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

XXXIII

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Thurs. Jan. 7, 1886.

Hist. Society

L. S. Staples

#8, Col. #4, captioned "Red River Improvements." (Extract)

Note: Forepart of this news item incorporates matters which are to be taken up at a coming convention, the object of which was to seek legislation to complete the navigation improvements upon the Red River of the North. We have already taken this material, and will be found on page 661-A.B. 662-A-B-C-D.

THE CANAL BETWEEN THE TWO LAKES.

****. "Early in the present century a number of Swiss Colonists [of the Sellkirk Colony, in Canada] far down the Red River became discouraged and started south. They navigated up the Red in boats to its source, Lake Traverse, and through the lake to its head, where they made the passage across the few intervening miles to Big Stone lake and down the Minnesota to Fort Snelling. Ever since then at intervals has been suggested the possibility of connecting these two long lakes by a canal, which would be of immediate advantage to those living near them, affording water connection with two or three different railroads, the ultimate idea being to make water connection between Hudson's bay and the Gulf of Mexico through the Red, Minnesota and Mississippi rivers. These two great systems of water courses approach within five miles of each other between Big Stone lake and Lake Traverse. In fact the northern inlet of Big Stone lake comes within a quarter of a mile of Traverse lake, and as the divide at that point is not very emphatic in times of high water, skiffs can float from one lake into another. Various bills for the connection of these two lakes by a permanent straight canal have been introduced in Congress, and a survey has been made, but nothing came of it. Now, however, it appears the subject is being agitated again. As above stated there are three lines of railroad that strike towns on these two lakes -- the Hastings & Dakota division of the Milwaukee & St. Paul, the Fargo Southern and the Manitoba. The opening of this canal would give the farmers about the lakes the benefit of the competition of all these roads. The outlets of the lakes are at present unnavigable -- the Red or Bois de Sioux as far down as its confluence with the Otter Tail at Breckenridge, from Lake Traverse; and the Minnesota from Long lake for a good many miles down. Both are exceedingly tortuous, shoaly streams, which could be made navigable only with considerable trouble and expense, which increases the difficulty of the Gulf of Mexico and Hudson's bay connection scheme."

General Item

Logging and Lumbering

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

XXXIII

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Sat. Jan. 9, 1886.

Hist. Soc.

L. E. Staples.

PP. #1 and #2; Col. #5, #6 and #7, page 1; Cols. #1, #2, #3, #4 and #5, page. News item captioned "The Lumber Interest."

[A Review of the Season's (1885) operations in the White Pine Lumber Region of the Northwest.] [Extracts only]

"There are signs of returning prosperity to the lumber trade in the figures which the Pioneer Press is able to present this morning. A year ago the lumber manufacturers everywhere found that despite some effort at the curtailment of the log cut during the winter of 1883-4, that there was still at every point more logs than it had been possible to saw during the sawing season, and that with the increased production which this condition of affairs inspired there had not been an increased consumption, and that the stocks of lumber in their yards had, therefore disproportionately increased ****."

"Aside from the large consumption by the steady and phenomenally rapid growth of cities like St. Paul, Minneapolis, Kansas City, Omaha, there has been nothing during the past year to make a special demand for lumber. Less railroad mileage was added during the past year than in any preceding year, and there has been no pronounced return to prosperity the country over ****."

A NEW TERRITORY.

"There is added to the statistical showing for the current year a new division, not contained in the previous reviews -- or any review made by any newspaper or trade journal for that matter. This is the growing lumber industry along the waters flowing to the north, with their center on this side of the British line, at the mills of T. B. Walker at Crookston and Grand Forks, and on the other side at Rat Portage, where two or three mills, equal to the best American mills, have recently been built. Aside from the pine which would find an outlet by the Red Lake river there is reported to be about 1,800,000,000 (sic.) feet of available timber on one side or the other of the British line, which will ultimately be manufactured and find a market in the British possessions. Investigation shows that the depression which followed the unfortunate boom of 1882 in Winnipeg

has been seriously felt by the lumber industry of that section, but there is a certain future for the Canadian Pacific country, and with it will come the steady growth of manufacture of lumber in this new territory, which the Pioneer Press gives a place for the first time in its annual review. *****

Contin'd from P. 668-A

THE NORTHERN WATERS.

THE CUT*

	Lumber	Shingles	Lath.
St. Hilaire Lumber Co., St. Hilaire, Minn.	1,000,000	500,000	
M. J. Darling (mill), St. Hilaire, Minn.	1,050,000	250,000	
F. J. Detling (mill), Red Lake Falls, Minn.	500,000	-----	100,000
T. B. Walker (mill), Crookston, Minn.	3,500,000	7,800,000	2,200,000
T. B. Walker (mill), Grand Forks	5,100,000	2,000,000	800,000

Duluth District Lumber, 122,052,303 ft; Shingles (units), 57,967,750; Lath. (unit) 21, 333,000. [A great percent of the logs for the Duluth district cut came from the St. Louis river and its tributaries]

PROSPECTIVE LOG CUT[†] [Duluth district, for winter 1885-86]

Duluth Lumber Company, on St. Louis (river) - - - - -	5,000,000 ft.
G. N. Nelson Lumber Co., on Cloquet (river) - - - - -	30,000,000 ft.
Remick, Shaw & Crosssett, on Cloquet (river) - - - - -	27,000,000 ft.
Water Power Company, on Cloquet (river) - - - - -	15,000,000 ft.
Paine & Co., on St. Louis and Cloquet - - - - -	12,000,000 "
Nels Hall, on Spirit Lake and at Fond du Lac - - - - -	1,500,000 "
Henry Nelson, Spirit Lake - - - - -	300,000 ft.

UPPER MISSISSIPPI DISTRICT [above Falls of St. Anthony]

Probable cut (winter of 1885-86) of new logs - - - - 363,300,000 ft.*

* Minnesota mills in this district given only. The cut ^{\$} for 1885.

* I have not included in this list figures for North Shore and Wisc. streams furnishing Duluth with logs.

* This district includes the Miss. river above St. Anthony Falls and all its tributaries, the main of which are the Rum, Crow Wing, Prairie, Swan, Gull, Sandy, Pine, Willow, Moose, White Fish, Hay Creek, Quadinau, Vermillion, Platte, Tamarac, Red Eye, Rice, and Anakasisissippi.

Red River of the
North.

Improvements

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

XXIII

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Friday, Jan. 15, 1886

Historical Society

L. S. Staples

#8, Cols. #1 and #2, captioned "THE CONFERENCE AT FARGO."

[Extract]

The Fargo Convention.

"Fargo, Dak., Special Telegram, Jan. 14.-- "A large number of new delegates arrived this morning, and the convention opened with a large attendance of spectators and delegates. The proceedings were watched with the closest interest. All the delegates from Minnesota were invited to participate in the deliberation upon the waterway question. Mr. Bennett of the committee, made the following report: /quotes/ Whereas, the project of opening up this natural waterway from Big Stone lake to the Red River is so feasible and ultimately necessary, and also the connection of the two lakes, that it is almost impossible to estimate fully the advantages and benefits to the country adjacent thereto; and, whereas, the improvement of the waterway of the Red River valley will not attain its greatest beneficial results to the commerce of that region until the improvement is continued to a navigable connection with Lakes Traverse and Big Stone, the government survey of which was made and favorably reported by the government engineers in their report on that region in 1882; and, whereas, the commerce along these lakes will this year amount to at least 15,000,000 (sic.) bushels of wheat alone, which at a saving of three cents per bushel in freight would amount to \$450,000 (sic.); and, whereas, all that is necessary to give a waterway of 110 (sic.) miles in length, with a natural depth of from eight to twenty feet, averaging nearly a mile in width, in these lakes, is to connect the two lakes by means of the Minnesota river, a distance of two and three-fourths miles, with an already sufficient depth of water for navigable purposes, the dyking of Lake Traverse for a reservoir, and the dredging of the Red River to a connection therewith, thus making this natural waterway navigable from the foot of Big Stone lake to the Red River, forming one of the longest and grandest waterways on the continent, and at a cost far below the sum required to render navigable any other natural waterway of equal distance in the United States; and whereas, the legislative assemblies of Minnesota and Dakota, after mature deliberation on the facts and statistics involved, have memorialized Congress on the importance and advantages of opening up and improving this waterway; therefore be it:

Resolved, by this convention, That Congress be memorialized to appropriate \$400,000 (sic.) for the opening of this natural waterway and the improvements herein mentioned, and that our representatives in Congress be requested to urge upon that body the importance of this work and the necessity of an appropriation therefor. /end of quotes/ *****

*The convention to discuss North Dakota's entrance into the Union.

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

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Sunday, April 11, 1886

Historical Society

L. S. Staples

#11, Col. #4 headed "Of Moment To Duluthians." (Extract)

"Duluth, Special Telegram, April 10.- D. J. Leather of Grand Rapids Michigan, Ira O. Smith of Muskegon, and J. H. Swan of Chicago are buying pine lands extensively in the Vermillion district and on the north shore of Lake Superior. B. S. White, of this city is looking up land for them, and is connected with them. They have already bought over 2,300 (sic.) acres, and it is said they will acquire 120,000,000 (sic.) feet of standing pine in this district. It is probable that they will build a mill on Vermillion lake some time in the future to saw logs.***."

"I cite the above to show the "timber line" was moving further north as early as the year of 1886 and that, without doubt, it was about this time the Vermillion river was used for the transportation of logs. LSS.

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

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Tuesday, Aug. 17, 1886

Historical Society

L. S. Staples

*8, Col. #1, captioned "Of Moment to Duluthians." (Extract)

Duluth, Special Telegram, Aug. 16,-- "Barney Lynch, owner of the steamer Queen of the Lakes, the only boat on Lake Vermillion (St. Louis County), received a telegram this evening saying the boat had been burned and was a total loss. No particulars are obtainable. She was used mainly as a pleasure boat and was almost new, having been rebuilt last spring, supplied with new engines, etc. She was valued at \$4,000, and insured for \$2,000. Mr. Lynch says he will build another boat at once."

*Note: I cite the above to show this lake was being navigated in 1886.

Bois de Sioux River,
Lac Qui Parle
 Big Stone & Traverse Lakes. Minnesota & Red Rivers Navigation.

Daily Pioneer Press (St. Paul & Mpls.)

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Tuesday, Dec. 7, 1886.

Historical Society

L. S. Staples.

#5, Col. 3, article headed "New Incorporations."

"The Big Stone, Lac qui Parle and Traverse Lake Slack-Water Navigation company filed articles with the secretary of state yesterday. The incorporators are John Kaercher of Ortonville, Leonard M. Kaercher, O. C. Dibble of Big Stone county, Minn., James Oleson, Milan, Chippewa county, and Aaron B. Kaercher, Douglas, Fayette county, Iowa. This company is formed with a capital stock of \$200,000 (sic.), divided into 800 (sic.) shares of \$25 (sic.) each. It is formed for the purpose of improving and making slack-water navigation of and on the Bois de Sioux and upper Minnesota rivers, and Traverse, Big Stone and Lac qui Parle lakes. It is proposed to dredge the lakes and rivers and build dams and locks, and make other preparations for a line of steamboats, tugs and barges. The company also proposes to erect such mills and elevators along the course as may be deemed advisable."

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

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Tuesday, Dec. 7, 1886

Historical Soc.

L. S. Staples.

#10, Vol. #1, item #7.

"Application is pending before the county commissioners for permission to build two dams on the Sisseton and one on the St. Louis by the Lake Superior & Pacific road/[R.R.], which proposes to charge sluicage for six cents per log. There is some opposition to the granting of this application."

Big Fork

Rainy River

Logging and Lumbering.

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

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Friday, Dec. 10, 1886

Historical Society

L. S. Staples

#5, Vol. #5 headed "Doings of Duluthians."

"Duluth, Special Telegram, Dec. 9.-- "The heaviest transfer in the history of St. Louis county was filed here to-day in the office of the register of deeds, being that of pine lands in St. Louis, Itasca and Lake counties, from Dennis Ryan to the Minnesota & Ontario Lumber company, for \$800,000 (sic.). The pine land includes a large amount of pine timber on the Big Fork river, and will be sawed at Rat Portage. The pine was originally bought by Dennis Ryan and W. J. Macmuley of St. Paul in 1882, and the deed simply transfers Ryan's interest to the company, of which he is the principal stock-holder." "

*I cite the above to show the year when timber along the Big Fork river was being tapped.

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

XXXIII

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Sat. Dec. 18, 1886

Hist. Society

L. S. Staples.

#10, Col. #2, headed "Red Lake Falls."

Extracts.

"The little city of Red Lake Falls is in Polk county, Minn., ten miles east of Grand Forks, at the junction of Red Lake and Clear Water (sic.) rivers. **** It has near by great quantities of the very best hardwood timber suitable for manufacturing purposes, and with two billion feet of best pine lumber in the world, all of which must be driven to Red Lake Falls. It has an immense amount of unequalled agricultural lands in all directions, and the Red Lake and Clear Water (sic.) rivers have the only great water powers within an area of 300 (sic.) miles. The Duluth and Manitoba railroad, a branch of the Northern Pacific, have already a road running through the city towards Grand Forks, which point it will reach about Christmas. The St. Paul, Minneapolis & Manitoba are also building a road into Red Lake Falls, and have graded up to within ten miles. **** The city has at present two large roller mills, one on the Red Lake river and the other on the Clear Water, the Kretschmar mill having a capacity of 125 (sic.) barrels a day. It has two saw mills, one brewery, etc., etc., ****

**** With such an admirable location, rich contiguous country, magnificent water power, two competing lines of railroads, with others in contemplation, Red Lake Falls must be the natural focal center of this great and productive Northwest, and people can be assured that with the flow of increasing streams of wealth and enterprise the future destiny of Red Lake Falls is an assured and bright one. *****

Transportation

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

XXXIII

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Thurs. Dec. 23, 1886

Historical Soc.

L. S. Staples.

#5, Col. #1 captioned "Minnesota Waterways."

[Extracts]

"The state waterways commission, in compliance with the request of Gov. Hubbard, has submitted a report concerning the waterways of the state. After briefly referring to the subject the report says: 'The work of moulding public sentiment and spreading information among the public touching the subject has occupied most of the time and labor of the commission. The fruits of this work, while apparent, cannot be tabulated. The influence of the great waterways convention cannot now be measured, and the work of a perfect system has been retarded by the chronic parsimony of Congress.'

The commission urges the holding of another convention during the coming year. As there has been no arrangement to ascertain officially the tonnage movement by the water routes, the commission can only report general facts gleaned from general inquiry: 'The relative proportion of freights moved by railroads and waterways,' says the report, 'when measured in tons and taken into account in staple commodities, as logs, etc., if properly admeasured, would show that the commodities which at present prices will not bear a high rate of transportation, and carried by water in carload weights, very many times exceed the tonnage movement on all the railways which touch the state. Not less than 1,500,000,000 (sic.) feet of logs and lumber find their way from the forests to the markets of the country over the waterways of Minnesota, and a corresponding amount of other necessities. More than one hundred steamboats ply on the navigable rivers of the state, carrying and towing millions of tons of freight at prices which no other method of transportation can compete.'

The river commission views with equal concern the water routes which intersect and bound the state, including the upper Mississippi [above St. Anthony Falls], Red River, and Northwestern affluents and the Northern lake routes.

ARTIFICIAL WATERWAYS.

The construction of several artificial waterways to connect the several natural systems seems to be one of the necessities of the situation, and the commission recommends to the state and people that they give their voice and influence to support the improvements. The most

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important of these artificial waterways is the Sault Ste. Marie canal, connecting Lake Superior with the lower chain of lakes. The Portage canal, connecting the Fox and Wisconsin rivers, is another important artificial waterway in which great interest has been taken, but it is doubtful if the original plan can ever be carried out, through lack of appropriation. The commission commends the Hennepin canal - from Hennepin on the Illinois river, to Rock Island on the Mississippi to the attention of the state. The question of connecting the Minnesota river with the Red River is regarded as very important, and the completion of the work, in the opinion of the commission, would be of vastly more importance to the people of the state and the whole Northwest than was the opening of the Northern Pacific railway.

'We would strongly recommend,' continues the report, 'That our State memorialize Congress, asking the co-operation of the British authorities in a liberal system of improvements which shall open out these natural arteries of commerce in which, like the Red River of the North, the Rainy lake and Pigeon river, they have mutual interest.' ****

**** In conclusion the commission urged the active co-operative of the executive and legislative powers of Minnesota on behalf of the waterways of the country, believing in their improvement it is possible to afford the producers of the Northwest such cheap transportation as will enable them to compete in the markets of the world with all competitors and furnish a perpetual regulator of railroad tariffs. The report bears the signature of Platt B. Walker, William Crooks and Ed. E. Durant.

*** The appendix further shows that during the first eleven months of 1886, 101,398 (sic.) cars of grain and miscellaneous goods have been received at St. Paul, and 68,254 (sic.) sent out. By the river the receipts and shipments were as follows:

	Received	Shipped
Amount merchandise, tons	48,632	12,288
Passengers, number	10,350	9,750
Horses, number	400	75
Lumber, feet	10,000,000	-----
Wood, cords	5,500	-----

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The statistics of Minneapolis show that 1,842,270 (sic.) tons of freight were received and 1,850,160 (sic.) tons were shipped, all by rail. There were 32,736,980 (sic.) bushels of wheat received and 4,929,230 (sic.) shipped. Flour, received, 21,766 (sic.) barrels; shipped, 5,428,581 (sic.). The shipments from Duluth were 1,500,000 (sic.) barrels flour, 15,000,000 (sic.) bushels wheat, 300,000 (sic.) tons iron ore, 800,000 (sic.) tons coal. There were 1,086 (sic.) arrivals of vessels and 1,084 (sic.) clearances, making a total of 2,170 (sic.), against 1,803 (sic.) last year. Imports amounted to \$65,537 (sic.); goods in transit, \$104,040 (sic.); exports, \$2,419,460 (sic.). There were 209 (sic.) days of navigation. Fifteen regular tow boats and packets plied the St. Croix river.

On the Red ^River there are four steamers having nineteen consort barges, beside one government steamer. There is no record of tonnage movement."

Lake Superior -
Mississippi River
Lake Superior - St. Croix.

Canal

The St. Paul Daily Globe

IX

24

Monday, Jan. 24, 1887

Historical Society.

L. S. Staples

P.#1, Cols. #5 and #6. Article captioned "Will Save Millions."

"A Report to the Chamber of Commerce in Favor of a Big Canal in Minnesota."

"At this morning's meeting of the director's of the chamber of commerce [St. Paul], an important report will be submitted by the committee on Mississippi river, respecting the connection by canal of the waters of that river and Lake Superior. The report has been made after consultations with men who have studied this question, and embraces the results of the investigations of engineers who have made surveys. The tenor of the report is in favor of the project. It is as follows: 'The committee on the Mississippi river, to whom was referred the resolutions of J. W. McClung, asking a report upon the feasibility and expediency of connecting the waters of Lake Superior with the Mississippi river and the best measures to secure the improvement, if found expedient and possible, would respectfully report the accompanying communication from Hon. W. H. Nelson, formerly a state senator from Taylor's Falls, inclosing a report to the Legislature upon the subject by L. K. Stannard and R. R. Davis and another by George R. Stuntz, showing the feasibility and expediency of the proposed improvement, and giving facts and figures in detail which should be printed and preserved for reference, but which are too voluminous to allow more than a brief summary in this report. From these documents we make the following extracts: In March, 1885, \$3,000 (sic.) was appropriated by the Legislature of Minnesota, for surveys. Three routes were surveyed by L. K. Stannard and R. R. Davis -- one from Taylor's Falls by way of the St. Croix river to Namakagon river, up this river and across the summit to White river and by that to the lake. Another at St. Croix to upper St. Croix lake, thence across the summit to the Bois Brule river, thence to the lake. A third route at St. Croix to Kettle river up to Moose lake, Hanging Horns lake to Left Hand river.

Their conclusions were that the small appropriation did not give them either time or means to make any accurate survey of any route; that the Namakagon route, 250 (sic.) miles long, was objectionable on this account; that the Brule river route was the shortest and best, being 165 (sic.) miles long, but had the disadvantage of having no natural harbor at the lake, and the Kettle river route, about 200 (sic.) miles long, was the most expensive of the three, but had a good harbor, already

Contin'd from Pg 677-A

improved, at Superior bay.

Mr. George R. Stuntz, in an article published on the subject says:
'Can Lake St. Croix at Stillwater be connected with Lake Superior by canal and slack water navigation? Yes. This question has been definitely settled by the recent examination of the United States engineers, under the direction of Maj. Charles J. Allen, of the source of the St. Croix river, with

reference to the construction of reservoirs, by constructing a dam one mile *the mouth of Moose creek, on the St. Croix, high enough to raise* above the water twenty-five feet, cutting a canal seventy-five feet wide,

twelve feet deep, one and a half miles long across the summit, and building a dam in town 46 (sic.), range 10 (sic), across the Brule river high enough to raise the water to the same height as the dam on the St. Croix, and you construct a lake thirty miles long, affording uninterrupted navigation across the summit for that distance, and utilize the waters of the St. Croix and its branches and the Brule's and the amount of water (15,300 [sic.] cubic feet per minute from the St. Croix and 5,806 [sic] per minute from the Brule) is sufficient to pass vessels through locks 75 [sic.] feet wide, 300 [sic.] feet long, 12½ /sic/ feet lift, at the rate of three per hour or 72 /sic./ in 24 /sic./ hours at the driest season of the year. This settles the question of practicability.'

He estimates twenty-eight locks and dams between Stillwater and the summit, and thirty locks and ten dams on the Brule river, and the whole cost as less than eight millions of dollars, with an average cost per mile of

Contin'd from Pg. 677-B

\$40,000. Continuing, he says: 'Will it pay to spend this money? It costs now from 5 (sic.) to 7 (sic.) cents a bushel to ship wheat by rail from Prescott to Lake Superior, and it has to pass through one elevator, if not two, on the route. By water it can be carried for 2 (sic) cents per bushel. The same for a bushel of corn. It now costs about \$2.50 (sic.) per ton for all that class of goods received in exchange for grain, oil, coal, salt, iron and machinery. With this improvement this class of goods can be carried for 60 (sic.) cents per ton. The surplus crops of Northwest Wisconsin, including the valleys of the Chippewa and St. Croix rivers, capable of producing 15,000,000 (sic.) bushels of wheat annually, if they do not do it at present, and Southern Minnesota 30,000,000 (sic.) bushels of wheat and other products equal in tonnage to one-third of that amount, or 60,000,000 (sic.) surplus. This improvement, on exports alone, would be a saving to the states of \$3,000,000 (sic.) a year. In three years, with favorable seasons, more than the full cost of the improvement would be saved to the region benefited. The estimates that a dam at the mouth of the St. Croix holding a three-foot head on this lake as a reserve from the spring freshets would store up 34,073,600 (sic.) cubic yards of water to be used in the dry season in August and September to improve the navigation of the Mississippi river, and continuing this plan to the source would afford a continuous reservoir 150 (sic.) miles long.

