings unfinished could be called such. ***** The site of Moorhead was occupied by a tent or two. At Fargo, I believe, there was not even this. Beyond Fargo was the terra incognita, whose capabilities as an agricultural region was absolutely a problem, because untried. Then, the Red River Valley was almost unknown to the great mass of our people. **** But six years have wonderfully changed all this. No section of our State has exhibited more rapid progress. **** By the census of 1870, there were only 2,368 people in the counties of Becker, Clay and Otter Tail. The census of

contin'd from P. 567-A

1875 showed 12,881 in that same region -- a gain of 400 per cent, in five years. **** Red River Valley proper, embraces some of the very richest lands in the northwest. It is perhaps 300 miles long, and 150 wide in its drainage. In the immediate flankings of the stream, for 10 or 12 miles on either side of it, the lands is, or appears to be, very level, and it is said that this level plateau extends to the Rocky Mountains, in the Saskatchewan direction. I have seen it stated, however, that although this land seems level, it rises at the rate of ten feet per mile, back from the river. If so, this would give as good drainage as is desirable. The soil of all this level, or apparently level, tract, is of incredible richness, and increases in depth as you go down the river. **** The agricultural probabilities of this region are a matter of greatest importance to our future growth and wealth as a State. Its productiveness we know from the experiments already made. Its development and the extent of its cultivation is a question for the future to determine. From the rapid progress of its tillage the past five or six years it cannot be long before most of the arable land in this rich, extensive region is under the plow. Mr. Dalrymple, a gentleman of well-known sagacity and foresight, thinks that before the close of this century (only 23 years off, you know) the Red River Valley will produce 25,000,000 (sic) bushels of wheat! His own faith in its capacity is evinced by his splendid farms of 15,000 and 40,000 acres. **** The example of Oliver Dalrymple, whose name

(the originator of the so-called "Bonanza Farming") is now identified with the new era in farming in the Northwest, has been a powerful stimulus to the rapid development of the Red River Valley. I referred to his two immense farms, one was Casselton, twenty-five miles, I think, from Fargo, and the other a few miles down the river from the town. The Casselton farm is on the railroad. There are 15,000 acres here, 3,000 of which has just been seeded, and thirty plows were busy breaking up 3,000 acres more. This will go on, until it is all under the plough. **** The river farm contains 40,000 acres, and has a river frontage (upon the Red River) of about five miles. It is organized and manned similar to the Casselton farm, and several thousand acres will be broken every year, in addition to the usual planting and harvesting of all that already under plow, until all this immense area, almost two townships, is one huge farm. To carry the grain harvested up to Fargo, Mr. Dalrymple proposes to build barges, to be towed by a steamer of his own. **** The Dakota District, beyond the large farms mentioned (Dalrymple's and others), is not as yet much settled, but is rapidly becoming so. The valleys of the Cheyenne and James rivers (the former a trib. of the Red river; the latter a trib. of the Missouri river) appear to be attracting the most settlement just now, probably because timber is more plenty along those streams.****. //

Mississippi

Fisheries

St. Paul and Minneapolis Pioneer Press

XXIII

175

July 25, 1877, (Wed.)

Hist. Society

L. S. Staples

#7, col. #3, captioned "More Shad for Us." (Excerpt)

"Yesterday morning by the 6 o'clock train, Mr. H. E. Quinn and Mr. G. W. Schuermann, both United States fish commissioners of Washington, arrived in St. Paul, bringing with them one hundred thousand shad which they deposited in the Mississippi river at the foot of Jackson street. These fish were brought all the way from South Hadley Falls, Mass., by these gentlemen who had set up with them all night and changed the water every two hours, and watched the temperature of the atmosphere, as at no time during all the days and nights they were on the road, was the temperature allowed to go above 65 or below 60. **** These fish, as they are called, are about one quarter of an inch in length and look like so many animated hairs. **** It is hoped that we will have the pleasure of another visit from them (U. S. Fish Commissioners) next season, and that Prof. Baird will second the desire of our fish commissioners and continue the efforts already inaugurated to stock the upper Mississippi with shad until it is an accomplished fact."

Red River

Improvement
Convention.

St. Paul and Minneapolis Pioneer Press.

XXIII

276

Tuesday Nov. 20, 1877

Hist. Society

L. S. Staples

#3, Col. #1, captioned "Red River of the North."

"A convention of citizens of the Red River valley, and all others interested in the improvement of the Red River of the North, is hereby called to meet at Breckenridge, Minn., Tuesday, December 11, 1877, at 10 o'clock A.M., for the purpose of taking into consideration the necessary steps for securing appropriations from the general government to improve the navigation of the Red River, to clear it of obstructions and make it navigable from Fergus Falls to Pembina, and to transact such other business as may properly come before the convention. All villages and localities in the valley are earnestly invited and urged to be present with strong delegations, and all persons interested in the object of the convention are cordially invited to attend. Half-fare tickets, or reduced rates, are expected on the Northern Pacific, the ^Cut-off and the St. Paul and Pacific railroads.

Loren Listoe.

Chairman Com.

Red River.

Commerce

St. Paul and Minneapolis Pioneer Press.

XXIII

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Sunday Nov. 25, 1877

Hist. Society

L. S. Staples.

#5, col. 2, captioned "Manitoba." "Resources of Manitoba - Report of United States Consul, J. W. Taylor, Esq."

"Hon. James W. Taylor, the United States consul at Winnipeg, reports to the department of State that the trade of this country (U.S.) with Manitoba and Northeastern British America has diminished during the past fiscal year, owing to the disappearance of the locust plague and the reduced importation of breadstuffs and provisions. The imports from the United States last year was \$808,822 (sic.), as against \$640,187 (sic) in 1875 and 1876. The principal trade of Manitoba is still, and has been since 1876 (sic) and 1874 (sic), in favor of the United States, the importations last year from Great Britain being \$400,688, and from Canada \$662,489. Direct trade with England is mainly sustained by the importations of the Hudson's Bay company. Of the products of Manitoba, the undressed furs, being ^{R&E} free of duty in the United States, are nearly all exported by way of Pembina, although their ultimate destination is, for the most part, Montreal or London. The prohibitory duty on buffalo robes excludes them from the United States markets. The total imports from all countries last year were \$1,876,753; (sic) the total exports \$695,970 (sic), of which latter \$554,233 (sic) were to the United States. The principal commercial movement has been through the steamers of the Red River transportation company, an American line, between April 23 and Nov. 2, carrying 17,892 (sic.) tons of inward freight and 418 (sic) tons of outward. Flat boat and express traffic add more than 5,000

Contin'd from P.570-A

tons to this amount. On the whole, the report is favorable, and the prosperity of the district is increasing. The population of Manitoba has doubled within six years -- from 15,000 to 30,000. Railroad communication will soon be opened, and the northwest country has been made accessible by steamers on Lake Winnipeg, and the Saskatchewan river. Favorable Indian treaties have opened to colonization the whole country from Lake Superior to the Rocky Mts. and northward to latitude fifty-four degrees, and the recent visit of the governor general (Lord Dufferin) has attracted general attention to this district and its great natural resources."

Red River of the
North.

Navigation
Improvement Convention

St. Paul and Minneapolis Pioneer Press.

XXIII

294

Wed. Dec. 12, 1877

Hist. Society

L. S. Staples

Pages 1 and 2

P. 1, cols. 5 and 6

P. 2, col. 1

Captioned "Red River of the North." "Convention at Breckenridge to Agitate the Improvement of this great Highway." (Excerpts) [convention held at Breckenridge, Minn., Dec. 11, 1877. Hon. H. M. Rice, chairman; S. Partridge of Moorhead, G. H. Walsh of Grand Forks, E. B. Chambers of Fargo, secretaries.] The chairman presented the following estimates and letters:

Estimates Presented to the Convention.

Distance from Breckenridge to Moorhead, by river, 67 miles; air line, 41 miles.

For a distance of four miles below Breckenridge there is a channel of five feet in depth. The river is 125 (sic) feet wide. Then for a distance of nine miles the river is obstructed by islands, sand-bars, rocks and shoals. For sixty miles further, to the mouth of the Upper Wild Rice river, the river is obstructed by many snags and overhanging trees, and a few boulders. In the seven miles of this distance the river is about ninety-five feet wide and from six to ten feet deep and extremely tortuous.

From the mouth of the Upper Wild Rice river to Moorhead, a distance of eighteen miles, the river is comparatively free of obstructions. The bends of the river have a quarter radius, and can be easily navigated. There are some overhanging trees and snags. At Moorhead the navigation is obstructed by the Northern Pacific railroad bridge.

From Moorhead up-stream, a distance of eighty-four miles the only improvements necessary are the removal of the following obstructions:

Contin'd from P. 571-A

For removal of boulders - - - - -	\$3,000.00
For removal of large snags - - - - -	8,388.00
For removal of small snags - - - - -	868.00
For removal of overhanging and fallen trees - - - - -	<u>2,450.00</u>
Total - - - - -	14,706.00

For improving remaining 13 miles to Breckenridge. - - - - -	5,897.62
Add 10% for contingencies - - - - -	<u>2,060.36</u>
Total cost for improving river from Breckenridge to Moorhead, 97 (sic) miles - - - - -	\$22,663.98

Which amount could be judiciously expended in one year.

Above Goose Rapids - - - - -	\$ 4,428.00
Lock and Dam at Goose Rapids - - - - -	172,000.00
Between Goose Rapids & Frog Point - - - - -	<u>32,880.00</u>
Total - - - - -	\$212,308.00

For improving Goose Rapids - - - - -	100,000.00
For dredging below Goose Rapids - - - - -	30,000.00
For dredging below Grand Forks - - - - -	<u>80,000.00</u>
Total - - - - -	\$210,000.00

Contin'd from P. 571-A

	Carried for'd.	\$210,000.00
First estimate - - - - -		\$ 22,663.98
Second estimate - - - - -		<u>212,308.00</u>
Total -- -- --		\$444,971.98

Being total estimate of cost made by Col. F. V. Farquhar, United States engineer.

Letter from Hon. Russell Blakeley
(Read at the Convention)

"Hon. H. M. Rice,

Dear Sir: It would have given me great pleasure to have been able to accompany you to the convention to meet at Breckenridge to-morrow to confer together and take such action as shall result in the improvement of the navigation of the Red River.

The great value of the valley of the Red River is now being made known to all the people of this country through the press, which is now frequently speaking of the wonderful agricultural capacity of the lands being developed upon the Northern Pacific railroad, and in the valley generally during the last summer. As a producing country it will prove equal to the best.

My first acquaintance with and interest in that locality commenced in the season of 1847, when I first met the traders of Pembina and Fort Garry with their ox carts loaded with robes and other furs of the Northwest.

Contin'd from P. 571-C

upon the levee at St. Paul, which they had come to exchange for the merchandise brought from the home of civilization by the steamboats of the Mississippi river. I should be specially gratified to speak of this first meeting of most of both parties with the conveyance of each by which the commerce of the prairies of the Northwest was being brought and carried to and from this common point of transshipment, but it would make this paper too long and I proceed to speak of the first advance of civilization in the valley of the Red River.

In the fall of 1858 (sic.), Hon. John R. Irvine and myself started out with our teams, tent and provisions on a trip of inspection to the Red River, to decide whether I thought it practically navigable for steamboats. Upon our return to St. Paul I informed the members of the chamber of commerce that it was navigable for four or five months of the season, and that they should place or cause to be placed upon that river a steamboat at once, and open up communication with Fort Garry and other points upon the river. The chamber of commerce soon after gave notice that they would give a bonus of \$1,000 to any one who would build a boat upon the Red River. On the 19th of January Capt. Anson Northrup proposed to transfer the machinery and material of his boat, the "North Star," then lying at Gull Lake, to the Red River, and build a boat and have it running the next spring if they would give him \$2,000. Upon this the officers of the chamber canvassed the city and raised the amount demanded by individual subscription. The machinery of the "North Star" had

Contin'd from P. 571-D

previously been in the steamer "Gov. Ramsey," the first steamboat that ever ran on the Mississippi above the Falls of St. Anthony. The engine was built at Bangor, Maine, and the boiler weighed 11,000.

Capt. Northrup at once proceeded to carry out his undertaking, and calling to his aid Baldwin Olmstead, Lewis Stone and other kindred spirits, who mustered their teams enterprise, they took the machinery, furniture and cabin of the "North Star" and loaded it upon their sleds, and with seventeen span of horses, thirteen yoke of oxen and thirty men, started for the Red River, across a country without a road or inhabitants, upon a journey of two hundred miles in the dead of one of the coldest winters of this latitude.

This journey was successfully made, and without accident or material delay, and the expedition arrived at Lafayette, opposite the mouth of the Sheyenne river, where under the supervision of Z. H. Morse, master builder, and Capt. J. B. Young, engineer, they proceeded to build a hull and put upon it the machinery and cabin which had formerly belonged, first to the Gov. Ramsey, and afterwards the "North Star." On the 19th of May they launched the "Anson Northrup," the first steamer upon the waters of the Red River.

The "Northrup" ran up to Fort Abercrombie, and on the 5th day of June started for Fort Garry to carry the Honorable Hudson Bay Company and their people the kind regards of the people of Minnesota, and to finally supercede the cart brigades by this new means of communication between St. Paul and Ft.

Garry. This, sir, was no ordinary event, and the history of the development of the Red River country will always have a bright page upon which shall be inserted the names of Anson Northrup, Baldwin Olmstead, Lewis Stone, Z. H. Morse, J. B. Young, John R. Irvine and the chamber of commerce of St. Paul.

On the 18th of June I left St. Paul to place four horse stage stock upon the route between St. Cloud and Ft. Abercrombie, and spent three weeks with men and teams building bridges and stations to open the route and complete the connections between St. Paul and Ft. Garry by stage and steamboat. Upon my arrival at Ft. Abercrombie, I found the "Northrup" had returned from Garry and was tied up, and the crew had left for St. Paul, and I was compelled to build a flat-boat to convey Sir Francis Sykes' hunting party and two Scotch ladies to Fort Garry. The flat-boat was in charge of George Northrup, a very worthy young man, who was killed by the Indians in the battle under the command of General Sibley.

Having completed my labors of internal improvement and put the stage line in operation, I returned to St. Paul, and upon my arrival, much to my surprise, found that my worthy partner, Mr. J. C. Burbank, had finally completed our connection with this enterprise by buying the steamboat, as Capt. Northrup refused to return or start his boat, and Mr. Burbank had engaged a crew to take charge of the boat under the command of Capt. James Bell, of this (St. Paul) city, with whom I paid a visit to Fort Garry and made the

Contin'd from Pg. 571-F

acquaintance of that, at that time interesting people (sic). During the winter J. C. Burbank & Co. sold their interest in the steamboat to J. C. & H. C. Burbank & Co.

About the time the "Northrup" was launched at Red River, Capt. John B. Davis and De Witt Robinson bought the steamer "Freighter" and started up the Minnesota river with the intention of passing through Big Stone Lake and over the portage into Lake Traverse and so reach the waters of Red River, but the water became so low that he had to leave the boat in Big Stone Lake over winter, and owing to some accident to the boat the effort was abandoned and the boat broken up, and during the winter of 1860-61 the machinery and tackle was hauled to Georgetown and put into the steamer "International," which was built by J. C. & H. C. Burbank & Co., and started in the trade in the summer of 1862. This trade was carried on with these two boats until 1864, when Messrs. Burbank & Co. sold their interest in this trade to N. W. Kittson, who carried it on until the summer of 1871, when James ^J~~N~~ Hill and others started the steamer "Selkirk," which ran during the summer in competition with the boats of Mr. Kittson. During the winter the two interests were consolidated and the business was managed by them until the summer of 1874 when the Merchants International line, under the management of Mr. James Douglass, built the boats "Manitoba" and "Minnesota," which finally passed into the hands of Mr. Kittson, who now owns and runs the International, Selkirk,

Contin'd from Pg. 571-G

Dakota, Alpha, Cheyenne, Manitoba and Minnesota.

During the season of 1861 the stage line was extended from Fort Abercrombie to Winnipeg by which the cart and dog train service was superseded between these two points which had continued since 1859.

This is but a skeleton of what might have been said, but my paper is quite too long and will try your patience, and in closing I desire to return you my sincere thanks for your kind and efficient support of the movements which were made during your official term at Washington, for the promotion of the commercial prosperity and the public and private welfare of the people of Minnesota and the northwest, and hope the convention may succeed in securing sufficient aid to make the Red River equal to the wants of the people.

Respectfully,

Dec. 9, 1877. (Signed) R. Blakeley.

Afternoon Session.

H. M. Rice, upon taking the chair, alluded to the interest St. Paul had always taken in this country. Gen. Sibley and Mr. Kittson were the first to open a permanent trade with this valley from the south. The first treaty for the extinguishment of the Indian title to this region was made in 1851 by Gov. Ramsey. Railroad grants for the main and branch lines of the St. Paul and Pacific, reaching down the valley to Pembina, were obtained in 1857. The first

Contin'd from Pg. 571-H

steamer was built on the river by A. Northrup, with money furnished by the by the St. Paul chamber of commerce. Hon. J. W. Taylor, while in the treasury department, did more than any other, by pen and exertions to call attention of the world to this valley and region of the Northwest. The first line of stages was placed in this valley by Burbank & Blakeley, appropriations for surveys of public land and the establishment of a land office and the building of ports in this section emanated from citizens of St. Paul. Thus it is shown that St. Paul has heretofore taken an interest in the development of this vast region, all the above projects having originated with and been carried out by her citizens, and the presence of this delegation, shows that her interest in your welfare is not lessened.

Resolutions.

**** Whereas, The Red River of the North is part of a great water system of the North American continent, embodying over two thousand miles of navigable water, that within the United States the said river now has a navigable course of about six ^hundred miles from Fergus Falls to the International landing; that ^{it} is the common boundary between the State of Minnesota and the Territory of Dakota, traversing a great valley which takes its name from the river; that this valley is demonstrated to be peculiarly adapted to wheat and other cereals, and is capable of producing one hundred millions of bushels of wheat annually, and is destined to become with contiguous areas the granary

Contin'd from Pg. 571-I

of the American continent and largely the source of supply of the world's breadstuff; that this valley is rapidly becoming the home of intelligent and industrious settlers; and whereas this river is the national channel of commerce between the United States and Manitoba and other northwestern provinces of the dominion of Canada; that there is now upon its waters seven American and three Canadian steamers, connecting the Northern Pacific and St. Paul and Pacific railways with the commerce of Manitoba, connecting at Winnipeg with a propeller on Lake Winnipeg to the mouth of the Saskatchewan, three hundred and fifty miles, thence by tramway five miles around the rapids, soon to be replaced by a canal, thence by two steamers on the Saskatchewan to Fort Edmonton, a distance of twelve hundred miles more; and whereas the Canadian government has extinguished the Indian title to the vast region between Lake Superior and the Rocky mountains, and is encouraging the settlement of this great interior district by constructing the Canadian Pacific railroad.

Resolved, That it is the duty of the American congress to the people of the Northwest and to the commerce of the whole country to cheapen the facilities of transportation of this northern gateway.

Resolved, That we, the representatives of the commercial, agricultural and industrial interests of the immediate Red River valley and adjacent districts of the Northwest in convention assembled, respectfully pray the national congress to make such appropriations as are shown to be necessary for the im-

provement of Red River by the reports and estimates by the United States engineer.

Resolved, That the senators and representatives of Minnesota and the delegates from Dakota in congress be requested to make every possible effort to secure the appropriation of \$100,000, to be expended during the season of 1878, between Breckenridge and Grand Forks, as shown to be practicable by Col. Farquhar's report, and also to secure such further sum as shall be necessary to survey the river between Fergus Falls and Breckenridge, with the view of improving the navigation of that section of the river. *****

Note: Further resolutions follow such as formation of executive committee to prepare a memorial to congress, printing of resolutions, etc.

St. Paul and Minneapolis Pioneer Press

XXIII

295

Thurs. Dec. 13, 1877

Hist. Society

L. S. Staples

#7, col. 2, captioned "Back from the North."
(Excerpts).

**** "The Red River Transportation company have seven steamers and thirteen barges navigating the Red River, the carrying capacity of which is 3,000 tons. Two steamers are now running in the Saskatchewan river, British Possessions, as far up as Fort Edmonton, a point distant from upwards of 1,000 (sic.) miles. In combination with these steamers a propeller is running on Lake Winnipeg from Fort Garry to the mouth of the Saskatchewan, a distance of about 300 miles. The navigable length of the Red River from Breckenridge to Fort Garry is about 600 miles, thus forming a total navigation from Breckenridge to Fort Edmonton of nearly 2,000 miles.

The Province of Manitoba and the territory on the Saskatchewan are filling up with settlers at a rapid rate equal almost to the immigration to our western territories, and when it is considered that the supplies for and the products of this vast extent of territory, will, from natural causes, be tributary to our lines of transportation, (without mentioning the productions of the Red River valley) the necessity existing for the improvement of the Red River is imperative and indispensable, and our State of Minnesota is more than any other directly interested in the removal of all obstructions in the channel of the river. True, within a short time our railroads will share in this transportation, but there will be ample work for both water and land facilities for the carriage of merchandise and other freights.

Contin'd from 572-A

The amount of freight carried by the Red River Transportation company that past season is 13,747 (sic.) tons, and the number of passengers 9,579 (sic.).

In addition to this there has been a large quantity of freight taken down the river by flat-boats, the amount of which I am unable to give you.

***** Signed N. W. Kittson. //

Red River

Improvement appropriation.

St. Paul and Minneapolis Pioneer Press

XXIV

92

Wed. April 3, 1878

Hist. Society

L. S. Staples

#1, col. 4, captioned "River and Harbor Bill."

"Appropriations for Various Northwestern Localities."

(Excerpt.)

"Washington, April 2. The committee on commerce have agreed upon the following appropriations for rivers and harbors in the northwestern lakes: **** Red River of the North, \$30,000 (sic).****"

St. Paul and Minneapolis Pioneer Press.

XXIV

137

Monday May 20, 1878

Hist. Society

L. S. Staples

#2, cols. #3 and #4, captioned "Duluth and Lake."

(Excerpt)

**** "At the Clark House are Messrs. H. Savage and H. Greve, of Sparta; A. Ross and B. S. White, of Grand Rapids, Wis.; H. Brandenburgh, of Chicago, and E. Putnam, of Michigan, lumbermen and capitalists. All these gentlemen are here (at Duluth) looking over the falls of the St. Louis river with a view to its improvement and the establishment of mills; in fact taking a general survey of the field for future operations. Upon what they mean to do it is obviously futile to speculate at this time; but that they mean business, it is safe to say, representing as they do many millions of capital and very many years of experience, energy and enterprise."

