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LEADING EVENTS OF THE EARLY HISTORY.

MISCELLANEOUS NOTES AND COMMENTS—ORGANIZATION OF THE REPUBLICAN PARTY IN THE NATION AND STATE—POLITICS IN 1855 AND THE DEMOCRATIC CONVENTION AT MINNEAPOLIS—THE HENNEPIN COUNTY AGRICULTURAL SOCIETY HOLDS THE FIRST AGRICULTURAL FAIR IN THE STATE—THE GOVERNOR PREVENTS THE ORGANIZATION OF ST. ANTHONY COUNTY AND IS SEVERELY DENOUNCED—ST. ANTHONY INCORPORATED AS A CITY—HENNEPIN COUNTY ABSORBS ST. ANTHONY—THE SENSATIONAL ELECTION FOR DELEGATES TO FORM THE FIRST STATE CONSTITUTION—THE FIRST GUBERNATORIAL ELECTION, IN 1857—THE FINANCIAL PANICS OF 1857 AND 1859.

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HISTORICAL NOTES AND COMMENTS.

It was in 1854 when Charles W. Christmas platted the claims of John H. Stevens and Frank Steele. Meanwhile, the Stevens house had been the scene of most of the notable public meetings and transactions of the city builders. There they had met and organized Hennepin County in 1851, after it had been set off from Dakota County. There they had held their claim holders' meetings, and there they had organized an agricultural society. That they organized to further the cause of agriculture is an indication of the kind of men they were, for they had already set out to prove the soil's fruitfulness and the climate's fitness to rival that of older fields of agriculture.

They organized for this purpose and that; they enjoyed such forms of entertainment as a vigorous, cultured group of people might well be expected to enjoy, in the time, and with the best that each could contribute from his own talents alone. They went on laying the foundations for a city by the splendid water power; and all this time, in a county with a designated place for its seat of government. This community was unnamed, save for the various names given it by this or that settler.

It was not until in 1854 that Minneapolis gained a place on the postal map of the United States, when a postoffice was established, with Dr. Hezekiah Fletcher as postmaster. Up to that time mail for Minneapolis was delivered at St. Anthony. The two communities were linked by common citizenship, in that there were common interests on both sides of the river. Between them plied Captain Tapper's ferry, taking toll from all except troops of the Federal Government (according to the original license granted to Colonel Stevens. The ferrying was a difficult passage at first, as Colonel Stevens' reminiscence and those of other pioneers indicate, in tales of upsets in the swift waters above the falls. Colonel Stevens' house continued to be the social center of the west sides and to mark the line of communication between the two settlements.

In 1854, so rapidly had the settlement of the plateau and of the older village progressed—men on both sides of the river banded together to secure the construction of a suspension bridge over the river. The bridge was opened in 1855. It stood where the Steel Arch bridge now links the east and west sides, and it gave into a gateway then, just as the present bridge does now. In those days they spoke of Bridge Street; later of Bridge Square, when the twin arteries, Hennepin and Nicollet Avenues, began to take definite direction; and now it has become Gateway Park.

Forward-looking men were at work developing the nucleus of a city on the west side; and men of no lesser culture and forward-looking qualities were likewise at work in the older village of St. Anthony. In 1851 they had established what they called a preparatory department for the University of Minnesota. Indeed, in this latter establishment may be seen the true pioneering spirit, for they built this humble preparatory department apparently in the assurance that by the time students were prepared for entrance, the University proper would be there for them to enter.

In the formative conditions of those first years on both sides of the river it was natural that there should be rivalries between the settlements, and even competition for supremacy even within each of the two divisions. Thus in old St. Anthony there were, at one time, three centers which strove for commercial leadership: "Cheevertown," where the campus of the University of Minnesota now lies; the village of St. Anthony, centering in the present Central Avenue from the river up the hill; and the town of St. Anthony, up river in the neighborhood that is now Third to Fifth Avenue Northeast, and opposite the mouth of Bassett's Creek. At the last named site the steamboat landing for the traffic above the Falls was established, and for a time that was the east side center of business.

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Becomes a Summer Resort.