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Another Route.

Mr. Tolson writes that the Hon. H. M. Rice gave him much valuable information of a connection from Upper St. Croix lake to St. Louis river harbor as being a practical route passing over the high lands dividing the Superior and St. Croix waters, through a country susceptible of easy improvements, with no insurmountable hills to overcome - a distance of about thirty-five miles. 'This route would be well supplied with reservoirs, and should engineering skill prove it available would be the most direct route. Small streams between upper St. Croix lake and the state line, flow from the north into the St. Croix river, whose sources almost interlock with streams flowing north into St. Louis bay. I would recommend a minute examination of all of the country between Kettle and St. Croix rivers, for herein lies the shortest route to Lake Superior, but the shortest route to make eastern connections would be by the Nemakagon (sic.) and White rivers to Ashland. The enlargement of St. Mary's canal and Hay River to give twenty feet of water and the improvement by the Dominion government of the Welland and Lachine canals are all being prepared for the passage of vessels of 3,000 (sic.) tons burden between Duluth and European ports. The Dominion government has under consideration also a ship canal across the isthmus severing Nova Scotia from the continent, thus shortening the commercial trade between St. Lawrence and the Atlantic cities. With all these enterprises and our St. Croix canal open-

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ed, we will be from 300 (sic.) to 500 (sic.) miles nearer the markets of the world than at present, the route will be traversed in two-thirds of the time, our grains going out from the head of the continent protected by our northern climate without breaking bulk, will reach markets quickly and be fresh and pure. Figures can hardly compute the vast amount of transportation that will ultimately pass over this northern route. Ocean steamers will be constructed especially for this inland American trade, as was the case with the Suez canal. Hundreds of vessels are employed transporting crude iron ore from Lake Superior eastward for smelting and manufacturing. If a portion of this trade could be centered into our upper Mississippi valley, when the ores of Superior meet midway the coal from the south of us, who can estimate the results? These northern mineral regions are becoming hives of industry which are being fed from our prairies.'

Mr. Folsom concludes his communication with the following valuable data: 'Our high latitude, which is sneered at by the sophistical reasoner as against the northern route, is sheer fallacy. Boats cannot go to Chicago until the Straits of Mackinac are open, at which time they can go to Lake Superior. The straits and St. Mary's canal close from the 1st to 15th of December. The average opening of the Straits of Mackinac in a series of years is from April 1 to April 15; of Hudson river, at New York, from March 6 to April 7; of the bay at Superior, from March 20 to May 5; of the bay at Ashland and Bayfield,

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from March 20 to April 22.

The conclusions to which your committee have arrived are that the vast interests and possibilities of the immense empire lying between Lake Superior and the Pacific ocean, yet in its infancy and destined to be the granary of the world -- demands of this generation a far-seeing and liberal policy in opening up and utilizing all our waterways; and that no expense is too great which will bring Lake Superior and the seaboard to our doors, and enable us to avail ourselves of the best advantages in all the markets of the world. We recommend that the communication and documents be forwarded to the Legislatures of Minnesota and Wisconsin with the request of this chamber that an appropriation be made sufficient to insure further examinations and more accurate and scientific surveys, and that a memorial be addressed to Congress asking that this project be placed upon the role of improvements to be recognized as of national importance and deriving a fair proportion of the national bounties for improving the waterways of the country."

/Signed/ J. W. McClung.

Chairman Mississippi River Committee.

Lake Superior -
St. Croix River.

Canal.

The St. Paul Daily Globe

IX

25

Tuesday, January 25, 1887.

Hist. Society

L. S. Staples.

#4, Col. #1 captioned "The Canal Project." [Editorial Comment]

"The favorable report submitted to the chamber of commerce yesterday concerning the construction of a canal to connect the Mississippi river with the great unsalted sea, is a matter deserving the serious consideration of our law-makers. It is doubtful whether any scheme of greater public importance has ever been brought to the attention of our Northwestern people. Once it was supposed to be chimerical. Now it is demonstrated to be practical, and at a cost comparatively insignificant. It is not a scheme of local consequence exclusively, but it involves interests of national importance. When once the waters of the Mississippi and of Lake Superior are united there will be a great unbroken inland sea extending through the heart of this vast country, and circling on until New York and New Orleans can be brought in direct water communication without the perils of an ocean voyage. The maximum cost of the projected canal is estimated at \$20,000,000 (sic.). When we remember that the saving of freight on the grain products of Minnesota and Wisconsin alone would pay the cost of construction within less than ten years, it does seem that there ought to be no hesitation on the part of these two states to take hold of it at once. But when it is furthermore demonstrated that the making of this canal will add more millions annually to the industrial productions of the Northwest than the total cost of the canal, it does

Contin'd from Pg. 678-A

^{seem}
seem that there should be anxiety to hurry its completion. And in addition to all this, when once Congress understands the national importance of this enterprise, the federal government will promptly contribute to its construction. In the meantime it will be necessary for the initial steps to be taken by the legislatures of the two states most directly interested in the matter. Minnesota and Wisconsin must be the first to put their shoulders to the wheel. The gods help those who first help themselves."

Lake Superior -
St. Croix River

Canal

679-A

St. Paul Daily Globe

IX

29

Sat. Jan. 29, 1887

Hist. Society

L. S. Staples.

#4, Cols. #3 and #4. Article captioned "Voice of the People."
"That Canal Project."

"To the Editor of the Globe.

In a recent issue of your generally correct paper appeared, under somewhat enlarged headlines, an article descriptive of a proposed canal uniting the head waters of the Mississippi via the St. Croix with those of Lake Superior, by which a cheap transit would be obtained for a large share of the produce of the Northwest. I saw in the paper to-day a memorial had passed the house asking Congress to consider an appropriation to further the same project. While I realize that it would be folly to prevent the Legislature from advertising us to the world as fools, in this as well as in other matters, a feeling of kindness for the Globe, and a desire to prevent its being imposed upon, prompts me to say that when the project was born, some ten or a dozen years since, its warmest advocates were those who were charged with the expenditure of the appropriation for the survey. Armed with implements that were better calculated to capture game and lure the speckled beauties from their native pools than to measure distances and determine levels, this corps of distinguished engineers journeyed northward, never stopping until the appropriation was exhausted. In ascending the mighty St. Croix (?) (sic.), which is spoken of so confidently as one of the avenues of commerce, they were frequently compelled to pack their birch bark canoes for miles, on account of the scarcity of water. The report submitted

Contin'd. from Pg. 679-A

subsequently was so vague and unsatisfactory that the Legislature refused to make any further appropriation in the matter. There are men here who will readily recall the fact that when the scheme was first started, it was then claimed that the low water in the Upper Mississippi [above St. Anthony Falls.] could be obviated and navigation assured by the use of the said canal, which (on paper) [sic.] would tap Lake Superior and obtain therefrom sufficient water for all purposes of navigation as before stated. Just how that could be accomplished, however, does not appear, inasmuch as the line of levels and profile of the St. Paul and Duluth railroad show that the ordinary water mark in the Mississippi at St. Paul is some sixty odd feet above the level of Lake Superior, from which the water was to be drawn.

There are men who, from their intimate knowledge of the region through which the proposed canal would run, that will tell you truthfully that the lakes referred to in the reports made by the said surveyors amount to nothing for the purposes of lockage water.

The writer has crossed the Upper St. Croix when there was not water enough in the stream to fill a tea kettle, and as a matter of fact, if all the water resources of the whole divide where the lockage would be mostly required were combined, it would still be insufficient, even if there was no evaporation, or other causes of waste.

Mr. Editor, for the reputation of your excellent paper, go a little slow before you subscribe to any very large amount of stock in the aforesaid

contin'd from pg. 679-B

enterprise, unless you are a sportsman and can fix it so you can get in as one of the party in the John Phoenix corps, for which an appropriation will probably be asked of the present Legislature.

In conclusion, I would add that if Donnelly is going to compel the Duluth road to carry wheat from St. Paul to Duluth for five cents per bushel, there is not any cheap transit needed, anyhow."

[Signed] Caliban

Pine City, Jan. 26,

Lake Superior -
St. Croix River

Canal.

St. Paul Daily Globe

IX

29

Sat. Jan. 29, 1887

Hist. Society

L. S. Staples.

34, Col. 2, article captioned "The Canal Project."

[Editorial comment of subject matter listed on pages 679-A-B-C and D.]

"In a communication published elsewhere, a Pine City correspondent objects to the proposition to have the Legislature make an appropriation for a preliminary survey of the projected canal connecting the waters of the Mississippi and Lake Superior. He bases his objection on the following grounds: First, that the estimates that have been published are untrustworthy because the parties who made them were not engineers, but only local surveyors, and that the survey was made with shotguns and fishing poles. Secondly, that the topographical conditions of the country through which the proposed canal is to pass render it absolutely impossible to dig a canal; and in the third place that the Mississippi river at the mouth of the St. Croix is sixty feet higher than Lake Superior. If the statements made by our correspondent are correct, the obstacles in the way would be so apparent that the canal project would have to be abandoned. But it is because of the absence of facts that the preliminary survey is necessary -- not a survey made by a fishing party out on a summer excursion, but a survey made by a capable corps of engineers acting upon competent authority. That is what is wanted and what the Legislature is asked to secure."

Lake Superior -
St. Croix River.

Canal

691

St. Paul Daily Globe.

IX

26

Wed. Jan. 26, 1887

Hist. Society

L. S. Staples

#4. Col. #7 Captioned "They Should Explain.;" par. #5.

[Extract]

*****The ^House [Minnesota Legislature] also adopted a memorial to Congress for an appropriation of \$25,000 (sic.) for a survey of lands connecting Lake Superior with the St. Croix river. This is the canal plan discussed before the St. Paul Chamber of Commerce on Monday last. *****

Lake Superior -
St. Croix

Canal

532-A

St. Paul Daily Globe
IX 31
Hist. Society

Monday, Jan. 31, 1887

L. S. Staples.

#4, Col. #3, article headed "The Canal Project."

"To the Editor of the Globe.

Dear Sir: Your Saturday's issue contains an article purporting to have been written at Pine City. 'Caliban' says he has crossed the St. Croix when there was not water enough to wet his feet. He must have done so at the outlet of the upper spring source, and a man possessing the least degree of manhood would not question the facts as set forth that large reservoirs can be established near the divide on any of the head waters of the St. Croix. Another misrepresentation about the height of Lake St. Croix being sixty feet above Lake Superior. The fact is Lake Superior is 160 (sic.) feet above Lake St. Croix. 'Caliban' knows but little of the great demand of the West. This important connection is demanded, and will ultimately be made. First the Hennepin and Rock canal; second, the Fox and Wisconsin canal; third, the St. Croix and Lake Superior canal. The '75 (sic.) state appropriation was inadequate to make a scientific survey. Believing in the feasibility of this canal, I sign my name to this communication."

[Signed] W. H. C. Folsom.
St. Paul, Jan. 29.

Ibid. P.4, Col. 2 [Editorial Comment relative to the foregoing communication.]

The Canal Project

"Mr. Folsom takes up the cudgel this morning in defense of the canal

Contin'd from P. 682-A

project. He says that an accurate scientific survey was not made because the appropriation of 1875 was not sufficient, but that the survey went far enough to demonstrate the practicability of connecting the St. Croix and Lake Superior waters. So far as the importance of this canal is concerned, it cannot be over-estimated. At the same time the state and ^National ^Governments will not want to waste any money on a project that is impracticable. The ^National ^Government ought to make the preliminary survey, and there can be no reasonable objection to the state Legislature memorializing Congress in favor of the proposition. If it is once demonstrated by a survey made by competent engineers that the canal cannot be constructed, that will be the end to it. But if it should turn out, as it probably will, that an accurate survey would demonstrate that the scheme is feasible and could be accomplished at an expense not exceeding \$20,000,000 (sic.), then there should be no delay in pushing it to completion."

St. Croix

Mississippi

Sale of Power Site.

St. Paul Daily Globe.

IX

35

Feb. 4, 1887

Minn. Hist. Soc.

L. S. Staples

#2, Col. #2, article headed "The Taylor's Falls Power."

"Hon. J. A. Baker of St. Croix Falls, was at the Merchants (hotel, St. Paul) yesterday. A Globe reporter inquired of him as to the outcome of the negotiations for the sale of 8,000 (sic.) acres of land adjacent to the extensive water power of the St. Croix river at Taylor's Falls, Minn. These lands have been held for many years by the Cushing estate, of which Mr. Baker is the agent. He said: 'We had given an option on those lands running until yesterday to a St. Paul party, who wanted a short extension in order to complete the purchase, but as negotiations upon the same terms of sale had been entered into with Chicago parties, I have just telegraphed the latter, closing the sale to them. I have further given the Chicago parties an option on Gen. Benjamin F. Butler's 40,000 (sic.) acres in the same locality, and as the buyers wanted the property all together I consider the whole lot as good as sold.'

This deal, it is thought, will have the effect of putting new enterprise into this district, which is only about forty miles north of St. Paul, as the terms of sale of the Cushing lands include the privileges of one of the finest water powers in the Northwest, situated in a district that is noted both for the value of its surrounding agricultural lands and hardwood forests."

St. Croix

Mississippi

Purchase of Power Site.

St. Paul Daily Globe

IX

48

Thurs. Feb. 17, 1887

Minn. Hist. Soc.

L. S. Staples

#1, Col. #2, article headed "A Heavy Purchase."

Special to the Globe.

"St. Croix Falls, Wisc., Feb. 16.- Hon. Isaac Staples, of Stillwater [the writer's great great uncle], closed a bargain with Major J. S. Baker, of this place, yesterday for the entire interest of the Cushing estate at this point. Mr. Staples is quoted as having said that he has bought this property for the purpose of improving it and manufacturing his immense lot of pine lying on the upper St. Croix and tributaries, which amounts to about 300,000,000 (sic.) feet. He will build a solid dam on the site of the former one, rebuild and perhaps extend the old canal, erect large saw mills on the St. Croix falls side, and make such other improvements as are necessary to furnish ample power for other manufacturing purposes. Twenty-five hundred acres of farming and timbered lands were comprised in this sale, besides 1,050 (sic.) lots in this village."

Lake Superior -
St. Croix River

Canal.

685-A

St. Paul Daily Globe

IX

82

Wed. Mar. 23, 1887

Minn. Hist. Soc.

L. S. Staples.

#4, Cols. #5 and #6 captioned "THE VALUE OF CANALS." [Extracts]

"The latest official action in regard to a canal from the upper Mississippi to the great lakes is that of the board of United States engineers. The report of that board dated Dec. 30, 1886, and printed in Executive Document Number 65 (sic.), Forty-ninth Congress, second session, states as follows: 'As the practical importance of a through route by way of the Fox and Wisconsin rivers, great changes have occurred during the past twenty-four years. Railroads have multiplied and by sharp competition between themselves may maintain rates at so low figures that it is very doubtful if an ordinary canal can compete with them so as to materially reduce rates over a route so unfavorable as that from Green Bay to the Mississippi. ----- At any rate, action should be delayed until the limit of practical improvement in the low water navigation of the Mississippi from St. Paul downward has been determined. That limit will fix the depth demanded in a canal traversing the valley of the Wisconsin.'

[Discussion relative to the Fox-Wisconsin rivers canal follows, along with comment bearing on the Hennepin canal]

*** There has been some discussion of the subject of a canal between Lake Superior and the Mississippi by the way of the St. Croix river. The benefits of such a canal, if one were practicable, to a great area of the

Contin'd from Pg. 685-A

Northwest, and especially to that portion tributary to St. Paul and Minneapolis, would be immense. I have been told by an able engineer that the practicability of such a canal depends on whether the topography of the summit between the lake and the Mississippi admits of the construction of reservoirs. A survey to determine this single question could be made without much expense. The reservoirs for the Miami canal system occupy 28,000 (sic.) acres.

Assuming that all three of the canal routes are feasible, namely, the Hennepin (which united the waters of Lake Michigan with the Mississippi via the Illinois river), the Fox and the Wisconsin and the St. Croix, what should be the plan of proceeding by the friends of these measures so far as regards their construction by the general government? I think it should be, first, to concentrate effort in support of that canal which has the best show of early success. The Hennepin canal seems now to be that one. The success of that will so educate the public in favor of canals that the government will be constrained to undertake the Fox and Wisconsin canal, and when that is done it can undertake the one along the St. Croix if surveys show the route to be practicable. This is the course I would expect followed if the works were undertaken solely by the general government.

Contin'd from Pg. 685-B

But if separate states or cities cared to undertake either of the works, (and undoubtedly the St. Croix canal might with good reason be so built) they could be finished sooner. People sometimes exclaim against canals on account of their expense, but such an argument has no weight with me. If a route for a canal is feasible, then, according to the experience of all nations, the necessary expense for its construction is a wise and beneficent investment. If the single state of New York more than half a century ago, and when it had but a million inhabitants, could successfully build a canal over three hundred miles long, surely the United States, with the improved machinery of the present day, can and ought to build these canals to unite the 'Great Lakes' with the 'Great Father of Waters.' While commercial and industrial interests demand their construction we have no right to treat with indifferent^{ce} the military benefits they would afford in time of war. **** [Discussion relative to Illinois and Michigan canal and the proposed Hennepin canal concludes this article].

[Signed.] C. C. Andrews.

[Gen. Andrews, U. S. engineers]

[Dated] St. Paul, March 22.

Clearwater and
Red Lake River

Red River of the North

Power Site

St. Paul Daily Globe

IX

100

Sunday, April 10, 1887

Minn. Hist. Soc.

L. S. Staples

#1, Col. 2, article headed "Its Power Immense."

"Special to the Globe.

Red Lake Falls, Minn., April 9.- Another immense water-power is to be utilized at once just at the junction of the two rivers [the Red Lake and Clearwater rivers]. The dam will be built just below the junction, the race running from the Clearwater at a point thirty rods up the stream, it being eighty rods long. Careful estimates by the engineers show the power to be at least 10,000 (sic) horse."

St. Louis

Bridge Dispute

St. Paul Daily Globe.

IX

210

Friday, July 29, 1887

Hist. Soc.

L. S. Staples

#2, Col. #2 - article headed "To Stop Bridge Building."

"A suit was commenced in the United States circuit court yesterday by Gen. N. Baxter, United States attorney against the St. Paul and Duluth Railroad company. The complaint alleges that this company is erecting a bridge over the St. Louis river, about four miles from its mouth, which, if completed, will seriously interfere with navigation on it. As the river flows between Minnesota and Wisconsin at that point relief is sought in the United States courts."

A
General Item.
Drouth

688-A

Drouth.

St. Paul Daily Globe.

IX 210

Friday, July 29, 1887.

Minn. Hist. Soc.

L. S. Staples

Editorial on page #4, Col. #2, headed "A THIRSTY EARTH."

"Are we drying up? That is the question perplexing the North American continent to-day. The increasing frequency of drouths and their prolonged duration make the question a very serious one. The old settler will tell you of the time when they didn't know what a drouth was in this section of the country. And the same old settler will also tell you that the lakes and rivers contain less water than when he first knew them, and he will point out to you here and there in various localities a spot of dry land where a lake stood when he first knew the country. Putting these two facts together we naturally inquire as to whether the drought cause the loss of water supply or is the drying up of the lakes and other water sources which cause the drouths. At an offhand shot we might be inclined to take the affirmative of the first proposition, and yet upon a little reflection we would probably conclude that the latter is the correct one. The loss of the natural water supply is the cause of the drouths, and the people of this country are responsible for it. This loss is produced by the wholesale draining of the country. In the eager desire to subject every available spot of land to tillage, our farmers are robbing the country of its water supply. The land is drained of its moisture. Our farmers have run their tilling through the sloughs, they have

A
General Item.
Drouth

688-A

Drouth.

St. Paul Daily Globe.

IX

210

Friday, July 29, 1887.

Minn. Hist. Soc.

L. S. Staples

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Contin'd from Pg. 688-A

drawn out the water from the swamp, they have dried up the pond, they have obliterated the little lakes, and as a compensation for it the country is visited year after year with drouth. The building of so many railroads is also contributing to the dryness of our atmosphere. Every cut that (col. #3) is made is a drainage to carry off the moisture of the earth. In the light of all these facts it becomes an important question to determine what to do to counteract the evil that is being done by the improvements that are necessary to the development of the country. At any rate it is well to consider and discuss it that the people may devise some means whereby these troubles may be overcome. Of a number of suggestions that have been made respecting this theory, the most thoroughly sensible one that we have seen is a suggestion contained in Hill's National Builder. Mr. Hill holds to the theory that artificial drainage is not only contributory to drouths, but is also the cause of the frequent tornadoes that devastate so many sections of the country. Drouth seldom prevails in the European continent, and its absence is ascribed to the fogs and moisture which are driven upon the continent by the west winds. The moisture is drawn from the ocean and wafted inland, particularly freshening the verdure of Ireland, and hence the brilliant green of the Emerald Isle.

The remedy that Mr. Hill suggests is that the farms of the inland

Contin'd from Pg. 688-B

states be dotted with ponds and minature lakes. Instead of running the drains through and out of the swamps, they should lead to an excavation of such size as circumstances will permit, which should be made at a depth of three or four feet, where the water will gather and will remain throughout the year to furnish moisture which, through evaporation, will pass into the clouds to be returned in rainfall to the needy earth. He thinks that it would be wiser for the government, instead of expending millions of dollars in building levees and embankments along the great rivers, to make this expenditure in holding ^{water} ~~the~~ where it is needed in the up-country."

St. Louis

Sale of Water Power

St. Paul Daily Globe

IX

228

Tuesday, Aug. 16, 1887

Minn. Hist. Soc.

L.S. Staples

#1, Col. #2, article headed "SOLD for CASH."

"Special to the Globe.

Duluth, Minn., Aug. 15.- The confirmation of rumors regarding the sale of a seven-twentieth interest in the St. Louis River Improvement company's water power by Jay Cook and others for \$700,000 (sic.) cash has created interest in this section. Private dispatches received this afternoon state that the work of constructing several dams near Fond du Lac will be let to contractors as soon as possible."

Snake

St. Croix

Jurisdiction of dam.

St. Paul Daily Globe

IX

264

Wed. Sept. 21, 1887

Minn. Hist. Soc.