Red River Valley
Basin

575-A
Description, area,
fertility.

St. Paul and Minneapolis Pioneer Press.

XXIV

201

Tues. July 23, 1878

Hist. Society

L. S. Staples

#4, col. #6, captioned "A Wonderful Valley."

A letter to the Editor of the Pioneer Press. (Excerpts).

**** "It may with truth be affirmed that there is no region upon this continent, of equal extent, which can be compared with this (The Red River Valley) for the raising of the finest quality of wheat. And yet it is only three or four years since the soil was first broken along the line of the Northern Pacific railroad, where thousands of acres of golden grain now stand, nearly ready for the harvest."

***** "Nature manifests herself in this valley in all her richness and unstinted prodigality. The soil is deep and dark, and finely pulverized, resembling the artificially prepared earths of our finest gardens and hotbeds."

***** "Still, it does not require any very profound knowledge of geology or chemistry for one to perceive that this soil of the Red River valley is of the most durable and productive character. It has no superior upon the earth. **** this soil is from eighteen inches to four feet in depth, with an average depth of two feet throughout the entire valley, the extent of which it would be as well in this place to give.

This remarkable valley lies between the forty-sixth and fifty-first parallels. In round figures, we may call it one hundred miles wide, east and west, by three hundred and fifty miles in length, from north to south. The area thus included would be more than two-thirds as great as the State of New

Contin'd from P. 575-A

York, and within these spacious limits scarcely an acre of poor and irclaimable land can be found, certainly less than can be found in any other section of the country with which I (the correspondent) am acquainted. The northern one-third of the district here described constitutes the new Canadian province of Manitoba, which lies between the forty-ninth parallel and Lake Winnipeg, and includes about fourteen thousand square miles of land. The remaining two-thirds of the valley lying south of the international line is about equally divided between the State of Minnesota and the Territory of Dakota, the river forming the boundary between them.

The Northern Pacific railroad crosses the valley within about one degree of its southern limits, and has already wrought a magical influence over the whole region adjacent to its tracks - - - where all was wilderness and solitude only two or three years ago, may now be seen some of the largest and most productive farms upon the continent."

***** "Upon the Cass and Cheney farms (on North Dak. side of Red River; owned by Oliver Dalrymple, originator of "Bonanza Farming.") we spent a day that we shall ever remember. Here we saw eight thousand (sic) acres of wheat in a body - - an unbroken field four and a half miles in length. It was a sight for a life-time! Mr. Oliver Dalrymple is the prince of agriculturists. Besides these farms, he has two others in charge and over the whole four he exercises a general superintendency.

contin'd from P. 575-B

The amount of land comprised by these four farms is in the neighborhood of sixty thousand (sic) acres, nearly one quarter of which is already under cultivation -- and such cultivation. " **** "Their (these farms) average yield this season will not, I think, fall much below thirty bushels to the acre, while upon some fields, I am confident, this amount will be largely exceeded. Thirty bushels to the acre was last year yielded in certain spots, and that, too, without an ounce of manure."

***** "This happy valley is by no means restricted to the growing of wheat. Most of the other cereals, oats, barley, rye, etc., flourish here in the same perfection. I saw corn growing on the banks of the Red River, and as far north as Manitoba, that would have nearly crazed a farmer from Iowa or Illinois. He would have fancied it an illusion of his senses and could not 'have believed his eyes.' We saw vegetables, also, of every kind, in a state of luxurious development that we ourselves could not have credited had we not actually seen them growing. " *****

Red River Valley

Rail Transportation

St. Paul and Minneapolis Pioneer Press

XXIV

336

Wednes. Dec. 4, 1878

Hist. Society

L. S. Staples

#7, col. #3, captioned "All about Town," item #20,

"St. Paul and Winnipeg were linked together yesterday by iron rails, and both cities are happy over the glorious result. Think of it! --- sixteen years ago the only communication between these two great centers of population was by Red River ox-carts in summer and dog sleds in winter -- from thirty to forty days being required for the transportation of freight from Winnipeg to St. Paul, and as long to return with goods, while now only about a day or a day and a half separates Winnipeg from St. Paul! "Northwestward the course of empire takes its way," and it is taking it very rapidly."

Note: I cite the above to show the date of Tuesday, December 3, 1878 as marking the change of transportation facilities in the Red River Basin. What effect the foregoing means of transportation will have on the navigation of the Red River remains to be seen. This link of railroad was known as the "Pembina Branch" of the Canadian Pacific R.R. The last spike was driven (Ibid. P. 1, col. 4) a short distance north of Rossian River bridge, about ten miles north of the boundary. It connected with the St. Paul & Pacific.

Saint Paul and Minneapolis Pioneer Press

XXIV

336

Wednesday Dec. 4, 1878

Hist. Society

L. S. Staples

#7, col. #1, Captioned "Transferred."

"Two papers of interest were filed in the office of the secretary of state yesterday. The first document was from the Cannon River Improvement company, and stated that at a duly called meeting it was resolved to sell and transfer to the Minnesota Central Railroad company all its franchises, rights, property and assets. This includes the grant of swamp lands, made by the legislature, to be used in (quotes) 'the construction of slack-water navigation, upon Cannon River, thence to Lake Elysian and the Minnesota River near Mankato.' (end of quotes)

That the present stockholders of the Cannon River Improvement company are to have fifty shares each in the Minnesota Central Railroad company, if they shall elect to take the same, at par value, the present stockholders of this railroad company also to have the privilege of securing stock upon the same terms. All outstanding shares, after the exercise of such election shall revert to the president, Gen. L. F. Hubbard, to be redistributed by him, unless these stockholders shall desire to retain such stock. The agreement further says that there must be at least twenty stockholders, and the stock must be \$100,000 at the least; and that the first money received upon subscription shall be refunded to the Cannon River Improvement company for preliminary surveys to the amount not exceeding \$10,000.

The railroad of the Minnesota Central company, from Red Wing to

contin'd from P. 577-A

Mankato, along the valley (Cannon Valley) of the Cannon River, as a part of the agreement, shall not be consolidated with the Chicago, Milwaukee and St. Paul road or any road, but shall remain independent. The money secured from the sale of the land grant shall be appropriated as first contemplated by the Cannon River Improvement company, via valley of Cannon River and direction of slack water on the streams above named.

The secured paper is from the Minnesota Central Railroad company, agreeing to accept the property of the Cannon River Improvement company upon the conditions named."

Red River Basin

578-A
Threat to
River Transportation

St. Paul and Minneapolis Pioneer Press -

XXIV

339

Sat. Dec. 7, 1878

Hist. Society

L. S. Staples.

#5, col. #3, captioned "Rival Routes," being a letter written to the Editor of the Pioneer Press by D. F. Brawley, dated at St. Vincent, Minnesota, November 28, 1878.

"In my last communication, I called the attention of your readers to the Canadian scheme for carrying to market the products of the Red river valley, by the Hudson Bay route, and promised to call the attention of your readers to the American project by which it is proposed to offset this Canadian scheme. Heretofore, it has been difficult to get the ear of the public or the attention of the legislators, while discussing projects for the transportation of the farm products of this valley, simply because the valley (although, according to Humboldt, the largest and most productive valley in the world) had not yet been settled and brought under cultivation. Now it is otherwise. Railroad men are building, and propose to build, railways, on either side of the Red River, from its source to its mouth; and canal men, in the State of New York, want to carry our wheat by way of the lakes and the Erie Canal to what they regard as the best Atlantic shipping port on the continent. As everybody knows, water transportation is, and always will be, the cheapest for bulky freight like grain, and farmers in this valley, where the fall season is short, will use their teams for plowing in the fall, and will draw their wheat to river towns in the winter, to be shipped from the elevators there on the opening of navigation in spring. The wheat of this valley will go either to the mills at Minneapolis or to Duluth for shipment to the

Contin'd from Pg. 578-A

East. That is, the American wheat, and so would the Canadian wheat if ^Ccongress would take off the duty now levied upon it -- and it is of course desirable that it should go all the way by water -- although sometimes, for a short period, competition between railroads reduces the cost of transportation materially, no permanent rates as low as by water routes can be counted on, for railroad managers are too shrewd to bankrupt a competing road; they say (quotes) 'a bankrupt road can carry freight cheaper than a solvent one.' (end of quotes)

Let your readers look at the map of our State. They will see that the waters of Red Lake River (connecting with Red River) are distant from the Mississippi. at the southeast corner of Itasca county is about twelve miles from the St. Louis river, running into Lake Superior at Duluth. It is proposed to canal these thirty-seven miles. Barges loaded with wheat can then go from this place to Minneapolis or Duluth. But to successfully canal these thirty-seven miles it will be necessary to adopt the project of that skillful engineer, Maj. F. W. Farquhar, U.S.A., for forming a vast reservoir for water supply of the Mississippi in the lake and swamp covered country lying southeast of Red Lake by constructing a dam at Pokegama Falls on the Mississippi and by other means. Full details of this reservoir project may be found in Maj. Farquhar's report to ^Ccongress.

It has been suggested by prominent men in New York State that a

Contin'd from P. 578-B

convention be held by us who live in the Red River valley to take steps to urge on ^Ccongress to undertake this project, and it is certain that we would meet with sympathy and tangible aid in making this application.

The views on political economy in this connection, expressed by Hon. William Windom in his speech delivered in the United States ^SSenate on June 10, 1878, are well worthy the attention of all Minnesota men -- indeed, of men everywhere. That economy is truly a 'sham' that withholds the money needed for such public improvements as will enhance the value of the products of labor.

Having simply hinted at this matter I trust that you will more fully set forth the merits of the Canadian and American rival routes for transportation to the seaboard of the grain of this Red ^Rriver valley."

(Signed) D. F. Brawley.

Big Cottonwood

Minnesota

Flour Mill.

St. Paul and Minneapolis Weekly Pioneer Press

XXX

7

Thurs. Feb. 13, 1879

Hist. Society

L. S. Staples

#7, column #2, captioned "Minnesota News," item #36, being an Exchange from the New Ulm Review: "Wm. Frank and John Bentzine will in the spring erect a flour mill, of two runs of stone, on the Big Cottonwood (river), just below the Hunter's Rest, about a mile from the city (New Ulm) proper."

Red

Navigation.

St. Paul and Minneapolis Pioneer Press

XXV

106

Wednesday April 16, 1879

Hist. Society

L. S. Staples

#1, col. #6, item #4, captioned "Red River Navigation."

Special Telegram to the Pioneer Press.

"Moorhead, April 15.-- The steamer Grandin left here (Moorhead) at 3 o'clock this afternoon for Caledonia. The steamer Maryville is nearly completed, and will leave for Sinniepeg in a few days. The water in the Red ^River is very low."

Red River

Navigation.

St. Paul and Minneapolis Pioneer Press

XXV

11

Friday May 2, 1879

Hist. Society

L. S. Staples.

#5, col. #2, captioned "St. Vincent, Completion of Track-Laying to the Red River, etc." (Excerpts)

"St. Vincent, Minn., April 29.-- The track to the bank and levee of the Red ^R river, opposite Pembina, is now an accomplished fact. Indeed, it has been such since Saturday afternoon last (Saturday, April 26, 1879), when the citizens of Pembina and St. Vincent unitedly treated the railroad officials and workmen ***** to some of the best beverages to be found.

***** The steamer Manitoba, Capt. Alex. Griggs, which boat has been registered as a British bottom, commenced loading yesterday for Winnipeg. The Red River Transportation company is now of the past (defunct), and the Winnipeg and Western Transportation company succeeds in the carrying trade. The first passenger train arrived at the foot of Pacific avenue this evening at 6 o'clock. The train comprises four passenger cars, with baggage car and engine and about one hundred passengers. A good many took passage on the Manitoba for Winnipeg, the boat leaving almost immediately.

It is understood that the Manitoba and the Minnesota will run as packet boats, carrying light freight and going more into the passenger business. These boats can readily make the trip from Pembina and St. Vincent to Winnipeg in ten hours, returning in thirteen or fourteen hours; thus each boat will make three trips a week, leaving immediately on the arrival of passenger ^tgrains. The Cheyenne and Alpha, both of which have been re-registered

Contin'd from Pg. 581-A

as British bottoms, will be regular freight boats, making two trips each week. It looks like Moorhead and Fisher's Landing tikes (sic.) to see Frank De Mers and Capt. Griggs around. But it is somewhat of a coincidence that Capt. Griggs has been the first captain to start with freight from Moorhead and from Fisher's Landing in the Red ^River on Winnipeg carrying trade. ****

Lake of the Woods,
 Rainy River, Rainy Lake.
 Assiniboine - - - - - Red River

Navigation.

St. Paul and Minneapolis Pioneer Press

XXV

156

Thurs. June 5, 1879

Hist. Society

L. S. Staples

#5, col. #1, captioned "Manitoba." Being an account of a journey taken by Eli Perkins and related through a letter to the Editor of the Pioneer Press written at Winnipeg, Manitoba, on May 30, 1879. (Excerpts.)

*****The Assiniboine river (a trib. of the Red ^R river) is navigable for 300 miles. It is a splendid river, about half as large as the Ohio. *****

***** "From Lake Winnipeg there is a chain of lakes and rivers to Fort William. The central lake is the Lake of the Woods. There are several rapids and falls along this route. Still twelve steamboats are engaged carrying freight and passengers up and down these lakes and rivers, freight and passengers being transported around the falls. The Canadian government will straighten the course within the next three years, put in a few locks, and then steamboats can sail 1,300 miles up the Saskatchewan through Lake Winnipeg into Lake Superior, and from thence to Montreal, or canal boats can be tugged to tide water at New York.*****

Red

583-A.

Canals, etc. Uninterrupted Navigation, from New Orleans to the Saskatchewan.

St. Paul and Minneapolis Pioneer Press

XXV

165

Sat. June 14, 1879

Hist. Society

L. S. Staples

#5, col. #3, captioned "Letter from Canada"

"How Uninterrupted Navigation may be had from New Orleans to the Saskatchewan," being a communication from W. S. Finch addressed at Toronto, Can., June 10, 1879.

"I have just read the correspondence in your paper of Eli Perkins, dated at Winnipeg, May 30th, 1879, on the Red ^R river valley country, and am glad to know our American friends are interested in the development of that wonderful Northwest, the resources of which can only be appreciated by those who have visited it. There is another view of it that must be interesting to Minnesotians especially; that is, by the construction of about ten miles of canal, probably costing \$100,000, mostly through prairie soil, uninterrupted navigation through the state of Minnesota can be had from New Orleans to the head-waters of the Saskatchewan, at the foot of the Rocky mountains, about five thousand miles, thus, by the Mississippi to St. Paul, thence by the Minnesota river to Big Stone Lake, a canal one mile long connects with Lake Traverse, and the Red River to Winnipeg; thence up the Assiniboine to Poplar Point, about fifty miles. A canal about seven miles would connect with Cram creek. Here the Canada Pacific railroad crosses Lake Manitoba. At the head of said lake is Meadow Portage, about one mile canal; thence up Lake Winnipegosis to Mossy Portage, about one mile canal connects Cedar Lake at the mouth of the noble Saskatchewan river; thence on to the Rocky mountains, thus avoiding the rapids into Lake Winnipeg and the dangerous navigation of that lake, which is very much subject to storms, and on which ^a/river boat could not

Contin'd from Pg. 582-A

be used; but on the Lake Manitoba route river boats could go the entire distance, and if that journey was not long enough it could be continued west to the Pacific ocean or northward down the McKenzie river to the Arctic ocean."

(Signed) W. S. Finch.

Mississippi River

Geological Theory.

St. Paul and Minneapolis Pioneer Press.

XXV

174

Mon. June 23, 1879

Hist. Society

L. S. Staples.

#1, col. #4, captioned "The Ancient Mississippi River." A theory with evidence to back it, that the Minnesota River, Red River, Lake Winnipeg, Saskatchewan and Assiniboine were the original Mississippi. An Exchange from Chicago Tribune of Saturday June 21, 1879.

"The visitor to Fort Snelling, as he looks upon the junction at that point of the Minnesota and Mississippi rivers, will be struck with the insignificant measure of the Minnesota river as compared with the magnitude of its valley, leaving no question that the great breadth of that valley was due to a much greater force than any which is now indicated, and shows that the river at some time in the past was much larger than is the Mississippi at this time below the junction.

The disproportion in the size of the river valley and of the river itself is even more striking as the river is ascended, and while the river diminishes to an insignificant stream, the valley maintains its wide extent showing that the river at some time in its history was not only the course of a deep but also of a swift volume of water. It is a matter of interest, therefore, to know, if possible, what was the source of the water which filled this river and cut out this valley, and in so doing discover the wonderful changes which has taken place in the face of the country once drained through the Minnesota.

By consulting the map of Minnesota it will be seen that the western boundary of that State is Big Stone Lake, through which the Minnesota flows from its source, Lake Traverse, in which the Red ^R river rises, and Red ^R river.

Contin'd from Pg. 584-A

which thence flows north to Lake Winnipeg. The distance between Big Stone Lake and Lake Traverse is a continuation of the broad valley of the Minnesota river, and the present river of that name, reduced to a small volume, extends nearly to Lake Traverse. Lake Traverse itself is but a lake situated in the center of an extension of the same broad valley of the Minnesota. The Red River has its headquarters at the junction of two small streams one of which originates in Lake Traverse, and its waters are only prevented by a low ridge from flowing into the Minnesota valley. All the streams tributary to the Red River basin, even including the Saskatchewan, have their sources in a higher latitude than their mouths, which indicate that originally the general slope of the country was to the south, and that the vast valley of the Minnesota once drained the country from Lake Winnipeg to the Mississippi. The formation of the land along the whole valley of the Red River is that of an average level. The width is very great; there is an absence of bluffs; the river itself is slow, and gives the appearance of having ^cut its way through an alluvial soil -- the highest of the banks above the water increasing from the south until they are sixty to eighty feet above the river when it reaches Lake Winnipeg. On both sides of the Red River extends a vast open prairie of exceeding fertility of soil, and, when examined within the defined lines of the basin, leaves hardly a question that at one time the waters of Lake Winnipeg, which now flow through Nelson's river in Hudson's Bay, once

Contin'd from Pg. 584-B

flowed southwardly, covering this basin or valley of Red ^Rriver, and flowing through the Minnesota river into the Mississippi river. The Saskatchewan and Assiniboine rivers, two vast streams originating in the Rocky Mountains, and now emptying into Lake Winnipeg, then poured their great volume of water through the present valleys of Red ^Rriver and Minnesota river. In that day the present Mississippi river, above the junction of the Minnesota river, was a branch of the main stream, and what are now known as the Minnesota, Red ^Rriver, Lake Winnipeg, Saskatchewan, and Assiniboine rivers were the original Mississippi river, whose sources were afar off in the Rocky mountains. The present basin of the Red ^Rriver was then a vast widespread lake, which has by some natural change been drained and its supply of water directed into Lake Winnipeg and thence into Hudson's Bay leaving the once grand and rapid Minnesota a small tributary only to the great Mississippi river, of which it was originally an important and integral part.

In 1866 (sic) ^Congress made an appropriation for a survey of the Minnesota river, and Major Warren, of the engineer corps, was assigned to the duty. Illness and other causes permitted him to make only a partial report in 1868; but in 1874 he completed his report, in which he included a most interesting discussion of this whole subject, he reaching the conclusion which we have briefly stated, that the whole volume of water now drained into Lake Winnipeg, and into Lake Manitoba, and into the Red River of the North once

Contin'd from Pg. 584-C

flowed south through the basin of the Red ^R river and of the Minnesota river
to what is now the Mississippi river, and thence to the Gulf of Mexico."

St. Paul and Minneapolis Pioneer Press

XXV

18

Wed. July 2, 1879

Hist. Society

L. S. Staples.

#7, col. #2, captioned "Rivers and Harbors. The Work that is Out Out for Major Allen, of the U. S. Corps of Engineers." (Excerpt)

**** " Red River of the North"

" The works are: A dredge has been built for use upon this river (Red), the machinery of which was built by Osgood, of Troy, N.Y., and delivered at Moorhead (Minn.), and the machinery set up by the U.S. engineers. The machinery works well in dredging out the mud lump in the channel. " ****

Note: I cite the above as a memorandum of the fact that the foregoing item is the first I, personally, have read to the effect that dredging machinery was to be used in Red River. Apparently, this was the first application of dredging machinery on the stream to improve the channel.

Improvement Appropriation

Saint Paul and Minneapolis Pioneer Press

XXV

217

Wed. Aug. 6, 1879

Hist. Society

L. S. Staples

#7, col. #1, captioned ["]Rivers and Harbors.["]

(Excerpts)

"Under date of July 30, the appropriations for the different kinds of work in this district under charge of Maj. Charles J. Allen were made available ***** For improving Red River of the North, Minnesota and Dakota, exclusively for dredging, \$8,000. *****"

**** Work has been going on all summer under old appropriations of June 18, 1878, on St. Croix river, Red River of the North, and Duluth harbor. Under the new appropriation the plans have been matured for an early commencement of work."

St. Paul and Minneapolis Pioneer Press

XXVII

90

Tues. March 30, 1880

Hist. Society

L. S. Staples

#4, Col. #7, captioned "A Minnesota Canal Project."

An Exchange from the New York Railroad Gazette.

"A Lake Superior & Red River canal is urged by certain citizens of Duluth as a fitting improvement for the general government to construct, and as likely to secure the transportation of the grain not only of the Red River valley in Minnesota and Dakota, but also in Manitoba, and also that of the valley of the Saskatchewan, to Duluth and through the United States. A preliminary examination of the route has been made, which may be roughly described as up the St. Louis river from Duluth sixty-six and one-half miles, thence for fourteen miles across to the West Swan river, a tributary of the Mississippi, thence down that river and up the Mississippi through Pokegama lake and up Turtle river 165 miles, thence across to Red Lake, twenty-four miles, and across this lake and down Red Lake river to Crookston, whence the river is navigable to Red River. The total length of the canal is given as 382½ miles, 345 of which would be in river channel, with 111 (one hundred and eleven) locks and fifty-six dams, and the cost is put at the very moderate amount of \$3,800,000. The work is compared for importance with the Erie canal, but the similarity is rather forced, and it could more properly be compared with the Ohio or Wabash canal. The Erie united the sea with a vast lake system, capable of floating the largest vessels.