L.S. Staples

#4, Col. #8; article headed "Stillwater News." [Extract]

"The lumbermen of this city have been having a big ruction with the people of Pine City over the raising of the gates at the Chengwatonna dam near that village. The flow of water from that stream is necessary to float the logs out, and armed with the proper decree from the court, they were raised. A posse of indignant citizens, however, too strong to be resisted by the deputy sheriff in charge of the dam, closed them during the night and thus stopped the flow of the water. It is claimed that drawing off the water breeds disease, and the people there claim that their rights should be respected in this regard. As the season is too far advanced to make the danger from malaria very great in this latitude, there seems to be other causes at work which takes this as a pretext. Whether the people of Pine county can successfully resist a decree of the court remains to be seen."

St. Louis

Bridge dispute. (Continued)

St. Paul Daily Globe.

IX

265

Thurs. Sept. 22, 1887

Minn. Hist. Soc.

L. S. Staples

#4, Col. #6 headed "Railroad Matters." [Extract]

[Bears Washington, D.D. date-line of Sept. 20.]

"The visit of James Smith to the war department on Saturday is believed to have been in the interest of the St. Paul and Duluth roads, of which corporation he is the counsel. Inasmuch as the secretary of war, adjutant general and other responsible officials were in Philadelphia, he was unable to accomplish anything. *** It will be remembered that Congress passed a law granting the right to the St. Paul and Duluth road to construct a bridge over the St. Louis river, from Duluth to Superior, subject to the approval of the secretary of war. That official has not yet approved the plans, nor satisfied himself as to the legality of all the preliminary arrangements in the premises. The road intends not only to cross the river and touch Superior City, but it intends to push along the northern tier of counties of Wisconsin to Ashland, and possibly to Sault Ste. Marie. Consequently, this bridge, as a preliminary measure, is of the utmost importance. *** There seems to be no objection to the bridge, either from Duluth or Superior; * nor is there any open opposition from rival corporations, to amount to anything."

*[The opposition came from Gen. N. Baxter, U. S. attorney, acting for the government, the latter alleging the bridge would interfere with navigation. See my page #687.]

Vermillion Lake and
River, also Burnt Side Lake

Navigation project.

692-A.

St. Paul Globe

IX

282

Sunday, Oct. 9, 1887.

Minn. Hist. Soc.

L. S. Staples

#11, Col. #5 - headed "DULUTH MATTERS."

Special to the Globe.

"Duluth, Minn., Oct. 8.- A company of capitalists and men well-versed in the tortuous paths of canoe voyageurs in the region north of Tower [Minn.] and abutting on the Vermillion range, have taken preliminary steps toward improving the navigation of a series of lakes that lie parallel to valuable parts of the iron range not touched by railroad. The improvement will consist of widening the portage trails and improving the approaches to the portages, deepening and clearing out several small rivers and creeks and erecting suitable stopping places and freight warehouses. Upon each lake will be placed one or more powerful little steam launches, capable of towing freight barges at the rate of eight or ten miles per hour, and teams will be stationed upon each portage to expedite the transit of goods from one lake to another. The tug Minnie Lamont, now upon Vermillion lake, will probably form the first link in the chain of tugs and boats that will soon ply upon the canoe route between Tower and the international boundary. From the east end of Vermillion lake to Burnt Side lake the route goes by a small creek to Mud lake and thence over a portage of three-fourths of a mile to Burnt Side lake. There are several difficulties to be overcome, but they are not so great as they appear to be at first sight and can be sur-

mounted by energy and perseverance. Upon Burnt Side lake the first tug will be placed by the Lake Route Transportation company, and a barge will be built there this season. One of the most experienced men in the upper country in lake navigation left for Chicago to purchase and forward at once a suitable steam launch for this lake, which will be portaged into Burnt Side lake during the winter. When this boat is on Burnt Side machinery for the other boat will be shipped up, the hulls of the boats being built upon the shores of the different lakes that they are intended to sail upon, thus avoiding a great amount of very expensive transportation. The route will be considerably north of the proposed railroad extension, and will be of utmost convenience to those who have lands and mining interests they desire to explore and develop east of Ely [Minn.]" ****

Osakis Lake.

[Osakis]

Headwaters

Lake of Little Sauk River.

Navigation

St. Paul Daily Globe.

IX

306

Wednesday - Nov. 2, 1887

Minn. Hist. Soc.

L. S. Staples

#1, Col. #4; article headed "A MOONLIGHT EXCURSION"

Special to the Globe.

"Osakis, Minn., Nov. 1.- A big moonlight excursion was given on Osakis Lake^{*} this evening by Wes Mann, Captain of the Belle of Osakis, to the head of the lake and return, making a trip of thirty miles. A large crowd was in attendance. The Osakis brass band furnished music. This is the last excursion of the season on the lake."

*Lake Osakis is locate in Douglas and Todd counties Minnesota. It is a headwater lake of the Little Sauk river which is a trib. of the Sauk river, which, in turn, is a trib. of the Miss.

East Two Rivers

Vermillion

Logging and Lumbering.

St. Paul Daily Globe.

IX

323

Sat. Nov. 19, 1887

Minn. Hist. Soc.

L. S. Staples

#5, Col. #2, article head "DULUTH MATTERS." [Extract]

Item #4 titled "BUYING PINE LANDS"

"A company of Duluth men, in connection with Eastern capitalists, have for some time been engaged in quietly buying up all good titles to the Vermillion pine lands that they possibly could, and they now intend to put up a large saw mill at Tower, which is to be in running order by next June [1888], if not before. The mill, which is intended to cut at least 100,000 (sic.) feet of lumber per day, is to be situated at the mouth of East Two rivers, upon the site formerly occupied by the Minnesota Iron company's old store. The machinery used will be mostly that now in Graff, Murray & Co's mill at Rice's Point, this firm's partnership having expired by limitation, and they are reported as not intending to resume business, at least in Duluth."

Red River of the
North

695-A
General item of trans-
portation, communication, etc.

St. Paul Daily Globe

IX

331

Sun. Nov. 27, 1887.

Historical Soc.

L. S. Staples.

#12, Cols. #3 and #4; article headed "Money-Making Men." [Extracts]

**** "One of the wealthiest gentlemen in our midst [in St. Paul], and one that has been as long in the Northwest as any other who have seen this whole country grow up, is Commodore N. W. Kittson. From his early manhood to the present time he has lived on the frontier. The old Red river carts, that before the railroads came, were the only means of communication between St. Paul and the frontier posts and the Red river region, those peculiar little carts drawn by oxen that were used in former years to come down to St. Paul, and which two-thirds of the present citizens of St. Paul never saw, were as familiar to Commodore Kittson as the most common object with which he was acquainted. A large part of his wealth was accumulated in the extreme Northwest and on the Red River of the North, where for years he had a fleet of boats and no serious competition. ****.

Finally, fifteen or eighteen years ago, he and J. J. Hill [of "Empire Building" fame], who was then connected with him in the Red river business, sold out. These gentlemen were far-seeing and observing. They knew that the growth of the country required something more for its development than the boats on the Red River of the North, and the ox-carts, making their slow tedious way from the Red river valley to St. Paul. Population was then coming into Minnesota more rapidly. As a state she was attracting attention. The valley

Contin'd from P. 695-A

of the Red river was known to be a fertile region. The railroad, known then as the St. Paul & Pacific, but now as the Manitoba, was secured and extended to the boundary line, where it was met by the Canadian road. Of course, the railroad naturally ended the boating business on the Red river, and it subsequently dwindled to nothing and was abandoned. *****

*** J. J. Hill is entitled to be regarded as a phenomenal man in more respects than one. He is rated as one of the richest men in the city, and is probably entitled to this reputation. *** Fifteen or eighteen years ago he was working by the month on the levee [at St. Paul] in the old warehouse, a long, low, dingy frame dwelling located where the Milwaukee & St. Paul freight office and warehouse building is now located, just below Sibley street, opposite the union depot. He rose from that position to the one he now occupies by his own unaided exertions and by means of his own will, industry and native ability. He is a striking example of the opportunities afforded by our form of government for a man to pick his way up from poverty, obscurity and to power, wealth and influence. He then struck into the hard coal business, the firm being Hill, Griggs and Acker. [at St. Paul] *** At last he [Hill] left that and went out to the Red river country and while running boats on that stream, he, with others, saw the possibilities of the Red river valley, and then turned his mind to getting possession of the old St. Paul and Pacific

Contin'd from P. 695-B

road, now the Manitoba. When once he became engaged in that he put his whole mind to the business, and from that time to the present he has turned his whole attention to making that road one of the greatest railroads in the land.

* I question this statement, because I believe steamboats were used for transportation on the Red River of the North in the years following the year of 1887. I may be wrong, but watch items for verification. Staples.

Red Lake

Red River of the North

Water Power Site in Litigation.

St. Paul Daily Globe.

IX

338

Sunday. Dec. 4, 1887.

Historical Sec.

L. S. Staples

#5, Col. #2; article headed "In a Receiver's Hands."

"Special to the Globe.

Red Lake Falls, Minn., Dec. 3.- United States Marshal Campbell has taken possession of the large flouring mill property and water power of the Red Lake Falls Milling and Lumber company and delivered it to Receiver Wilkinson. This property has been in litigation for three years and has been held adversely by Karl Kretschmer, the original owner of the property, who alleges the title of the Red Lake Falls Milling and Lumber company was obtained from him through misrepresentations of T. S. Coffin, who claimed to be a Boston capitalist. The value of the property is estimated by real estate men at \$75,000 [sic]. The flouring mill is situated on the Red Lake river, and its capacity is 300 [sic.] barrels per day."

St. Louis

697
Logging Railroads enter
St. Louis river territory.

St. Paul Daily Globe.

Ix

344

Sat. Dec. 10, 1887

Hist. Society

L. S. Staples

#4, Col. #5, article headed "Pine Land Roads."

"Duluth, Dec. 9.- It is stated here that preparations are being made by a number of leading logging companies on the St. Louis river to thoroughly gridiron the immense tracts of pine-bearing territory north of Cloquet with a system of railroads, one or more lines of which will be carefully graded and laid with heavy rails to be used also as a general freight and passenger road, leading to points on the lower Vermillion iron range. The project has been brought about by frequent expensive and vexatious delays incident to low water, scarcity of snow, etc., from which the millmen and loggers have suffered. The pine tracts are scarcely touched as yet, and nearly 3,000,000,000 [sic] feet of timber is standing in the district to be pierced by the roads."

St. Paul Pioneer Press.

XXXV

8

Sun. Jan. 8, 1888

Hist. Society

L. S. Staples.

#3, Col. #3, captioned "Transpiring in Duluth."

"Duluth, Special Telegram, Jan. 7.-- A few days ago a bill was introduced in Congress granting the right to put a bridge across the St. Louis river from Rice's Point to Connor's Point to the Duluth, Superior & Wisconsin railroad. There has been much speculation as to whose interest the bill was introduced. At first it was supposed it was the Omaha company, but that proved not to be the case. The war department referred the bill to Capt. Quinn, in charge of the harbors of this end of Lake Superior. His investigations show that it is in the interest of the Duluth, South Shore and Atlantic road. It is understood that officers of the railroad company will be here in a few days to look after terminal facilities."

St. Louis

Bridge Dispute

The Daily Pioneer Press. [St. Paul & Mpls.]

XXXV

24

Tues. Jan. 24, 1888

Historical Society

L.S. Staples

#6, Col. #5, article in par. 2 of "Duluth Doings."

"Special Telegram, dated at Duluth, Jan. 23.-

Opposed to the Bridge

"The people of Superior [Wis.] are very much opposed to the building of a bridge across the St. Louis river from Rice's to Connor's Point and have sent a remonstrance signed by 300 [sic.] citizens to Senator Spooner against the bill lately introduced into Congress by Senator Sawyer giving the right to bridge at that point to the Duluth, Superior & Wisconsin road, which is the representative of the Duluth, South Shore & Atlantic. If the building of the bridge is defeated it will compel all roads entering Duluth from the Wisconsin side to cross on the Northern Pacific bridge, or to go around West Superior to Grassy Point. It is claimed that the bridge will be an injury to navigation, but it is a question whether it would be enough of an obstruction to warrant the defeat of the scheme." ***

St. Louis

Interstate Bridge

The Daily Pioneer Press

[St. Paul & Mpls.]

XXXV

36

Sun. Feb. 8, 1888

Hist. Society

L. S. Staples

#2, Col. #2. captioned "This and That at Duluth" [Extracts.]

"Duluth, Special Telegram, Feb. 4.- Duluth is especially interested in a great many measures pending before Congress and hereafter to be introduced. *** they are of importance not only to Duluth, but to the whole Northwest. *** Another measure of importance is that granting permission to bridge the entrance to the canal by a pivot bridge, the draw to be the width of the harbor [refers to harbor canal], and to put a railroad bridge across the harbor from Rice's to Minnesota Point. The latter project is in the interest of the Duluth Terminal railway company, and, if passed, will result in making sure the carrying out of the plans of that company to give Duluth a terminal system second to none, which is greatly needed to provide room for the rapidly increasing railway business of the place and to furnish terminal grounds for many new roads seeking an entrance to the place. There is some opposition to the measure because the bridge would divide the harbor and make necessary frequent use of draws by vessels. This is not really a valid objection, as there would be enough draws to accommodate all traffic without delay, and besides, the harbor is so large that one bridge three miles from the central docks would practically be no obstruction at all. *** The building of the bridge across the canal would open up all Minnesota Point

700-B

Contin'd from Pg. 700-A

to docks and manufactories, there being no way now of reaching that portion
of the city from the mainland save by boat." ****

General Item.
Red River Valley

Growth & Development

Historical 701-A.
Sketch of Development and
statistics of year of 1887.

The Daily Pioneer Press

XXXV

42

Sat. Feb. 11, 1888

Historical Society

L. S. Staples.

#10. Col. #3 captioned "Valley of the Red River."

Something of its marvelous growth and wonderful richness of this great wheat-growing region --- Possibilities in other directions. [sub-head]

"Fargo, Dak., Special Correspondence, Feb. 9.- 'Thirty years ago the place where we now stand was a howling wilderness,' to quote the oft-repeated statement of the orator at the dedication of some down East bridge, but it is not forty nor yet twenty years ago that the Red River valley was something of a wilderness itself, lacking, perhaps, the forests to make the term strictly applicable. In fact this rich section of country lay waste and desolate until 1871 [sic], when the settlement of the Red river [sic] valley began. Prior to that time a few pioneers had located between Fort Abercrombie and the boundary line, and one small steamer called the International had been built and made a few trips down the river, carrying very little freight and seldom a passenger. Late in the fall of 1870 [sic] the Northern Pacific railroad reached the Red river, and with the advent of the iron horse came the advance guard of the thousands of settlers who have since occupied this goodly land, made productive its fertile acres and built up the cities and towns. While the growth of some mining towns may have been more rapid than the growth and

* This fellow seems inclined to underate the importance of steamboat navigation upon the Red river, previous to the dates he specifies, as our research will show. Staples.

Contin'd from Pg.701-A

development of this region, yet such growth has generally been of the mushroom order, and their decay and subsidence equally as rapid. We believe that in the settlement of new countries there never has been so rapid and at the same time substantial and permanent increase in wealth and population as has taken place in the Red River valley during the past few years. When traveling through this region on the Manitoba [railroad], whirling past well cultivated farms and through prosperous, thriving towns, it is difficult to realize that less than twenty years ago one could travel for two hundred miles through the whole of this valley without seeing a white man, or looking upon a single cultivated field. During the winter of 1871-72 [sic.] many of the newly arrived settlers at the crossing of the Red River by the Northern Pacific lived in tents, fared sumptuously on canned provisions, crackers and jack rabbits, and for exercise shoveled snow and played seven-up. These men were the pioneers who started the cities of Moorhead, Minn., and Fargo, Dak., and a number now live in fine, handsomely furnished residences near the location of their old tent. In 1872 [sic.] two loads of wheat were brought to Moorhead and sold, which two loads of about one hundred bushels constituted the whole crop of wheat raised and marketed in the Red river valley that season. The total yield of wheat raised in the counties of Cass [sic.], Traill, Grand Forks, Walsh and Pembina, Dak., and Clay, Norman, Polk^K, Marshall and Kittson [counties].

Contin'd from Pg. 701-B

Minn., all bordering on the Red River, for the year 1887 [sic] was twenty-four million bushels. A marvelous increase! Testifying alike to the richness of the soil and the rapidity with which this region has been brought under cultivation. This represents only the one item of wheat raising, but other productions have correspondingly increased. The yield of oats, barley and vegetables have increased from year to year, and added largely to the wealth of the valley. Dairy products have also kept pace with the growth in grain and vegetable productions, and a large amount of butter and cheese is made each year. Clay county, Minn., took the second premium at the state fair last year for the exhibit of products of the soil, and its admirable display of grain and vegetables attracted much favorable comment.

Diversified Interests.

The Red river valley has generally been considered solely a wheat raising country, and while as such it has justly attained a world-wide reputation, yet it is rapidly coming into prominence as a stock country. Not that there are large ranges and vast herds of cattle, but there are many fine stock farms in the valley, with some of the best blooded stock to be found anywhere. In the ten counties above named [page 701-D] there were in 1887 [sic], 62,000 [sic] horses, 100,000 [sic] head of cattle, and 32,000 [sic] hogs --- surely a good showing for a prairie grain-growing region. But it is in wheat raising

Contin'd from Pg. 701-C

that the Red river valley stands pre-eminent, the same rich acres producing year after year their abundant yield of the famous #1 hard. Twenty-four million bushels in 1887 [sic.], at an average price of 60 [sic.] cents per bushel, brings in a revenue of \$14,400,000 [sic.]. In 1887 [sic.] this valley also produced 14,000,000 [sic.] bushels of oats and about 110,000 [sic.] bushels of potatoes, adding something like \$3,000,000 [sic.] to the increase of the farmers. If a person coming to the Red river valley sixteen years ago, when scarcely a dozen acres were under cultivation, had been told that in 1887 [sic.] the value of its farm products would be twenty million dollars, the statement would have been considered wild and visionary indeed. Yet this has been accomplished, and only about one-fourth of the tillable area cultivated. This valley is certainly the garden spot of the Northwest, and good land which to-day can be bought for from \$6 [sic.] to \$10 [sic.] an acre is bound to largely advance in value. From nothing in 1871 [sic.] the assessed value of the real and personal property in the Dakota tier of counties has increased to \$27,000,000 in 1887 [sic.], with correspondingly large increases in the Minnesota counties bordering on the Red river. The railroads have been a most important factor in the growth and prosperity of the country, and a network of steel spreads over the land, insuring easy access to market, competition in prices and consequently fair rates for transportation. That the railroad

Contin'd from Pg. 701-D

companies appreciate the valuable traffic of the valley is shown by the fact that there are now 900 [sic.] miles of railroad in operation and several new lines are to be built next season, and there is room and business for all that may be constructed. When those living in this region are inclined to complain of dull times and slowness of growth, they need only to stop and consider the magnificent results which have been accomplished the past few years to realize the foolishness of their discontent. In the history of the world the rapid growth and development of the Red river valley finds few ^a parallels.

General Item.

702
Water Power for Electric
Lights through use of Artesian Wells.

The Daily Pioneer Press

XXXV

47

Thurs. Feb. 16, 1888

Historical Society

L. S. Staples

#8, Col. #1, article headed "Northwestern Miscellany."

"Yankton, Dak., Special Telegram, Feb. 15.- The value of one of the great artesian wells in this country as a motive power is soon to be tested in a manner which will demonstrate satisfactorily the value of the wells to manufacturers. An electric light plant which will supply 500 [sic.] incandescent and twenty-five arc lights is to be put in and the wells will furnish the power. The machinery of the plant will require 40 [sic.] horse-power to propel, and the light company has estimated that the well will prove to be sufficiently strong. If so another well will be bored and the capacity of the light plant doubled. This will be the first experiment of this nature ever attempted."

Zumbro

Mississippi

Floods and Dams.

The St. Paul Daily Globe.

X

102

Wed. April 11, 1888

Hist. Soc.

L. S. Staples

#1, Col. #1 captioned "THE RAGING ZUMBRO."

"Special to the Globe.

Zumbrota, Minn., April 10.- The water in the Zumbro river at this place has been rising rapidly all day. The dam at Halbut's mill ^{*}[at Zumbrota] went out this afternoon and took the flume with it and let one corner of the mill down a few inches, making a loss of about \$1,500. The bridges opposite town on the turnpike have gone out, cutting off communication from the north part of the town, and houses in low places are surrounded by water. The water of Zumbro Falls, east of here, is flooding the town, and is four feet deep in many houses. Communication by wire or rail is entirely cut off between here and Wabasha. A good share of the forty miles of track on the Wabasha division will have to be rebuilt. The dam at Oronoco [south branch of Zumbro] went out this afternoon. If the water keeps rising there will be much damage all along the Zumbro."

*I cite this to show dam was still in use on the Zumbro in 1888. Staples.

St. Croix - Lake
Superior Canal

Canal

704.

The St. Paul Daily Globe.

X

104

Friday, April 13, 1888

Hist. Soc.

L. S. Staples

#2, Col. #5, article headed "THE DULUTH BUDGET."

Special to the Globe.

"Duluth, April 12.- The genius with a big scheme is again abroad in the land. This time he has a canal to build from Old Superior [sic.] to the St. Croix river, giving water to interior towns of Wisconsin and Minnesota. And deponent further says that engineers are now engaged looking the proposed line over before submitting the matter to the Legislature of Wisconsin for an appropriation."

Vermillion

Mississippi

Water power -
hydro-electric plant.

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

XXIV

217

Sat. Aug. 4, 1888

Hist. Society

L. S. Staples

#8, cols. #6 and 7. Extracts from an article headed
"Hasting's Minn. Industries."

*** At Vermillion Falls on Vermillion river is a large flour-
ing mill plant, with a capacity of 700 (sic.) barrels per day. It may
use water or steam, and requires some 280 (sic.) horse power. *** There
is another flouring mill on the same river about a mile above, with a
capacity of 300 (sic.) barrels per day. *** There is also here several
good water powers on the Vermillion river, which await some one to use
them, and the best is, their use will be given free of charge. *** One
of these powers is sufficient for a 400- (sic.) barrel flouring mill ***

Ibid.P.8,
Col. 7.

The city is well lighted by electricity, and the power is furnish-
ed from Vermillion river "***"

"This is the first definite statement I have seen published whereby an
actual hydro-electric plant existed in Minnesota at this time other than
a privately owned plant at Mpls. Duluth, Winona, St. Cloud, Brainerd, Roch-
ester, Fergus Falls, and other Minnesota communities' main streets were
being lit by electricity in 1888, but most of the plants were operated by
steam power. Staples.

Red River of the
North, James, Missouri and
others.

Canal proposal

The Daily Pioneer Press [St. Paul & Mpls] Territorial Supplement.

XXIV

214

Sat. August 11, 1888

Historical Society

L. S. Staples

#9 and #10. [Col. #7, P. 9; Col. #1, P. 10] Article headed "A Grand
Canal Scheme" [Extracts]

"Aberdeen, Dak., Special Correspondence, Aug. 9.- Gen. Hugh J. Campbell is a man of ideas, and when he once advances an idea he clings to it with wonderful persistence. The new Campbell idea bids fair to bring the name of the Yankton [Dak. Territory] statesman, whether he be in public or in private life, into even greater prominence. Its successful inauguration would secure for the projector a national fame, while even a partial accomplishment must broaden the commercial future of Dakota and exercise so important an influence upon the trade and agriculture of the whole country as to make the enterprise one of national importance. The project is gigantic in its proportions, and the time necessary for its accomplishment great. But the idea is practical, as even a casual survey of its principal features must convince. Refusing to accept the assertion that the railways have permanently superseded internal transportation by rivers and artificial waterways, and recognizing in Dakota and adjoining prairie regions a marked natural adaptation for an extensive system of internal waterways. Gen. Campbell is now engaged in developing the idea of a great system of canals traversing the plains of Dakota and linking together its natural water courses, the Missouri, the Red River of the North,

Contin'd from Pg. 706-A

the Sioux, James and other streams which by more or less improvement can be made to do service as feeders of the great natural channel of commerce, the Mississippi river. *** Within the compass of a single letter it would be impossible to present anything like a comprehensive view of the greatest of the Campbell ideas, but a suggestion of the plan can be given. This later De Witt Clinton, whose chances of ridicule are increased by the larger dimensions of his project, is just as confident of the feasibility of his ideas and its ultimate success as was the New York governor who was laughed at when he at first proposed a canal connecting Lake Erie with the Hudson. Gen. Campbell has made the topography of Dakota a study. He has submitted questions to eminent scientists and engineers. He has taken counsel of all steamboat captains, familiar with the difficulties which beset river navigation in the Northwest. He has collected their opinions as to the best methods of overcoming or avoiding the sand banks and shifting channels of the Great Muddy. A well known geologist has imparted his knowledge as to the original courses of the rivers and streams, and engineers have given their opinions as to the extent to which the old channels and dry runs which are found in nearly every portion of the territory can be utilized as a means of communication. Gen. Campbell states, as the result of his inquiries, that nearly every person with whom he has talked confirms his

Contin'd from Pg.706-B

opinion that a system of internal canals would be entirely practicable, and that in a region so generally level and abounding in natural channels such a system could be dug and equipped at a minimum expense. The plan would of course necessitate the deepening of river beds, measures to prevent the formation of bars and short canals at points where the course of the stream diverges widely, or where a permanent channel is impractical from any cause.

VAST ENTERPRISE

But these problems are already in the course of solution by the government engineers who have in charge the improvement of the Mississippi and Missouri rivers. Gen. Campbell realizes that an enterprise so vast in its proportions and requiring so many years for its accomplishment could only be undertaken by the government. He finds in the present territorial wardship no hope for internal improvements except of the most limited character, and urges strenuous efforts toward admission with a view to securing the inauguration of this and kindred measures for the advancement of the interests of Dakota. ***

[Campbell's opinions] 'The construction of such a system, with its outlet through the Missouri and Mississippi to the south, and through the lakes on the north, would give river and lake traffic an immense impulse.

Contin'd from Pg. 706-C

The cities and towns along the rivers and lakes would be greatly benefited, and where such a mutual interest exists, we, and our children, may fairly count upon the support and assistance of some of the wealthiest and most influential of the Western and Southern states.'

RAILWAY SUPREMACY.

The general could not see in the present supremacy of the railways any serious obstacle to the idea. He refused to regard the river and canal as obsolete methods of transportation. This history of the Erie canal in New York State is a good illustration of this fact. For over forty years it has competed with the New York Central railway in the transportation of grain from the West, as well as in carrying merchandise. After a struggle with a strong influence in the interest of the railways the canal was made free and is now maintained at the expense of the state, both because of its usefulness as a means of transportation and its value in regulating freight rates. While railroads have large^{ly} absorbed the carrying business, and the 'rapid transit' idea has naturally and properly secured a strong hold upon the American people, as long as railways maintain a minimum rate of fifteen to twenty cents per hundred for the transportation of what canals can carry profitably for from six to eight cents, this method of transporta-

Contin'd from Pg. 706-D

tion cannot be said to be obsolete or impracticable.

VISIONARY PERHAPS.

The above [foregoing] is an attempt to give a suggestion of Gen. Campbell's plan, though not in his exact words nor in anything like the completeness with which he outlined it. The enterprise in its entirety will doubtless be pronounced by intensely practical people as 'visionary'. Some will declare that 'life is too short, traffic too rapid and canal and river transportation too slow for the times. Nearly all our great undertakings have to meet ridicule, overcome indifference and conquer opposition, but the practicable ideas survive, and Gen. Campbell's Dakota water transportation scheme, even in its embryo, betrays marked vitality. When it is remembered that a single experimental canal could be built without great expense through some favorable portion of the territory, and that the system need not, like most great engineering projects, be built to succeed or to fail as a whole; when the employment such improvements would create for the laboring men of the territory is considered; when it is remembered that new industries, such as boating, boat building, etc., would naturally follow the successful establishment of canals, new and competing centers of traffic be created along their lines, and especially that waterways have proven the only effective method of regulating railway

Contin'd from Pg. 706-E

tariffs, the probability of the adoption of some plan of this nature is certainly strong. These considerations laid before a people who pay as much for getting their wheat and other commodities to Chicago as it cost them to transport them from Chicago to Liverpool or London, should secure for their enterprise a careful hearing."

Cannon

Mississippi

707-A
Industries, Water
Power, etc.

The Daily Pioneer Press (St. Paul & Mpls)

XXXV

252

Sat. Sept. 8, 1888

Hist. Soc.

L. S. Staples

#2, col. #1, article headed "A Seat of Learning." [Extracts]

"Northfield, Special Correspondence, Sept. 6.- Within a mile of the northern limits of Rice county, Minn., is located the progressive college city of Northfield. The Cannon river passes directly through the city, supplying an excellent water power for the large flouring mills at this point. The city of 3,500 (sic.) is forty miles south of the Twin Cities *** The valley of the Cannon is noted for the value of its agricultural lands, and here you find mixed farming carried on to its fullest extent. *** Northfield is particularly noted as a seat of learning [Carleton and St. Olaf's colleges located there] *** You will find this an excellent agricultural center, not only for raising grains and grasses, but for stock raising it has few equals. Some idea may be had as to the number of cattle in this immediate vicinity, when it is learned that the creamery here uses 9,000 (sic.) pounds of milk daily, while as much more is shipped to St. Paul and Minneapolis each day of the week. And this shipment is certainly encroached upon from the south, as Dundas, only three miles away, has a daily output of 12,000 (sic.) pounds of milk. The creamery here [Northfield] makes no less than 800 (sic.) pounds of butter daily, and it stands highest of any in the market. *** It only began business this spring [that is, the creamery.], and has been most successful. ***

Contin'd from Pg. 707-A

There is at present here [at Northfield] a large roller flouring mill of 500 (sic.) barrels capacity, run partly by steam and partly by water, about 150 (sic.) horse-power of each. The river [Cannon] has twelve foot head here, and in the mill there are thirty men employed. *** Just below the city [of Northfield] is another flouring mill of 300 (sic.) barrels capacity, while three miles above are the largest mills in this section, at Dundas. There is no better chance for manufacturing than is on this river and in this vicinity, there being several excellent powers not used, and at any point almost you find power of 150 (sic.) horse-power. ****

DUNDAS

Ibid.P.2
Col.4-5

"Three miles south of Northfield and up the Cannon river is the pretty little town of Dundas, with its 800 (sic.) inhabitants. *** There is here [besides the creamery aforementioned] a factory for the making of cheese boxes, which supplies many cheese factories in this county, besides other counties around. The flouring mills here is the chief industry. The large mill has a capacity of 800 (sic.) barrels daily, while the smaller one has an output of 200 (sic.) barrels. Most of the flour is for export, and the brand stands high in the Glasgow, Scotland, market. The milling is in transit, and consequently can be made as profitably as at any other point. These mills give employment to nearly 100 (sic.) men, and, with

Contin'd from Pg. 707-B

the cooper shops, to considerably more. The larger mill is run by water and steam, each having 150 (sic.) horse-power, while the small mill is run by steam exclusively. *** two miles up the Cannon river [from Dundas] are quarries of the very best limestone for building purposes, which are found in layers of from six to eighteen inches. *** The city [Dundas] has no less than two lines of railway, the main line of the Iowa and Minnesota branch of the Milwaukee road to Dubuque, and Minneapolis & St. Louis road from Red Wing to Mankato. These roads have access to the mills and can deliver grain at the elevator, as well as take away the flour as soon as ready. *** Minnesota is noted for her lovely scenery, and none can excel that along the rushing, romantic Cannon river, the river which has more mills on its banks for its size than any other in the state. ****

Cannon and Straight.

Industry, water power, etc.

The Daily Pioneer Press (St. Paul & Mpls)

XCV

257

Thursday, Sept. 13, 1888

Hist. Soc.

L. S. Staples

#9, col. 1, article headed "Faribault, the Fair." [Extracts]

"Faribault, Special Correspondence, Sept. 10.- Faribault, the city of schools [Shattuck School for Boys, St. Mary's Hall for Girls, both Episcopal church educational institutions. Seabury Divinity School; Episcopal. School for the Blind; State. School for Feeble-Minded Children; State.], has a bright future before her. *** This city has more manufacturing establishments than is usually found in a city given to education. But Straight river is quite a separating line between the schools and the business portion, except in the case of the Bethlehem academy, which is in charge of the Sisters of the Dominican order ***. There is now in the city four flouring mills. Just outside are the Polar Star mills on the Cannon river, with a capacity of 450 (sic.) barrels daily, and giving employment to fifty men. The four mills in the city have an output of 460 (sic.) barrels and employ forty-five men. Then there is the Wolcott roller mills, although above the city on the Straight river, which has its office here. It has a capacity of 450 barrels and employs fifty men. It is run by water and steam. The owners have laid a spur from the Milwaukee road to the mill, two and a half miles. The head of water is such that the stream gives 250 (sic.) horse-power, and the same amount of steam power is used. The company has built quite a village here for the employees. The amount of wheat yearly made into flour at this point is not less than 2,000,000 (sic.) bushels and the main supply comes from Dakota and Western Minnesota. There is sufficient elevator storage here for all these mills. The old Faribault mill is being put in order and will increase the output. The city has also two large furniture factories, a canning factory, [corn], rattan works for children's carriages, the only one of its kind in the West; a woolen factory, in which are made flannels, yarns and cassimeres; a large foundry which make a specialty of windmills. These several factories give employment to several thousand men and add much to the wealth of the city. *** Nearly all the factories are run by steam ***. There are in the city two breweries and two large and complete bottling works *** The two rivers [Straight and Cannon] give quite a number of water powers as well as sites on the banks for factories, yet the abundance of water found everywhere admits of the location of steam power in any part of the city. These wells [for factories using steam power] require to be but from eighteen to thirty feet in depth. ***

Contin'd from Pg. 708-A

A creamery would here also do a profitable business [note: no creamery at Faribault in 1888/, while cheese factories could be easily established and have a large support. There can be found no better dairy section in Southern Minnesota. ***

Bear Creek, Cascade
Creek, Silver Creek
and Zumbro River.

709-A.
Rochester; its water power
sites, industries, etc.

The Daily Pioneer Press (St. Paul and Mpls)

XXXV

263

Wed. Sept. 19, 1888.

Historical Society

L. S. Staples.

#9, Col. #1, article headed "Capital of Olmsted." [Extracts]

"The city of Rochester [Minn.] is at present the principal city in the county of Olmsted, Minn., and contains a population of over 5,000 (sic.), as shown by the census of 1880. Its location in the valley of the Zumbro at the confluence of the Bear, Cascade and Silver Creeks is one of the charming spots of the many in Southern Minnesota ***.

*** Of the many industries of this section none has been more successful than that of dairying *** [There was a creamery at Rochester in 1888]

Water Powers.

Ibid, P. 9,
Col.3

This county [Olmsted] has a larger number of water powers than usually found, owing to the elevation of this section. There are streams in all directions, and as they are fed from springs they are generally with good head. In the city on the Zumbro is a large flouring mill with 150 (sic.) barrels daily capacity, which is run by a seventeen-foot head of water, while below it is another mill of nearly the same capacity; the latter, however, has the assistance of steam. Inside the city limits are several other powers for smaller manufacturing establishments, while for the location of factories to use steam, no city can offer better chances, as not only the Zumbro supply sites, but Bear and Silver Creeks will each present as many more, while Cascade creek, which joins the Zumbro from the west

Contin'd from Pg. 709-A

within the city limits will give another large area for factories. The Zumbro is a rapid runner, and just above the flouring mill there is a series of cascades of great beauty. " ***.

Note: Article shows industrial possibilities but lists only a creamery as operating. A typical chamber-of-commerce prospectus.

The Daily Pioneer Press

XXV

330

Monday, Nov. 26, 1888

Hist. Soc.

L. S. Staples

#2, Col. #3-4 article headed "Little Falls Enterprise." [Extracts]

"Little Falls, Special, Nov. 25.- The Little Falls [Minn.] water power was used yesterday for the first time for running machinery. The Little Falls Roller Mills company mill is now completed and its machinery was started to-day. The mill is a fine structure of stone and brick, and contains the latest improved machinery for making flour. It has a capacity of 250 (sic.) to 300 (sic.) barrels per day, and the building is large enough to allow the present plans to be duplicated, which will probably be done soon. The Riverside Milling company is building a flour mill just south of the site of the Little Falls Roller Mill company's property. The mill will be 48 x 112 (sic.) feet in size, and consists of a basement and four stones. *** Work will be continued on this building all winter, and it is expected to have it completed and running early next spring."

[Otter Tail River]
also Red River of North.

Water Power, etc.

The Daily Pioneer Press [St. Paul & Mpls.]

XXIV

335

Sat. Dec. 1, 1888

Hist. Soc.

L. S. Staples.

#12, col. 1-2-3-4-5-6-7; article headed "Famous Fergus Falls."

[Extracts]

"Fergus Falls, Special Correspondence, Nov. 29.- Fergus Falls, the capital (sic.) of Otter Tail county [Minn.], has a most advantageous location on the Red River of the North, or as this part of the river was formerly called, Otter Tail river. *** These numerous lakes [near Fergus Falls] are so many reservoirs for the river, and [taken from col. 2] water power in the city, and the river is unique in having but little rise or fall, thus giving permanent power at all seasons." *** Ibid. P. 12, Col. 3. "One of the main resources here is the water power. Within half a mile, in the center of the city, the river has a fall of eighty feet. Within that distance there are now five water powers used, while there are two more that may be improved. At present not half the water is used even by the mills and factories which are here now, and with improved wheels and dams, double as much machinery may be moved as at present. Here is at present in use some four thousand horse power, but the river will give double that power by having it fully used and with the latest improvements. But that is not all, there being tributary to the city, within a couple of miles above, power equal to that in the city, there being another fall of eighty feet and only one mill upon that whole stretch of water. Again, be-

Contin'd from Pg. 711-A

low the city there is another eighty-foot descent, which is waiting for man to use it to its utmost. You cannot find a better location for factories of all kinds, and especially as they are easily improved, and, when improved, never failing. Capitalists are being drawn here on account of the excellent facilities for manufacturing, and large roller mills, grinding in transit, are looking favorably to this point. *** The banks of the river are not high and there is no difficulty in erecting factories at every point."

Note: No hydro-electric plant at this point as of yet. In col. 7, writer states: "There is also an electric light plant, the Heisler patent being used. It has a capacity of 300 (sic.) lights, each of thirty-candle power. The plant is driven by an eighty horse-power engine *****"

The Daily Pioneer Press. [St. Paul & Mpls.]

XXXV

340

Thursday, Dec. 6, 1888

Hist. Soc.

L. S. Staples

#8, col. #2, article headed "Bridges at Grand Forks."

"Washington, Special Telegram, Dec. 5.- Senator Davis introduced this morning a bill amending the acts passed last session authorizing the city of Grand Forks to build two bridges across the Red River of the North. It seems that the act imposed a condition upon the construction of the Minnesota avenue bridge making eighty feet in the clear upon each side of the central pier. The river at Minnesota avenue being at the point of confluence of the Red Lake river, is only 125 feet (sic.) wide at water, and it would be impossible to build a bridge there eight feet in the clear. Another trouble is that to cross the river at right angles, as the act compels, would throw one approach to the bridge into the Red Lake river. The bill introduced by Senator Davis simply changes the demands of the construction act so as to meet these difficulties."

General Item

Waterways Improvements.

The St. Paul Daily Globe

XI

3

Thursday, Jan. 3, 1889.

Hist. Soc.

L. S. Staples.

#2, Col. #4, article headed "Northwest Waterways." [Extracts]

"The State waterway commissioners yesterday filed their report with Gov. McGill, Platt Walker, E. W. Durant and William D. Crooks comprise this commission, and in their report they say: [quotes from report] "The agitation of the question of the improvement of our waterways and harbors which has been going on during the last ten years has resulted in an almost universal sentiment in favor of the speedy prosecution of the work until these natural highways shall furnish cheap and safe transportation for all our commodities. This sentiment has met with a response on the part of Congress in such liberal appropriations in the river and harbor bills of the Fiftieth Congress that this great work is now progressing far more rapidly than ever before, and may be expected to continue at this rate until the final results are reached. The two river and harbor bills of this Congress reach nearly \$30,000,000 (sic.). The first which passed last summer of nearly \$23,000,000 (sic) being the largest ever made, to which they added by the pending bill over \$8,000,000 (sic.) more. The old cry of extravagance is seldom heard in Congress, in the Senate or in the public prints; and this is undoubtedly the result of the continued agitation of the subject, and is full compensation for all expense and labor, both public and private, which have

Contin'd from Pg. 713-A

been devoted to the matter. **** The Northwestern rivers and harbors have come on for a due proportion of the large sums, and the work is being pushed forward by the engineers of the War Department so rapidly that the works on Lake Superior, the Miss., St. Croix and [note.] Red rivers will soon approach completion. The results already attained in each of these cases prove beyond question the wisdom of the plans of the United States engineers, and the utility of the work. **** Surveys [for channel improvements] have been completed of the Minnesota river to Mankato, but no appropriations have been secured for the work. **** The work on the Red river has made that stream a great factor in moving the grain of the valley and regulating freights, although it is flanked on both sides by railways. We [the waterway commissioners] renew our recommendation that Congress be importuned to ask the British government for a joint examination and survey of the northern boundary with a view to ascertaining whether a waterway may not be opened from Lake Superior via the Pigeon and Rainy Lake rivers, Rainy Lake and Lake of the Woods. This would connect the great wheat belt of the Red river valley on both sides of the line [International Line] by a continuous waterway with the markets of the world and be of inestimable value to the State. The supply of water for feeding even a ship canal is believed to be abundant and steady. We [the waterway commission] suggest a memorial to Congress on this subject from our Legislature. ****"

St. Paul Daily Globe

XI

79

Wed. Mar. 20, 1889

Hist. Society

L. S. Staples

#1, col. 2, article headed "Plenty of Logs After All." [Extract]

"Anoka, March 19.- Owing to the past rather open winter, it was thought that not more than half an average winter's work would be the results of the labors in the Run river pineries and tributaries; but in spite of all inconveniences, a carefully prepared estimate shows that 51,000,000 (sic.) feet of logs have been accounted for, as follows: Mille Lacs lake, 14,997,000 (sic.); Bradbury brook, 9,790,000 (sic.); East branch [of Run], 7,175,000 (sic.); Mike Drew [a logging contractor in Run river district], 4,300,000 (sic.); old logs hung up from last fall, 15,130,000 (sic.). **** "

The Daily Pioneer Press

[St. Paul and Mpls.]

XXXVI

94

Thurs. Apr. 4, 1889

Hist. Society

L. S. Staples.

#2, col. #1 article headed "Red River Valley Drainage."

"When the Red river drainage bill came up [in Minn. Legislature] for debate in the Senate [session of Legislation, 1889], Mr. Day moved its reference to the committee on roads and bridges, to be considered in connection with several other measures appropriating money. This did not suit friends of the bill. Mr. Keller made a personal appeal to his brother ^Ssenators to vote for the bill. [quotes] "We all know what it is," he said, "and are now qualified to vote for it at this time as we will be a week hence." [end of quotes]

Mr. Grandall - [quotes] "What is it?" [quotes end]

Mr. Keller - [quotes] "It is No. 1 hard wheat. That's the whole thing in a nutshell. There's no steal, no woodchuck, no humbug about it. If you want to elevate yourselves and do yourselves proud, vote for this bill." [end of quotes]

Mr. Sampson, who represents a large district in the Red River valley, also deprecated any delay. He caused to be read from the clerk's desk a prepared speech, in which he showed from his own experience that advantages that (sic.) follow the draining of land. He had occupied land in Polk county [Minn.] since 1872 (sic.). When he first knew that land it

Contin'd from Pg. 715-A

was covered with water from May to June. It produced nothing but the Red River fever, while the State received no benefit of taxes from it. But in time this land was drained. It was now dry early in the Spring, and No. 1 hard wheat could be raised on it and be ripened and taken out of the way before the early frosts came. That land had contributed to the prosperity of the State and had enabled the owners to build churches, schools and other institutions of which the State might well be proud. No money appropriated by this Legislature, he claimed, would yield greater returns than the money appropriated in this bill. He called attention to the fact that the Manitoba railroad is to bear a portion of the expense." ***

Red River of the
North.

716-A.
General description of its
source and flow; water power, etc.

The Daily Pioneer Press [St. Paul & Mpls.]

XXXVI

107

Wed. Apr. 17, 1889.

Hist. Society

L. S. Staples.

#4, col. #6, article captioned "The Red River."