Contin'd from P. 587-A

The Duluth-Red River canal would connect the lakes with a very poor river system, capable of floating only small boats, such as have been driven off from the rivers of this country almost everywhere that railroads have come into competition with them. The Erie had a very fertile country along its line, much of which was already well peopled, before it was built. The country in Minnesota along the proposed route, except for a few miles at its western extremity, is almost entirely uninhabited, and not likely for a very long time to afford any more traffic than the Adirondack region of northern Maine. Further, when the Erie canal was built it was the only outlet for the West, and without it, or something equivalent, there was little chance for profitable production there, and if built it was sure to get pretty much of all the shipments. Two railroads already reach the Red River valley, and one runs along its whole course, and these have, or can easily be made to have, capacity for carrying one hundred times as much as the present production of that valley. They have made the settlement of the valley possible, and it will not be necessary to construct a canal for this purpose; and, assuming that it is otherwise practicable, and will be profitable directly or indirectly when it has a large traffic, the time for making it would seem to be when there shall be already traffic enough to support it, or a near prospect of such traffic.

Contin'd from P. 587-B

A canal from Lake Michigan to the Mississippi would have the prospect, at present, of a hundred times as much traffic as one across Minnesota; it can be completed by the construction of a line about one-third as long as this Duluth-Red River project, and, it is said, at a cost of a few millions of dollars. Yet, while investors are looking eagerly for opportunities to make a very moderate interest on their capital, and many of them are thoroughly informed as to the possibilities of securing traffic and making a profit by the transportation of western produce, no one shows the least inclination to undertake this enterprise. It is almost certain that if there were a reasonable prospect of profit in the undertaking it would be undertaken readily by private enterprise; it does not get built, because those who know best about such things are convinced that it will not pay; as often happens, when this is the case, the government, which, as actually organized, is no judge at all of the value of such schemes, is asked to supply the capital. "

Mississippi,
and its Tributaries.

588-A.
Extent of Pine Lands for
logging and lumbering. Economic
Aspect of the industry in 1880.

Saint Paul and Minneapolis Pioneer Press

XXVII

359

Friday December 24, 1880

Hist. Society

L. S. Staples

#2, Col. 4,5,6 and 7, captioned "Logs and Lumber." Excerpts.

"Nearly 192,000,000 feet of Lumber Manufactured in Minneapolis in 1880, as Against (sic.) 150,000,000 feet at the Close (sic.) of the Season (sic.) Last (sic.) Year" (sic.)

"Over 92,000,000. Feet (sic.) on Hand (sic.) in the Yards (sic.), Against (sic.) 78,000,000 Feet (sic) at the Close (sic.) of the Season (sic.) Last (sic.) Year (sic.)."

"Nearly 1,400 Men (sic.) Employed (sic.) in the Various (sic.) Mills (sic.) and Yards (sic.) of the City (sic.) During (sic.) the Season (sic.)."

"The season of 1880 has been one of the most prosperous for the lumbermen of the Mississippi valley in general, and Minneapolis in particular, that has, probably, ever been known. The demand for the manufactured article has been extraordinary, and the prices obtained have been in every way satisfactory, common lumber ranging as high as \$13.00 (per M ft), and the ruling prices being \$12.00 @ (sic.) \$13.00, which have been well maintained throughout the season. "

Note: The total amount of lumber sawed at Minneapolis mills in 1880 was actually 191,882,349 feet (17 mills). At the same time 74,891,550 shingles (reporting) and 33,505,450 lath were manufactured.

Contin'd from P. 588-A

"In addition to the logs to be hauled for next years crop (1880-81), there are now held over at and above Minneapolis, 45,000,000 feet of logs of the crop of 1880, which will be on hand for the first work at the mills in spring. Following is the intended cut (of logs) of the present winter (1880-81):

***** 239,200,000 feet.(estimate).

Add amount left over,
old logs
Log Supply 1881

45,000,000 feet.
284,200,000 feet."

Where The Lumber Comes From

"To the general reader a brief reference to the country from which the immense crop of pine logs are harvested may be of interest, as comparatively few have any idea of the extent of the great pine forests from which all this lumber is supplied. The pine area tributary to the Miss. river may be described as a belt of country forming a semi-circle from southeast to northwest, 100 miles wide and nearly 500 (sic.) miles long, lying wholly upon the east bank of the river for four-fifths of the distance, and about equally on either side for the remaining distance, near the head of the stream. The general direction of this belt is an approximation to that of the isothermal line and to the contour of the great lakes lying to the northeast. The most valuable strip is on the

Contin'd. from P. 588-B

crest of the great ridge dividing the waters of the St. Lawrence and the Mississippi, and rapidly decreasing in quantity and quality as it descends the slope either way. On the south and west this great belt is bounded by the great, almost treeless agricultural plains that extend from our pineries to the base of the Rocky mountains, and which are drained by the Mississippi and Missouri. Stretching away to the northwest for more than a thousand miles from the pineries of the upper river, lie the valleys of the Red River of the North, Lake Winnipeg and the Saskatchewan river, and directly to the north we have Lake Superior and the uninhabitable and dismal swamp region along the British line, known as the Rainy lake country, which produces no pine or other valuable timber. On the eastern end are the pine and mineral regions of northwestern Wisconsin, and the peninsula of Michigan, which, like the upper Mississippi, is rapidly being denuded of its pine growth. What is designated as the pine area is everywhere dotted with groves of hard wood, black pine (worthless) swamps, meadows, marshes and lakes. The largest merchantable timber is found near the heads of the several streams which empty into the main river.

General Characteristics.

The pine region extends across the space between latitude forty-four degrees and five minutes, and eighty-nine degrees, two minutes and forty-five seconds, and ninety-five degrees and five minutes. It is covered

Contin'd from P. 588-C

by the regular system of surveys, that portion lying on the west bank of the Mississippi, and in the pine region, being numbered north by towns from the fifth principal meridian, which commences near the mouth of White river, Arkansass. The southern extremity of the pine region is reached in township 128, near Osakis lake, on the headwaters of Long Prairie river (in Minnesota), a southern tributary of Crow Wing river. It then runs north around the head of Crow Wing river, and along the divide between the waters of the Mississippi and Red Lake Rivers, in range thirty-seven west of the fifth meridian, thence north and northeast (keeping to the west of Lake Itasca) to town 151, and thence east and southeast to the divide between the Mississippi and St. Louis river, flowing eastwardly towards Lake Superior.

On the east side of the river is another system of surveys, the base, or numbering line, being at the south boundary of Wisconsin. The pines are reached in towns seventeen and eighteen, on the lower Wisconsin, and extends northwest to town sixty, on the Prairie and Bow String rivers, the first being a tributary of the Mississippi, and the second a branch of the Rainy lake river. The pine on the east side extends from the fourth standard parallel, which nearly divides Wisconsin north and south, as far as range twelve east, on the head of the Wisconsin river, and runs west as far as range 26, in the Prairie river country at the north bend of the

Contin'd from P. 588-D

river, and across the valleys of the Wisconsin, Chippewa, Cedar, St. Croix and Rum rivers, and up the valley of the Mississippi, making a total eastling and westling for the whole pine belt on both sides of the river of forty-eight townships, or 288 (sic.) miles, and a total northling and southling of forty-three townships, or 258 miles.

The characteristics common to all this region may be briefly stated here. A flat and sandy, rather than a broken or hilly country, the heaviest pine district generally being a dead level. Swamps and lakes abound throughout the whole area, more especially in the Northern portions. The land is covered with a mixed growth of white pine, Norway or yellow pine, white and red cedar. These are the only woods which have thus far been manufactured to any considerable extent, and all these, except the red cedar, generally stand in groves. The Norway is seldom mixed with anything except the stunted black pine. The white pine has usually a dense undergrowth of elm, soft and sugar maple, black ash, white and yellow birch, butternut, white and burr oak, American aspen, or poplar, blue beech, black alder, thorn apple, hazel, and, occasionally, black spruce and hemlock, with a perfect tangle of brier bushes and weeds.

The largest white pine frequently grows in such low places that the land would be unfit for cultivation, and for this reason only, as it is a rich, black loam. The Swamps, which occupy about one-third of the whole

Contin'd from P. 588-E

area, are generally covered with a dense growth of tamarack, which is utilized for railroad ties and fence posts. There is also an occasional swamp of white cedar, spruce or balsam. Hemlock is confined mostly to the upper St. Croix, Chippewa and Wisconsin river valleys.

The average quality of the pine on the Miss. is fully up to that of any other pine region in the country. The timber is about equal in quality to that in the upper Saginaw valley, in Michigan, the smaller trees being found in the lower portions of the valleys above mentioned, and on the Black and Wisconsin rivers.

The whole pine belt is covered with a perfect supply of small fruits, and the forests are alive with game of all kinds. Blackberries, raspberries, dewberries, strawberries, blueberries, cranberries (both low and high bush), black and red haws, plums, wintergreenberries, sand cherries and many other kinds grow in wonderful profusion. The lakes in the northern portion of the belt supply an unlimited quantity of whitefish, and trout. Bass, pike, pickerel, perch and sunfish are found in profusion throughout the whole district. Over the whole area are scattered fields of wild rice, which, with the fruit, fish and game, constitute it an Indian paradise. The section is also supplied with almost unlimited quantities of wild hay, principally blue-joint and red-top, and which is as nutritious and palatable as the ordinary tame hay of other sections, and yields

Contin'd from P. 588-F

from two to three tons per acre. The acreage in hay is immense on each of the several streams. Not one-hundredth part of it ever has been or will be required by the lumbermen who annually infest the region to carry on the process of denuding the pine forests. The numberless streams that penetrate the great forest are generally uniform in character, being clear and rapid, with sand and gravel bottoms.

About 2,500 (sic.) men are engaged the present winter (1880-81) in cutting logs on the upper Miss. and Rum rivers, for the Minneapolis market. This estimate is made on the basis of one man to every 100,000 feet of logs hauled, and the probable cut of the winter (of 1880-81) will be about 250,000,000 feet. This immense throng of choppers, teamsters and sawyers will remain among the pines until about the 1st of March when they will return to the city to assume their summer vocations in the mills, lumber yards, and at other occupations. "

Red River

Navigation.

St. Paul and Minneapolis Pioneer Press

XVIII

99

Sat. April 9, 1881

Hist. Society

L. S. Staples

#4, Col. #5 captioned "The Red River."

Special Telegram.

"Grand Forks, D. T. (Dakota Territory), April 8 (1881).

No signs of a break-up in the Red or Red Lake Rivers at this point. Weather cool, and snow gradually disappearing. Work is being rapidly pushed on the boats of the Red River Transportation company now on the ways at this place. The steamers Minnesota and Manitoba will be ready in ten days, and will depart from their stations on the lower river as soon as the ice goes out. "

Note: I cite the above to show that the Red River was still being used for transportation in the year of 1881.

Red River

Navigation, 1881

St. Paul and Minneapolis Pioneer Press

XXVIII

III

Thurs. April 21, 1881

Hist. Society

L. S. Staples.

#4, Col. 5, captioned "River Matters, St. Vincent and Winnipeg,"
being a communication exchange from the St. Vincent Herald:

"The coming summer we are to have but one boat, the Alpha, Capt. J. Lauderdale commanding, running between St. Vincent and Winnipeg. The Selkirk, in charge of Capt. Alex Griggs, will connect with the Alpha at this point (St. Vincent), and make regular trips between St. Vincent and Moorhead. The steamers Manitoba and Minnesota, that figured last season in the business between St. Vincent and Winnipeg, as well as the new steamer Northwest, now building at Moorhead, and which will be the largest and finest boat ever floated in these waters, are to be employed on the Assiniboine."

Mississippi and some of
its Tributaries Logging.

St. Paul and Minneapolis Pioneer Press

XXVIII

III

Thurs. April 21, 1881

Hist. Society

L. S. Staples

#6, Col. #4, captioned "The Log Crop."

(Second District)

"In response to a request made by the Pioneer Press, Mr. A.Z. Levering, deputy surveyor of logs for the Second district, has prepared the following estimate of the log crop for the winter of 1880-81. It is scarcely necessary to state that Mr. Levering's opportunities for preparing such a statement are unequalled, and any report he may submit concerning the number of logs secured during the season just closed may be regarded as nearly approaching perfect accuracy. Mr. Levering's estimate of the cut is as follows:

Cut of 1880-81	Feet.
Mississippi River above Aitkin - - - - -	12,000,000
Swan river - - - - -	15,000,000
Willow, Moose and Hill rivers - - - - -	25,000,000
Little Willow river - - - - -	7,000,000
Split-Hand river - - - - -	10,000,000
Prairie river - - - - -	18,300,000
Pokegama lake - - - - -	7,000,000
Mississippi river below Aitkin - - - - -	3,000,000
Rabbitt river - - - - -	3,400,000
Mud river - - - - -	700,000
Rice river - - - - -	2,200,000

Contin'd from P. 591-A

Crow Wing river - - - - -	11,500,000
Gull river - - - - -	14,000,000
Anoka Sebu - - - - -	2,500,000
Vermillion river (Leach Lake Basin) - - - - -	1,600,000
Leach river - - - - -	1,200,000
Pine river - - - - -	58,000,000
Little Elk river - - - - -	2,000,000
Platte River and Hillman brook - - - - -	27,000,000
Run River - - - - -	<u>53,100,000</u>
Total.	275,000,000 ft. "

Whetstone

Empty into
Big Stone Lake

Flood conditions.

St. Paul and Minneapolis Pioneer Press

XXVIII

114

Sunday April 24, 1881

#2, Col. #2, item captioned "Dakota." (Excerpt)

"Big Stone City, (S. Dak.) April 23,- The Whetstone river drains the Dakota hills and intermediate country for fifty miles northwest. It is pouring an immense quantity of water into the Minnesota valley. Big Stone lake extends for miles down the valley. The water is seven feet above high water mark. ***** Improvised scows are doing a lively business ferrying across the lake. "

Note: I cite the above for reference purposes. During the spring of 1881 all Dakota rivers were making records for high water, especially the Missouri and the Big Sioux, a trib. The Des Moines river, in Minnesota also was at flood stage, as was our own Minnesota river and its tribs.

Des Moines

Miss.

Flood (First Known)

St. Paul and Minneapolis Pioneer Press

XXVIII

115

Monday April 15, 1881

Hist. Society

L. S. Staples

#1, Col. 6, item captioned "Floaters." (A Telegram to paper.)

"Jackson, Minn., April 24.-- The first flood ever known on the Des Moines river now prevails here. The \$2,000 bridge is gone. Most of Colman's lumber yard and storehouses and many houses and barns in the eastern part of the town have been inundated, compelling the occupants to fly to higher ground. The main business street is a complete island, with water flowing swiftly. Our mill is safe, and no particular damage has been done other than the above stated. The river is twenty-six feet above high water mark, but now falling. The farmers have commenced seeding and the stock is uninjured. "

s, Mich., Wis.
and Minnesota

XXXXXXXXXXXX

General Item.

594-A

Pollution by Sawdust.

St. Paul and Minneapolis Pioneer Press.

XXVIII

115

Mon. April 25, 1881

Hist. Society

L. S. Staples

#6, Col. #2, item captioned "Utilizing Sawdust."

"The Mississippi Valley Lumberman contributes the following information in regard to the preparation and use of sawdust for fuel: (quotes) 'The hullabaloo raised during the last two years about the depositing of saw dust in the river (Mississippi) has created a great interest in the question of utilizing the enormous amount of sawdust created in the manufacture of the billions of feet of lumber every year. The first principal fact which strikes the mind in considering the subject is, that it is a matter of first-class importance to prevent the waste of so much splendid fuel in a country where it will soon be needed, and where the rigor of the climate makes a constant demand for it for all purposes. At present there is annually created in Michigan, Wisconsin, and Minnesota 1,500,000,000 feet (sic), board measure, or 125,000,000 cubic feet (sic), equal to 976,562 (sic.) cords of wood, of sawdust. This is the measurement, not of the loose sawdust, but of the solid wood before it is chopped into bits by the saw-teeth. It is probably not an overestimate to say that this sawdust, now nearly all wasted, would measure 3,000,000 cords. (Note: "wasted" because it was deposited in the streams in most instances) That such a vast quantity of splendid heating and steam-producing fuel should go to waste from a lack of ways to pack and transport it is a

Contin'd from P. 594-A

reflection on the genius of the Yankee nation for invention. It has been nearly forty years now since the first patent was taken out for converting sawdust into artificial fuel in the United States, and since that time scores of others have secured patents for various combinations of sawdust, sand, clay, coal, oil, resin, quicklime, etc.: but up to this time no process or combination has been made or machinery invented which was sufficiently cheap to be used in competition with other fuels. It is now claimed that an altogether new invention has been made of a combination of cheap common substances, and the machinery to put them together with sawdust, by means of which this now burdensome article will be rendered even more valuable than coal and less expensive and easier to transport. The process and machinery have not as yet been made public, but the inventors are sanguine that, after so long a time, the true method has been figured out. '

St. Louis, and
Namadji.*

595-A
Log Boom Goes out in
Flood Stage.

St. Paul and Minneapolis Pioneer Press.

XXVIII

116

Tuesday April 26, 1881.

Hist. Society

L. S. Staples

#1, Col. #7, item captioned "The Log Booms."

Special Telegram to the Pioneer Press.

"Duluth, April 25.-- There was some agitation among the lumbermen yesterday on account of the breaking up of the ice in the St. Louis and Namadji rivers. The dam of A. M. Miller, at Fond du Lac (Minn.), went out yesterday, and 3,000,000 feet of logs cut for him on Silver Creek are scattered along the St. Louis. There was some fear in regard to the big boom at Knife Falls, and McEwen went up yesterday morning. So far no damage is reported at that point. The boom at the mouth of the Namadji river was carried out on one side, and 250,000 feet of logs went out into the Superior. A force of men was immediately put on and the gap closed by 11 o'clock that morning. The ice in the river above had formed a gorge, throwing the current out of its usual channel. *****

* Note: Namadji river empties into Lake Superior, close to Duluth. It runs through Carlton County.

Contin'd from P. 595-A

Ibid, P. 2, Col. 1. "It is now reported that the boom at Knife Falls^{*} gave way this morning (April 25.). After some 200,000 feet of logs had passed over, the long logs made a jam, which is now holding the balance of the logs: but a slight rise in the water will carry the whole 10,000,000 (sic.) feet down the river. "

^{*} Knife Falls are in the St. Louis river, at Thomson, Minn., St. Louis County.

St. Louis

Flour Milling.
Industries: Lumbering.

St. Paul and Minneapolis Pioneer Press

XXVIII

150

Mon. May 30, 1881

Hist. Society

L. S. Staples

#5, Col. #1 and #2, captioned "Ramblings Northward." (Excerpts)

**** "The seven saw mills (at Duluth, Minn.) now in operation will produce 55,000,000 (sic.) feet of lumber, and several new ones soon to be constructed will increase the production to 80,000,000 (sic.) feet. At Knife Falls (in St. Louis River), the town of Cloquet has been located, and the Nelson Lumber company has established there one of the most extensive mills in the whole country. Firm, substantial buildings have been erected, including a mammoth boarding house, which will accommodate the 250 men who will be employed. A 500-horse-power Corliss engine will supply power, and the mill will have a capacity of 250,000 feet per day, or 75,000,000 (sic.) feet a year. Of this company, Mr. C. M. Nelson is president, and Mr. Wm. R. Merriam treasurer. Thus the latest production of lumber on the St. Louis river will not be less than 155,000,000 feet annually!

At Fond du Lac, a few miles east (sic.) (west) of Duluth, immense flouring mills will soon be erected. ***** "

Red River

Transportation

St. Paul and Minneapolis Pioneer Press

XXVIII

156

Sun. June 5, 1881

Hist. Society

L. S. Staples

#11, Col. #1, 2 and 3, captioned "Jay Cooke's Prophecy."

He foresaw the future of the Great Northwest but the world ridiculed his visions of the New Empire."

(Excerpts.) dated at Fargo, May 25.-- ***** (Col. 2, item. Transportation by Water.) "I note that the steamer J. L. Grandin carried 15,206,550 (sic.) pounds of freight last season (1880), and the Pluck 1,936,050 (sic.) pounds. *****"

St. Louis

Boom Company

St. Paul and Minneapolis Pioneer Press

XVIII

158

Tues. June 7, 1881

Hist. Society

L. S. Staples

#7, Col. 2, captioned "Odds and Ends of City News."

item #17. "Articles of association of the St. Louis River Boom and Improvement company were filed in the office of the secretary of state yesterday. The principal place for the transaction of business of the incorporation is at or near Knife Falls. The general office of the company for the meeting of stockholders and board of directors and for the general management of its corporate affairs is at St. Paul. The capital stock is \$100,000, and the highest amount of indebtedness to which the company may at any one time be subject is \$50,000. The stockholders and board of directors are Dwight M. Sabin, Stillwater; Charles N. Nelson, Stillwater; Wm. R. Merriam, St. Paul; Henry W. Cannon, Stillwater; James Smith, Jr., St. Paul; Charles H. Graves, Duluth; Phillip M. Ranney, St. Paul. "

St. Louis

Water Power

St. Paul and Minneapolis Pioneer Press

XXVIII

115

Tues. June 14, 1881

Hist. Society

L. S. Staples

#5, Col. #2, item #2 captioned "St. Louis River Water Power."

Special Telegram to the Pioneer Press.

"Duluth, June 13.-- The surveys of the St. Louis river in the interest of the St. Louis Water Power company, are now completed, and full profiles, maps, plans, etc., have been taken to Philadelphia by Mr. E. L. Crow. The power on the St. Louis river, between Thomson and Fond du Lac is estimated at 100,000 (sic.) horse-power and the opportunity for utilizing this immense force are unsurpassed. "

Minnesota

Miss.

600-A
Improvement of
Navigation by locks, and Dams.

St. Paul and Minneapolis Pioneer Press

XXVIII

142

Sun. May 22, 1881

Hist. Society

L. S. Staples.

#4, Col. #5 captioned "River Improvements," being an Exchange from the Mankato Review of a published letter from E. St. Julien Cox, former State Senator, of Minn., to Major R. H. Rose, of Mankato. Addressed at St. Peter (Minn.), May 9, 1881.

"Maj. R. H. Rose, Mankato - My Dear Sir: Yours of the 6th received. I regret that I cannot enter into an extended answer upon the contents of your letter, owing to the fact of our court being in session, as I should like to, as one of such great importance, not only to your city (Mankato) but the entire people of the Minnesota valley. When I had the honor of serving in the senate of the State, in 1874, Messrs. Child, Langdon and myself were appointed a select committee on Minnesota river improvement, and submitted a report, found upon page 105, senate journal, as to the immense importance and value of such improvement by a system of locks and dams, and showing from official reports and surveys the entire practicability and feasibility thereof, taken from a report made by Gen. Warren, of the engineer corps, U. S. A., to the secretary of war, pursuant to act of congress of June 23, 1866, and found in report of secretary, Vol. 2, (sic.) ex. docs., 39th and 40th (sic.) congress. The survey extended from the mouth of the river to Yellow Medicine.