"Fergus Falls, Special, April 16,- The Red River of the North has as much trouble about deciding when to rise as any lazy boy in the land, but when it does rise it rises with the vim that always accompanies good leaven. Like most natural products, this river begins its growth in the spring, but the particular and identical spring that it starts from no one has yet found out. The Mississippi has had its Glazier, who claims he has run the first rain-drop that goes to make the big river to its hole, but the kindly office has not yet been performed for the Red. Of course there are lakes, and lakes behind lakes, as every inhabitant knows, and the water runs from one into another, as is the nature of water; but the great original spring has not yet been found, for there are too many of them. Here is another fruitful field for the peculiar talents of Brother Glazier. Let him once more arise and shine. The waters of the Red interlock at their source with those of the Mississippi. Elbow lake, the reputed source of the Red, and the Itasca group of lakes are about twelve miles apart. The Red shows its erratic nature about as soon as it gets out of its parent lake, and wiggles around in the landscape in a fashion highly suggestive of "forty rod" [cheap whiskey] and late hours. It is at once the despair of

Contin'd from Pg. 716-A

the mapmakers and the delight of the artistic soul. Tradition says that the first surveyor, after tracing its sinuous curves on his ruled paper for several days, found that, on the paper at least, he had reached the spot from which he started a week before, and with great satisfaction stepped the survey at that point, feeling it would be a waste of time to travel around again in his own footsteps; and to his dying day he believed this river differed from all other known ones of earth, in that it ran into itself and stopped.* Be this as it may, the river is certainly crooked, and as a method of irrigation it is as successful as a Kentucky barroom. Regarding it in a general way it runs south until it reaches Otter Tail lake. Up to this point in its career it is a shallow, babbling brook, clear as a crystal, expanding here and there into beautiful lakes, and "taking things easy" in the charming way that all babbling brooks know how to do so well. Soon after emerging from Otter Tail lake a change comes o'er the river's babble. It even stops wriggling to such an alarming extent. At this point there is a depression of the earth's surface, forming a hillside of several hundred feet. The river follows the surface and plunges down the hill with a sweep and a vim that amply shows its determination to touch bottom somewhere. After making this adventurous break the Red strikes the flats of

*Sounds like Paul Bunyan's "Round River Drive."

Contin'd from Pg. 716-B

the Breckenridge region, and immediately turns northward and goes squirming and wriggling toward Canada. At this point everything about it changes promptly - its color, its depth, its direction, its character. It was a pure, deep, rapid river of a clear, greenish hue. Here it strikes the yellow clay, and puts on the muddy coffee color which gives ^{it} its name; it no longer rushes over stone, but plods and loiters in broad sweeps and curves of shallow water. The time once was when this river ran south from source to mouth. Why and when it changed its course, let geologists say; of the fact there can be no question to those who are familiar with this part of the country. A few miles below Fergus Falls the most accurate maps mark a marsh, which starts at the river's bank and runs southwesterly to Lake Traverse. At one time the Red River of the North flowed through this marsh to the Lake and through Lake Traverse and Big Stone lake followed the present bed of the Minnesota to its junction with the Mississippi at Fort Snelling. That was the time when the deep gorges of the Minnesota were cut. Then it was indeed a river, and its slow-creeping descendent of to-day seems very small beside the memory of the greater stream. Then was the epoch when the Red River of the North was not in existence; when the whole watershed which now runs north ran south; when the Bois de Sioux, which is sluggishly emptying the basin of Lake Traverse as fast as it can cut down the soft,

Contin'd from Pg. 716-C

alluvial mud of that region, ran the other way - when it ran into Lake Traverse instead of out of the lake into the present Red River. At that time there was no boundary between Dakota and Minnesota, and emigrants had no toll to pay when they reached Red River ferries; for there was no Red to cross. One cannot wonder when the transformation scene took place and what caused it. Was it a sudden upheaval of nature, or a slower, gradual process? Probably the latter, for the region shows few marks of violence; but the northward rush of the waters must have been an interesting sight to the mound builders or their predecessors, who probably sat on their mounds and with wonder watched the river swing to the north with crooked, irresolute, vacillating footsteps. To retrace our steps a little -- for after the Red enters Canada we have no further use for it, and this side of the line its chief use seems to be to furnish a muddy barrier to the folks who are going West to grow up with the country - the reader is invited to go back to the point where the river started down the slope after leaving Otter Tail lake. Right here is where the river's main usefulness is destined to be shown. At this point stands the fair city known as Fergus Falls. It is built on either bank of the river, and is situated about half-way down the precipitous slope along which the river cavorts. There are several miles of rapids above the city and several more

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miles below. The fall within the city limits is eighty feet, and about two hundred feet within twelve miles. The site of the city was selected with direct reference to its convenience for the erection of future dams, and the ease with which the outlying water powers can be reached and utilized. Its location could not be bettered, and it has water powers by the thousands of horse power. With a roaring, rampaging river above and below, whose waters never vary at this point more than a foot in height, there is no immediate danger of a lack of water power in the neighborhood. It is a beautiful site for a great manufacturing city, such as this is destined to become. The earliest record of navigation at this point is that of David Dale Owen, United States geologist, who passed down the river from Otter Tail lake to Pembina in 1848 (sic.), with a couple of French half-breed companions. He tells⁶ us, in his report, that as he was proceeding leisurely down the river, unaware of anything startling in the way of rapids, a sudden bend in the river brought them so near the falls that they could not gain the shore, but were drawn over the rapids by the swift current, the boat capsized, and a very wet crew as well as a nice little ruin among provisions, mathematical instruments and outfit generally, was the prompt result. This accident necessitated an encampment on the town site of Fergus,

Contin'd from Pg. 716-E

and as the geologists undoubtedly foresaw a city here (as everybody does) (sic.) he thought it his duty to fix our latitude. So after his instruments were dried he made observations, and recorded the latitude of the future city to be 46 (sic.) degrees, 13 (sic.) minutes and 24 (sic.) seconds. From that day to this there has not been an arrival at this point who does not instantly recognize that this site was destined in the beginning for a big city. This belief is past nearing realization."

Red River of the
North

717-A
Navigation, water power,
timbered district adjacent, etc.

The Daily Pioneer Press [St. Paul & Mpls.]

XXVI

112

Mon. Apr. 22, 1889.

Hist. Society

L. S. Staples

#6, col. #5, article headed "On the Red River."

"Fergus Falls, Special, April 21. - The Red River of the North furnishes a few peculiarities and freaks which, to round out the description of its headwaters which has already appeared in these columns [see my papers pages 717-A to 717-H, inclusive], should be alluded to. The "old settler," whom I have mentioned before, gives a tolerably accurate account of some of these peculiarities, as follows: [Quotes] "This Red River is the paradox of American streams. It runs north, mostly, and escapes into British America; a thing which few streams with any regard for their reputation would dare to undertake. Indeed, the Red River loses character as soon as it shows its intention to leave this free country. The traveler who crosses it at Moorhead fails to recognize in the dirty, ill-looking, Illinois-looking, vagabond stream, that saunters around the town sneaking here and there in a crooked, slimy way, the clear, beautiful, dark-green torrent of Fergus, or the bright, sparkling, wholesome river of Perham or Hobart. At Fergus it is the most reliable stream in the State. Its extreme rise and fall and fall are (sic.) not over a foot. Eight large lakes and multitudes of ponds, covering altogether an area of 150,000 (sic.) to 200,000 (sic.) acres, hold back and regulate the flow of waters. At Moorhead the extreme rise and fall is nearly forty feet. Standing on the

Pembina steamer one may at low water see where the tops of trees have been mowed off by an ice flood far up the sloping banks, above the tops of the smoke-stacks even." [end of quotes/. A word here, if you please, in regard to the timber along the Red River, every foot of which is naturally tributary to the water power at Fergus Falls. This stream takes its rise among the lakes and swamps of the great pine region of Minnesota. The quality of pine timber in reach of the stream is unknown. Probably one hundred million feet have already been cut, and the farther reaches of the forests have not been explored by the lumbermen. This is the belt from which hereafter will be constructed (at Fergus Falls, of course, and with the aid of Fergus Falls water power) hundreds and thousands of agricultural implements, farm machinery of all kinds, and every other imaginable kind of manufacture into which wood enters largely.

RED RIVER NAVIGATION.

The above reference to supplies west and north brings the writer to the consideration of the subject of navigation on the Red River of the North. It is only of recent years that the general government has indicated in any practical way that it knew there was such a river between Minnesota and Dakota as the Red. Yet this river will play a most impor-

Contin'd from Pg. 717-B

tant part in the development of the northern part of the two states just mentioned, as well as the vast and practically unexplored region to the north - that is, the country beyond Winnipeg, which, as the people of the United States are just beginning to learn, has a future before it of immense growth and development. Here is a great natural thoroughfare, ready built. By the expenditure of a mere pittance compared with the vast sums which have gone to the improvement of the Mississippi, the Missouri and the Ohio, to say nothing of hundreds of one horse creeks all over the country, the Red will make a cheaper freight route than railroads ever were or ever can be. This splendid waterway, a thousand miles long, with its tributaries penetrates an extent of country 350 (sic.) miles long by 125 (sic.) miles broad - 28,000,000 (sic.) acres of the finest lands in America; in time destined to be what Russia and India sometime cheekily declare themselves - the granary of the world. Steamers have never been above a point ten miles below Fergus Falls, but numerous flat boats have passed down the stream all the way from Otter Tail City to Fergus, and from Fergus (below the dams) to Winnipeg without difficulty. Some have been run over the dams, but the experiment has always been hazardous. Above the Fergus Falls water powers for twenty miles the current is generally more rapid and the channel less winding than on the lower river. No serious

Contin'd from Pg. 717-C

obstacles are met with, and a moderate expenditure in removing boulders, etc., would give fair, uninterrupted navigation. From a point some miles below Otter Tail lake up to the Northern Pacific railroad, and thence up through the pine lakes and nearly up to Hobart station, the stream is sluggish, but clear and beautiful, expanding into numerous lakes, and through the whole distance is now good navigation for the ordinary class of Minnesota and St. Croix river boats. The upper portion of the river has generally a gentle current. In a few places it is shallow and rapid. With the exception of a short distance in the neighborhood of Fergus Falls, without which there is about 100 (sic.) feet descent, and which will require locks, dams and canals to overcome, there are no serious obstacles to continuous navigation from the Northern Pacific crossing near Perham to Winnipeg; and over this natural thoroughfare there must yet be shipped, both ways, unnumbered millions of bushels of wheat and barrels of flour."

St. Louis River and
Spirit Lake.

Destruction of Fish Eggs.

The Daily Pioneer Press [St. Paul & Mpls.]

XXXVI

118

Sunday, Apr. 28, 1889

Hist. Society

L. S. Staples.

#3, col. #1, paragraph #10 of news items headed "Duluth Doings."

"It is stated by people who have visited the waters of Spirit lake^{*} and the St. Louis river up as far as Fond du Lac that fully twenty barrels of eggs of wall-eyed pike are now lying on the ground along the river, where they have been thrown by seiners, who have been fishing there illegally. As there are over 70,000 (sic.) pike eggs in a quart, it is computed that over 300,000,000 (sic.) fish eggs have thus been destroyed there. The seining has been stopped."

*Spirit lake is formed by a widening of the St. Louis river in Duluth proper, just before it enters the bay of St. Louis.

Pelican River and
lakes.

Navigation

The Daily Pioneer Press. [St. Paul and Mpls.]

XXXVI

III

Wed., May 1, 1889.

Hist. Society

L. S. Staples

#2, col. #2, article headed "A New Steamer."

"Detroit, Minn. [now Detroit Lakes], Special Telegram, April 30.- An immense crowd assembled at the lake to-day to witness the launching of the large steamer that is to run in connection with the Northern Pacific railroad through the beautiful lakes of the Pelican river system. After an eloquent address by Father Gamache the steamer slid gracefully into the lake, and the national colors were unfurled at the stern and a streamer at the bow bore the name of Minnie Corliss. The lakes and river through which the steamer will run are situated in the most romantic part of the park region and practically unknown, but fishermen claim them as the best fishing grounds in the State." *

Apparently this steamboat was being used for a pleasure boat for fishermen coming to Detroit Lakes for an outing.

Lake Vermillion

Source of
Vermillion River

Navigation -

The Daily Pioneer Press [St. Paul & Mpls.]

XXVI

113

Friday, May 3, 1889

Hist. Society

L. S. Staples

#4, col. #4, Par. 3 of article headed "Tower Talk," bearing Tower
[Minn.] date line of May 2.-

**** "The Howe Lumber company have purchased a steamer
to be used by them exclusively on Lake Vermillion."

Pelican

Red, or Otter Tail

Navigation

The Daily Pioneer Press [St. Paul & Mpls.]

XXXVI

147

Monday, May 27, 1889.

Hist. Society

L. S. Staples

#2, col. 5, article headed "On Detroit Lake." [Extracts]
 Bears Detroit, Minn. dateline of May 26.

**** "A glance at a map of Minnesota shows that the Pelican river, a branch of the Otter Tail and Red rivers, connects Detroit [City] with Pelican Rapids. This stream, heretofore, unnavigable, passes through eight or ten lakes, among them Detroit, Pelican, Sally and Lida, which are not to be excelled for their fine fishing and beautiful surroundings. A number of New York capitalists have been interested in improving the Pelican river through the enterprise of J. K. West of Detroit [Minn., now Detroit Lakes], and commenced the work last fall quietly, without national or state aid, and have expended a large amount of money, and now the river is navigable for steamers through the first four of the large lakes, and it is expected by August to run to the further end of Pelican lake. To accommodate the travel [tourist.] the large steamer Minnie Gerliss was built this spring at Detroit [Minn.], and is now making regular trips around Detroit lake, and as soon as draws can be put into bridges crossing the stream [Pelican river] will make the lake and river trip regularly, not only to supply the passenger travel, but barges now building will be towed loaded with timber, the product of the heavy belt of hard wood that will be tapped by this feeder." ****

Mississippi

Commercial fishing /Small scale/

Daily Pioneer Press /St. Paul & Mpls./

XXVII

222

Sunday, Aug. 10, 1890

Hist. Society

L. S. Staples

P. 13, Cols. 3-4, headed "Mississippi Food Fish." /Extract/

"It may not be generally known to the people of St. Paul that they have, right at their own doors, a community of fishermen who, in pursuit of their avocation, are supporting about 500 (sic.) souls and providing the St. Paul market with a supply of fresh fish, averaging perhaps two tons and a half daily during the season. Yet such is the case, and in the summer months over 100 (sic.) fishermen and their families are busily engaged in taking from the Mississippi river its scaly denizens and supplying the local market with a large variety of wholesome fish at reasonable prices.

Any one who cares to leave his bed at early dawn during the months between April and October may, on going down to the river bank below the Robert street bridge, see a fleet of punts dispersed down the river as far as the eye can reach. In each punt are two or more fishermen busily at work with their seine nets fishing. Their catch averages about fifty or sixty pounds per day, and their remuneration to from \$2 (sic.) to \$3 (sic.), depending on the class of fish which they catch. These fishermen are mostly Poles or Bohemians, and are generally the occupants of those queer-looking Noah's ark craft which fringe the river along the West /St. Paul/ flats. They fish in the river as far down as

Contin'd from Pg. 722-A

Esquire
March 1900

Fig's Eye /Island/, at a point opposite the fish hatchery, and it is at this point where the finest fish are caught. Of their fishing it may be said that 'all is fish that comes to their nets.' Their take will often include wall-eyed pike, sand pike, pickerel, buffalo fish, croppies (sic.), sunfish, shiners, suckers and bullheads, with an occasional mirror-carp, catfish, striped and rock bass, muscallonge and even a sturgeon.

Formerly the Mississippi at this point made but a poor fishing ground and the varieties of fish were limited to the more common kinds, such as pickerel, sunfish, buffalo fish, suckers, croppies (sic.) and bullheads, but within the past few years, in fact ever since the establishment of the government fish hatchery, the fish in the river have increased in variety, quality and quantity, and are yearly improving /apparently the river had not become polluted by the year 1890/. The wall-eyed pike, for instance, used to be a rarity in the Mississippi, but owing to the constant escape of young fry from the hatchery into the river, this fine fish is quite plentiful, and it may be news to the amateur fisherman to know, that there is not a finer fishing ground for wall-eyed pike in Minnesota in the spring season than along the sand bar in the river opposite Fig's Eye. In fact so well stocked was it last spring that Supt. Watkins, of the fish hatchery, secured all the ova he required at this point.

Contin'd from Pg.722-B

The sand pike, though not nearly so fine a fish as the wall-eyed, is also plentiful, and is a good food fish. The pickerel, half-brother to the pike, and perhaps the most voracious of fresh water fish, forms part of the regular catch of the fishermen, and grows to a great size.

The most profitable fish to the fisherman, however, is the buffalo fish. It frequently is taken weighing twenty to thirty pounds, and rarely is smaller than ten or twelve pounds. It is a fine, handsome fleshy fish, and is often dished up in city restaurants under other and more attractive names. The buffalo fish is not a game fish by any means, but it goes further towards furnishing the large family of a poorman with a big dinner than almost any other fish caught in the Mississippi. It is also handsome in appearance, and, except just after the spawning season, its flesh is solid and wholesome, with a passable flavor. To the scientist it is known as a peculiar member of the *Taurichthys* (sic.) family, and is sometimes called the ^bullfish.

Next in importance to the buffalo fish in the Mississippi river catch is the croppie (sic.) or sheepshead, a fish allied to the bream, and while it does not equal the buffalo fish in size it greatly exceeds it in delicacy of flavor. Many people, indeed, esteem it as little, if at all, inferior to the white bass. The croppie is found in almost every

Contin'd from Pg. 722-C

river in the Northwest.

The fish known as the pucker, the zoological name of which is Cyclopteridae (sic.), and which is known in some parts of the world as the lump fish, is one of the stand-bys of the Mississippi fishermen. It is caught in shoals, and in the early part of the season is considered by many a very palatable fish to eat. It forms the bulk of the catch in the river, and can always be counted on.

It seems like desecration to say that the mirror carp, one of the most aristocratic of table fish, is occasionally caught and mistaken by the ignorant fishermen, and equally ill-informed purchaser, for the sucker, but such is the case. The mirror carp is a large, fleshy fish, running up to five or six pounds in weight or over; it is of a dark gray color and cannot be mistaken for any other fish on account of the peculiar arrangement of its scales. Along its deep sides are several vertical rows of exceedingly large and shiny scales, and to these this species of carp owes its distinctive name. Oftentimes is the lordly and delicious fish caught, sold and eaten as a bass^s and common sucker in this city /St. Paul/. The presence of the carp in these waters is owing to the same cause as that which has multiplied the wall-eyed pike, namely the fish hatchery, the carp fry often escaping down Trout brook into the Mississippi. It

Contin'd from Pg. 722-D

is impossible to prevent some of the fry so escaping, and the result is the stocking of the river with a valuable fish, without trouble to the government officials and to the benefit of the poor fishermen.

Next in importance to the sucker is the bullhead or horned pout, a species of the catfish or *Pimelodus* (sic.). This fish does not wear scales, but is encased in a tough skin. It is a favorite with many fish eaters, and is styled on many cheap restaurants menus, silver salmon. Occasionally the genuine catfish is caught, and has been known to exceed forty pounds in weight. Lower down the Mississippi the catfish often attains sixty pounds weight, and is a tough fish to handle at the end of a pole.

The smaller species of fish mentioned are more or less plentiful, according to the season, and go to fill in the corners of the fish box. They are more or less bony and seldom possess any distinctive flavor. ****

But to return to the fishermen of the Mississippi. After the morning catch, the fish are placed in floating fish boxes to preserve them. Sometimes they are sold in bulk to fish peddlers who make the rounds of the fishermen's shanties with a sorry-looking horse and a dilapidated cart, but occasionally the fisherman carries his fish to

Contin'd from Pg. 722-E

market himself. Many restaurants obtain their supply of fish from this source. Much of the fish is sold at the market, and any morning from 5 (sic.) o'clock scores of economical housewives may be seen making their purchases of the fish-laden carts behind the market on Wabasha street /St. Paul/. The price at which it is retailed averages 5 (sic.) to 6 (sic.) cents per pound for the commoner varieties and 8 (sic.) to 10 (sic.) cents for the better class.

This fish trade plays an important part, not only in supporting its hundred or more fishermen and their families, but in furnishing a large portion of the poorer classes in the city with cheap food. The fish is (sic.) fresh and good, even if it (sic) does not include black bass, lake and brook trout, white fish or other kinds of the more expensive class of fresh water fish, and is an important element in supplying a variety of food to the masses."

Red River of the North.

Bridges

St. Paul Daily Globe

XI

41

Sunday, Feb. 10, 1889 (sic.)

Hist. Society

L. S. Staples.

#5, Col. #2, Article headed "Bridge Contracts Awarded."

"Grand Forks, Dak. Feb. 9.- Contracts for two bridges across the Red River were awarded by the council tonight. The Missouri Valley Bridge company, Leavenworth, Kan., gets the contract for^r the super-structures at \$23,213 (sic.) Van Norman Lambert, of Minneapolis, gets the sub-structure contract at \$39,242.08; work to begin in fifteen days and be completed Aug. 1. These bids are over \$12,000 in excess of the bonds issued by the city. The contractors agree to wait three months after completion of the work for the excess money." *

*These bridges were to cross the Red at Grand Forks. Apparently, no federal appropriation was made.

Rainy River,
Vermillion River & Vermillion Lake.

Navigation, etc.

The Daily Pioneer Press. /St. Paul & Mpls./

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Friday, Sept. 5, 1890

Hist. Society

L. S. Staples.

P. 3, Col. 1. Article headed "In Route to Rainy River." /Extracts/

"On Board the Minnie Lemont, Lake Vermillion, Minn., Special Correspondence, Sept. 2.- Plans for the Rainy river expedition were changed slightly this morning after consultation with our guides, and at 2 (sic.) this afternoon the party embarked on the Minnie Lemont for a point about eight miles up the Vermillion river, which flows into the lake of the same name about twenty miles from Tower /Minn./. Wake-em-up. the Indian engaged last night to recruit a band of Indians to accompany the party as voyageurs and laborers, showed up at noon with two Indians and a small but enthusiastic jag. Upon faithful promises to bring in more of the former and less of the latter he was sent out again and we hope to have him join us at our first camp with a dozen Indians whom we can employ to do the 'toting' at the portages /apparently the portages on the Rainy river/."

**** Another object /besides determining extent of timber stealing/ in making the trip is to examine into a number of entries made in the Duluth land office that are believed to be fraudulent. If these tracts of land are found to be illegally held by non-residents the land will be reopened for settlement, and the color of the title under which it is now held will be set aside. Vermillion lake, even under leaden skies, is a

Contin'd from Pg. 724-A

beautiful sheet of water, dotted with lovely timbered islands with sturdy rock-bound shores. There are four little steamers on the lake engaged in carrying supplies for lumber and mining camps." ****

*Note: This trip was made by governmental /Federal/ representatives to determine the extent of timber stealing in the district and examine entries of Duluth land office. Staples.

‡ Note: The Vermillion river flows out of Vermillion lake to Crane Lake & Lake Winnipeg. this point (now called Vermillion Dam.) is 1,000 ft. above sea level, the 'Continental Divide.' - Ed.

Little Fork

Rainy River

Navigation by canoe. /Desc./

The Daily Pioneer Press /St. Paul & Mpls./

XXVII

250

Sun. Sept. 7, 1890.

Hist. Society

L. S. Staples.

#12, Col. 4; article headed "In the Woods." /Extracts/

"In Camp On Little Fork River, Minn., Sept. 3,- From the camp on Vermillion river, adjacent to the Indian village of Wake-em-up, we reached this point by a portage of five miles through what is called a swamp in civilization, but up in this country bears the name of muskeg. **** When the second trip /over the swamp for paraphernalia of expedition/ is finished the canoes will be launched and paddled down the Little Fork to Sturgeon river. The heaviest of the freight will be left here in charge of two men, who will wait at this camp until an extra large canoe can be secured by an Indian who has been commissioned to purchase it. Then the freight will be paddled down the Little Fork and held at the mouth of Sturgeon river until our return from an exploration of that stream. ****

The Little Fork is a crooked little stream through which it is a difficult thing to paddle a canoe on account of the large number of fallen trees that obstruct the channel. **** "

Rainy River Region

Navigation, Power Site, etc.

The Daily Pioneer Press /St. Paul & Mpls./

XXVII

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Mon. October 20, 1890

Hist. Society

L. S. Staples.

#1, Cols. 1-2, article headed "Rainy River Region." /Extract/.

"Falls of the Ash River, Special Correspondence, Oct. 6.- The eastern division of the United States land office, expedition to Rainy river and tributary streams left Fort Francis, Ont., /across border from International Falls, Minn./, or, more properly, a point on the American shore opposite Fort Francis /Must have been on present site of International Falls, Minn./, Sept. 30 (sic.) for an investigation of Rainy lake, Lake Kabetogama, Ash and Daly rivers. **** There is here /at Ft. Francis/ every advantage for the establishment of a metropolis. The water power running away unutilized over the falls of the Rainy river is sufficient to drive a hundred large mills or manufactories. Easy accessible is a sufficient amount of good building stone to construct a city. On either bank of the majestic river for eighty miles below a fertile country, the Canadian, bank of which is sufficiently developed to prove that the soil is a mine of wealth for any one who will utilize it, provided an outlet for its products can be assured. Above Fort Francis the Rainy lake affords means of steamboat navigation for fifty miles through a country that is not equal agriculturally to the lower end of the river, yet much better than land that has been settled on in other portions of the States and Canada.

Contin'd from Pg. 726-A

The people of Fort Francis - there are about half a hundred white residents - are so many Wilkins Micawbers, waiting for something to turn up. Several years ago an effort was made to unite the two portions of the river now impassable for steamboats by reason of the falls at the village /of Fort Francis/ by means of a canal. An appropriation was secured and work begun on a canal that was to be 800 (sic.) feet long and run from the bay below the falls to navigable waters above. There^s were boom days for St. Francis and the future looked very rosy. Then came a disaster to the man who had charge of the works that put an end to their prospects of completion. Brushing the cobwebs of a few years away from the narrative and relieving it from much of its political prejudice, it seems that the ^Dominion government appropriated \$250,000 (sic.) for this work and that the exact amount expended will never be known owing to the fact the bookkeeper, in traveling from the dam to Rat Portage, broke through ice four feet thick and lost the books in the river /whole sentence sic./. Without the assistance of another appropriation the dam cannot be completed and steamers coming up the river are obliged to transfer freight destined for Rainy Lake (sic.) to steamers built and operated above the falls. The frail connecting link between Fort Francis and civilization during the considerable portion of the year when the river is frozen

Contin'd from Pg. 726-B

is by means of dog trains down the river and the Lake of the Woods to the Canadian Pacific at Rat Portage. ****

The Hudson Bay company has a trading post at Fort Francis, their principal dealings here, as at other points, being with the Indians, in the nature of an exchange of goods for furs. There is but one American here and he could be easily spared. With Yankee nerve he has forced his way in here, and is making a good living by selling very bad whisky to the Indians. A year or so ago he was given a license to sell liquor by the ^Dominion excise commissioners, but it was soon revoked, owing to the tough character of the place. About the time that our party arrived our fellow American came home from a trip to Rat Portage and brought with him a barrel of double extract of the essence of bumble bee sting, which he proceeded to deal out to Indians, regardless of the excise authorities. This fluid had the effect of putting the Indians to sleep after a few drinks, and the shore of the river in front of the joint /sic. at Ft. Francis/ looks as if there had been a disaster on the river and bodies were lying on the bank awaiting identification. *****

Our trip through the lakes and rivers will probably occupy two weeks. Upon the return of the party to the Rainy river an investigation of the rivers flowing into the Rainy near the Lake of the Woods will

Contin'd from Pg. 726-C

complete the trip, and about the time ice forms, probably Nov. 10 (sic.), we will leave for home via Rat Portage and Winnipeg."

/Signed/ R.J.B.

Rainy River

727-A
Description, possibilities, timber stealing, commercial fishing, etc.

The Daily Pioneer Press [St. Paul & Mpls.]

XXVII

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Mon. Nov. 24, 1890.

Hist. Society.

L. S. Staples.

#5, Cols. #1-#2, article headed "Rainy River Possibilities." /Extracts/

"Coincident with the conclusion of our work in connection with the United States land office expedition to Rainy river came the cold gray days of squaw winter. **** The settlement of the Rainy river region would be much facilitated if there were some arrangement made so that settlers would not be obliged to make the long, hard trip now necessary to the land office of Duluth or St. Cloud, accompanied by their witnesses, to make final proof of their occupancy of the land. **** The most feasible arrangement that could be made at present by the government for the accommodation of settlers /in Rainy river district/ would be to establish a land office at Tower, Minn. ****.

The Rainy, as it nears its outlet in the Lake of the Woods, becomes a mighty river, perhaps a third of a mile in width, with banks that are tillable to the water's edge. Evidences of the soil's fertility are abundant on the well settled Canadian shore, where at the season of our visit the settlers were marketing their crops of vegetables by sending them to Rat Portage. At short intervals along the river bank, in fact, in front of nearly every farm, there is a wharf built of logs at which steamers land and take on consignments of produce for commission merchants of Rat Portage.

Contin'd from Pg. 727-A

The American shore is very poorly settled, although the quality of the land is just as good, and its depth back from the river much greater than that of the Canadian side. That portion of the queen's domain that borders on the Rainy is good agricultural land for a few miles back from the river, but beyond a narrow parallel strip the land is about of the same quality as that through which the Canadian Pacific runs from Port Arthur to Rat Portage, too poor to raise a disturbance on. On this side there are numerous rivers flowing north into ^{the} Rainy, each with a fertile valley. On the other side /Canadian/ there are no tributaries to the Rainy.

The timber stealing that has been done on the streams tributary to the lower ^R Rainy, the Black, the Rapid, Beaudette and Winter Road rivers is mostly of a kind to indicate that it was done by the smaller order of thieves, the kind that are usually vigorously prosecuted by the United States land office officials. The cutting that has been done on these rivers is confined to trees that grew so near the bank that they could be rolled in without assistance of a team of horses or yoke of oxen.

The cutting on these rivers was done by small crews of men who went up stream in the fall and cut what they could handle easily without teams and floated their stealings down into the Rainy in the spring.

Contin'd from Pg. 727-B

There was a panic among these men when they heard that the land office was to send an expedition up in the woods to investigate the stealing that had been done and they moved over into Canada to await our departure. Some valuable pointers could be given these amateur thieves by a firm of Duluth lumbermen who seemingly controlled the expedition and for whose wholesale trespassing there was no time nor permission to investigate. At the mouth of the Rainy river, sitting high upon the terraced American bank is the home of Captain Looney, a man who is well known to the pioneers of St. Paul and the river men of the upper Mississippi. Twenty-five miles south of the junction of the Rainy and the lake it is thought that there will be a railroad by the end of next year. The Duluth and Winnipeg is the road that is to open up this country, and from a point opposite the junction of the Rainy river and the Lake of the Woods, it is said to be the intention of the new railroad to build a spur down to the lake for the purpose of tapping the lumber and other commercial business of the long waterway formed by the lake and river. *** This point, the southern extremity of the lake /Lake of the Woods/, is but a few miles further from Winnipeg than is Rat Portage, and has the advantage of possessing an excellent harbor /at Capt. Looney's location/ for the steamers that navigate the lake and rivers. There are already twenty-two of these ****. The fishing interests

Contin'd from Pg. 727-C

/commercial/ on the American side of the Lake of the Woods are becoming quite an extensive industry. The Canadian government does not allow the fish to be captured in their waters by means of the seine, so D. F. Reed, the proprietor of the Garden Island fishery, moves over to our side of the lake and catches fish all summer and enjoys the profits of the season's work in Canada during the winter. To make ^tin a trifle less questionable Mr. Reed recently took in as partners in his scaly scheme a Minneapolis firm, and under this real or pretended partnership they are doing business as the Baltimore Packing company and calling upon the United States Marshal to protect them from protests of the Indians whenever the Indians begin to murmur at the wholesale slaughter of the fish.

The fish caught last season by this concern amounted to about 250,000 (sic.) pounds. About 80 (sic.) per cent of these were sturgeon, the remaining amount being nearly equally divided between whitefish and pickerel. While the average white man with an ungalvanized stomach might feel inclined to present these fishermen with a chromo for their efforts to annihilate the sturgeon, the Indians do not feel so kindly about it, for to them the removal of the sturgeon, or any considerably portion of them, means a shortage, if not a total deficit, in their principal article of food. One old Indian at the village of Hungry Hall, opposite Capt. Looney's, explained

Contin'd from Pg. 727-D

to me that the white men had placed some sort of a spell on the sturgeon, hoodooed them as it were, and that he believed the sturgeon were crazy, or else they would not crowd into the white man's nets as they have been doing all summer. Perhaps there is more in the old Indian's theory than would appear from a casual investigation; it is certainly true that when the sturgeon die they are insane /note by-play of word "insane."/.

**** The village of Hungry Hall, on the Canadian side of the mouth of Rainy river, has been deserted by nearly everybody except the Indians. The Hudson Bay company formerly had a trading post at that point, but they gave it up, and, although the mail still comes and goes from Hungry Hall with fortnightly regularity, there is no one to receive the mail pouch in the official capacity of postmaster, so anyone who thinks there is a letter for him simply forces an entrance to the building where the Hudson Bay people formerly did business and examines the uncalled for mail for himself. Mr. Prosser /H. R. Prosser, deputy collector of customs, having his office at Captain Looney's house on the American side of border, across from Hungry Hall, at the mouth of the Rainy river/ and I went over to this particular postoffice to put some letters in the mail bag, and not liking the idea of burglarizing the place by forcing a door or crawling through a window, Prosser said: "I will ask this antique aboriginal

Contin'd from Pg. 727-E

terrier for a key. Just get onto my ^kKnowledge of Chippewa." For the next five minutes Prosser filled the immediate atmosphere with frantic efforts to explain to the Indian that he wanted a ^kKey so that he could open the door. After he had given up his efforts at Chippewa conversation, the Indian said in perfectly clear English: "I presume you want a ^kKey?"

**** In conclusion I venture the suggestion that it is the duty of the government, if it ever intends to protect the great forests of Northern Minnesota, to locate at the Rainy river, during the logging season, an efficient agent with two very competent woodsmen, and give them instructions and full power to arrest all trespassers upon the public domain; in this way the timber will be protected and the majesty of the law established on the border."

/Signed/ R.J.E.

St. Louis

738-A

Water Power

The Daily Pioneer Press /St. Paul & Mpls./

XXXVII

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Tuesday, Nov. 25, 1890

Hist. Society

L. S. Staples.

#9, Col. #1, article headed "DULUTH"---subhead, \ "New Hands Take Hold of the St. Louis Water Power Company."

"Duluth, Special Telegram, Nov. 24.- The St. Louis Water Power company, with its thousands of acres of land bordering on the St. Louis river and its inestimable franchises, has passed into new hands. The following gentlemen now constitute the company: E. L. Emery, president, Duluth; F. E. Kennedy, secretary and treasurer, Duluth; J. A. Taylor, general manager, Duluth; Board of Directors, F. J. Stevens, Boston, Mass.; George W. Lane, Salem, Mass.; Sumner Wallace, Albert Wallace, Rochester, N.H.; Reginald Bolton, C.E., London, Eng., and J. H. Briggs, Duluth.

The negotiations have been in progress for nearly a year through which the old company, at the head of which was Jay Cooke, transferred their interests to the above company. The company is capitalized at \$2,000,000 (sic.). Duluth now looks for the greatest era ever known in her progress. The corporation represents millions of money, and it proposes not only to develop to its full capacity the vast water power of the St. Louis, but to establish, as well, industries on its own account. The chief object of the company, however, will be the construction of a series of dams, which will enable them to rent and lease the power to all industries and manufacturing

Contin'd from Pg. 728-A

establishments along the St. Louis valley. The company is incorporated under the laws of Wisconsin (sic.), and the new company will hold its first meeting Jan. 5, 1891 (sic.), at Superior, when it will meet with the old members of the company. The old company was organized early in the '80s (sic.). The first step of the new company will be to build a dam at Thompson. The plans are already drawn and the engineer hired to do the work. As soon as this dam is completed the company will put in a plant at once to manufacture slate pressed brick of the same class known as Gregg's ornamental bricks. The amount of power to be utilized has been estimated by John Birkenbine as double that of the Falls of St. Anthony if the whole fall between St. Paul and Minneapolis were utilized. The fall from Thompson to Fond du Lac is 413 (sic.) feet. About 300 (sic.) of this can be utilized. The minimum flow is 1,200 (sic.) cubic feet per second. The company controls about 10,000 (sic.) acres of land adjacent to the river between Fond du Lac and Thompson, and will employ all the modern appliances of electricity to transmit power to a distance. The power to be furnished by them will be used for flour mills, saw mills, iron and steel plants, pulp and paper mills, and other plants which require cheap power and a great deal of it. The second dam which the company proposes to build will be the largest in the Northwest, to cost \$125,000 (sic.), to be located at

Contin'd from Pg. 728-A

Fond du Lac, Ten (sic.) dams will be built altogether. The slate deposits, which are very extensive along the St. Louis river, will be worked to their fullest capacity, and the refuse used in the manufacture of brick which will be commenced next spring.*

*
This is the first time I have seen it mentioned that the water power of the St. Louis would be used for the production of electricity through use of a hydro-electric plant. Staples.

St. Louis

729-A
Hydro-Electric Power
Prospectus, Town site, etc.

The Daily Pioneer Press /St. Paul & Mpls./

XXXVII

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Monday, Dec. 15, 1890.

Hist. Society

L. S. Staples.

#9 Full page advertisement reads as follows:

" St. Louis

Eight Miles From
City Limits of
Duluth.

St. Louis Land Improvement Company,
Capital - - - - - \$1,000,000 (sic.)

One Mile From
City Limits of
Superior.

Has secured 2,600 (sic.) acres of land on the St. Louis River at the Head of Navigation, with Deep Water on one side, and the St. Louis Water Power at the nearest available point on the other. Electric Power, generated by the mighty water power, will be furnished manufactories locating at St. Louis at less than one-half the cost of steam.

St. Louis has the most perfect system of Docks, Railroad Terminals and Manufacturing at the Head of the Lakes.

Finest Residence Sites, with the most Magnificent Views, to be obtained on the St. Louis River.

Manufactures Already Located.

Flour Mill, 130 x 113 (sic.), Six Stories of Brick and Stone;
Capacity, 7,500 (sic.) Barrels Per Day.

Elevators, Cooper Shops, Warehouses, Etc. Plant to cost
\$250,000 (sic.).

Four Furniture Manufactories, employing One Thousand Men. Office Furniture and Inside Finish Manufactory, employing Seventy-five Men. Sash, Door and Blind Manufactory,

Contin'd from Pg. 729-A

employing One Hundred Men. All to be of Brick and Stone. Two Saw Mills, employing One Hundred and Thirty Men.

Also, the Duluth & Southern and St. Louis & Superior Railroad Companies' Shops, Round Houses and Terminals.

The Company has let the contract and work has commenced on Six Fine Residences, and a Hotel to cost \$20,000 (sic.).

Lots will not be put on the market until after January 15th. Four Hundred Lots will be sold on Building Contracts. Lots will be sold at prices that will insure a rapid advance. Don't fail to secure Lots at First Sale.*

O. P. Stearns,
President
Room 7, Phoenix Block, -

A. C. Otis,
General Manager.
Duluth, Minn. "

*Whole advertisement seems highly promotional. Staples

St. Louis

The Daily Pioneer Press /St. Paul & Mpls./

XXXVII

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Monday, Dec. 15, 1890

Hist. Society

L.S. Staples

#3, Cols. #2, #3 and #4, Article headed "A Great Industrial Era."

/Extracts/

"Duluth is certainly entitled to speak of 1890 as the dawn of a new industrial era. Great has been its improvement in this direction, the present season has added such strength to what has already been obtained, as to have seemed to have made 1890 equal to the results of years of previous efforts. **** The practical outcome to Duluth is the establishment of three new manufacturing centers, West Duluth, New Duluth, Iron-ton, and a fourth one just opposite the former on the St. Louis /river/, but in the State of Wisconsin. These three manufacturing centers on the Minnesota side will give employment within a very short time to not less than 10,000 (sic.) people, giving them a population of between 30,000 (sic.) to 40,000 (sic.). **** In addition to these three new manufacturing centers now advancing at a most remarkable speed, a fourth is coming into existence some ten miles further up the river at the head of the dalles at the now sleepy town of Thompson. A portion of the St. Louis dalles are located at this point. The actual location for a dam, involving the expenditure of the sum of \$50,000 (sic.) is at this very moment being determined by a corps of engineers, and so far as the weather will permit this dam will be under construction the whole of the coming season. In connection

Contin'd from Pg. 730-A

with this dam several manufacturing establishments will be founded immediately, the plans for which are drawn and the machinery for which is ordered. **** Before many months have elapsed, nearly every wheel operating these workshops /in West Duluth, New Duluth, Ironton, Thompson, etc./ will be propelled by a single power radiating from the same center, as mysterious as it is powerful and effective. We refer here to the conversion of the great water powers of the St. Louis river into electrical power, and the transmission of the same on the largest and smallest scale to every workshop for power, as well as light. ****

In order that we may not be charged with merely dealing in generalities, we beg leave to call attention to the fact that the electrical power capable of being transmitted twenty miles is now an established fact. It is already running mills, for instance, at Larimore, Wyo. There a great flour mill is operated by it, and in California great mining operations are being conducted by it. In short, it is taking the place of horse and steam power daily, and the dams referred to above will afford a convenient means by which the vast unused powers of the St. Louis dalles will be brought into requisition and practical use and the two great manufacturing towns of Ironton and New Duluth will be brought within three miles of the dam to be built at Fond du Lac. ****

Contin'd from Pg. 730-B

The transfer and the development of the new immense water power of the St. Louis river deals creates an entire new era in the industrial possibilities at the head of the lakes; and if no other industrial event had taken place during the year, that particular development would have sufficed to have marked it as one of the most important events in the history of Duluth. **** "

Rainy

731
Timber transportation &
Timber stealing.

The Daily Pioneer Press /St. Paul & Mpls./

XXXVIII

36

Thurs. Feb. 5, 1891

Hist. Society

L. S. Staples.

#1. Col. #7 headed "Stole The Timber."

/Extracts/

"Washington, Special Telegram, Feb. 4.- The special agents of the general land office appointed in June last by Secretary Noble to investigate alleged large timber depredations in the Rainy lake and Rainy river country in Northern Minnesota, by both American and Canadian parties, have made their official report.

It is stated in the reports that such definite information of large depredations has been obtained as will enable the government to sustain actions of law against the trespassers. The yearly average of logs passing through the Rainy river is said to be 45,000,000 (sic.) and 50,000,000 (sic.) feet. Of this amount about four-fifths came from the United States and the balance from Canada. A very large part of this lumber is unlawfully cut from government land. Several instances where lands have been improperly certified to the State of Minnesota as swamp lands have been discovered.

The interior department will undoubtedly very soon begin legal proceedings against the guilty parties. ****"

St. Louis

Dam for Power Site.

The Daily Pioneer Press /St. Paul & Mpls./

XXXVIII

64

Thurs. Mar. 5, 1891

Hist. Society

L. S. Staples.

#5, Col. 3, headed "Duluth." /Extract/

"Duluth, Special Telegram, March 4.- James McIntire, of Buffalo, arrived in the city to-day with all material and tools necessary to commence to construct the first dam on the St. Louis river at Thompson. Work will begin to-morrow. The first dam will be completed before the ice goes out if possible. The other dams will not be built until the ice goes out. The first dam will cost \$25,000 (sic.). Twelve dams will be constructed altogether. Ample provision will be made for the sluicing of logs."

Red River

Drainage.

The Daily Pioneer Press /St. Paul & Mpls./

XXXVIII

64

Thurs. Mar. 5, 1891

Hist. Society

L. S. Staples.

#8, Col. #2, headed "Redeeming Waste Land." /Extracts/

"The Red river drainage commission held two meetings yesterday at the Merchant's hotel /St. Paul/, and a third will be held this afternoon at 2:30 o'clock. This commission has been established about five years and its object is to reclaim a vast amount of land which is now annually overflowed and converted into marsh by the Red river and its branches. Over 200,000 acres are thus yearly rendered useless. It happens that occasionally some farmer can be found who is hardy enough to attempt to make use of these lands. Each year he must wait until the sun has evaporated the waters from the land, and it is generally the case that his spring sowing takes place in summer. The farmer soon gives it up in disgust.

There are three tributaries to the Red river, and Sand Hill, the Snake and the Tamarack rivers, which flow through the valley of the Red river. Through some cause these rivers have become dammed at their mouths, and, being unable to carry off the waters of the spring rains, they overflow the country and make the valley a vast marsh for many months. The commission desires to get an appropriation to open up these rivers and to construct such works that the lands may be kept dry.

contin'd from pg. 733-A

Only a small amount will be asked from the state, and this will be used to dredge the rivers and do the greater part of the work, the expenses of the minor portions being borne by the counties which are benefitted by the proposed constructions. ****

The commission represents a large number of citizens and property holders in the Red river valley, who are anxious to see the lands reclaimed and thrown open to settlers. *** It is said the Great Northern road is deeply interested in the matter *** The Great Northern, it is said, will profit 25 (sic.) per cent by the expense incurred in making the improvements. *** The morning session was mostly of preliminary character. A few new members were added, and resolutions were passed urging the Legislature to take some action regarding the drainage of these lands. *** //

*A committee was chosen to prepare a bill to be presented to the Legislature to secure money for this drainage project. Staples.

Red River

Drainage

The Daily Pioneer Press /St. Paul & Mpls./

XXXVIII

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Friday, Mar. 6, 1891

Hist. Society

L. S. Staples

#8, Col. #2, headed "Their Labors Completed." /Extract/

"The Red river drainage commission again met at the Merchants hotel /St. Paul/ yesterday afternoon. The special committee which had been appointed to draw up a bill to be presented to the Senate and House reported. The bill will be introduced by Senator Lommen in the Senate and by Representative Chisley^e in the ^House. The commissioners feel confident that the measure will be adopted, and that work will soon be begun to prevent a recurrence of the disastrous floods in the Red river valley. Some of the ^Legislators from the southern part of the State met the commission and agreed to help the measure along.