(Note: Yellow Medicine was then in Sioux Agency Township, of Yellow Medicine County, Minn., where the Yellow Medicine river reaches the Minnesota).

The object to ascertain expense by slack water navigation, of

securing the continued navigability of said stream, etc., and the most feasible means of economizing the water of the stream, insuring the passage of boats drawing five feet of water. The river work was distributed into five sections, namely, from Yellow Medicine to Fort Ridgely, 60 miles, (sic.), six locks and dams (sic.), \$240,000 (sic.). Fort Ridgely to Mankato, $73\frac{1}{2}$ miles (sic.), four dams and locks (sic.), \$200,000 (sic.). Cut-offs, saving 16 (sic.) miles, and snagging, etc., \$35,000 (sic.)

Mankato to Le Sueur, $31\frac{1}{2}$ miles (sic.), three locks (sic.), \$150,000 (sic.), snags, etc., Le Sueur to Little Rapids, two dams and locks (sic.) \$120,000 (sic.). Little Rapids to Mendota, with wing dam at Carver, \$3,000. (sic.) Other expenses footing up a total of \$775,500 (sic.).

The fall between Ridgely and Mankato is given at 41 (sic.) ft., average height of banks, 10 feet (sic.), volume of water at Mankato, 1000 cubic feet (sic.) per second. Mankato to Le Sueur, fall, 34 feet (sic.), volume 1,200 feet (sic.) per second. Le Sueur to Rapids, fall, 23 feet (sic.). From Rapids to Mendota, $3-23/100$ feet (sic.)

It is safe to say that one-quarter of the wheat raised in the State would find an outlet by the valley water route. This data at hand at the date of the committee's report gave the cost of shipping by river from Yellow Medicine to St. Paul, $6\frac{1}{2}$ cents (sic.); from Mankato to St. Paul,

Contin'd from P. 600-B

5½ cents (sic.); from St. Peter to St. Paul, 5 cents (sic.).

By rail, New Wlm to Winona, 12-6/10 cents (sic.); Mankato to Winona, 9 cents (sic). Average rate, 12-3/5 (sic.) between Yellow Medicine and Winona by rail. Same by water, 5½; average saving, 7-35/100 cents (sic.). Upon estimated yield for the year 1873 (sic.), \$661,500. (sic.) or nearly the entire cost of the improvement the first year; and this, taken in connection with water rates to New Orleans^a by barges, shows a difference over rail to New York in favor of water lines of about thirty-four cents per bushel (sic.).

I do not know how rates compare at present with the year 1874 (sic.), but I feel sure that no undertaking in Minnesota would be as productive of lasting, permanent benefit to the people of this valley (Minn.) as this one, now being agitated by the public-spirited citizens of Mankato. Any information I have further upon this subject I will cheerfully furnish.

Yours very truly,

(Signed) E. St. Julien Cox. "

Red River

Transportation of Wheat.
Navigation Improvement.

St. Paul and Minneapolis Pioneer Press

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Tuesday July 12, 1881

Hist. Society

L. S. Staples

#4, Col. #6, item captioned "Red River of the North."

(with relation to an article in Col. 5 captioned "Work on Waterways.")

"Major Allen also has charge of the works on this (Red River) stream, for which, at the last session of congress, there were appropriated: For the river at large - - - - - \$18,000. (sic.)
For constructing a lock and dam at Goose Rapids - - - - - \$20,000 (sic).
Total, \$38,000 (sic.).

The work on this river has consisted of dredging, removing snags, etc. The result obtained is a fair channel from Abercrombie to Fargo, and a perfected channel from Fargo to a point sixty miles below. The shipments of wheat by the river are twenty times as great as before the work was commenced. The wheat is carried in barges and towed by steamer to Moorhead. Another dredging machine is now being built with flats (sic.), derrick scows, etc., to rendezvous at Grand Forks, and carry on the same improvement northward toward the boundary line. "

St. Louis.

602-A

Jurisdictional Dispute.

St. Paul and Minneapolis Pioneer Press

XXVIII

306

Wednesday Nov. 2, 1881

Hist. Society

L. S. Staples.

#4, cols. #5 and #6, captioned "Who Owns the St. Louis?"

"The lumbermen of Duluth have before the legislature a bill asking for boom privileges near the mouth of the St. Louis river. By the terms of the bill, the boom is to comprise the slack water from Grassy point to a distance two miles further south. The lumbermen here are a unit in demanding this boom. They consider it necessary to carry on their business and the people of the county (St. Louis) are with them. There is another company, composed of Philadelphians and others who are not inhabitants of this State, who are looking for boom privileges near Fond du Lac, and who are working hard to defeat the bill introduced by citizens of Duluth. These outsiders wish to control all the logs that come down the St. Louis river, and make the manufactures of Duluth dependent upon them. Our lumbermen think themselves sufficiently capable of taking care of their own logs, and do not propose, if they can help it, to allow strangers to the city and State to do so for them. Apart from the fact that the natural controllers of such privileges ought to be the manufacturers themselves, there is, in the present bill, something that concerns the State at large. As is well-known, sections sixteen and thirty-six of each and every township is reserved by the State for the school fund. These sections have no other value, at present, than the pine that is on them. According to the estimate of the attorney-general, the amount of pine on these sections is from

Contin'd from P. 602-A

2,000,000 (sic.) to 7,000,000 (sic) feet, and is valued at \$2.00 per thousand. On the 27th of the present month, eleven sections were sold, at an average rate of \$3 (sic.) and \$3.75 (sic.) per thousand. All but one of these sections were on this side of the Knife Falls Boom company. By the law of the State auditor is obliged to sell the timber at public auction, and, of course, the more markets there are the better chance for securing good prices.

Now the Duluth lumbermen maintain that if they have no means of handling the logs, if they have to pay toll for booming and sorting them, pay taxes on them as logs to Wisconsin and as manufactured lumber to Minnesota, it would not pay them to bid for this public timber, and thus Sabin, Nelson & Co. of Knife Falls would be the only bidders and the State would be forced to take any figures this firm might offer. The defeat of the boom bill virtually excludes all competitors and the State is deprived of the benefit occurring from an open market. Aside from this Minnesota would lose the proceeds of the taxes on the logs. The Fond du Lac Boom company have boom privileges on the Wisconsin side, and they propose to run all logs coming down the river to the boom on that side, and then sort and deliver them. This evidently will work to the injury of the State. But it is not alone the State or the lumbermen of Duluth who will suffer

Contin'd from P. 602-B.

from the defeat of the present bill. Every man who owns a stick of timber on the St. Louis river and its tributaries above Knife Falls, is placed at the mercy of Sabin, Nelson & Co. and of the Fond du Lac Boom company. If this bill should be defeated, the owners of pine lands would be obliged to take just what Sabin & Co. (sic.) condescend to offer, as the Duluth manufactures have not a fair chance to bid. The Knife Falls company are aware of this and are working strenuously to defeat the bill. Your correspondent interviewed several of the largest manufactures here, and they are unanimous in the assertion that the defeat of the bill will be an injustice, not merely to them, personally, but to every owner of pine in the vicinity, and to the State. They, as manufactures in the State of Minnesota demand the right of controlling their own business without paying toll to outsiders, and if taxes are to be paid by them they don't want to be obliged to pay them to another State. With the exception of a few interested persons, the people of Duluth are with the lumbermen, for the lumbering interest in the largest single industry at present here, and the citizens are disposed to encourage it in every lawful way. The bill is very modest and meets no opposition except from those who have axes to grind at the expense of individuals and the State.

(Signed) R. J. Maguire.

Contin'd from P. 602-C

Views of Duluth Delegation

The above communication represents the views of the favorers of the St. Louis river boom bill and those of the promoters of the St. Louis River Dalles Improvement company, as far as it goes; but it does not detail as fully the reasons urged for the passage of both bills, as they were given to a Pioneer Press reporter last evening by H. M. Peyton, A.M. Miller, D. A. Duncan, E. A. Gilbert, A. A. Maxon, Jr., J. E. Knowlton and seven or eight other gentlemen of Duluth -- all mill owners and operators -- who are here for the purpose of presenting their claims before the legislature. In regard to the boom bill these gentlemen allege that the Fond du Lac company is a Wisconsin party, which having gained charter privileges from the legislature of the State, seek to increase them largely in Minnesota, to the detriment of the latter commonwealth. In short, to take the pine from Minnesota soil, boom it to the Wisconsin side and there mill it, or at least charge the Minnesota owners toll on it. They further claim that the logs coming out of St. Louis river, and all grown on Minnesota soil, are liable to be run to the Wisconsin side and taxed as Wisconsin property, to the further detriment of the former State in general and said Duluth owners in particular. The Fond du Lac company, it is alleged, don't own any appreciable quantity of pine on the Minnesota side, while the

Contin'd from P. 602-D

Duluth men do, and have already put up costly mills with a capacity of 200,000,000 (sic.) feet per annum.

As to the improvement bill which has passed the senate and is now before the judiciary committee of the house, the gentlemen ask that their individual interests be removed from consideration and those of the State alone brought forward. This is their line of reasoning in the latter point of view. At Knife Falls, on the St. Louis river, Nelson, Sabin & Co. have put up a mill and have boomed the river for twenty miles above. They have also placed huge piers and obstructions across the St. Louis at Knife Falls in such a way as practically to stop all logs there and close to the outlet. There are at least 100 (sic.) towns above Knife Falls already surveyed, all pine lands -- more pine lands being on them, it is computed, than on the Mississippi and the St. Croix and their tributaries -- and all tributary to the St. Louis river. In each of these 100 (sic.) towns are sections -- 16 (sic.) and 36 (sic.) -- belonging to the State as school lands. This would give 1,280 (sic.) acres in each town or 128,000 (sic.) acres in the 100 (sic.) towns, of pine lands belonging to the State. It is further alleged that 7,000 (sic.) feet per acre is a very low computation and this would make 896,000,000 (sic.), or, in round numbers, 900,000,000 (sic.) feet of pine, belonging to the State, in sight and for sale above Knife Falls. Now if the obstructions at Knife Falls prevent logs from passing

that point, it is the only market for it and the price per thousand feet is correspondingly lessened. If Nelson, Sabin & Co. were to offer \$2 (sic.) per thousand, which it is claimed, is unlikely, the value of the timber, (and the pine, by the way, is all there is of value to the land) would be \$1,000,000 (sic.). If the Duluth market were also opened \$3 (sic.) stumpage is not too high a figure ergo the State loses \$900,000 (sic.) by these obstructions. The Dalles Improvement company have improved the river under a former bill, from Fond du Lac to Knife Falls and they now ask the privilege of extending their improvements clear up the St. Louis and the Cloquet rivers and their tributaries. A section of the same bill provides against the interference with legally vested rights or improvements on the St. Louis, but the promoters of the bill claim that the obstructions mentioned are not legal and should be removed. They say they have no intention of interfering with the booms above Knife Falls so long as an unobstructed passage is given to logs which do not belong to the Knife river corporation. It is further urged that this matter should be attended to at once. As the country becomes traversed by roads fires grow more frequent; and, whereas, burned timber, if cut immediately, is not irretrievably injured, if allowed to stand a couple of years it becomes worm-eaten and worthless. In brief, it is alleged that the apponents of the bill seek to serve their

Contin'd from P. 602-F

private interests at the expense of the State by leaving only one market open to those who would purchase the school section pine lands -- that market their own. This statement is ex parte (sic.), and the other side claim that the obstructions at Knife Falls are legal and proper; that they have expended many thousands in erecting the mill and booms, and are entitled to revenue therefrom. "

St. Louis

Jurisdictional Dispute.

St. Paul and Minneapolis Pioneer Press

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306

Thurs. Nov. 3, 1881

Hist. Society

L. S. Staples.

#2, Col. #3, captioned "The St. Louis River Bill."

"The judiciary committee of the house had a meeting last evening in the municipal court room for the purpose of hearing and weighing the arguments, pro and con, of the promoters and the adversaries respectively of the St. Louis river bill. The advocates of the bill were represented by Messrs. M. L. Banning and W. W. Billson and the opponents by Mr. Fayette March. The points presented by the former were given, somewhat in extense, in yesterday's Pioneer Press, and Mr. Sabin said to a reporter, in regard to the arguments of the latter, (quotes) "It's a case of the outs against the ins. We have spent many thousand dollars at Knife Falls and above and have an outlook ahead for repayment of our outlay. The "outs" want to get some of the pie, hence the bills." Mr. Sabin further stated that the urging the obstruction argument largely exaggerated the amount of lumber in the regions tributary to the St. Louis as well as the importance of the stream itself. Not more than 2,000,000,000 (sic.) feet, he averred, are standing in the whole region, school sections and all, and of that a large portion is already owned by Nelson, Sabin & Co., the proprietors of the Knife Falls Mill. Several amendments were made to the boom bill, relative to the obstruction of navigation, etc., and its friends -- who are also the friends of the Dalles improvement bill -- are confident that both bills will pass and become laws.

Contin'd from P. 603-A

The Other Side of the Controversy

In reply to the statements made in these columns yesterday by representatives of the St. Louis River Dalles Improvement company, the Fond du Lac Boom and Improvement company request the publication of the following statements, which consisely sum up their side of the controversy:

The Fond du Lac Boom and Improvement company, who are building a boom entirely in the State of Minnesota, under the general law governing incorporated companies in the State of Minnesota, have no boom privileges in the State of Wisconsin, nor are they a Philadelphia company, but consist wholly of men living and doing business in the State of Minnesota.

They do not ask for any special legislation, knowing that for honest business purposes our general laws are good enough. They simply ask, and they have no doubt their request will be granted, that their property shall not be confiscated for the benefit of any other company or set of men.

They own their own property; bought it and paid for it, and are building at the present time, booms upon the Minnesota side of the St. Louis river (wholly in the State) of sufficient size to enable them to take care of all logs that will come down the river this present season, and will endeavor to increase their facilities as the demand grows.

Contin'd from P. 603-B

They collect toll only upon those logs that they boom for the owners thereof at their special request, and at such a rate as may be agreed upon by the owners of the logs thus boomed.

The pine owners certainly cannot object to such a boom company, nor would this boom company object to any other boom company organized under the general laws of our State.

Special legislation is asked only for the purpose of confiscating property, the right to charge 65 (sic.) cents per 1,000 (sic.) on all the logs or timber, and to obtain a monopoly of the river. None of these things should be asked for by any body of men.

The St. Louis River Boom company ask for special legislation to enable them to confiscate the property of persons who have bought and paid for it, which is a right that should only be granted where serious injury will occur to the public if it is denied. In this case no such danger exists.

Their bill proposes they be authorized to levy and collect a tax through this special legislation upon every foot of timber and lumber upon the river and all its tributaries, that of the school lands as well as that of private parties.

By their own showing, which is on a par with the rest of their bill, this bill, if passed, would entail a loss on school land timber alone from \$1,300 (sic.) or \$4,350 (sic.) a section or an average of \$5,824 (sic.)

Contin'd from P. 603-C

per township, and as they say the number of townships is 100 (sic.), therefore they would impose a loss to our school fund along of \$582,400 (sic.), or more than enough to pay for the entire cost of the proposed St. Louis company's boom and furnish the projectors of the bill a capital to do business upon.

It is called a local bill, but by the figures of its friends their gain or profit only is local; the loss is not local, but is felt by the people because of the decrease in value our most sacred trust, the school fund of \$582,400 (sic.).

They demand by section 3 (sic.) of their local bill control of a portion of the river wholly in the State and above navigation, thus giving them the right to close the river entirely and take into their possession all logs floated down the St. Louis river.

The asking for two miles of the river, when in fact their bill asks for sixteen, is a vain attempt to secure under cover that which they could not get openly.

Including the Fond du Lac Boom and Improvement company with the Knife Falls company is done for effect, as the managers of the St. Louis Boom company know full well that these companies are entirely separate and distinct and have no interests in common.

(Signed) Fond du Lac Boom & Improvement Co.

St. Paul and Minneapolis Pioneer Press

XXVIII

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Sat. Nov. 12, 1881.

Hist. Society

L. S. Staples.

#5, Col. #3, captioned "Evening Session."

"The St. Louis River Boom Bill." (Excerpts).

" *** the St. Louis River boom bill was again brought up (at evening session, in the House). **** arguments (pro and con) lengthy **** Messrs. Kendall (the introducer of the bill) Sanborn and Collins were the principal upholders and Thompson J. Jr. (sic), Searles, Sabin and Hoyt the chief opposers **** The fact that the impression which was universally held a few years ago, that Knife Falls was the terminal point of log driving on the St. Louis, was an erroneous one, was also dwelt upon, and there can be no doubt that the improvement of the river so that the rapids are passable for logs, gave rise to this entire question. **** Amendment after amendment was offered, and finally a motion by Mr. Fitcher that the bill be indefinitely postponed, passed by a rising vote, there being , ayes, 41 (sic.) noes, 30 (sic.). In order that the matter might not come again without a two-thirds vote, Mr. Sabin moved to reconsider, which motion was lost, as that the St. Louis river boom bill may be considered lost for this session, at least. It has been a bone of contention throughout the special session, and the lobbying for and against has been more notable in regard thereto than in any other measure ****."

St. Louis

Water Power.

St. Paul and Minneapolis Pioneer Press.

XXIX

27

Friday Jan. 27, 1882.

Hist. Society.

L. S. Staples.

#7, Col. 3, headed "Topics of the Town." Item #11.

"The directors of the St. Louis Water Power company held an adjourned meeting at the office of James Smith, Jr., president of the corporation, yesterday afternoon, to finish up the business begun at Superior on Wednesday. The company has purchased the water power and boom interests on the St. Louis river. They will proceed immediately to develop the water power, which is one of the finest in the country, being 100 (sic.) - horse power." *

*Note: See page #606 for report of meeting held at Superior, Wisconsin, on January 25, 1882.

St. Louis

Water Power

St. Paul and Minneapolis Pioneer Press.

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Thurs. January 26, 1882.

Hist. Society

L. S. Staples.

#4, Col. #7, headed "St. Louis River Water Power;" a Special Telegram to the Pioneer Press from Superior, Wis., dated Jan. 25. -- "The St. Louis River Water Power company, organized last year (1881) to develop the great water power of the St. Louis river, was reorganized here (at Superior, Wis.) today (Jan. 25, 1882). The incorporators, James Syer, I. W. Gates and James Bardon, met and at once more than one-half of the capital stock of \$1,000,000 (sic) was subscribed. The stock holders elected as directors, James Smith, Jr., L. Mendenhall, James Bardon, E. L. Crow, George B. Kirkbride and James McIntire, who in turn elected officers as follows: President, James Smith, Jr.; Manager, James Bardon; Secretary, George B. Kirkbride; Treasurer, L. Mendenhall. Attorneys A. G. Webster of Chicago, and M. Griffin of Eau Claire attended the meeting. A resolution was adopted purchasing the boom franchises on the St. Louis river. This virtually consolidated the water power and boom interests. Substantial booms to control all logs coming down the St. Louis will be completed at once. The directors adjourned to meet in St. Paul tomorrow."

Note: The result of this meeting is covered by page #605

Rainy Lake river.
Big and Little Fork rivers

607-A
Description, Settlement
and Water Power.

St. Paul and Minneapolis Pioneer Press.

XXIX

28

Sat. January 28, 1882.

Hist. Society

L. S. Staples.

#7, Col. #1, headed "Rainy Lake Region." (Excerpt)

"Secretary Young of the state board of immigration was visited yesterday by a young gentleman who has recently returned from the Rainy Lake river country. He informed the secretary that he went into that country last summer, going from St. Paul to Duluth, and thence to Thunder bay. At that point he fell in with a company of twenty Canadian families who were on their way to the settlement in the vicinity of Fort Francis in the unorganized Canadian province of Kewatin on the north side of Rainy Lake river, nearly directly opposite the center of Itasca county, Minn., and traveled with them. From Thunder bay to where they struck Namakagon river, a distance of some eighty miles, he describes the country as excessively barren, being merely a surface of almost wholly uncovered rocks. On approaching the river the country improved vastly, and the valley itself he describes as a region of luxuriant fertility and great beauty. This is especially the case on the American side of Rainy Lake river. He reports that there is already a settlement of from fifteen to twenty families on the American side, in the vicinity of what are known as the Big and Little Fork rivers, and that the number of settlers is being constantly increased by new arrivals, mostly from Canada. He describes the timber as a splendid growth of sugar maple, ash, poplar, birch, oak, balm of Gilead, pine, and several other varieties; and says that the soil is exceedingly fertile.

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The waters abound with fish and wild fowl, and other game are plenty in the woods. The Big and Little Fork rivers both afford ample water power, and are handsome streams." *****

Otter Tail

Red River

Hydro-Electric Plant.

St. Paul and Minneapolis Pioneer Press.

XXIX

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Friday Feb. 3, 1882.

Hist. Society

L. S. Staples.

#7, Col. #2, captioned "Olla Podrida," (sic.) item #15.

"The Fergus Brush Electric company, with headquarters at Fergus Falls (on Otter Tail River, Otter Tail county, Minn.) and a capital stock of \$20,000, (sic.) filed articles of incorporation yesterday with the secretary of state. The incorporators are Geo. B. Wright and James W. Griffin of Minneapolis and Charles D. Wright of Fergus Falls, and the purpose of the organization is the development of electric or magnetic power." *

* The Brush Electric Light company were a Cleveland concern which, at this time, had electric service in many large cities of the east and were also negotiating with Minneapolis and St. Paul business men to install lights in both cities, using the Falls of St. Anthony as a source of power. This is the first mention I have seen of a proposed plant outside of the Twin Cities. As the Brush firm adopted water power for their plants, wherever they could, it appears obvious that the Fergus Brush Electric company's intentions were to use the water power available at Fergus Falls for their plant. Staples.

St. Louis

Logging & Lumbering

St. Paul and Minneapolis Pioneer Press

XXIX

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Sun. Feb. 19, 1882.

Hist. Society

L. S. Staples.

#1, Col. 6, headed "St. Louis River."

Special Telegram to the Pioneer Press. (Excerpts)

"Knife Falls, Minn., Feb. 18.-- There are sixteen lumber camps logging on the St. Louis river about this place, as follows: N. Nelson Lumber company, estimated cut, 25,000,000 (sic.) feet; Knife Falls Lumber Company, 8,000,000 (sic.) feet; various parties, 10,000,000 (sic.) feet. Total, 53,000,000 (sic.) feet. Of this amount there is not more than 30,000,000 (sic.) feet banked to date. **** There are 10,000,000 feet of old logs in the booms here. About 15,000,000 feet of the new logs are destined for the Duluth mills, and will be the first driven over the dalled^s. Experienced lumbermen say immense jams will occur unless the boom company here filter the logs out gradually. "

Red River

Navigation - Commerce

St. Paul and Minneapolis Pioneer Press

XXIX

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Thurs. Mar. 30, 1882.

Hist. Society

L. S. Staples.

#7, Col. #4, captioned "Fargo's Fleet."

"The Moorhead News states that the Grandin company are busily engaged in repairing the steamboat "Grandin" which is to ply between Fargo, Pembina and Grand Forks. The prospects for the coming season are flattering. The "Grandin" will act in the double capacity of packet and tug boat and will be in charge of Capt. Clement, an old and experienced river man, who, for years acted as captain on some of the best boats on the Mississippi. Alongside the "Grandin" are two monster barges under process of construction. They are to be used for what is known as "bulking wheat." These boats are 120 (sic.) feet long, 6 (sic.) feet deep and 26 (sic.) feet beam, which gives them storage room for about 10,000 (sic.) bushels of grain each. These barges will be of 300 (sic.) tons burthen, and will, when loaded, draw five and a half feet of water. These boats are to ply between the Grandin and Dalrymple farms (bonanza farms) and Fargo, and will be engaged in carrying the wheat belonging to this company. The company now have six of these monster barges, and have arranged to have two boats at a time at each end of the route and two upon the way between."

Red

Navigation and Commerce.

St. Paul and Minneapolis Pioneer Press.

XXIX

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Monday, April 3, 1882.

Hist. Society

L. S. Staples.

#2, Col. 3, headed "Moorhead's Navy."

Exchange from Moorhead News: "Steamboat building on the Red River runs back over twenty years. In 1858 (sic.) or 1859 (sic.) the first steamboat, the Pioneer, was launched on the Red River. The first steamers built in Moorhead were the Manitoba and Minnesota, about the year of 1875 (sic.). These were afterwards purchased by the Red River Transportation company, which afterwards merged into the St. Paul, Minneapolis & Manitoba railroad. The Aslop line followed. Their boats ran originally to Winnipeg, but now stop at Pembina, not being permitted to cross the national boundary line. Their line has at present two steamers, the Henry W. Aslop, 130 (sic.) feet long over all, 28 (sic.) feet beam over all, and depth of hold $5\frac{1}{2}$ (sic.) feet. It is a stern wheeler, and is driven by two engines of 12 inch (sic.) bore and 6 (sic.) foot stroke and wheels 16 (sic.) feet in diameter. The other steamer is the Pluck, side wheeler, 95 (sic.) feet long, 31 (sic.) feet beam, $3\frac{1}{2}$ (sic.) feet hold, and driven by two engines with 9 (sic.) inch bore, 5 ft. (sic.) stroke and wheels 14 (sic.) feet in diameter. The line has three model barges, the Aimes, Pembina and Jessie, each 120 (sic.) feet long, 24 (sic.) feet beam and 6 (sic.) feet hold. Each is capable of carrying 300 (sic.) tons of freight.

The Moorhead and the Fargo are two square barges, each 95 (sic.) feet long, 28 (sic.) feet beam and depth of hold 6 feet (sic.). They will carry

Contin'd from Pg. 611-A

250 (sic.) tons each. ***** Three square barges, 120 (sic.) feet long, 24 (sic.) beam and 6 (sic.) feet hold, will be built this spring. They are intended to carry wood and coal. Last year from the 14 (sic.) th of September till navigation closed, the Pluck moved 50,900 (sic.) feet of lumber, 500 (sic.) cords of wood and 4,000 (sic.) tons of freight. They have already made contracts for moving, this season, 3,000 (sic.) cords of wood and 400,000 (sic.) feet of lumber. They expect to transport 16,000 (sic.) tons of freight this year. The steamers have accommodations for passengers and will make the round trip from here (Moorhead) to Pembina in six days. The boats have already been out out of the ice in anticipation of the spring break-up. *****

Red Lake

Red River of North.

Water Power Prospectus.

St. Paul and Minneapolis Pioneer Press

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124

Thurs. May 4, 1882.

Hist. Society

L. S. Staples.

#2, Col. #7 captioned "Red Lake Falls."

Excerpts.

"Red Lake Falls" (Red Lake County), Minn., May 1, 1882.---

*****This assured focus of trade, manufactures and agriculture is at the junction of Red Lake and Clearwater rivers, in Polk county (now Red Lake county), Minn., twenty-two miles east of Crookston, Minn., and thirty-six miles east of Grand Forks, D. T. (Dakota Territory). On these streams are the only great water powers between Fergus Falls on the south, Manitoba on the north, and the Missouri river on the west, while there is an immense wheat producing region directly and naturally tributary to this point. An inspection of the map shows the great advantages of this location. It (the town of Red Lake Falls) is situated on a level plateau, and flanked on two sides with nine first-class water powers, at an average distance of not over three-fourths of a mile from the center of the town site. These powers are cheaply and easily utilized, even without dams, and have a fall of from twelve to thirty-six feet. The average minimum flow of water in Red Lake river is equal to 200 (sic.) cubic feet, with a fall of one foot in forty. Clearwater river has about one-fourth of the above amount. There is an average variation between high and low water of five feet on Red Lake river, and four feet on Clearwater river. It is estimated that there are at least one ⁵million five hundred (sic.) feet of pine on

Contin'd on Pg. 612-A

on Red Lake, the source of Red Lake river, which has an area of 300 (sic.) square miles. This pine must all be driven past this town site. A large body of hard wood timber is near and tributary to these water powers, which can be and will be used in manufacturing furniture, agricultural implements, paper pulp, etc., which require hardwood lumber. A fine wheat growing country surrounds this point. It is well settled up, and is producing an abundance of straw for paper making. The value of these powers for milling flour is almost beyond computation. **** There are, right here, in great abundance, lime and building stone, sand, first-class clay for brick making, etc., and easily obtained." ****

Gull

Crow Wing

Lumbering

St. Paul and Minneapolis Pioneer Press

XXIX

131

Thurs. May 11, 1882.

Hist. Society

L. S. Staples.

#6, Col. #4, captioned "A Big Mill Consumed."

Excerpt

"The mammoth saw mill at Gull river, seven miles west of Brainerd, owned by Pillsbury, Chase & Co., of this city (Minneapolis), was destroyed by fire yesterday morning. The mill was the largest in the State, it is believed, and was built two years ago at a cost of \$75,000 (sic.). Immediately after the reception of the news in Minneapolis, Messrs. Pillsbury, Chase & Co., ordered the removal of the debris as rapidly as possible, and the employment of a sufficient number of men to place it in working order within sixty days. *****"

Note: I cite the above to establish the site of this mill on Gull river. It was probably the largest saw mill in the State in the year of 1882.

Red

614
River Improvement.

St. Paul and Minneapolis Pioneer Press.

XXIX

169

Sun. June 18, 1882.

Hist. Society

L. S. Staples.

#1, Col. #7, headed "Other Appropriations."

Excerpt

"The following other appropriations (congressial for 1882) for
rivers and harbors are made as the bill finally passed; **** "Red River
of the North, Minnesota and Dakota, continuing improvement - - -\$10,000 (sic.)

Constructing dam at Goose Rapids, Red River of the
North, Minnesota and Dakota, continuing construction of
locks and dam - - - - - \$30,000 (sic.)"

615-A

Red Lake

Red River

Water Power.

St. Paul and Minneapolis Pioneer Press

XXIX

177

Mon. June 26, 1882.

Hist. Society

L. S. Staples.

#11 Cols. #1 and #2, captioned "A Future Milling Center."

A special correspondents article to the Pioneer Press. (Excerpts).

"Crookston, June 22.-- "It seems strange in this great State of ours, with all its numberless rivers and lakes, that there should be so few water powers. Aside from the Falls of St. Anthony, Granite Falls, Red Wood Falls, Cannon Falls, Sauk Rapids, Taylor's Falls and the power furnished by the St. Louis and Red Lake and Otter Tail rivers, there are not more than a half a dozen of any prominence in all the vast area of over 80,000 (sic.) square miles. It is true that those that have been named are all first-class in their capacity, yet the fact that they are so few and scattered over so wide an extent renders them almost insignificant when we think of the millions of bushels of grain to be ground into flour, of the immense amount of farm machinery which must be manufactured for the use of the husbandman, and of the numberless articles for household needs which ought to be made right here at home. It seems as if in no part of the State was power for manufacturing needed more than in the valley of the Red river. Here is a great flat prairie 300 (sic.) miles in length by perhaps an average of forty in width, devoid of timber except along the few streams that flow through it and without any appliances for manufacturing; yet filling up with people faster than any other farming section of the West was ever settled. What their wants will be in a few years when every

Contin'd from PG. 615-A

quarter or half section shall have a family on it none can tell. But nature has been wonderfully kind to these people after all, for right in the heart of the valley she has planted one of the best water powers in Minnesota.

I did not know till recently that at Crookston there was such a power; I knew that the Red Lake river ran through the place; that it was a stream of considerable size, large enough in fact to allow the passage of steamers up as far as Crookston, yet that there was fall enough in the river and volume of water to turn the wheels of over fifty manufactories, allowing each one twenty-five horse power each was something I did not know. ***

The river (Red Lake) has its rise in Red Lake, which, as you know, is a vast inland sea, larger than any body of fresh water in the United States outside the great lakes. Its area is supposed to be about 700 (sic.) square miles, and its outlet is the river named. It runs generally between high banks and its shores are heavily timbered on its upper end with forests of pine, and lower down with ash and elm, oak and cottonwood, box elder and basswood. As the river approaches Crookston it makes a grand sweep about the city and in its course furnishes the power to which I have referred. That you may have the correct figure for its capacity allow me to quote here from the United States surveyor's report made of it two years ago (1880). He says: (quotes) "The discharge of the river (Red Lake) at low water was most carefully measured, fifteen distinct observations being taken, covering every thread of the current.

Continu'd from Pg. 615-B

Discharge at low water, a fall of twelve feet being taken, 992.86 cubic feet per second. (sic. for whole statement)

Mean velocity of river, 1,353 (sic.) feet per second.

Minimum horse power, 1,336 (sic.).

The fall from the site for a dam to the foot of the rapids gives a total of twelve and one half feet, on which these calculations are based.

(Signed James D. Skinner,
Civil Engineer).

Utilizing the Power

It was not until this spring that anything was done to utilize this valuable power. Mr. E. D. Chase, a public spirited citizen of the place (Crookston), determined to undertake its improvement, and several weeks ago commenced work in the most thorough manner on it. His plan embraced the construction of a first class dam, the digging of a canal and its thorough protection by planking. The erection of an embankment as a security against the encroachments of the river, which, by the way, is something little to be feared as it is not subject to sudden changes like the Red river, and the grading of the land embraced in the bend of the river to render it suitable for the erection of manufactories. The total expense will be between \$50,000 (sic.) and \$75,000 (sic.), but it will be an investment that will surely pay. Already the city has contracted with him for power to run their city water

Contin'd from Pg. 615-C

works, the mains of which are being laid this summer.

Work to Do.

There will be plenty of work for all the wheels which this power can ever turn. Polk county, in which Crookston is situated, is an empire of itself, containing nearly 2,900 (sic.) square miles.* Ramsey county with its 4½ (sic.) townships would be lost anywhere in it. It stretches from the Red river way back to the pine forests of Red Lake, and taking out all its marshes and timber and water, there is left fully 1,500,000 (sic.) acres of the finest land in the valley (Red River valley) for cultivation. Multiply this by twenty-five, or by twenty even, and see the number of bushels of wheat it is capable of producing, and then tell me whether there is work for the Crookston water power to do.

But this is not all. Where is all the pine to be converted into lumber which to-day is standing around Red Lake? Why may not a portion of it at least be sawed at Crookston? Just above the city is one of the finest places for boomage to be found anywhere - a natural bayou where millions of logs can be stored till needed, and what better point can be found for distributing lumber than here? (good railroad facilities present)

Crookston to-day numbers nearly 3,000 (sic.) people (1882). **** It has become - - - - a place of much commercial importance, owing to the large

* In 1882

Contin'd from Pg. 615-D

extent of country tributary to it, together with its railroad interest.

Three banks, two newspapers, a large brick school house, four churches, one
flouring mill, one saw mill and a large number of well filled stores *****

XXXXXXXXXXXX A Headwater
Lake of Minnesota River.

Lake Traverse Navigation

St. Paul and Minneapolis Pioneer Press.

XXIX

213

Tues. Aug. 1, 1882.

Hist. Society

L. S. Staples.

#5, Col. #2, item #2 headed "The Mark D. Blower."

"According to report the contract has been signed and work commenced preparatory to the removal of the boat ("Mark D. Flower) from St. Paul to Traverse lake. Capt. Parmlee, the owner, expects to make a landing at Maudada* in about three weeks, unless delayed by accident. This steamer is about fifty feet long with passenger accommodations for thirty-five, and is capable of towing barges carrying 2\500 bushels of grain. She will make daily trips between Brown's Valley and Maudada, and oftener if necessary to carry wheat and other freight that may accumulate. The boat has done a good business this season in running between St. Paul and Fort Snelling on the Mississippi river. The Henry W. Longfellow will soon be on hand for business between these points, with superior accommodations."

* Maudada (Maud 'Ada) was a townsite platted in 1881 on the shore of Lake Traverse close south of the mouth of the Mustinka river. It was designated in the first county election, Nov. 8, 1881, to be the county seat; but business of the new county had been earlier transacted at Brown's Valley, from which its offices were not removed until in 1886 they were transferred to Wheaton. The proposed village, though manifesting much vigor in its first year, had only a brief existence.¹

1. Collections of Minnesota Historical Society, "Geographic Names," vol. XVII, P. 552, par. 2. Pub. Minnesota Historical Society, St. Paul, 1920.

Red

Water Power, etc.

St. Paul & Minneapolis Pioneer Press

XXIX

307

Sat. Nov. 4, 1882.

Hist. Society

L. S. Staples.

#1, cols. #1 and #2, captioned "The City of Wahpeton," a special article to Pioneer Press. (Excerpts)

WHERE IS IT?

(Wahpeton)
Dak.Ter.

**** "Just across the line from Breckenridge (Minn.) - a half mile or so from the latter town, at the head of navigation on the Red River. The Otter Tail (river) and the Bois des Sioux (river) unite here, forming the above stream and making a navigable channel for steamboats of from twelve to twenty feet in depth, and nearly 100 (sic.) [ft.] in width. It is on the Portland branch of the Manitoba, and the Black Hills division of the Northern Pacific roads ****

EXTENSIVE WATER POWER.

***** Wahpeton has a water power, which, when improved, will not have its equal in Eastern Dakota. It is formed by the Otter Tail (river), which has a fall at this point of sixteen feet, furnish a steady and reliable volume of water capable of turning an immense amount of machinery. A company has been formed, composed of the leading citizens of Wahpeton, with a capital of \$75,000, to begin its improvement. Surveys will be made this fall, and it is expected that work will be begun next year on it. Already an offer has been made by a prominent mill man in Minneapolis for the lease of 100

Contin'd from Pg. 617-A

(sic.) horse power for a term of years at a rental of \$2,000 (sic.). When completed it will undoubtedly furnish the power for not only flouring but lumbering mills as well, which latter business, it will be remembered, is so largely carried on on the Otter Tail at Fergus Falls and Frazee City. Large amounts of pine are yet standing on the tributaries of the Otter Tail, which it is not improbable to say will some day be saved into lumber at this point." ****

St. Paul and Minneapolis Pioneer Press

XXIX

307

Tues. Nov. 7, 1882.

Hist. Society

L. S. Staples.

#7, Col. #1 headed "Improvement of the Red River."

"From official sources has been obtained the following account in brief of the work done during the season just closed in continuance of the improvement of the Red River of the North: The dredges, steam derrick, etc., resumed work as soon as the floods of last spring subsided sufficiently. The dredges worked, in deepening the channel, upon the sections of the river between Moorhead and Goode Rapids, and below Grand Forks, while the steam derrick, provided with heavy hoisting machinery and grapples, worked upon Goose Rapids, removing the worst boulders from the channel. Mr. R. Davenport, asst. engineer, reports as the result of the season's work, the removal of about 120,000 (sic.) cubic yards of clay and other material from the channel, besides some 300 (sic.) snags and leaning trees, and about 375 cubic yards of boulders from Goose Rapids. Amongst these boulders are several well known to steamboatmen who navigated the stream years ago, for instance, as "Coon Island, "Buffalo or Dry rock, "Campbell Island," and "Two-Willow rock."

Mississippi

Water Power.

St. Paul and Minneapolis Pioneer Press.

XXIX

321

Sat. Nov. 18, 1882.

Hist. Society

L. S. Staples

#5, Col. #2 captioned "From Friday's Find," item #24. "The Brainerd Water and Power company, capital about \$100,000 (sic.), has filed articles of incorporation with the secretary of State. C. F. Kindred is president; J. B. Douglas, vice president; W. J. Saviers, secretary; and N. D. Root, treasurer - all of Brainerd except Douglas, who is of Hartford, Conn. They propose to erect dams, water works and engines adjacent to Brainerd, and will utilize steam, water, electricity and power for all purposes."

Note: This article does not state definitely whether this company was to dam the Mississippi or Crow Wing river for water power to operate a hydro-electric plant. However, many such companies were forming at this period for the production of electricity, using steam engines in most instances.

St. Louis

Water Power for Lumbering.

St. Paul and Minneapolis Pioneer Press

XXIX

330

Tues. Nov. 28, 1882.

Hist. Society

L. S. Staples.

#7, col. #5, paragraph #3

"Articles of incorporation of the Water Power company of Cloquet, to do a general lumber business, were feted yesterday with the secretary of State. Cloquet, Carlton county, is the principal place of business, and the capital stock is \$150,000 (sic.). The incorporators W. McNair, J. M. Paine, E. W. Wilson, Minneapolis; D. H. McEwen, N. P. Junction, and Mark Paine, Cloquet. "

Run

Mississippi

Logging.

St. Paul and Minneapolis Pioneer

XXIX

76

Sat. Mar. 17, 1883.

Hist. Society

L.S. Staples.

#8, Col. 1, captioned "Logs and Lumber." (Excerpts)

"The following figures computed by the Anoka Herald (newspaper), give the result of the winter's work on the various branches of the Run river:

West Branch ****	Total feet (of logs cut)	42,000,000 (sic.)
East Branch ****	" " (of logs cut)	35,300,000 (sic.)
Tibbet's Brook ****	" " (of logs cut)	23,500,000 (sic.)

Not Itemized.

Bradbury Brook, south fork - - - - -	10,000,000 ft. (sic.)
Same, north fork - - - - -	7,000,000 " (sic.)
Begus Brook - - - - -	5,000,000 " (sic.)
Grand total logs cut - - - - -	103,800,000 feet (sic.).

Cannon

Mississippi

Water Power for Flour Mill

Saint Paul and Minneapolis Pioneer Press.

XXX

104

Sat. April 14, 1883.

Hist. Society

L. S. Staples.

#5, Col. #3, item #29. (Excerpt.)

"The Cascade manufacturing company at Cascade mills on the Cannon river in Goodhue and Dakota counties, organized for the purpose of carrying on a general milling business, filed articles with the secretary of state yesterday. The capital stock is \$25,000 (sic.), and the ^cincorporators are Daniel F. Alcin, Farmington; David Orr, Northfield; E. Lockwood, Northfield, and E. S. Drake, Cascade, Goodhue county." *****

Lake of the Woods

Navigation.

St. Paul and Minneapolis Pioneer Press

XX

116

Thursday April 26, 1883.

Hist. Society

L. S. Staples.

#2, Col. #6, headed "Wavelets."

"The steamer N. Mosher, a craft well known on the Lake of the Woods, has been seized at Winnipeg by Detective O'Keefe, acting under instructions from the customs authorities. It is alleged by the latter that the steamboat was employed to convey smuggled lumber to the Northwest."

Note: I cite the above to show steamboats were still operating on the Lake of the Woods in 1883.

Otter Tail

Red River of North

Water Power.

St. Paul and Minneapolis Pioneer Press.

XXX

126

Wed. May 16, 1883.

Hist. Society

L. S. Staples.

#7, Col. 3, item #10.

"Articles of incorporation of the Red River Land and Water Power company were filed, with the Secretary of State yesterday. The place of business is at Fergus Falls, the capital stock \$100,000 (sic.), and the incorporators are W. H. Hinkle, A. C. Austin, Harry J. Neiler, J. W. Griffin, C. E. Miner and Samuel Hill of Minneapolis; James Rowle of Philadelphia, and Peter Mac Master and A. G. Tod of Fergus Falls, who comprise the first board of directors. "

Rivers included in this estimate:

Black Hoof	Nemadji.	XXXXXXXXXXXX	Vermillion	Logging
Beaver Bay	St. Louis	Knife	Split Rock	
Brule	Gloquet -	Sucker	Sand Creek, and other smaller streams	
Encampment				

St. Paul and Minneapolis Pioneer Press

XXX

139

Sat. May 19, 1883.

Hist. Society

L. S. Staples

#12, Col. 5 and 6, headed "The Duluth District."

(Extract)

"The cut of logs in the Duluth and Superior district (for the winter of 1882-83), which includes the St. Louis river and the tributary streams, the Nemadji and the north shore of Lake Superior for an indefinite distance, and the south shore as far east as Siskiwit bay, has been fully equal to expectation (Ibid. p. 12, col. 1, listed as the "Duluth District, showing a total cut for the winter of 1882-83 as 297,355,996 [sic] ft.). But the absence of rains is having a more depressing effect upon the lumbermen in this section than elsewhere. The streams are all short and swift -- come up in a night and go down in a night -- and are generally now too low to permit of the driving of logs. A great many logs are therefore hung up, particularly on the St. Louis, and the loggers are apprehensive that they will not be got in. The cut is the largest ever made in the district and the visible supply is increased by a considerable number of logs carried over. No less than five new mills have been built, some of them large and splendidly equipped. This is particularly true of the three mills at Gloquet, or Knife Falls. "*****

Red and Clearwater.

Logging

St. Paul and Minneapolis Pioneer Press

XXX

139

Sat. May 19, 1883.