The bill is entitled 'An act to appropriate moneys to the counties of Wilkin, Clay, Norman, Polk, Marshall and Kittson to aid in draining State and other lands.' In substance, it provides that all the money in the ⁵state ^Treasury for the internal improvement fund is to be devoted to the drainage of the lands in these counties; but the amount is not to exceed \$12,000 (sic.) a year for four years. The expenditure of this money is to be controlled by a board of four, consisting of the governor, the secretary of state, one person to be selected by the chairmen of the boards of county commissioners of the said counties and one

Contin'd from pg. 734-A

person to be selected by the Great Northern Railway company. No money is to be paid out of the ^State ^Treasury until the Great Northern Railway company has deposited with the State Treasurer a sum equal to one-fourth of the amount to be appropriated by the State.

It will be seen that the total amount to be devoted to this work will be \$62,500 (sic.), of which amount the State is asked to pay \$12,500 (sic.). This is much less than the cost of this gigantic enterprise, but it is hoped by this means to make a beginning, and afterward continue the work. The counties will each contribute a large amount to help make the improvement. **** "

Mississippi
Great Lakes Canal

Canal

The Daily Pioneer Press /St. Paul & Mpls./

XXXVIII

98

Wed., Apr. 8, 1891

Hist. Society

L. S. Staples

#5, Col. #5, item headed "Our Waterways."

"Mayor Smith /of St. Paul/ yesterday received from New Orleans a circular containing the report of Gov. Nichols of Louisiana of the proceedings of the great waterways convention which was held in New Orleans on May 3, 1890 /sic/. Accompanying the circular was the following letter:

New Orleans, April 6, 1891 (sic).-- Hon. Mayor of St. Paul -

Dear Sir: I respectfully ask your co-operation in a movement for the improvement of the great waterways of the Mississippi valley.

In the plan elaborated by James B. Eads, Eugene Underwood and myself as member of the executive committee of the convention held in New Orleans, it was contemplated to connect the river with the ^Lakes by a canal from St. Paul to or near Duluth.

A study of the geographical and commercial position of St. Paul will at once show you the advantage of such an enterprise.

I will bring about a convention of the people of the valley, say at St. Louis, next spring, for the furtherance of the purpose.

Yours respectfully,

/Signed/ Charles G. Johnson,
Commissioner for Louisiana. "

Prairie

Mississippi.

Navigation

The Daily Pioneer Press /St. Paul & Mpls./

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Friday, May 1, 1891

Hist. Society

L. S. Staples.

#4, Col. #6, article headed "Duluth;" par. #2. /Extract/

"Articles of the Prairie River Navigation and Improvement company were filed this morning /at Duluth/. The company will make Duluth its principal place of business, and has for its object the improving and opening for navigation the river named. Its capital stock is \$40,000 (sic.). The first board of directors is as follows: Frederick Powers, S. S. Smith, Isaac E. West, W. E. Worden and Henry Ingersoll."

Red

Improvement

The Daily Pioneer Press /St. Paul and Mpls./

XXVIII

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Sat., July 18, 1891

Hist. Society

L. S. Staples

#1, Col. #5, article headed "Work on the Rivers," /Extract/ par. #6.

"On the Red River of the North operations /by Government engineers/ have been confined to completing the repairs to the dredging fleets, and this year work has been begun on the channel between Grand Forks and the boundary. It is estimated that \$34,598 (sic.) will be necessary to complete the existing project."

Red River

Improvement.

The Daily Pioneer Press /St. Paul - Mpls./

XXVIII

283

Sat. Oct. 10, 1891

Hist. Society

L. S. Staples

#7, Cols. #1 and #2. Article headed "On Western Waterways." /Extract/

"Dredging operations have been carried on /on the Red River of the North/ during the season. An appropriation of \$34,598.37 (sic.) will complete the dredging project, but the complete improvement of the river requires other means. Reservoirs seem to offer the cheapest method for the ultimate improvement of the river. An appropriation of \$250,000 (sic.) for this purpose would be profitably expended.

'A few years ago,' said Gen. Andrews /Gen. C. C. Andrews, chairman of the committee on Miss. river in the ^Chamber of ^Commerce, St. Paul/, 'I had conversation at Crookston with an American steamboat captain who, during the last military expedition to Egypt, was employed by the British government to run one of the many steamboats on the Nile. This captain said the whole valley of the Nile was a network of navigable channels and there is no reason why the streams in the Red River Valley should not be improved so as to afford the public cheap means of transportation. //

General item

739-A
Innovation of Hauling Logs
by Rail in Preference to Transportation
by small Streams to the Mississippi.

The Daily Pioneer Press /St. Paul/

XXVIII

288

Thurs. Oct. 15, 1891

Hist. Society

L. S. Staples

#2, Col. #3, article captioned "Hauling Logs By Rail."

"Grand Rapids, Minn., Oct. 14.- The Itasca Lumber company yesterday began the full operation of the logging railway it has constructed during the past summer, hauling the first saw logs of the season. Some seven miles of track are in use, into a fine body of timber, and the innovation is an eye-opener to the old-time operators, who were wont to wait till midwinter for snow for sleds. The equipment is most complete, locomotive and cars being built expressly for the line.

The logs are dumped from the cars into the water at the new town of Compton, six miles west of this place /Grand Rapids. Note: Compton, according to R. L. Polk & Co.'s Gazetteer of Minn., North & South Dakota and Montana, published at St. Paul, vol. #X, 1896-97, p.253, col. 1, par. 4, Compton was a small town, 7 miles N.W. of Grand Rapids, the county seat. Apparently it was on the Miss. River. Modern maps don't show it, nor can I find it on old maps. Polk's gazeteer lists the town as "a discontinued post office in Itasca county."/.

The logging train will haul a dozen or more cars, each carrying from fifteen to twenty-five saw logs that will go five to eight logs to the thousand. It is understood that the trains can make, at the present distance, five trips per

Contin'd from pg. 739-A

day, say 25,000 (sic.) to 30,000 (sic.) feet each trip, or about 150,000 (sic.) feet per day, enough for the full capacity of one of the largest of modern saw mills. The entire enterprise of construction, and now of operation, is under Manager J. P. Sims of the Itasca company."

Red River of the North

Freight Tonnage Transported.

The Daily Pioneer Press /St. Paul/

XXVIII

290

Sat. Oct. 17, 1891

Hist. Society

L. S. Staples

#2, Col. #4, article headed "Western River Traffic. /Extracts/.

"In 1889 (sic.), 3,637 tons (sic.) of freight were carried on the Red River of the North /from U. S. Census Bulletin on Traffic on the Rivers of the Mississippi Valley./, 6,373,448 (sic.) tons on the upper Mississippi and its tributaries ****"

Ibid. p. #2, Col. #4, Par. 1

**** on the upper Mississippi and its tributaries there were in 1889 (sic.) 283 (sic.) steamers and 348 (sic.) unriggered ^Scraft, a total of 631 (sic.) of all craft. ****"

Red River

741-A
Proposal for Improving
navigation by Reservoir System.

The Daily Pioneer Press /St. Paul/

XXXIX

42

Thurs. Feb. 11, 1892

Hist. Society

L. S. Staples

#4, Col. 5, article headed "Reservoir Systems."

"Washington, Special Telegram, Feb. 10,- Secretary Elkins to-day submitted to Congress the report of Maj. Jones, of the examination and survey of the Red River of the North and its tributaries above Fergus Falls and Crookston, with a view of improving navigation by the erection of dams or such other means as may be deemed best.

The plan of improvement presented contemplates the formation of two reservoir systems at Red lake and Lake Traverse for diminishing the effects of floods and storing water for use at low stages. The plan for Red lake is for the construction of a dam with a lock in the Red river near the outlet of the lake. Navigation up Red River to the lake is to be provided for by the construction of locks and dams at Crookston and Thief river. The Lake Traverse reservoir contemplates the division or diversion of Otter Tail river into Rabbit and Bois de Sioux rivers by constructing a dam and canal near Breckenridge. A dam and lock on the Bois de Sioux below the mouth of the Rabbit, and a dam at the foot of Big Stone lake, and excavation of a canal to connect Big Stone lake with Lake Traverse. The entire cost of the system is estimated at \$860,000 (sic.). Major Jones suggests that a canal fifty-five miles long could be constructed from Red lake to Rainy Lake river,

Contin'd from pg. 741-A

extending navigation to that region at a cost of \$15,000 (sic.) per mile.

Gen. Casy, chief of engineers, commenting on the project, says: /quotes/

'The amount^t of commerce on the Red River of the North does not justify undertaking a project of this magnitude, and in my opinion the river is not worthy of improvement to this extent by the general government.'

/end of quotes/

Red River

742
Improvement of
Navigation.

The Daily Pioneer Press /St. Paul/

XXXIX

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Tuesday, Apr. 12, 1892.

Hist. Society

L. S. Staples.

#2, Col. #2, article headed "Red River Improvement."

"Washington, Special, April 11.- Senator Hansbrough had a conference to-day with Representative Blanchard, chairman of the ^House committee on rivers and harbors, relative to improvements of the Red River of the North between Minnesota and North Dakota. Mr. Blanchard stated that one reason why no provision was made in the pending bill was on account of the recommendation of the engineer who disapproved of the Red river project. Senator Hansbrough stated that the work which has been done upon the Red River heretofore, while it had removed certain bars and obstacles, had as a whole worked an injury to the navigation of the stream and claimed that what was needed was locks and dams. Mr. Blanchard suggested that the ^Senator should secure an amendment to the bill authorizing a board of army engineers to investigate and report upon the project and have the engineers accompanied in their investigation by persons who had studied the navigation of the Red River for some time past. Senator Hansbrough said that he thought it was a feasible plan, but as it would be some time before the river and harbor bill reached the ^Senate, he would allow the matter to stand until Senator Casey, who has had charge of the matter relating to river improvements, returned and could take steps looking to the more thorough examination of the project."

St. Louis

Improvement
of Navigation.

743

The Daily Pioneer Press

XXXIX

86

Tuesday, Mar. 29, 1892

Hist. Society

L. S. Staples.

#6, Col. #6, article in first paragraph of this column head
"Superior's Shore."

"Duluth, Special Telegram, March 28.- Secretary Thompson, of
the ^dchamber of ^ccommerce, has received a letter from Chairman Blanchard,
of the rivers and harbors committee of Congress, informing him that a
large portion of the \$80,000 (sic.) to be appropriated for the improve-
ment of the Duluth harbor will be applied to the improvement of the
St. Louis above Grassy ^ppoint on account of the new manufactories situat-
ed up the St. Louis river. Strenuous work was done to secure an appro-
priation for dredging the St. Louis river so that it would be open to
the passage of lake boats. This is considered one of the most important
victories yet achieved during this session for the benefit of Duluth.
The first appropriation will give St. Louis river a standing for ^dcongres-
sional aid, and no trouble is anticipated in the future of securing
necessary appropriations to complete the dredging and other improvements.

***, "

Lake Superior
Mississippi River

Canal.

The Daily Pioneer Press /St. Paul/

XXXIX

85

Sun. Mar. 27, 1892

Hist. Society

L. S. Staples.

#9, Cols. #4 and #5, article headed "Canal to Duluth."

"Duluth, March 25.- To the Editor: With reference to the practicability of constructing a canal from the Mississippi to connect with Lake Superior, I will state that I have had this matter under advisement for nearly forty-years, and during that time, in the practice of my profession as government land surveyor and engineer, have become acquainted with the whole region of country surrounding Lake Superior and consequently the streams that flow each way from the height of land to the lake and into the Mississippi. There have been several routes mentioned, but I believe nature has fixed only two practicable routes - one by way of the St. Croix river and lake and the Brule and down that stream to a point about nine miles from the lake, and thence to the harbor at Superior and Duluth; the other to improve the Mississippi from St. Paul to the mouth of West Swan river above Sandy lake, thence by canal fifteen miles to the St. Louis river and down this stream to Duluth and Superior.

The first route is the shortest and has a lower summit to overcome by the lockage; about thirty locks and dams up the St. Louis river and thirty-four locks down and twenty-five miles of actual canal to reach

Contin'd from pg. 744-A

Lake Superior, the harbor of Superior and Duluth.

At the big dam erected by lumbermen about one mile above the mouth of Moose creek /on the St. Croix. He must mean "Nevers Dam," just above St. Croix Falls/, a reservoir dam could be constructed of sufficient height to flow back to the summit, raising upper St. Croix lake about ten feet and holding all the tributary streams emptying into the St. Croix above that point. These streams are the outlets of many lakes at their sources, all of which can be made reservoirs to hold the spring floods and June rains to the close of the season of navigation. From the northwestern end of upper Lake St. Croix to the canoe landing at the head of canoe navigation on the south branch of the Bois Brule river the distance is about $1\frac{1}{2}$ (sic.) miles through a cedar swamp, and from appearances there will be no rock excavation in making a sufficient cut for the canal across the summit. From this point the stream /Bois Brule/ winds through a narrow valley for several miles before rapids are reached, where a permanent dam can be erected to the same height of the big dam on the St. Croix /Nevers Dam/. The Brule river is fed by numerous springs and has a nearly uniform flow of water the whole season.

Between these last mentioned dams will be formed a lake nearly thirty miles long across the summit and having a larger catch basin than

Contin'd from pg. 744-B

can be obtained at any other summit. From this upper dam on the Brule river the stream runs nearly due north to Lake Superior.

There will be three or four points where some rock excavations will have to be made in putting in dams and locks until we get below the copper range. From this point we leave the valley of the Brule river and construct a canal to the southeastern end of Allouez bay, the harbor of Superior and Duluth.

This improvement would revolutionize freight rates on all cumbersome goods and be of immense advantage to all of the cities on this end and for quite a distance down the Mississippi. Stone can be delivered at various points on the line for the construction of locks and dams."

/Signed/ George R. Stuntz.

* The writer's statements are rather confusing. I believe he means "about thirty locks and dams up the St. Croix river and thirty-four locks down the Brule and twentyfive miles of actual canal to reach Lake Superior." Staples.

The Daily Pioneer Press /St. Paul/

XXXIX

88

Thurs. March 31, 1892.

Hist. Society

L. S. Staples.

#5, Col. #2, article headed "Favors a Canal"

"At the ^Chamber of ^Commerce /of St. Paul/ meeting yesterday morning a report was received from the committee on Mississippi river relative to the proposed canal between Lake Superior and the Mississippi at the Twin Cities. The committee consists of C.C. Andrews, H. S. Fairchild, W. A. Sommers, David Day and E. J. Hodgson. The report reads as follows: /quotes from report/ 'On the 2d (sic.) day of December last this chamber adopted resolutions requesting the Minnesota ^Senators and ^Representatives in Congress to use their efforts for an appropriation for a thorough survey to determine what, if any, practicable line for a canal, with capacity for barges and vessels that could navigate the lakes, exists to unite Lake Superior with the Mississippi river at the Twin Cities. As reasons for such a survey the following facts may be stated:

In 1875 (sic.) the Legislature of Minnesota appropriated \$3,000 (sic.) for a survey for a canal to connect Lake Superior with the St. Croix river, and Messrs. L. K. Stannard of Taylor's Falls and R. R. Davis of Stillwater, as commissioners, the same year, with their assistants, made a partial survey of several routes. Their report was

*Recently organized.

Contin'd from pg. 745-A

transmitted to the Legislature by Gov. C. K. Davis and was printed. Their report did not determine which route was the most practicable, but gives the impression that several routes are practicable. If a canal between Lake Superior and the St. Croix should prove practicable it is supposed that the latter river to its mouth and the Mississippi thence to the Twin Cities would be improved to the same capacity as the canal. A canal thus uniting our greatest lake system with our greatest river system would be emphatically a national improvement, and ought to be undertaken by Congress rather than by any separate State.

During the season of 1891 (sic.) the rate of transportation on hard coal by railroad from Buffalo to Chicago was \$1.78 (sic.) per ton, and from Chicago to St. Paul and Minneapolis, \$2.50 (sic.) per ton; total, \$4.28 (sic.). By water the rate from Buffalo to Duluth was 40 (sic.) cents per ton; dockage at Duluth, 50 (sic.) cents per ton, and from Duluth to St. Paul and Minneapolis, by railway (150 miles), \$1.50 (sic.); total, \$2.40 (sic.). Were there a through water route to the two cities mentioned, they^{*} would save a million dollars a year in freight charges on the single item of coal.

^{*}Rather indefinite whom is "they." Perhaps the chamber's report meant the people of Minnesota, or, perhaps, the wholesale coal dealers. Staples.

Contin'd from pg. 745-B

The Miami canal from Toledo to Cincinnati is, with its feeders, 282 (sic.) miles long, and, like many other canals in our country, has proved of immense benefit in regulating and cheapening transportation. One of its incidental benefits is that the water power furnished by its locks has developed manufacturing industry in employing a capital of over \$30,000,000. Ohio has eighty-eight counties, yet the twenty-seven counties crossed by the canal comprise more than half the wealth of the State. It is sometimes suggested that railroad companies would be likely to oppose this canal project, but such a view is very short-sighted, because the increased manufacturing and industrial development which the canal would produce would vastly increase railroad earnings. So, also, it is sometimes said that the lake cities, Duluth and Superior, would be jealous of such a canal. That also is absurd. The great city of Liverpool does not object to the canals which extend from her harbor to the interior cities. On the contrary these canals have greatly increased her trade and wealth. Witness, for example, the celebrated Liverpool and Leeds canal which has made the latter interior city a phenomenon of manufactures, and which, by the way, has an elevation above the harbor of Liverpool of 433 (sic.) feet or about as much as can be expected on the canal proposed. These and many other facts and

Contin'd from pg. 745-C

reasons justify this community in demanding the above mentioned survey;
and it is desirable that our ^Senators and ^Representatives in Congress
be impressed with the deep interest felt here in the subject.

Resolved, That the ^President communicate a copy of the fore-
going to Senators Davis and Washburn and Representative Castle as
expressive of the views of this ^Chamber." ****

Lake Superior
Mississippi River

Canal.

The Daily Pioneer Press

XXXIX

105

Thursday, Apr. 14, 1892

Hist. Society

L. S. Staples.

#2, Col. #4 and #5, article headed "That Duluth Canal."

"Stillwater, April 13.- To the editor: In your paper of a few days past (I think the 26th or 27th of March) /The Daily Pioneer Press, Vol. XXXIX, #85, Sun. March 27, 1892, p. 9, cols. 4 and 5. See my pages 744^A to E inclusive./ I saw an able article upon a subject that has been talked and written about, pro and con, the past winter, viz., 'Canal from Lake Superior to the Mississippi.' The article was signed by George R. Stunitz (sic.), and is the best that I have seen upon the subject. It had a practical snap about it that interested me as an engineer. The subject is interesting to all Northwestern people, as well it may be, Mr. Stunitz (sic.) has no doubt selected the right route, but gives no figures as to size of canal, etc., and am afraid he intends it for an old-fashioned tow-path canal, judging from a certain phrase in his article, (i e) "From this point we leave the valley of the Brule river, and construct a canal to the southern end of Allouez bay, the harbor of Superior and Duluth;" and further on he says - "for quite a distance down the Mississippi," Now by this language he must mean a small canal, or why not go into Lake Superior at once, at the mouth of the Brule river, and save distance and expense of canal to Allouez bay? It is well understood that it is impractical to make the upper Mississippi deep water navigation.

Contin'd from pg. 746-A

To build a small canal would be a serious mistake, as it would be taking a step backward instead of advancing. To know this a man has but to look about him and see the old canals of Ohio, Pennsylvania and New York dying a natural death because they cannot compete with the modern railway system of this country; while on the other hand railways cannot successfully compete with modern deep water navigation. The proof of this is in the deep water canals now being constructed at an enormous expense in Europe, viz., the Manchester ship canal and the Baltic and North Sea ship canal.

I have always thought, and still believe, that there is not enough water on the divide to supply a large canal; but, if what Mr. Stunitz (sic.) says is true, it looks as if enough water might be secured, i.e., "Between these last mentioned dams will be formed a lake nearly thirty miles long across the summit." If this is true, and the minimum flow of water measured into said lake would supply a large canal, it is practical, and should be looked up and examined into, as he says he is an old government surveyor, and it is evident he has looked the ground over thoroughly. While I have fished and played the part of Nimrod with my friends upon the headwaters of both streams I have never been upon the divide proper, and was surprised to learn of a low swale /sic.; defined: Swale, n. A piece of meadow; often, a slight depression or valley, as in a plain or moor, marshy and rank with vegetation.* P.2543, col.

Contin'd from Pg. 746-B

3. Webster's New International Dictionary of the English Language; J. & C. Merriam Co., Springfield, Mass., 1934./ across it. Looking at the profile and bench marks of the North Wisconsin railway near this same summit leads one to think that there must have been a higher divide than he reports, which is Gordon station, near upper Lake St. Croix, 431 (sic.) feet above Lake Superior; upper Lake St. Croix, 415 (sic.) feet above Lake Superior; three miles north of White Birch (divide), 683 (sic.) feet above Lake Superior. If ten feet added to Lake St. Croix, as he says, will make a lake thirty miles long across the divide, the canal should be a success, which makes the total lift from Lake Superior 425 (sic.) feet, as per the general opinion of 500 (sic.) to 600 (sic.) feet above Lake Superior.

We were glad to see Congress take up the question this winter of 'deep water to the sea,' and we are proud of our representative, Mr. Castle, in his speech in favor of deep water as against the small boat or 'fishing smack.' There was opposition in Congress to deep water, and it was supposed to come from owners of small boats, or rather medium lake boats, and the whale-back company of West Superior was also accused of opposition to deep water. Capt. McDougal was interviewed several times on the subject and said: "We are not the party opposing it; we can build as large as any, etc." The real opposition no doubt was the railroads operating between Chicago and New York.

Contin'd from pg. 746-C

They would look upon any project of this kind as a common enemy to their interests and would fight it hard, joining issues with the city of Buffalo, who looks with a jealous eye upon any lake traffic that may pass her doors to the sea, as she represents a toll gate to traffic between the Western lakes and New York.

The deep water canal from Lake Superior to the Twin Cities will no doubt some day be built; but it may be delayed until deep water is secured from the great lakes to the Atlantic ocean, which should be done at once, in the interest of all the inhabitants of the cities and states northwest of the Ohio river (unless it be stockholders in railroads between Chicago and New York). Congress votes money to improve the Mississippi river, without opposition. Why? Because the railroads are not interested. They never can make it deep water navigation, and if they did, a boat loaded at St. Paul or St. Louis for Europe is farther from its destination, after 1,000 (sic.) miles of voyage to the mouth of the river, than when it started. If Europe can build large canals for sea-going traffic, why cannot the United States, with all our boasted greatness, riches, etc., and the public treasury overflowing with money? Money expended in permanent improvements is not wasted.

In the December number of the Engineering Magazine (1891) there is a detailed account of the Manchester canal, from Liverpool to Manchester, only

Contin'd from pg. 746-D

thirty-five miles long, with a lift of seventy-one and a half feet. They had engineering and financial difficulties to overcome, in an old and thickly settled country, that would not be met with in building a canal from Lake Superior to the Twin Cities. The lumbermen have already built large dams on the St. Croix river that could be used to advantage in connection with other dams.

No doubt I have already tired you with this subject, but wish to say before closing that there are thousands and thousands of tons of freight hauled daily over the backbone of the Alleghanies to New York, and other Atlantic cities to be shipped to Europe, that should by virtue of the natural situation be loaded aboard vessels at ports on Lake Erie, Lake Michigan and Lake Superior for Europe direct, which would save time and expense, and consequently raise the value of all products of the Western states of the upper valley of the Mississippi, the greatest on earth in area, fertility of agricultural resources and mineral wealth."

/Signed/ H. H. Harrison.

Lake of the Woods - Red Lake.

Canal Proposal.

The Daily Pioneer Press

XXXIX

334

Thursday, Dec. 1, 1892

Hist. Society

L. S. Staples.

#6, col. #4, article headed "Big Canal Proposed."

"Grand Forks, N.D., Special, Nov. 30. Prof. Nelson Daughters (sic.) the well known scientist, who has been devoting a year to exploration in the Red Lake and Lake of the Woods regions, has arrived in Grand Forks with the startling information that he penetrated by boat from Red lake to within ten miles of the Lake of the Woods. He urges the feasibility of constructing a canal which will turn the waters of the Lake of the Woods into Red Lake, and thus make it navigable from that lake to Grand Forks. Daughters states that a canal ten miles in length between the two will accomplish the purpose, and cause the Red Lake river and the Red River of the North to have five times the volume at an ordinary stage of water as they now have.

He claims that Red lake is four feet lower than the Lake of the Woods, * and that the land between them is a low tamarack swamp through which it will be comparatively easy to construct a canal. If these claims are true, Red lake is very much larger, and occupies a position considerable to the northwest of that shown in the latest maps of the State of Minnesota.² If the waters of Rainy river and the Lake of the Woods can be diverted through Red lake, it will have a powerful effect on the prosperity of the Red river valley.

Contin'd from pg. 747-A

Daughters' scheme embodies the use of Red lake as an immense reservoir, in which will be stored logs cut along the Vermillion and the Little Forks and Big Forks rivers, and other streams running into Rainy river, to be floated down the Rainy river through the Lake of the Woods and connecting canal into Red lake, where they will be sorted, and driven thence down Red Lake river to Grand Forks to be cut into lumber. The amount of standing pine immediately around Red lake, which will soon be thrown upon the market, is estimated by the United States government to be 8,000,000,000 (sic.) to 11,000,000,000 (sic.) feet, but if this canal proves practical, as claimed by Prof. Daughters, it will add 20,000,000,000 (sic.) feet, and make the upper Red river valley a large pine lumber milling region."

*Note: Red Lake is higher - (W.S. 1175 ft. Lake of the Woods 1060 ft.) Ed.

*Note: Lake of the Woods is more than twice as large as Red Lake. Ed.

St. Louis River and
Vermillion Lake.

Fish Hatchery Row.

The Sunday Pioneer Press /St. Paul/

XL

106

Sunday, Apr. 16, 1893

Hist. Society

L. S. Staples

#6, Col. #4, item included in this column headed "On Superior's Shore."

"Duluth, Special, April 15.- Charges of malfeasance in office from two separate sources have been brought against Dr. R. O. Sweeney, superintendent of the Lester Park fish hatchery /at Duluth/, and the department at Washington has ordered an investigation, and in the meantime has sent another man to take temporary charge of the hatchery. The following are the charges: That Dr. Sweeney had caught several tons of wall-eyed pike in St. Louis river and Vermillion lake during the spawning season, when other fishermen are prohibited; that for that purpose he used nets and appliances of the United States fish commission; that he had crews of four or five men at work in tents labeled "United States commission," and prevented the local game warden from interfering with them in catching fish; that instead of stripping them of spawn, as is usually done, and throwing the fish back in the water, he sold the fish to Booth & Co.; that no spawn from these fish was hatched in the Lester Park fish hatchery. These charges are made by numerous local sportsmen, and the Lake Fishermen's association has filed charges that the hatchery is not properly conducted and the spawn are not properly distributed, and that instead of fish becoming more numerous every year as they should, they are becoming thinned out."

St. Louis -
Mississippi

749-A.
Deep Waterway, Duluth -
St. Paul.

The Daily Pioneer Press /St. Paul/

XL

108

Tuesday, Apr. 18, 1893.

Hist. Society

L. S. Staples.

#6, Col. #5, headed "On Superior Shore." /Extract/

"Duluth, Special, April 17,- There was much speculation here as to the identity of Henry Curtis Spaulding, who was said to be at the head of a company with a large capital, organized to construct a canal between Duluth and St. Paul. No such man was known to reside in Duluth, and the registers failed to show that he was here, and all day reporters searched in vain for the head of the great corporation. It was late this afternoon that Spaulding made his appearance at one of the newspaper offices, having purposely kept out of sight, and then he said he had been in Duluth and vicinity nearly all winter and had been working on this scheme for the past four years, but proposed to remain unknown until his plans were matured. /quotes/ 'There is no longer any necessity for secrecy,' he said, 'and therefore I will tell my plans. Our ultimate object is the construction of a deep waterway from Duluth to St. Paul, with a minimum depth of twenty feet. Survey parties have been out for the past four weeks, and we are now ready to construct a canal from the St. Louis river near Cloquet until it reaches the hill back of Duluth, near Eighteenth avenue west. St. Louis river will be made navigable above Cloquet by dredging. That river runs to within one and a half miles of the Mississippi, and we will cut a canal that distance at the proper time. By

Contin'd from Pg. 749-A

making canals and dredging at points on the Mississippi where necessary we can ultimately reach St. Paul. At present we will devote our attention to this end of the scheme. Our primary object will be the development and settlement of the interior of Carlton and St. Louis counties. At present, when the settlers in this county clears the pine off his land he cannot dispose of his pine, and therefore the expense of clearing must be added to the cost of the lands. We propose to furnish a waterway for transporting his pine to market, and secondly to provide a cheap mode of transportation for himself and family and farm produce to Duluth. Another part of our scheme is to furnish different points along the waterway with power for manufacturing purposes. We will begin at Duluth. From the top of the hill here to the bay front we will have a fall of nearly six hundred feet, which will develop 300,000 (sic.) horse power. We thus will be able to furnish power for all the mills and factories that may be erected.' /end of quotes/

This evening an ordinance authorizing the Minnesota Canal company to lay pipes in the streets and alleys of Duluth to convey water to furnish power for manufacturing purposes was presented to the council.* The ordinance binds the company to expend \$100,000 (sic.) upon the construction of its water supply

*Apparently the company's intensions were to furnish water power for plants instead of furnishing electricity produced by an hydro-electric plant. Staples.

Contin'd from Pg. 749-B

works within St. Louis county within one year from date. Spaulding states it is the intention of the company to complete fifty miles of waterway this year. The company is acting under federal ^L legislation, which has been secured from time to time. " " " " "

Red River - Red
Lake River.

Navigation of Red River.

The Daily Pioneer Press /St. Paul/

XL

117

Thurs. April 27, 1893

Hist. Society.

L. S. Staples

#2, Col. #4, Article headed "The Red River." /Extract/

"Grand Forks, N.D., Special, April 26.- The flood in the Red and the Red Lake river continues practically unchanged at thirty-nine and sixteenth feet above low water mark. The Red River is practically free of ice, and bridges are in but little danger from that source, but a mammoth gorge three miles in length which is jammed in at the mouth of Red Lake river just above the bridge may do some damage when it gives way. The flood has cut a new channel through a morass or coulee, which carries vast quantities of water from the Red Lake river from a point three miles above the city to a point in the Red River ten miles below the city, making the city of East Grand Forks and tributary country an island. Another peculiarity of the flood is that portions of water of the Red River, which is now much higher than its tributary, the Red Lake river, are actually 'flowing up stream,' going out through the new channel above mentioned. Navigation opened to-day /on the Red River/. The steamer Alsop and three barges left for up-river points. The boats of the Red River Transportation company will ply between Belmont, Grand Forks and Pembina. *****"

Red River of the North.

Flood Stage.

The Daily Pioneer Press /St. Paul/

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Thursday, May 4, 1893

Hist. Society

L. S. Staples

#2, Col. #5 headed "Raging Red River."

"Grand Forks, N.D., Special, May 3.- The river is still thirty-four feet above its ordinary low water stage at Grand Forks, and from the international boundary line to Winnipeg it is over its banks. But from this time the water will rapidly recede here, and the river soon return to its natural size. Only four times within as many decades has the Red river reached the high stage attained by the present flood of 41 (sic.) feet and seven inches. In 1882 (sic.) it was two feet higher than now and in 1871 (sic.) four feet higher. In the last-named year it is stated that Capt. Alex Griggs sailed nearly the entire distance from Lake Traverse to Winnipeg over the top of the trees without regard to the channel, and at one time found his boat in the morning seven miles from the river proper. In 1862 the people living at Fort Pembina were obliged to go back twenty miles from the river to Pembina mountain.

Had the current of the river been as rapid as other streams the danger during the present flood would have been appalling, and the loss of life large, but so far as known not an instance of drowning has occurred, although there have been numerous narrow escapes. Even at its highest stage the current has been sluggish, and the principal damage has occurred from

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the steady encroachment of the rising water and moving ice.

The Flood in Shanty Town

The first to feel the effects of the flood here were the residents of 'shanty town,' several settlements of the poorer classes, French, half-breed, Norwegian and Swede, occupying the lower banks of the river, at an elevation of about thirty to thirty-five feet above the low water marks. One morning daylight found the rising waters coming in the doors of the shanties and flooding the floors. Breakfasts were hurriedly prepared and eaten, and the moving out process began. Two hours later and the water was up to the windows and furniture could only be removed by means of boats. The shanties were anchored as well as possible by ropes and chains, but the rapidly rising water was soon up to the roofs and the houses were carried down stream during the night, several of them lodging against the Great Northern R.R. bridge. The lower portion of the residence section of the city was submerged the following day and scores of families were compelled to move out, many of them being temporarily domiciled with friends. The auxiliary city pumping station was entirely submerged, only the smokestack being visible. The building was almost wrecked. The Standard Oil company's station was submerged, and 7,000 (sic.) gallons of oil escaped from one of the large tanks.

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Among the heaviest losses are those of the Minneapolis and Northern Elevator company. The company's river warehouses contained about 80,000 (sic.) bushels of wheat, nearly all of which is a total loss.

The new iron bridge built by the city at De Mers avenue was partially wrecked, the ice breakers and abutments being partially carried away. The bridge was only saved from destruction by breaking an ice jam above the bridge with dynamite. One of the approaches of the Northern Pacific bridge was carried away, one of the ice breakers crushed, and the draw swing wrecked. Several times gorges of floating ice formed above the bridge, and were repeatedly broke up with dynamite. The greatest discomfort in the city was occasioned, perhaps, by the flood invading the basements of business blocks and hotels along Third street, and extinguishing the fires in the heating furnaces. Thousands of cords of wood and thousands of tons of hay were carried down stream by the flood." ****

Falling.

Ibid.
P.2, Col.5

"Pembina, N.D., Special, May 3,- The Red River came to a standstill to-day, within ten inches of the high water mark of 1882 (sic.). It is falling at all points south. The Northern Pacific bridge across the Pembina is twenty inches under water and no trains are crossing. The streets in

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the low parts of the city are covered with water, but no damage is done. On the Minnesota side the back water extends out for a long distance. The business streets in St. Vincent are under water from one to two feet and at Emerson, Man., from two to four feet." ****

St. Louis -
Mississippi Rivers.

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Canal

The Daily Pioneer Press /St. Paul/

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Wednesday, May 24, 1893

Hist. Society

L. S. Staples

#6, Col. #4 headed "On Superior's Shore." /Extract/

"Duluth, Special, May 23.- *** The ^cchamber of ^ccommerce /of Duluth/
to-day, after hearing from the investigating committee, adopted a resolution that it is not advisable to vote for the Minnesota Canal company's proposition of county bonds as a bonus, because the proposition is too indefinite. The company was urged to withdraw it until a more satisfactory proposition can be made."

The Daily Pioneer Press

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Thursday, June 1, 1893

Hist. Society

L. S. Staples

#4, Col. #6 - headed "On Superior's Shore." /Extract/

"Duluth, Special, May 31.- ****"

*** "The people of St. Louis county voted to-day on the proposition of the Minnesota Canal company to bond the county for \$600,000 (sic.) to aid the company to furnish cheap water power for Duluth and West Duluth. Returns will not be in until to-morrow, but sufficient is known to indicate the defeat of the proposition by a large majority on a light vote."

Ibid., Vol. XL, #174, Friday, June 23, 1893, p. 6, col. 3, par. 5.

"The Minnesota Canal company is still going on with its work, and has about fifty surveyors at work. A party of surveyors in the employ of this company claims to have discovered coal in paying quantities in St. Louis county, but refuses to state the exact location. The company claims it will be brought to Duluth by the canal."

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Thursday Sept. 7, 1893

Hist. Society

L. S. Staples

#7, Col. #1 headed - "On Superior's Shore."

"Duluth, Special, Sept. 6.- The St. Louis Water Power company has filed a note of issue in the district court making itself defendant in the condemnation proceedings begun by the Minnesota Canal company, which will be heard in special term Saturday. The affidavit of the St. Louis Water Power company sets forth that it already has acquired riparian rights on the St. Louis river that will be infringed if the Minnesota Canal company is allowed to take water from the river above them. It also sets forth that it will damage the mills at Cloquet to take water from the river. The water power company also bases its legal right to have the river preserved intact upon the fact that the water power rights owned by them are valuable, and that they can furnish power at a small percentage of the cost of building the canal."

Minnesota -
Red River.

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Navigation Project

The Daily Pioneer Press /St. Paul/

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Wednesday, Oct. 11, 1893

Hist. Society

L. S. Staples.

#6, Col. #2, article headed - "Big Navigation Project."

"Washington, Special, Oct. 10.- Congressman Boen to-day introduced his bill which designs to connect in navigable fashion the waters of the Minnesota and Red rivers. Chairman Blanchard, of the committee on rivers and harbors, has assured him that they will get to work on the bill in the near future, and Boen does not propose to be left by coming in after the available fund is apportioned to other localities. The bill only provides at present for the improvement of the Red River, but includes everything which would be necessary in event the larger undertaking of making navigation possible from the boundary to the gulf is ever reached, except one more lock and dam at the foot of Big Stone lake. An appropriation of \$900,000 (sic.) is asked for a dam and lock in the Red River near the outlet of the lake, also near Thief river in the Bois de Sioux canal between Otter Tail and Rabbit rivers, a dam in the Otter Tail river, a canal between Big Stone and Traverse lakes and for contingent expenses. Representative McCleary is giving the matter some study in so far as the general plan is concerned."

St. Louis-Cloquet

Water Power Development.

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Saturday, Dec. 9, 18⁹3

Hist. Soc.

L. S. Staples

#6, Col. #2. Headed "On Superior's Shore."

Par.#2. "The Altamonte Water company filed articles of incorporation to-day /at Duluth. Article bears Duluth dateline of Dec. 8./. It is organized to develop water power of the St. Louis, Cloquet and other ~~ri~~ rivers, to build dams and store water for booming logs or for obtaining water power for fire protection and other purposes. It is also authorized to build mills and factories. The capital stock is \$50,000 (sic.) and the incorporators are E. S. Jennison, A. C. Martin, D. H. Fletcher and George H. Stone of Chicago and Thomas Kneeland of Minneapolis. Duluth is to be the company's headquarters. Nothing further is known here about the company, no Duluthian being interested."

Big Fork and
Rainy Lake and River.

Settlement.

The Daily Pioneer Press.

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Wednesday, Mar. 21, 1894.

Hist. Sec.

L. S. Staples.

#6, Col. #3 - headed "Superior's Shore." (Extract)

"Duluth, March 30 (sic.) /Must have meant 'March 20.' This was a typographical error in date/.- Those who think the Rainy Lake region is booming don't know what booming is. The excitement cannot yet be said to have begun. The hegira to the north has thus far benefitted Rainy Lake City, a townsite platted by Duluth parties. In a short time Chicago capitalists will plat a new town a little to the north and west of Rainy Lake City, and the property will be put on the market at an exceedingly low price, say \$25 (sic.) to \$50 (sic.) per lot of twenty-five feet. The intention is to make every man with a few dollars in his pocket take a chance in the townsite lottery.

Other new townsite schemes are on the tapis (sic.), some with merit and some without. Already a plat of a town at the mouth of Big Fork river, some twenty-eight miles west of Rainy Lake City, has been surveyed, and arrangements are being made to put in a saw mill. One syndicate of lumbermen located in Minneapolis district hold the title to miles of shore line of Rainy river at this point, and are interested in this town. At the mouth of Little Fork river, fifteen miles west of Rainy Lake City, another town is to be established. It is almost directly opposite

Fort Francis, the old Hudson Bay post, and will draw a very large timber trade.

A fourth town is to be surveyed at Kettle Falls, some twenty-five miles civilizationward (sic.) from Rainy Lake City, and on the direct water route there. At Rainy Lake City itself affairs are moving slowly because of the difficulty of getting material. A haul of 110 miles is no small affair, as the saw and stamp mill people have found. As conditions now are, both in regard to work and food, any man who is going into the region to labor will make a great mistake if he starts before the spring break-up. The stamp mill will hardly be under way before June."

*Almost simultaneous to this article the newspapers of St. Paul had been calling attention to the discovery of gold deposits in the Vermillion Lake and River, as well as the Rainy Lake river districts. Staples.

St. Louis -
Mississippi Rivers

Canal

The Daily Pioneer Press

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Thursday, Mar. 29, 1894.

Hist. Sec.

L. S. Staples

#5, Col. #3 article headed - "The Superior Canal."

"Chairman Suydam, of the ^Chamber of ^Commerce ^Committee /St. Paul/ on a canal from Lake Superior to the Twin Cities, is engaged in collecting statistics from St. Paul jobbers relative to the amounts paid by them for freight, and the responses show a very general interest in the subject. Yesterday Mr. Suydam received a letter from Congressman Kiefer, who is in Washington, in which the Minnesota ^Representative writes:

"The canal question is now pretty well stirred up among the members from Minnesota and adjoining states, and we will undoubtedly have a hearing at an early day. All our members promise hearty support, and, while not oversanguine (sic.), I have every reason to believe that we will get a favorable report.

"Your committee has certainly done a noble work, and I feel much encouraged when reading of the general interest manifested in the matter. This question of a survey must be settled sooner or later, for all agree that if a canal is feasible it will settle the future of the commercial welfare of the Northwest. I think a favorable report from the committee on railways and canals will put the bill through. Will leave nothing undone to bring the matter to as early a conclusion as possible." "

St. Louis -
Mississippi River^s

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Canal.

The Daily Pioneer Press

XLI

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Saturday, Mar. 31, 1894.

Hist. Society

L. S. Staples.

#3, Col. #3 headed "Superior Shore."

"Duluth, March 30.- The Minnesota Canal company, which proposes to furnish to Duluth 200,000 (sic.) horse power for the operation of mills and factories by the construction of a canal from a point on the St. Louis river twelve miles above Cloquet to the city, is about ready to begin operations. W. E. Darwin, a wealthy contractor, who has done much work on the Mesaba range, is about to become interested in the enterprise and will act as superintendent of construction. He has for some weeks been working over the plans and estimates and will be ready to let contracts on May 1 (sic.) The company will build thirty-three miles of canal, forty feet wide and carrying enough water to supply the energy named. The work will require two years and will cost \$3,000,000 (sic.)."

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Thursday, Apr. 5, 1894.

Hist. Society

L. S. Staples.

#3, Col. #3, item headed "Superior Shore."

"Duluth, April 4.- The dam which the canal company will construct at Cloquet, on the St. Louis river, will be 900 (sic.) feet long and 80 (sic.) feet high, by which backwater on the St. Louis river will extend sixty miles, and the largest dammed body in the world secured. The company will lay a line of steel piping to the hills above Duluth, where a reservoir is to be built, whence, under 600 (sic.) feet of head, power will be generated and distributed electrically. Water will also be furnished for fire protection, and, if wanted, for drinking purposes. The project which rivals the Niagara Falls power utilization, is well matured and has the consent of the war department controlling the river and also of the saw milling interests at Cloquet. It is stated that the money needed for the project, some \$3,500,000 (sic.), is secured. A large share of the Fond du Lac reservation, which is, however, valueless for timber or agricultural purposes, will be flooded."

St. Louis -
Mississippi Rivers.

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Canal.

The Daily Pioneer Press /St. Paul/

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Sunday, Apr. 8, 1894.

Hist. Soc.

L. S. Staples

#8, Col. #3, Article headed - "Choice of Route." *

"Washington, April 7.- The subcommittee on the Mississippi canal has practically decided to report in favor of route #1 (sic.) as the most feasible of the five routes considered. This is via Prairie river /from the St. Louis river/ and Sandy lake /to the Mississippi/. The only obstacle in the way is the question of water supply on the east end of the divide. The committee had a long session this morning, and decided to get the opinion of Gen. Casey, chief of engineers, as to the probable cost of the canal. Much interest is taken in the project, and Col. Kiefer feels confident of a favorable report."

*This article is illustrated in this issue of the paper by an Outline Map of the Canal Routes, showing 5 different routes from Lake Superior to the Mississippi river. There is also a profile map of the proposed canal route on the same page. Staples.

Contin'd from Pg. 761-A

The attitude of Major Baldwin is causing some comment by other Minnesota members. He has promised to favor the canal project, for it will be of benefit to Duluth, as well as to the balance of the State. Baldwin now thinks he sees an opportunity to push his customs divisions bill, which segregates a large portion of territory from the St. Paul district" ****,

*The five proposed routes, according to Fowble & Fitz's map printed on P.8, Cols. 3-4, were:

- #1 Via Mississippi River, Sandy Lake and St. Louis River.
- #2 Via St. Croix, Knife Falls and St. Louis River.
- #3 Via St. Croix and Left Hand /Nemadji/ River.
- #4 Via St. Croix and Brule River.
- #5 Via St. Croix, Namekegon and White River.