Hist. Society

L. S. Staples.

#12, Col. #3 (Extracts). (Log cut, winter of 1882-83)

"Frank Kline (log contractor) has also cut for Mr. Walker (T. B. Walker, a Minneapolis lumberman) 14,000,000 (sic.) (feet of logs) on the Clearwater river, tributary to the Red River system." ****

Ibid. p. 12, col. 4. "Mr. Clarke (N. P. Clarke, log contractor) also cut 7,000,000 (sic.) feet that went into the Red river waters, and thence to Winnipeg." ****
 Note: (These logs were cut along the tribs. of the Red river).

Logging

St. Paul and Minneapolis Pioneer Press

XXX

139

Sat. May 19, 1883

Hist. Society

L. S. Staples

#12 and #13, cols. #1-2-3-4-5-6-7 on page #12, and Col. #1 on page #13
 (Extracts) Article captioned "Thirty-five Townships."

"The Territory Stripped by the Lumbermen to Secure a Year's Supply of Logs

**** The Largest Cut Yet Secured in the Northwestern Pine Region - A Long
 and Favorable Winter,

(note: This large newspaper article includes statistics for both

Minnesota's and Wisconsin's log cut for the winter of 1882-83. I

have not selected the small tribs. of Minnesota's main logging streams,

but have summarized the cut as follows:)

Minnesota.

Feet of Logs.

Mississippi and Rum Rivers (and tribs) - - - - -	567,166,000
St. Croix River (and tribs) - - - - -	360,208,964
Duluth District (St. Louis, Cloquet, and streams emptying into Lake Superior - - -	297,355,996
St. Paul and Duluth Railroad. * - - - - -	38,160,090
Total - - - - -	1,263,990,960 (feet)

* This interprets "the timber district along the route of the St. Paul &
 Duluth R.R., and includes logging near Rush City, Pine City, Moose Lake,
 Barnum, Hinckley, and such streams as Rock Creek, and Mission Creek.

(Wisconsin Figures not taken)

**** " But it can be stated in a general way that more logs have

Contin'd from Pg. 627-A

been cut than ever before, and that it is not improbable that the maximum figure has been reached. This statement is based on the known and demonstrable fact that in the large centers of the lumbering industry the cut is very much in excess of previous years and that the mills have been springing up along the railroads recently built, and now building, through the pine region which have been generously stocked. The figures which the Pioneer Press this morning presents are likely to astonish even those most intimate with the lumber business. But the manufacture of pine lumber has been developing during the past three or four years beyond all comprehension, until a cut has been reached in the States of Minnesota and Wisconsin,* and some adjoining territory on the north boundary of the latter State, which in round numbers exceeds 4,000,000,000 (sic. four billion) feet. What constitutes 4,000,000,000 feet of logs will be difficult of comprehension to the person not accustomed even to measure with the eye upon the river bank or at the landing (log landing) places such insignificant lots, in comparison, as 5,000,000 (sic.) or 6,000,000. (sic.). Nor is the average mind likely to grasp within its conception the immense territory which is stripped of its growth of pine timber to supply the consumption for a single year. In the timber in which lumbermen are now generally cutting 200,000 (sic) feet will probably be an average yield to each forty acres, or 3,200,000 (sic.) feet

* Wisconsin's Log cut for winter of 1882-83 is listed as 2,973,336,758 ft.

Contin'd from Pg. 627-B

to each section. It may be said for convenience sake that the cut the past year (1882-83; winter of) has been 4,000,000,000 (sic.; cut for Minn. and Wisc.) feet, and it has not been far from that either way, and it is found that 1,250 (sic.) square miles of ground, a strip a mile wide and 1,250 (sic.) miles long, has been stripped of timber to satisfy a demand that grows no less and every year seems to grow greater.

**** Fed by a local market which would have been enough in itself to make a great industry, Minneapolis has steadily increased until the maximum cut of 314,000,000 (feet) (sic.) long lumber was reached last year, and to which amount two additional mills will contribute during the present season. St. Paul has given the lumber manufactories of the St. Croix clustered in and about Stillwater the same impetus as Minneapolis has given her own saw mills, and a steady western demand has made a market for her surplus stock of logs for the mills along the Mississippi as far south as St. Louis, which the St. Croix supplies conjointly with the Chippewa (of Wis.) and the Black (of Wis.). Meantime the extension of the Northern Pacific (R.R.), the development of Dakota and the Red River Valley, has attracted capital and experience in the business to the Duluth district -- the immediately contributory lake shore and the pine region along the Nemadji, St. Louis and the Cloquet -- until in point of the amount of manufactured lumber the district is entitled to rank next in importance to Minneapolis, in Minnesota.

Contin'd from Pg. 627-C

and threatens to outrank it within the next two or three years. There are the evidences present that more lumber will be manufactured within the next two years along the Northern Pacific, in Minnesota, than in Minneapolis. To these particular conditions contributory to the development of lumbering, after an established method -- with the aid of streams, pike poles, Mackinaw customed drivers, etc., etc., -- has been added a new and very important factor. Railroads have been built, particularly in Wisconsin, through territory which skirts the headwaters of the tributaries to the several main streams. **** There is nothing to attract the building of these roads into the wilderness of forest, except the lumber traffic. Every station, therefore, has a mill, possibly two or three, or even more of them, until there has been cut ofor this year's sawing on the North Wisconsin (R.R.) 187,000,000, (sic.) feet and on the Wisconsin Central (R.R.) more than 190,000,000 (sic.) feet.* There is no question about these logs being available. They are at the mills and rapidly becoming lumber. *****

**** In Minnesota, Princeton and Rush City mark the south boundary (of the pine forest), and there is very little west of the Mississippi or south of the Northern Pacific (R.R.). The manufactures are south of these lines, through the aid of large and powerful streams. *****

*I cite this as an example of the inroad railroads were making in Wisconsin for the movement of logs and lumber over the streams. Minnesota railroads had not yet used railroads for the movement of logs.

Contin'd from Pf. 627-D

**** The sales (of logs) for local consumption in Minneapolis last year reached 193,000,000 (sic.) feet. It will not be less this year. St. Paul will consume nearly or quite as much. It is fairly estimated that from 425,000,000 (sic.) to 450,000,000 (sic.) feet will be needed for building operations in the two towns. This is pretty near all the lumber the Stillwater and Minneapolis mills will manufacture. The surplus supply for their established market will come from other sources. ****

**** Measured by some conception of the enormous inroads being made each year upon the supply of pine in these Western States, the thing which will impress one who traverses the pine manufacturing regions and studies the methods in vogue in reducing logs to lumber, the thing which will most impress one will be the profligacy of destruction. New mills have sprung up everywhere, some of them models of convenience and mechanical skill, but nearly all of them equipped simply with circular saws, though it is pretty well established that the gangs (saws) saves fully 10 (sic) per cent in the amount of product. The philanthropists who have held up their hands in awe at the waste in vogue in the local mills, which find a market for their edgings and pretty much everything else except the saw dust, that doesn't go into lumber, would find food for reflection in the less favored locality where population is not so dense, at the lavishness with which everything except the lumber ----- great slabs that would rapidly make up a cord of pretty solid wood ----- is dumped into unending fires out of self-defense.

Contin'd from Pg. 627-E

In many of these mills, what may be converted into shingles, lath and pickets is ignored and goes into these same fires, simply because it can not be given away, and because there is absolutely no market with existing traffic rates for its sale. What the lumber manufactures of Minneapolis, who have had added to their other blessings an unprecedented local market, at retail prices, get about \$5 (sic.) per 1000 (sic.) for, costs lumber manufacturers elsewhere about \$3 (sic.) to get rid of by feeding it to flames on ingeniously constructed pyres, or in vast dome-like furnaces. Current estimates put the period for the exhaustion of the pine timber supply in Minnesota and Wisconsin ten years away; but the lumbermen smile and point to the fact that ten years ago this same prophecy was made, and that they are finding every winter, on land they believed was cut clear years ago, more timber than was originally cut from it. *****

s Mississippi,
St. Croix and
Minnesota

Fish Planting

St. Paul and Minneapolis Pioneer Press

XXX

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Wed. June 6, 1883.

Minn. Hist. Soc.

L. S. Staples

#7, col. #1 captioned "Tuesday's Foreordinations;" item #12.

(Extract) "The fish commission this season have placed about 5,000,000
(sic.) white fish in the Mississippi, Minnesota and St. Croix rivers, be-
sides distributing to a large number of applicants nymacush (sic.), carp
and landlocked salmon. " **** "

* Apparently, the carp were meant for lakes in Minnesota.

----- Red and
Red Lake rivers

Logging and Lumbering.

St. Paul and Minneapolis Pioneer Press.

XXX

167

Sat. June 16, 1883.

Minn. Hist. Soc.

L. S. Staples

#10, col. #3, headed "Red Lake Pine."

"Grand Forks, Dak., Special Telegram, June 15.-- Negotiations were concluded to-day whereby T. B. Walker of Minneapolis will at once erect a saw mill at East Grand Forks to cost \$200,000. Mr. Walker promises to complete the mill in time to cut considerable lumber this season. The site for the mill consists of six acres donated by citizens and lies on the banks of the Red Lake river. Mr. Walker has also purchased twenty-eight lots for yard room and two acres on which to erect a private residence. All the Red Lake pine is naturally tributary to this city by the Red Lake river and Mr. Walker owns nearly all outside the reservation (Red Lake Reservation)."

St. Louis River

Boom Toll Dispute.

St. Paul and Minneapolis Pioneer Press.

XXX

198

Tuesday, July 17, 1883.

Minn. Hist. Soc.

L. S. Staples.

#7, col. #3 headed "A Boom Company's Rights. "

"The case of the Duluth Lumber company against the St. Louis Boom and Improvement company cannot certainly be classed with "unwritten history," since it has been discanted upon time and again and given in all its bearings. It was recently submitted to Judges Miller and Nelson, of the United States ^Circuit ^Ccourt, without a jury, and in the decision rendered by Judge Miller, he says: (quotes).

"We are of the opinion that the action in this case is not sustainable, and judgment will be rendered for the defendant." (end of quotes).

Briefly, the Duluth Lumber company sued the St. Louis Boom company for logs taken possession of by the latter, and held as security for tolls due for services in booming, scaling and delivering other logs belonging to the former. The plaintiff denies that the boom company have any right to make such detention under the statute which creates the Knife Falls Boom corporation; and, further, that such statute would be unconstitutional did it confer such power. Judge Miller controverts both assumptions in his opinion. The statute, he says, clearly contemplates that within the boundaries specified, between Townships 49 (sic.) and 50 (sic.), the boom company are authorized to boom, scale and deliver all logs not in rafts or in tow, (and owing to the natural difficulties rafting or towing is impossible in that part of the St. Louis river), and are also entitled to compensation for

Contin'd from Pg. 630-A

the service, which is recognized as one necessary for the good of the community, many owners of logs above the townships specified sending their cut down the river and unseparated until they reach the Knife Falls boom. The judge places the boom company on a footing with pilots on the seaboard, who are recognizably entitled to tolls or half tolls, whether their services are used by vessels or not. As to the constitutionality, he opines that nothing in the State constitution has been cited with which the statute in question conflicts. The claim that the boom company is guilty of obstructing a navigable stream he also negatives, and says that almost all streams in Western waters capable of floating logs have been declared navigable as a measure of polity to prevent the building of dams which would obstruct the passage of logs. The decision is a peculiarly lucid one, and is without verbiage or circumlocution."

Wells Creek

----- Empties into
Lake Pepin.Water Power.
Flouring Mill.

Goodhue County Republican. Red Wing, Minn.

XI

5

Sept. 20, 1867

Hist. Society

L. S. Staples

#3, col. #2 headed "Genesee Mills."

"We received a sack of flour from J. C. Skinner, proprietor of these Mills (sic.), situated on Wells Creek (Begins in Belvidere Township, runs into Hay Creek Township, then east into Florence Township, thence empties into Lake Pepin.), and we can pronounce it, after a fair trial, as good an article of flour as there is made in the State. The mills are now in good running and working order, and working to their full capacity *****"

Red Lake proper
and Red Lake River.

Red

Navigation and Boom.

St. Paul and Minneapolis Pioneer Press.

XXX

206

Wed. July 25, 1893.

Hist. Soc.

L. S. Staples.

¶7, col. #3, par. 2. "The articles of incorporation of the St. Hilaire Navigation and Boom company were filed with the secretary of State yesterday. The new corporation has for its objects the construction and equipment of boats to ply on Red Lake, and Red Lake river and its tributaries, and on the neighboring bodies of water; the construction of booms, piers, dams and canals; and indidentally the use for manufacturing purposes any head of water that may result from the building of these works. The capital stock is fixed at \$50,000 (sic.), to be divided into 2,000 (sic.) shares of a par value of \$25 (sic.). The articles go into effect Aug. 10, and at least 5 (sic.) per cent of the capital must be paid in by that time. The incorporators and original board of directors are Frank Ives, R.C. Jones, Theophile Thubeau, George Campbell, and W. H. Welch, all of St. Hilaire."

St. Louis

Organization to
oppose boom monopoly.

The Daily Pioneer Press (St. Paul & Mpls.)

XXX

221

Thurs. Aug. 9, 1883

Minn. Hist. Society

L. S. Staples.

#2, col. #7 captioned "Duluth's Lumbermen."

"Duluth, Special Telegram, Aug. 8.-- The lumbermen of this city have formed an association called the Lake Superior Lumber association which has in view the protection of lumber and pine interests at the head of Lake Superior against the exactions of the C. M. Nelson company. James Gamble was chosen president of the association and D. G. Culter, secretary. A committee of three was appointed to draft articles of association, which explain the objects of the meeting. The articles are very clear and definite, constituting a strong arraignment (sic.) of the monopoly which threatens the very existence of Duluth as a lumber manufacturing center. The preamble points out that --- (Quotes) Duluth is the natural point for the manufacture of lumber on the St. Louis river and the bays of Duluth and Superior afford ample room for booming, assorting and distributing logs; that competing lines of railroad and water communication give every facility for reaching the markets of the country; that already a large amount of capital has been invested in the erection of mills and the purchase of pine timber on the St. Louis river; but all these natural and acquired advantages are rendered almost useless by the unjust exactions of the corporation at Knife Falls. The articles further say that the plan and purpose of the Nelson company is to destroy and cripple this important industry first, by levying a tax of \$80,000 (sic.) per annum on all logs destined for the head of the lake, and

Contin'd from Pg. 633-A

second, by obstructing and holding them during the high water and logging season. The continuance of obstruction at Knife Falls will place all the timber on the St. Louis river and tributaries, amounting to many thousand million of feet, entirely at the mercy of the Boom company at Knife Falls, as there will be no outlet for timber above the falls. This gives the parties acting with the boom company power to fix the price upon all this timber, makes them monopolists and practical owners of other people's property.

In view of these facts, the association formed an executive committee, consisting of Messrs. W. L. Banning, George Green and A. M. Miller, with full power to bring suits, employ counsel, collect evidence, and generally do all such other matters and things lawful and proper to be done to keep the St. Louis river open to Knife Falls for the full, free and untaxed passage of logs. The meeting adjourned, subject to the call of the president."

Red River

634
Lumbering.

The Daily Pioneer Press (St. Paul & Mpls.)

XXX

225

Monday, Aug. 13, 1883

Minn. Hist. Society

L. S. Staples.

#2, col. 3 headed "The Grand Forks Sawmill."

"Minneapolis, Aug. 11.-- To the Editor: In this morning's issue of your paper I find a statement that the people of Grand Forks failed to encourage the sawmill scheme that was under consideration there this season. This statement is anything but correct. The people there were extremely anxious to have mills built, and in general not only encouraged the scheme, but offered substantial help toward the same. Mr. Traitli in particular spent much time and attention. Mr. Prouty and Mr. Stone, as well as Mayor McCormick, Capt. Griggs and various other persons, put in time and work and were willing to contribute money or property toward establishing the business. But some enterprising person having reported that the mill scheme was perfected and an agreement made upon my part to construct the mills, the real estate boom rendered it impossible to obtain ground for piling lumber. Crookston has much better boomage facilities, and also better location for mill and yards, but is certainly no better as a shipping point."

St. Louis River.

Water Power Improvement.

The Daily Pioneer Press (St. Paul and Mpls.)

XXX

235

Thurs. Aug. 23, 1883

Hist. Society

L.S. Staples.

#10, col. #1 headed "Duluth."

"The officers and stockholders of the St. Louis River Water Power company will assemble here (Duluth) in a few days, to arrange for the improvement of the river. It is reported, now, that the work will be done at once. It will begin near Thompson, about twenty-five miles from Duluth, by the digging of a canal, 4,500 (sic.) feet long, from the mouth of the Midway river to the St. Louis, at a point below Thompson, along this canal, the fall and volume will be sufficient to operate a great number of mills. Two practical mill men are now under agreement to build flouring mills on this canal as soon as it is ready for them. Two pulp mills are also contemplated at Fond du Lac. The value of the improvement to be made on the St. Louis this season will be about \$75,000."

Mississippi

Power Company Incorporates

The Daily Pioneer Press (St. Paul and Mpls.)

XXX 259

259

Sun. Sept. 16, 1883

Minn. Hist. Society

L. S. Staples

#7, col. #3, item #15

"Articles of incorporation of the Brainerd Electric Light Company were yesterday filed with the secretary of State. The capital stock is fixed at \$30,000 (sic.), and the in^corporators are J. H. Woolsey, H. S. Lyle, J. H. Koop, W. W. Hartley and N. J. Saviers, all of Brainerd. These gentlemen constitute the first board of directors."

Note: This article does not state water was to be used as a source of power. I took the item to set the date electricity was to be used for lighting in that city.

Red Lake

Red River

Water Power

The Daily Pioneer

(St. Paul and Mpls.)

XX

264

Friday, Sept. 21, 1883

Minn. Hist. Society

L.S. Staples

#7, col. 3 under column headed "Reported in the Rain."

Item #11 (Extract). **** "Also the Crookston Boom and Water Power company (filing articles of Incorporation), the general nature of the business being the driving and booming of logs and timber, and the construction or establishment and maintenance of water powers for milling and manufacturing purposes, on the Red Lake river, Clearwater lake, or any sloughs, bayous or low lands adjacent; it continues fifty years; the capital stock is \$25,000 (sic.), limit of indebtedness, \$5,000 (sic.); the incorporators are T. B. Walker and P. B. Walker, Minneapolis; W. T. Hurlburt, Crookston; J. J. Kline and E. C. Whiting^{ney} of Minneapolis, and S. C. Bagley of Polk county."

St. Louis

638
Creditors' Committee In-
vestigation of financial resources
of Knife Falls Lumber Company.

Daily Pioneer Press (St. Paul-Mpls)

XXX

305

Friday, Nov. 2, 1883

Minn. Hist. Soc.

L. S. Staples

#7, column #3 captioned "Drawn from a Day's Doings;" item #19.

"The committee (creditors') appointed to investigate into the affairs of the Knife Falls Lumber company have made a report very favorable to the company, and recommended extensions on the part of creditors for 12, 18 and 24 months. It is stated that the examination into the company's books show liabilities of \$216,568 (sic.) and assets amounting to \$500,000 (sic.); and, with all allowances made for shrinkages, a surplus of more than \$200,000 (sic.) of assets over liabilities clearly appears. "

Red River of the
North.

Navigation and Commerce

The Daily Pioneer Press (St. Paul & Mpls.)

XXX

329

Saturday, Nov. 24, 1883

Hist. Society

L. S. Staples

#2, cols. #4 and #5 captioned "Red River Navigation."

"Operations on the Red river this season have been conducted from Fargo by the Grandin line of steamers, and from Moorhead by the line of transportation owned and operated by the Alsop Brothers. The river has been somewhat low throughout the entire summer, and this has interfered with navigation to a considerable extent, and coupled with this, the fact that no dredging has been done, owing to no appropriation being made, and no snags removed from the channel, the transportation of goods has been at times tedious. During the latter part of the season there was great activity in the wheat trade. Navigation, unfortunately, closed before the whole of the crop could be moved. The piercing of the country contiguous to the Red ^Rriver, and running parallel to that stream, and the two lines of the St. Paul, Minneapolis & Manitoba railway, have had a marked effect on the nature of the goods offered for shipment. The lumber trade fell off more than one-half, owing to the sharp competition of the railways, while the carrying of cord wood, farm products and miscellaneous stores increased in like proportion. The Grandin line steamer was laid up for repairs for about six weeks causing an apparent falling off in the business of that line. The following is a careful estimate of the amounts of each kind of freight handled by each of the two lines during the past season (of 1883) up to the present time:

contin'd from Pg. 639-A

Grandin Line.

<u>Cargo</u>	<u>POUNDS.</u>
Merchandise carried down the river - - - - -	-1,756,873
Merchandise carried up the river - - - - -	549,311
Wheat brought up the river - - - - -	<u>5,400,000</u>
Total - - - - -	7,706,184

ALSOP LINE.

<u>CARGO</u>	<u>POUNDS.</u>
General Merchandise - - - - -	4,875,946
Wood - - - - -	10,400,000
Grain - - - - -	<u>4,500,000</u>
Total - - - - -	19,775,946

The Grandin line expected to handle about 9,000,000 (sic.) bushels of wheat, and the Alsop line a slightly increased amount. At the close of the season's work the books show a falling off of between 3,000,000 (sic.) and 5,000,000 (sic.) pounds in the amount of freight handled this year as compared with that of last. The causes of this are given as the condition of the river, the great number of snags and the low water. The steamboat men claimed that, notwithstanding the competition of the railway lines, they had all the business they could handle. "

Red Lake river

Water Power Development

The Daily Pioneer Press (St. Paul & Mpls.)

XXX

338

Tuesday, Dec. 4, 1883

Historical Society

L. S. Staples.

#7, col. #3 captioned "Touched up for Tuesday;" item #14.

"Articles were yesterday filed amending the articles of incorporation of the St. Hilaire Navigation and Boom company, empowering it to erect a dam across Red Lake river, to develop the water power and erect and operate lumber, flour and paper mills. "

Red River.

041
Electric Light Power
Co. Incorporates.

The Daily Pioneer Press

XXX

341

Friday, Dec. 7, 1883

Historical Society

L. S. Staples.

#7, col. #3 captioned "So Wags the World;" item #15.

" The Moorhead Electric Light and Power Company, with a capital stock of \$50,000 (sic.), and limit of indebtedness as \$25,000 (sic.), filed articles of incorporation yesterday. The corporation is to endure thirty years from Dec. 1." ****

Mississippi

Water Power.

The Daily Pioneer Press (St. Paul & Minneapolis.)

XXI

16

Wed. Jan. 16, 1884

Historical Society

L. S. Staples

(Extract)

#2, col. #3 captioned "Water Power For St. Cloud. "

"St. Cloud, Special Telegram, Jan. 15.-- At a special election held here to-day for the purpose of voting on the issue of \$100,000 (sic.) in bonds to aid the St. Cloud Water Power company in putting a dam and water power at this point, the proposition was carried by a majority of 587 (sic.), there being but 53 (sic.) votes out of 742 (sic.) against the bonus. This assures construction of one of the best dams and water powers on the continent; *****

St. Louis

Litigation over Boom
at Knife Falls.

The Daily Pioneer Press

XXXI

18

Friday, Jan. 18, 1884

Historical Society

L. S. Staples.

#3, col. #3 captioned "Suing a Boom Company."

"Duluth, Special Telegram, Jan. 17.-- The trial of the case of Robert Osborne et al. versus The Knife Falls Boom Company still continues, and will probably not be concluded for a week or more. This was the fourth day. Hon. J. N. Castle of Stillwater arrived to-day to take part in the defense. The attorneys for the plaintiff are J. M. Gilman, Hon. Gordon E. Cole and W. W. Billson, and for the defense N. P. Warner and Mr. Castle. Nothing has been done as yet but the examination of plaintiff's witnesses. Efforts were made to prove that the Knife Falls boom was not only unnecessary to make the St. Louis river a good logging stream, but is a positive injury to the milling industry of Duluth. Several Duluth lumbermen testified that in the aggregate they had several hundred million feet (of logs) tributary to the St. Louis, but the boom company made it worthless to Duluth, and none were now cutting logs on the St. Louis or tributary streams to bring to Duluth. Mr. Graff testified to the firm of Graff, Little & Co. cutting 3,500,000 (sic.) feet of logs on the St. Louis in the winter of 1881-2, and owing to the delay of the boom company in sluicing them through, had not yet received them all. An Indian, who has had long experience on the St. Louis, testified to-day by an interpreter as to the depth of the river and fitness for navigation for canoes and logs. His testimony was very interesting, and bore directly on the point as to whether

Contin'd from Pg. 643-A

the boom was necessary. All the testimony thus far has been to show that the river, before the boom was constructed, was perfectly fit for driving logs; that its construction injured the stream and that Duluth lumbermen lost a large amount by delay of logs in coming down to the mills on account of the boom company. The trial excites a good deal of interest and the court room is crowded all the time with interested spectators. Its outcome is of much interest to Duluth lumbermen. "

Otter Tail

Red River of the North.

Water Power.

The Daily Pioneer Press (St. Paul and Mpls)

XXXI

21

Monday, Jan. 21, 1884

Historical Society

L. S. Staples

#2, cols. #3 and #4 captioned "On the Eden of the Valley."

(Extract from column #4 headed "Fergus Falls as a Milling Center.")

**** " The future importance of Fergus Falls as a manufacturing center is assured beyond a doubt. Situated at the Falls of the Red river (note: here called the "Red;" now called the "Otter Tail."), it has the advantage of a water power second only to that at Minneapolis. The river has a fall of 200 (sic.) feet in a distance of less than six miles, and the fall within the city limits is eighty-three feet. The river above the falls is short, and as it drains the entire system or group of lakes above, the supply is always regular. So even is this constant flow of water that the total variations during the year have never exceeded two feet. It is claimed by citizens that by the expenditure of a few thousand dollars at the foot of Otter Tail lake, the variation could be reduced to less than 7 (sic.) per cent of what it is now.

There are more than 500 (sic.) surveyed lakes in Otter Tail county, and the total number of lakes tributary to the Red river is now open. This insures an inexhaustible supply at all seasons, and the dangers are thus almost entirely avoided. The power obtainable at this point is, in the aggregate, more than 15,000 (sic.) horses (h.p.), and could be utilized at very small expense. There are already two flour mills here, with a capacity of

Contin'd from Pg. 644-A

500 (sic.) barrels per day, and others will be erected during the present year. Mr. H. G. Page, will erect a 500 (sic.) barrel mill this year, and it is stated that C. A. Pillsbury & Co. have a similar enterprise in contemplation *****

Red River

Improvement

The Daily Pioneer Press (St. Paul & Mpls)

XXI

46

Friday, Feb. 15, 1884

Historical Society

L. S. Staples.

#6, col. #3, captioned "Red River Improvement "

"Grand Forks, Dak., Special Telegram Feb. 14.-- The chamber of commerce at its meeting last evening appointed a committee to consider a communication giving important facts in relation to the improvement of the Red river. The document was examined to-day, and shows among other things that by putting reservoirs in at Traverse lake and Otter Tail (lake) the surplus water can be held in reserve, so as to prevent the disastrous overflows by which this valley (Red River Valley) has been visited in the springs of the past two years. Many thousands of dollars can thus be saved each year, and the effects would be to facilitate navigation during the low water periods. The dams would each have to be ten feet high, and the cost of the one at Traverse lake, including damages for backwater, would be \$100,000 (sic.), and at Otter Tail \$150,000 (sic.). A special meeting has been called for next Wednesday evening to consider a memorial to Congress on the subject."

Red River of the
North

Communication.
Hudson Bay Route to Europe.

The Daily Pioneer Press (St. Paul & Mpls)

XXXI

47

Sat. Feb. 16, 1884

Historical Society

L. S. Staples.

#3, col. #6 headed "The Hudson Bay Route."

"How the Farmers of the Red River Valley View the Question of an All-Water Route to Europe."

"Fargo, Special Correspondence, Feb. 14.-- The Hudson Bay route, so lately introduced to the notice of the Northwestern people, is the subject of much talk in the hard wheat region, as the Ultima Thule (sic.) of routes from the Red ^River valley to the great produce marts of Europe. The fact that a part of the waterway lies through Manitoba will not be a serious drawback to the adoption of the route as a channel of egress from the wheat fields of the Northwest. Although a comparatively recent idea, the farmers of Manitoba are said to be looking forward anxiously to the way in which the Ottawa Parliament will treat the application for \$1,000,000 (sic.) that has been made, with the purpose of applying the money to the improvement of the Nelson river. The stream mentioned is said to have been utilized for navigation by smaller craft ever since the establishment by the Hudson Bay company of its fur trading posts in the far Northwest. The chief obstruction, as stated by an old fur operator to your correspondent, is a series of shallow rapids located about one hundred and twenty-five miles from Hudson's Bay. This obstacle probably could be overcome by digging a canal around the rapids, and using a lock and dam for the purpose of raising and lowering the vessels. Of course, some dredging would have to be done on the upper Nelson river, but the soil is of a solid character, and the channel is fixed and unchanging.

Contin'd from Pg. 646-A

The other point upon which some doubt is manifested is whether Hudson's bay proper is at all times accessible to steamers. It is stated that while some seasons it is easy of access the year around, other years it cannot be approached except during a season commencing in the latter part of July and lasting through August to the end of September. Out of several interviewed, no one appeared to be thoroughly informed on this point, and it will doubtless come up for settlement on the argument on the appropriation of \$1,000,000 (sic.) for the improvement of the route. Many people in Dakota, especially in the Red ^River valley, are taking an interest in the prospective outlet to the North. It fills the bosom of the agriculturist with feelings which President Hill's (of the G.N.R.R.) dulcet tones of conciliation cannot even arouse.

"FREIGHT ESTIMATES"

The agitators of the project in Manitoba give out that wheat can be shipped from Winnipeg to Liverpool for 11 (eleven) cents per bushel against the present rate of 45 (forty-five) cents via Sir John Macdonald's Canadian Pacific tartar. The Northwestern farmer sits down and figures out a clear profit of 34 (thirty-four) cents in even this partial transportation, and more if the grain is forwarded to Liverpool via Montreal. Thirty-five cents added to the present price of 70 (seventy) cents, paid in Winnipeg, would convert this Northwest into a land flowing with de facto (sic.) milk and honey.

Contin'd from Pf. 646-B

and at once treble the price of all wheat bearing land throughout the Northwest. Is it any wonder that the farmer looks with longing eyes for such a consummation?

There is no doubt that the opening of this route, if it is accomplished, will be incalculable benefit to North Dakota. By its establishment, barges loaded with grain could be loaded at Fargo --- the head of navigation on the Red River of the North --- and shipped to Liverpool; breaking bulk only once at the mouth of Nelson river. An effort is also being made to open up a route by way of the Bois de Sioux river, and Lake Traverse and Big Stone (lake), and thus into the Minnesota river to the Gulf of Mexico. It is stated that a canal four miles in length, and some dredging, will make this route navigable for small craft during the open season. Either of the routes it may be safely said, are entirely practicable, and it only needs to have the necessary appropriations made, and I predict a move in that direction in the near future, to demonstrate the feasibility of placing the wheat of the Northwest in the markets of the world by an exclusively water transportation. Action is being taken by various towns along the river for the placing before Congress of a request for the inauguration of a reservoir system on the Red (river). The Chamber of Commerce of Moorhead has passed a resolution based on a report of a major of engineers, showing the feasibility of reservoirs, asking Congress to appropriate \$100,000 (sic.) to inaugurate the work. The

co-operation of Congressman (Knut) Nelson (of Minnesota) and Delegate
Raymond (apparently, of North Dakota) in this matter is urged, and Red
^R
river cities are asked to take action for the same object."

(Signed) J.M.F.

Red River of the
North.

647-A
Improvement of Navigation.

The Daily Pioneer Press (St. Paul & Minneapolis)

XXXI

54

Sat. Feb. 24, 1884

Historical Society

L. S. Staples.

#7, col. #2; article captioned "Improvement of the Red River."

"Capt. Griggs of Grand Forks, who has sailed the raging Red for the past fifteen years, and who is probably more familiar with its waters than any other man between St. Paul and Winnipeg; is at the Merchants (hotel) and had a little talk yesterday afternoon with a Pioneer Press reporter with reference to the proposed improvements which Congress is to be asked to make by the Grand Forks Chamber of Commerce committee. Capt. Griggs said the subject was one in which he had long taken an interest, for reasons which he could explain. The reservoir system meant the construction of a four or five feet dam at the outlet of Lake Traverse, which would cost from \$50,000 (sic.) to \$75,000 (sic.). This would retain the headwaters of the Bois du Sioux and the lake, which drained a large area of country. A second dam was required at Otter Creek, which drained a large tract and which would, on account of the bluff banks of the lake, cause but little loss in drowned lands. This would cost \$75,000 (sic.). A third dam should be constructed to retain the waters of Red lake, which could be done at about the same expense and with but little damage. To show the importance of these dams, he would say that the waters in Lake Traverse and Otter Tail lake break up the earliest in the spring, and so suddenly that he has seen the river twenty-five feet high at Fort Abercrombie before there was any sign of a rise at Grand Forks. When these waters come down, the towns along the banks suffered severely, while,

Contin'd from Pg. 647-A

in the last two years, over five hundred farms had been flooded so that they could not be cropped --- the best farms in the Red ^K river valley, yielding under ordinary circumstances forty bushels to the acre. The retention and regulation of the spring waters by these dams would enable them to be let off gradually, and thus obviate the heavy periodical losses by these floods.

AS PREVENTIVES OF DROUGHT

Again, just as in a canal system, these waters would be saved up, and when the season of low water came, in the fall, could be utilized to maintain navigation during the period the boats are moving the grain, when the water is always at its lowest. The work of dredging was very much required. The work already done had been productive of much good, as for instance, at a point below Grand Forks, which was the worst part of the river, after being dredged, he could take a tow of 24,000 (sic.) bushels of wheat through in five minutes, where previously he had to occupy twenty-four hours. Dredging in the Red had the advantage that it was permanent. The bottom was clay, and when a bar was cleared away it did not drift up again. Last fall they were unable to move a great deal of the grain from Drayton and that district where there was a large and increasing production depending on the boats for movement, on account of the low water and the state of the channel. With one year's dredging between Grand Forks and Drayton he would guarantee to move 2,000,000 (sic.) to 3,000,000 (sic.) bushels to market before the close of

Contin'd from Pg. 647-B

navigation each year. He had no idea what the prospect of success for the Washington deputation were, but if Congress made these improvements he knew that the results would be of incalculable benefit to the Red River valley and the whole country which was interested in its productiveness."

----- Red River of the
North.

648-A.
Communication. The
Hudson Bay Route.

The Daily Pioneer Press (St. Paul and Mpls.)

XXXI

65

Wed. March 5, 1884.

Hist. Society

L. S. Staples.

#8, Col. #4 captioned "The Red River Farmers."

"Fargo, Special Correspondence, March 4, -- Notwithstanding the fact that several cities have sent delegates to the Emerson (Canada) convention, called to further the interests of the Hudson's Bay railway project, it is not believed that much interest is felt in the project (railroad project, from Winnipeg to Hudson's Bay) by people on this side of the line. The proposed connection of the headwaters of the Red and Minnesota rivers by means of a canal, and shipping the grain up the Red and down the Minnesota in barges via St. Paul to the Gulf of Mexico, and thence to Europe, meets with universal approval throughout the valley, and Congress will soon be asked to put its practical utility to the test by making an appropriation for the needed improvements. The reservoir system asked for by the committee of Grand Forks citizens now in Washington will also be serviceable for this purpose. The people of Ortonville, in a circular, call the attention of the people of the valley to this matter, and make claims that the necessary improvements will consist of a ditch two miles long and about nine feet deep, with one or two locks, in connection with the reservoirs, which will demonstrate the entire practicability of the proposed route. The committee sent to Washington have as yet made no report, but people are hopeful that Congress will see fit to lend its aid to a project that, it seems, will be productive of such good results. The amount asked -- \$350,000 - (sic.) it is thought will completely

Contin'd from Pg. 648-A

cover the cost of the improvement. In case the improvements outlined above are ordered, it is thought the appropriation asked for the improvement of the Red ^River - \$30,000 (sic.) - will be amply sufficient to put that stream in good order, and make the movement of grain up and down the river so free from embarrassment by shallows, snags, etc., that the steamboat lines will find no difficulty in competing with the railways for this class of transportation. The neglect of the last Congress to make an appropriation for dredging, etc., has had the effect of impeding the commerce of the Red ^River somewhat, and an appropriation is absolutely needed this summer for the purpose of providing for the removal of the accumulated obstructions. The amount of \$10,000 (sic.) is asked for the purpose of carrying on the dredging, etc., in the early spring, before Congress can pass the regular appropriation of \$30,000 (sic.).

THE RESERVOIRS

The construction of the reservoirs called for in Maj. Allen's /of the U. S. Engineer Corp./ estimates would have the effect of giving a fresh impetus to the steamboat business on the Red ^River. The construction of these works would be followed by a restoration of confidence, new steamers would be built, the traffic, both in freight and passenger, would be increased, and new life would be infused into the steamboat business on the Red. St. Paul should take a deep interest in the construction of the canal to connect Big Stone and Traverse lakes. In case this route can be made

Contin'd from Pg. 648-B

operative, it will have the effect of shutting Duluth off entirely from the wheat of the Red ^River valley and the great expanse of country west, diverting it to St. Paul, at which point transshipment would probably take place, thus adding to the importance of that point as a wheat center. This would seem to be a solution of the wheat question for St. Paul, and it seems that a million dollars could not be better placed by her business men than in securing the safe and continuous navigability of the Minnesota river, and in the construction of the locks, reservoirs, etc., heretofore referred to. It will bring to St. Paul's door the aggregated crop of the Red ^River valley and adjacent country, at a cost that will be nominal after the construction of the improvements, and will make that city master of the situation and the best and greatest wheat market in the Northwest."

Red River of the
North

649
Improvement of Channel
on Canadian Side.

The Daily Pioneer Press (St. Paul & Mpls.)

XXXI

61

Sat. March 1, 1883.

Hist. Society

L. S. Staples

#5, Col. #4, article headed "Improving the Red River."

"Winnipeg, Special Telegram, Feb. 29.- Much-needed improvements in the Red River are to be made at last. K. Arnoldi, chief engineer of the department of public works, Ottawa, is in the city, together with a number of men from Lockport, N. Y., brought here for the purpose of preparing for operation the new dredge, steam tug scows, etc., recently purchased in Lockport by the dominion government, at a cost of \$45,000 (sic.), for work in the Red ^River. It required twenty-six cars to transport the material. They will be at once put in shape. The dredge is exceedingly ^ypowerful, and will be permanently employed here /at Winnipeg/. The first work undertaken will be the dredging of the bar. There is an appropriation of \$65,000 (sic.) for work, but this amount will, of course, be supplemented."

Red River of the
North

Improvement by Reservoirs.

The Daily Pioneer Press (St. Paul & Mpls.)

XXXI

53

Friday, February 22, 1884.

Hist. Society

L. S. Staples.

#6, Col. #3, article captioned "Red River Reservoirs."

"Grand Forks, Dak., Special Telegram, Feb. 21.-- At a large and enthusiastic meeting of the Chamber of Commerce to-night a memorial to Congress was presented by Dr. Collins and a committee consisting of the following named gentlemen appointed to urge the merits of the reservoir system at Lake Traverse and Otter Tail, also Red Lake, upon the attention of members of Congress: Mayor McCormick, who left for the East to-day; Hon. George H. Walsh, who went to Washington several days ago; G. S. Tiffany, register of the land office, now at Washington; William ^UBridge, also there; and George B. Winship, who leaves to-morrow. They are instructed to use all honest arguments and effort to secure the passage of the Nelson pine land bill, in favor of which numerous petitions have been forwarded, and also to explain and urge the importance of the reservoir system and improvement of the Red ^River, not only to commence, but as a protection to property in the low land of the valley. All business centers in the Northwest are requested to co-operate by petition and every honorable influence to secure the highly necessary work recommended. Congress is asked to appropriate \$350,000 (sic.) for the three lakes named. The memorial concludes:

The estimated cost of the reservoir system for Lake Traverse, including damage to overflowed land, has been placed at \$100,000 (sic.); for Otter Tail lake at \$150,000 (sic.), and for Red Lake at \$100,000 (sic).

Contin'd from Pg. 650-A

When the vast benefits to be derived from the aforementioned improvements are considered, the expense thereof sinks into insignificance. Therefore, your memorialists ask that the national Congress adopt such measures and make such appropriations as may secure an early survey for the purpose herein set forth, and for such your memorialists will ever pray.

/Attest/ John Lamb, Secretary Pro Tem.

A. H. Brown, President

A Communication from Orton^Ville, Minn., in reference to constructing a dike between Lake Traverse and Big Stone lake was considered and a resolution of endorsement and sympathy passed. The Ortonville people claim that by a two mile dike and a single lock with a depth of less than ten feet would connect the two. The general face of the country is almost level, and the water so sluggish that the late Gen. Warren's elaborate theory that all the rivers now running to the north in the Red ^River system were once a part of the Mississippi, gains credence. They claim that the expense of connecting the lakes and improving navigation would be far less than estimated by Engineer Davenport of St. Paul; that while his estimate is based on the cost of land at \$60 (sic.), the same lands would not bring \$5 /apparently meaning \$60 and \$5 per acre/. They ask appropriation for the canal work, and also for the reservoir system demanded by the Grand Forks and Moorhead organizations"

Red River of the
North

Improvement

The Daily Pioneer Press (St. Paul and Mpls.)

XXXI

58

Wed. Feb. 27, 1884.

Hist. Soc.

L. S. Staples.

#1, Col. #5 head "Rivers and Harbors." (Extracts)

"Washington, Special Telegram, Feb. 26.- Included in the papers transmitted to the House of Representatives by the Secretary of War, under date of Feb. 13, on the subject of river and harbor improvements, is the report of Engineer Charles J. Allen of St. Paul. (Letter follows, dated at St. Paul, U. S. A. Engineer's office, Jan. 28, 1884) *****

(Article 5 of letter) "Fifth - Improving the Red River of the North, Minnesota and Dakota. To get the fleet at work on the sections of the river below Moorhead and below Grand Forks, to continue the work of deepening the channels and dredging through the shoals -- \$10,000 (sic.).

Every month of delay in dredging on this stream is so much delay in the movement of wheat in barges which receive the grain at many points along the stream *****

Otter Tail, or Red

Description of Fergus
Falls Water Powers.

The Daily Pioneer Press (St. Paul & Mpls.)

XXI

67

Friday, March 7, 1884

Hist. Society

L. S. Staples

#9, Col. #3, captioned "The City Without A Boom." (An Extract)

**** "In the midst of this rich and flourishing district, and the upon/dividing line between the timber country on the north and east and the rolling prairie on the west and south, looms up the city of Fergus Falls, now feeding from 6,000 (sic.) to 7,000 (sic.) inhabitants, and proudly known as 'the city without a boom.' The quotation, however, should not give the impression that there is not here the same hearty enthusiasm and pushing energy that possess all growing Western towns, but its people are more given to laying lasting foundations for future and certain greatness than the too frequent mistaken policy of artificial booming. But that which is attracting special attention to Fergus Falls is the special advantages of this point for manufacturing. The Red ^River here has a fall of 200 feet, not all in one cataract, but distributed along the rapids of the stream for six or seven miles, with a power of from eight to twenty feet head every few hundred yards. The immense lake surface through which the upper river passes also secures at all seasons of the year a uniform flow of water, which, being used and re-used to many times, as it encounters each dam, makes a water power superior to Minneapolis, with only a matter of time until it will also be as well used.

Water Power No. 1 is owned by Hon. H. G. Page; dam and flumes built last year. A large flouring mill will be erected the coming summer.

Contin'd from Pg. 652-A

Water Power No. 2 is owned by the Fergus Gas and Mill company, a large part of the stock of which is owned by Minneapolis capitalists. This power drives a flour mill, the city water works pumps, and two new flumes are being built upon which will be erected some manufacturing establishments, the nature of which the owners are not yet making public. Water Power No. 3 is owned by the George B. Wright estate, and situated in the very heart of the city, the waters here driving one large flour mill, the capacity of which will be doubled this spring, two furniture factories, a sash, door and blind factory, moulding shop, carding mill, machine shop and two newspaper printing offices. Water Power No. 4 is owned by the Red River Roller Mill company and the Red River Paper company, and drives a mammoth flour mill and paper mill which manufactures building paper. Water Power No. 5 has a fine dam with fifty-foot flumes built last summer, and owned by the Fergus Falls Water Power company. This company will make further improvements the coming season. The above are all the powers that have yet been improved, but eight or ^eten more are awaiting some one to put them in shape to turn the busy wheels of industry. None of the above are yet utilized to their full capacity, even No. 3, which runs nine different establishments, lets one-third of the water run over the dam, and a new 50-foot Flume is now being built. The method of using wire cables to transmit power is here used with great success, and those who do not wish to buy power can lease just so many horse-power as they need

Contin'd from Pg. 652-B

at a price that will not more than pay an engineer to operate a steam engine. The usual price is from \$15 (sic.) to \$18 (sic.) per year per horse power.

Railroads and Freights

**** The St. Paul, Milwaukee & Manitoba railway affords a good outlet north and south, while the Black Hills line of the Northern Pacific carries freights to Central Dakota, to the east via Duluth and the lakes, as well as to all Northern Pacific points west to Portland and San Francisco. Flour and other manufactured articles are shipped by way of the lakes while navigation is open, saving from 40 (sic.) to ^{5 [sic]}~~50~~ cents a barrel on flour, and a like sum on other goods; while even in winter the Fergus Falls millers, grinding wheat in transit, have the advantage over Minneapolis millers to the tune of 14 (sic.) cents per bushel on freights, and a still greater profit on flour ground from wheat bought here in the local market. *****

Cannon

Mississippi

Water Power, etc.

The Daily Pioneer Press

(St. Paul and Mpls.)

XXXI

77

Monday, March 17, 1884.

Hist. Society

L. S. Staples

#7, Col. # 3, captioned "Notes On Northfield." (Extracts)

"Northfield, Special Correspondence, March 15, 1884. Northfield is situated on the banks of the Cannon river, in Rice county, fifteen miles north of Faribault, and forty miles south of St. Paul and Minneapolis. The first settlement of the location of the present city was made about 1856 (sic.). The growth at any time has not been very rapid, but generally steady and permanent. **** prosperity of Northfield is mostly due to its rich agricultural lands, the products of which are largely tributary to this city. Two large flouring mills are situated on the Cannon river, in and near this city, which manufacture as fine flour as the Northwest affords, from the harvests of thousands of bushels of wheat, from this and adjoining counties. *** has two railroads, the Chicago, Milwaukee & St. Paul and the Cannon Valley branch of the Minneapolis and St. Louis.

Northfield boasts of having the best schools and colleges in the state. Two public school buildings *** This is the home of Carleton College, one of the best institutions of the kind in the Northwest. St. Olaf's College is also situated here ***

*** Flour shipments, bbls. - - - (1883) - - - - 90,000 (sic.) '1

St. Louis

Boom Toll

The Daily Pioneer Press

(St. Paul & Minneapolis)

XXXI

121

Wednesday, April 30, 1884

Hist. Society

L. S. Staples

#5, Col. #1, headed "News From Our Neighbors;" section #3
captioned "Duluth."

"Recently notice was served on the Duluth lumbermen that they must pay toll before their logs were let through the boom at Cloquet. Last week when the logs came down to the boom the men in charge of the driving were given orders not to open the booms or permit the logs to pass through until all the parties owning them paid a toll of 45 (sic.) cents a thousand feet, and arrearages on those which had passed through. The Duluth Lumber company and several other firms, as soon as notified, proceeded to replevin their logs, but in the meantime delay has been caused, and in all probability the high stage of water will have passed before they can be got through and many logs will be hung up. "

St. Louis

The Daily Pioneer Press (St. Paul & Mpls.)

XXXI

123

Friday, May 2, 1884.

Hist. Society

L. S. Staples

#4. Col. #7, captioned "The St. Louis River Drive." (Extract)

"Duluth, Special Telegram, May 1.- The difficulty between Duluth lumbermen and the Knife Falls Boom company regarding the passage of logs through the boom at the present time has been temporarily arranged. At a meeting last night at Cloquet *** it was decided to let the surveyor general place a man on the boom whose business it will be to sort Duluth logs and release them fast as sorted. The river is very high and logs are coming down fast. The driving crew now at Thompson has already succeeded in driving about 15,000,000 (sic.) (feet) in the Fond du Lac boom and at least 10,000,000 (sic.) (feet) are yet to come down. *** the boom company seem to have come to their senses and now realize that they don't own and control the St. Louis river. The company agreed to pay \$6 (sic.) per thousand for all logs detained at the falls and the Duluth lumbermen will pay the same for all logs of the company's that may reach the Fond du Lac boom."

St. Louis

Litigation for Boom Service.

The Daily Pioneer Press (St. Paul and Mpls.)

XXII

126

Tuesday, May 6, 1884

Hist. Society

L. S. Staples

#7, Col. #3 - captioned "From our own Locality;" Item #21.

"The Knife Falls Boom corporation yesterday commenced suit in the United States circuit court against the Duluth Lumber company, asking for judgment in the sum of \$4,970.02 (sic.), with interest on \$2,338.83 (sic.) from Oct. 1, 1882, and \$2,631.19 (sic.) from Oct. 1, 1883, alleged to be due for services rendered prior to Oct. 1, 1883, for compensation as allowed by the court in the June term of 1883."

Shell and
Crow Wing

Mississippi

Navigation

The Daily Pioneer Press (St. Paul and Mpls.)

XXXI

141

Wednesday, May 21, 1884.

Hist. Society

L. S. Staples

#7, Col. #4, - captioned "From St. Paul Sources;" item #18.

"Articles of incorporation of the Shell City Navigation company to operate a line of freight and passenger steamboats on the Shell, Crow Wing and Mississippi rivers, with the principal place of business at Shell City, Wadena County, and a capital of \$10,000 (sic.) were filed yesterday with the secretary of state. The incorporators are F. M. Yoder, A. C. Hughes, Shell City; J. W. Spielman, Verndale; W. Stombaugh and I.M. Fleenor, Shell City. "

Mississippi

Electricity for Light.

The Daily Pioneer Press (St. Paul and Mpls.)

XXI

236

Sat. Aug. 23, 1884.

Hist. Society

L. S. Staples

#7, Col. #3, - item #12.

"The Brainerd Light Company has filed articles of incorporation with the secretary of state. The capital stock is \$50,000 (sic.), and the object of the incorporation to light by electricity or gas the city of Brainerd." ****

Note: While the above article does not state electricity was to be furnished by water power or steam power, I took the article to give the date, or near date, when municipalities, outside the Twin Cities, first began to contemplate the application of the new form of light and power (electricity) to practical use.

L.S.Staples

Otter Tail

Red River

Water Power.

The Daily Pioneer Press (St. Paul and Mpls.)

XXXI

318

Thursday, Nov. 13, 1884

Hist. Society

L. S. Staples.

#7, Col. #5, headed in caps. "FERGUS FALLS ENTERPRISE." (Extracts)

"Fergus Falls, Special Correspondence, Nov. 11.- The new ^Page mill in this city is approaching completion and will be turning out flour at the rate of about 600 (sic.) barrels per day after the 1st of December. The mill is 54 x 80 ft., with six stories, each fifteen feet in height *** Power is given by a sixty-six inch American turbine water wheel with a head sufficient to furnish 280 (sic.) horse power. There is in the mill to do grinding fifteen double sets Stevens' rolls and five pairs of four-foot millstones. *** The present machinery will turn out about 600 (sic.) barrels per day, which can be easily increased to 750 (sic.) barrels, and by little crowding, to 1000 (sic.) barrels, which would make the milling capacity of the city 1,700 (sic.) barrels per day. ****"

St. Louis

660-A
State Supreme Court's
Findings in Boom Case.

Daily Pioneer Press (St. Paul & Mpls.)

XXXI

327

Saturday, Nov. 22, 1884.

Hist. Society

L. S. Staples.

#7, Col. #3 - captioned "OF INTEREST TO LUMBERMEN."

"The Supreme Court Sustains Judge Stearns in the Celebrated Knife Falls Boom Company Case - Full History of the Synopsis of the Action, Briefs and Findings of the Trial Court."

"The supreme court (of the ~~St.~~ State of Minn.) yesterday, by Judge Berry, rendered a decision of vast importance to all connected with the lumber interest. Robert Osborne and others commenced action against the Knife Falls Boom company and the St. Louis River Boom and Improvement company, alleging as follows: That there are thousands of millions of feet of valuable pine timber upon the St. Louis river above Knife Falls, and that Duluth is the natural market therefor. Between Fond du Lac and Knife Falls, over ten miles, there is a succession of rapids over which logs have to be run loose, and only can be run during the one to three weeks of high water in the spring or in June. Then they can be run easily and in a few hours' time, but if detained until the water subsides they may be hung up for a year. The defendant companies have erected piers, booms, etc., entirely across the river a little way above Knife Falls and below the plaintiff's timber, and thus blockades the river and stop all logs. No passage is left save a narrow space through which all logs have to be run by hand. The process is necessarily slow, and it is impossible to run the logs through so as to take advantage of the high water. Consequently the bulk of the plaintiff's logs

Contin'd from Pg. 660-A

destined for Duluth are sifted out by the defendants after the water has fallen, and the logs are therefore hung up until the next rise, inflicting irreparable damage. Yet the defendants exact a toll of 45 (sic.) cents per thousand feet for allowing plaintiffs' logs to pass, and threaten to hold the logs until paid. Wherefore the plaintiffs demand judgment that the defendants be forever restrained from delaying the plaintiffs' logs, and that they be ordered to remove the booms, etc., or so alter them^e as to allow plaintiffs' logs to pass.

THE DEFENDANTS' ANSWER.

The defendants allege that the St. Louis river was not, until the improvements made by them, a navigable stream, but the rapids prevented it from being a highway for any purpose whatever. That recognizing this fact, the Legislature passed the special act relating to the boom company. That before the plaintiffs or any one else attempted to drive logs over the rapids, the defendants cleared out a channel through the rapids and also erected booms, etc., so as to drive logs over the rapids. That logs never could be driven over the rapids easily or in a few hours, and that the driving of logs has not been hindered, but the logs have been assorted and turned over the falls in the best possible manner, the works of the defendants greatly facilitating such driving. Further, Duluth is not the natural or best market for logs, but Cloquet, above Knife Falls, is. The sixth and

Contin'd from Pg. 660-B

seventh folios of the plaintiff, proclaiming the river navigable and a public highway, are expressly denied. No unlawful toll has been exacted, and the defendants' works have been of great benefit and utility to all log drivers. The plaintiffs in turn denied all the new matter of the defendants' answer. The case was tried in the district court of Carleton county, and on March 21, 1884, Judge Stearns decided in favor of the defendants.

FINDING OF THE COURT

The court found that the St. Louis river is navigable, except between Thompson and Pond du Lac and at Knife Falls. That the general plan of the defendants' works is such as is in common use throughout the Northwest, and their capacity can be largely increased without unreasonable expense. It is not practical to construct any booms on this river within these limits through which any considerable quantity of logs can be passed without material hindrance and delay. That no such booms can be of service to the plaintiffs. At the rapids in question the defendants have made a better channel, but it was ^entirely feasible to float logs over them in their natural state. The defendants delay plaintiffs' and other logs from passing. The plaintiffs are not entitled to the relief asked for. In an appended memorandum Jude Stearns adds that the Legislature may designate points on the river where all logs may be detained a reasonable length of time, and

Contin'd from Pg. 660-C

may authorize a corporation to stop all logs and charge a reasonable sum for assorting. He does not believe that the Legislature has the power to levy any toll on logs simply permitted to pass through such works. He believes that the capacity of the works can be greatly increased without altering the general plan. The matter of tolls should be settled at law. As the works are lawful, a court of equity will not compel defendants to enlarge or improve them because the works will not operate themselves, and the court will not undertake to see that they were always or at any time properly manned and worked. The matter was appealed to the superior court, which yesterday affirmed Judge Stearn's decision, Judge Berry endorsing the suggestion that the works can be enlarged without unreasonable expense by extending the booms and doubling or enlarging the passageway; but as much or more depends upon the proper manning and operating the works as upon their construction and capacity. The full text of the syllabus is printed in the court column. In brief the defendants are sustained in that special act of the Legislature, conferring privileges upon them, is upheld." *

[ADDENDUM]

*Ibid. p.66, column 5 /Syllabus of Supreme Court's Findings re this case/
EXTRACT "Held, that the act of the Legislature, chapter 106 (sic.),
special laws 1872, as amended by chapter 73 (sic.), special laws of 1878 ***

Contin'd. from Pg. 660-D

is valid and not in violation of our (State of Minnesota's) enabling act or state constitution, notwithstanding the works of defendants erected and operated under the act materially interfere with and interrupt the use of the river for floating logs (loose logs.) over said falls and seriously delay the logs of those attempting and desiring to use it in that way."

Red River of the
North and Minnesota River
General Item

River Improvements.

The Daily Pioneer Press (St. Paul and Mpls.)

XXXII

2

Friday, Jan. 2, 1885

Hist. Society

L. S. Staples.

#5, columns #4 and #5, captioned "River and Harbor Work." (Extracts)
[Annual Report of the Chief of Engineers, W.S.A.]

VARIOUS RIVER IMPROVEMENTS

**** The Goose Rapids, on the Red River, are formed by a masses of boulders, and gravel and clay bars. At time of low water they seriously interfere with navigation. In order to overcome the obstruction a lock and dam were projected as early as 1873 to flow out the worst part of the rapids, and dredging to overcome the rest. In 1881 and 1882 Congress made small appropriations for the work, but not sufficient with which to commence operations.

No work for the improvement of the Minnesota river has been undertaken since 1878, there being no commerce upon it calling for improvement. The plan for improving the Red River of the North from Breckenridge to the Manitoba line consists in dredging channels through the bars and removing other obstructions. The results of the dredging, which was commenced in 1879, are that 110 miles of river have been improved so as to afford three feet depth in the channel at low water from Fargo to Grand Forks (the succession of shoals below the mouth of Goose river, and known as Goose river rapids, excepted), and four feet depth for about thirty miles below Grand Forks. The government owns two Osgood boom dredges, one steam derrick boat and other craft on this river for the prosecution of the work. During 1883, the fleet remained idle from want of funds to operate it. The river and

contin'd from pg. 661-A

harbor act of Congress, approved July 5 (1884) last, containing a small appropriation (\$10,000) for the work of dredging was resumed in August below Grand Forks, and continued until navigation closed for the season.***

Red River of the
North.

662-A

Improvements.

The Daily Pioneer Press (St. Paul and Mpls.)

XXXII

12

Monday, Jan. 12, 1885

Hist. Society

L. S. Staples

#2, Col. #6 - captioned "Improving the Red River." (Extracts), being a letter of "Special Correspondence," bearing a Wahpeton date line of Jan. 7.- "The subject of making sufficient improvements in the channel of the Red ^Rriver to secure continued and uninterrupted navigation between Fargo and Moorhead and Wⁱnnipeg during the entire season, and from Wahpeton during the season of high water, is again called to the attention of the public by the publication of the report of Major C. J. Allen, of the United States engineer corps. *** The work of dredging, which has been done by two dredging steamers, which craft has been engaged in removing stumps and boulders from the stream, has now been going on for four or five seasons, and up to the present time has used up appropriations aggregating \$110,000 (sic.). About \$10,000 (sic.) remain unexpended, and Maj. Allen is of the opinion that \$30,000 (sic.) more is needed for the prosecution of the work. *** The results of the government operations are eighty miles of improved river below Fargo, with a nominal depth of three feet, and much improvement in the channel between Grand Forks and St. Vincent. Before these improvements these sections of the river were only navigable during seasons when the volume of water in the river was inordinately increased by snows, rains, etc. The work of dredging in the river gives very general satisfaction to the engineers, as, when a bar is removed, there is no danger of its returning, the soil being of a clayey consistency, and not readily vulnerable to the action of water. Before these improvements the stream was much more

Contin'd from Pg. 662-A

difficult to navigate, snags, trees and other obstructions making the progress of craft both difficult and dangerous.

A RIVAL TO THE RAILROADS.

The completion of the Manitoba railway for a time almost put an end to Red ^River navigation, but the appropriations made by the government on the immense benefit derived therefrom indicate that if they are continued the lines paralleling the valley will soon have a powerful rival in the river craft for the transportation of merchandise, especially that of wheat, for the receipt and delivery of which at the river side there are ample facilities at Fargo, Grand Forks, Winnipeg, as well as several other points. The farming communities have much at stake in pushing the work of improvement on this river, as its complete navigability will do much to check the encroachments of the roads and keep down rates for the transportation of grain from the valley to Eastern points. As recommended by Maj. Allen, one of the most important steps to be made in the putting of the river in navigable shape is the construction of a series of locks and dams in the vicinity of Goose rapids, about ninety-five miles from Fargo, as the river flows. The sum of \$50,000 (sic.) has already been appropriated by Congress, but the sum is so inadequate to the completion of the work that it has been deemed advisable to refrain from spending any part of the sum appropriated for the purpose except such as needed for laying out the work, making surveys, etc. The total cost of

Contin'd from Pg. 662-B

the improvements contemplated, according to Maj. Allen, if the work is done in the most complete and scientific manner, will be \$476,378 (sic.). The appropriation of \$100,000 (sic.) more is recommended before any active work is commenced on the improvements at the rapids. The completion of the locks and dams, according to the opinion of well known and experienced steamboat men, would induce more capital to take hold of the present lines on the river; secure the establishment of new lines, and give a new life to an industry that has waned somewhat during its long competition with the more modern and speedy railway, which is present as a competitor at every important Red ^R river point in the upper valley. The completion of the proposed Coose rapids improvement would give uninterrupted water connection between Fargo and Winnipeg during the entire open season, and do much to establish the steamboat business hereabouts on a sound basis. The chambers of commerce and boards of trade in the valley towns should emphatically second Maj. Allen's recommendations." ****

St. Louis

663-A

Proposed bill introduced in Legislature affecting toll at Knife Falls.

The Daily Pioneer Press (St. Paul & Mpls.)

XXXII

21

Wed. Jan. 21, 1885

Hist. Society.

L. S. Staples

#6, Col. #1 - captioned "Chances For a Boom Fight." (Extract)

*** " Senator Billson's bill provides to amend the act (variously amended heretofore) by which the charter was granted to the Knife Falls Boom company. By the terms of the proposed amendment all Duluth logs are exempted from boomage fees to the Knife Falls company. For fully three years the St. Louis River Improvement and Boom company, which is composed largely of Duluth lumbermen, and the Knife Falls Boom company, in which the C. N. Nelson Lumber company, the Knife Falls Water Power company and Renwick, Shaw and Grossett are largely interested, have been at odds and the scene of variance is transferred from the bosom of the St. Louis river to the floors of Senate and House whenever those bodies are in session. Stated in the broadest terms, the St. Louis company kick vigorously against paying the Knife Falls company for handling logs belonging to the former, but cut above the boom of the latter, through which they have to pass before reaching the mills of the former. The Knife Falls company say they have, at a large expense, made the river practicable for logging, and should reap a revenue from the pains they have taken. ***"

Ibid. p. 5, col. 3, item #6 of captioned head "Bills Introduced."

Senator Billson - Amending the acts amendatory of the articles of incorporation of the Knife Falls Boom company.

*No transcript of amendment published in this issue. -----

Contin'd from Pg. 663-A

Ibid. vol. XXII, #22, p. 5, col. #3 headed "Legislature Notes," item #15.

"The Duluth lumbermen doing business below Knife Falls, have prepared and printed a lengthy statement of the points in controversy between Duluth and Cloquet lumbermen, with a record of the court decisions effecting the same. The document was circulated among the legislators yesterday."

Ibid. vol. XXII, #23, P. 5, Col. 4 headed "Legislative Notes:" item #13.

"The bill proposing to exempt the Duluth lumbermen from the boomage tolls of the Knife Falls Boom company made its appearance in the house yesterday, Mr. Meneau is the sponsor for the measure."

St. Louis

664
Legislative action on
Amendment to Boom Bill.

The Daily Pioneer Press

XXXII

64

Thursday, Mch. 5, 1885.

Hist. Society

L. S. Staples.

#2, captioned "House Bills Passed," item #5.

"Amending the charter of the Knife Falls Boom company and
fixing the boomage rate at 25 (sic.) cents per thousand feet."

Ibid. col. #4, par. 19 - "The house Knife Falls boom bill (reducing the
rate of boomage from 45 (sic.) to 25 (sic.) cents per thousand passed the
Senate yesterday Wed. 3/4/85 morning without especial opposition."

Note: The above was the liberal action of the Twenty-fourth Legislature.

Big Stone Lake

Minn. River.

Navigation.

The Daily Pioneer Press

XXXII

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Thurs. July 16, 1885

Hist. Society

L. S. Staples

#7, Col. #4 - captioned "July Jottings;" item #12.

"United States Steamboat Inspector Hays returned yesterday from Big Stone Lake, where he inspected the steamers Underwood and Big Stone City and the steam yachts Clark and Why Not. He ordered them all equipped with life-saving apparatus and reduced the limit of persons to be carried by the Big Stone City from 140 (sic.) to 30 (sic.). None of these boats can run until these requirements are complied with and a re-inspection is made by Inspector Hays next week."

"I cite the above to show that this lake was still being navigated by steamboats as late as the year of 1885.

Red River of the
North

655-A

Improvement of Navigation.

The Daily Pioneer Press (St. Paul & Mpls.)

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Thurs. July 23, 1885

Hist. Society

L. S. Staples.

#1, Col. #5 - captioned "The Red River."

(Extract)

"For the improvement of Red River of the North there has been allowed (by Congress in the past Rivers and Harbors appropriations, to date) \$123,000 (sic.), leaving as still required for the completion of the project, not including lock and dam at Goose rapids, \$56,316.18 (sic.). To carry on work during the next year, \$30,000 (sic.) is asked for to be expended in dredging the bars between Fargo and Saint Vincent. Since the work began a great improvement has been made in the depth of the river, which has been, in the main, about doubled in capacity of navigation. The object of the lock and dam at Goose rapids, in the river, is to increase the fall at the worst obstructions near the head of the rapids, so as to connect with the dredging improvements above and below the rapids. The estimated cost was \$274,128.49 (sic.), of which amount there has been allowed \$50,000 (sic.), leaving as still required \$224,128.49 (sic.). Should the project for a lock and dam be carried out, an allowance of \$100,000 (sic.) will be required for next year. There is another project, however, which, by an expenditure of \$30,000 (sic.), seeks to secure a proper channel by dredging the bars on the rapids, and utilizing the dredged materials for dams and training walls ****."

Contin'd from Pg. 666-A

Note: Quotes, Ibid, page 1, col. 4 under "RIVER AND HARBORS," and bearing a Washington date line of July 22.- "The failure of the Democratic ^Hhouse of ^Rrepresentatives to make provisions for carrying on work of improvement on rivers and harbors will seriously delay the completion of many important projects (in the nation)." This article on page 666-A and 666-B is a review of major projects in the State of Minn., and citing the necessary moneys to complete the work.