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As the village on the west side of the river grew, there sprang up that portion of the village which centered on Bridge Street, and another as far down river as the present Sixth to Eighth Avenues South, along Washington Avenue. On the east side, the rival communities had their hotels, the St. Charles and the Winslow; and on the west side there were the Cataract and the Nicollet. To all these came, in the years before the Civil War the flower of Southern society from as far down the river as New Orleans, making a summering place of the beautiful locality about the Falls and the lakes near the growing villages. This was a natural outgrowth of the steamboat traffic on the great river—and in that traffic itself there arose another element of rivalry which unified all the competitive elements of the twin villages at the Falls of St. Anthony.

(subhead)
Rivalry Begets a Feud.

This union was the first manifestation of a bitter rivalry which dwarfed all the petty differences of the several commercial communities at the falls. It was the feud between the pioneer cities of Minnesota—St. Paul and Minneapolis; a vindictive fire which has now smoldered, now broken out afresh, throughout the nearly three-quarters of a century which has passed since the founding of the towns. It was even declared that the long delay in the opening of the Military Reservation on the west side of the Falls was caused by the machinations of men at Fort Snelling and in the settlement of St. Paul. The early evidences of competition for settlers and commerce included scheming by St. Paul to prevent the river boats from passing further up-stream to the landing below St. Anthony Falls.

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Local Steamboating Established

It was this influence which led to the construction of a steamboat by residents of St. Anthony, and the organization of a river traffic company to maintain a line of steamers, of which the Falls City was to be the first, which were to ply between St. Anthony and the Mississippi below. That was in 1854, when the first merchant flour mill had been erected on the East Side, and when the need of transportation facilities, not merely for flour but for wheat, became evident. That was an important year in the history of the two villages; it saw the first bank established in St. Anthony; the first survey on the west side; the first lot given away by Colonel Stevens; the establishment of the Minneapolis postoffice; the first retail lumber yard; and the operation of the old Government flour mill commercially.

And while the river traffic below the falls was becoming an important element in the future of the two settlements, the possibilities of that above the falls were not neglected. The steamboat Governor Ramsey as has been said had been put in service as early as 1851, plying between St. Anthony and Sauk Rapids, and later other steamboats were put on; a circumstance in transportation history which shows what elements contributed to the development of Minnesota Territory in the years before railroads were built and the country opened up by settlement. The boats that carried freight and passengers up-river above the falls continued in active service most of the years until the Federal Government, in the midst of the Civil War, took them around the Falls and used them in the river navy that figured in the military operations in the west. And one of them—the first one, the Governor Ramsey—reappeared on Lake Minnetonka and did good service there about the time the first railroad was laid to the north shore of that lake.

Traffic

It was not until well into the second decade of St. Anthony's history that the railroad figured at all in the transportation problems of the city. "Transportation" in those first ten or twelve years of the city's life meant steamboat traffic in summer, or stage and wagon freighting. The historic Red River carts, relics of the first transportation efforts in the Northwest, continued to be features of the time. And through the "Big Woods" to the southwest and west there were mail routes, mostly traversed by mounted horsemen, to the frontier settlements. Ox teams were as common as horses in the farming districts, and all communication was as primitive as in any new country.

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The Lyceum and the Library.

The Lyceum was an institution of the time; debating clubs included men, not mere youths, in their membership; intimate acquaintance with literature was perhaps a commoner attribute than it is today; singing schools were among the forms of entertainment; and in its earliest years St. Anthony possessed a public library co-operative in form. Ten years later—in 1859—the foundation for the Minneapolis Public Library was laid, in the formation of the Athenaeum, a private library association which was to all intents and purposes public. It was to this semi-public institution which, after another ten years, an endowment was to come through Dr. Kirby Spencer's bequest, which was to yield rich aid to the library of the Twentieth century.

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The Pioneer Newspapers

The significant fact which stands out before all else in the history of the communities is that the people were of a high cultural average. Their daily tasks were performed amid conditions often full of hardship, always in surroundings wholly lacking in exterior refinement. But all held true to the traditions of their forefathers. One may see proof of cultural qualities in the circumstances surrounding the founding of the first newspaper, the St. Anthony Express, promoted by Tyler, the tailor, and established in 1851. The Express had been whig in politics at the beginning, and democratic later, but its brand of democracy did not suit those who opposed the old "Silver Grays," and in 1853 the Northwestern Democrat appeared, first under Prescott & Jones and later, after it had been moved to the west side, under W. A. Hotchkiss. This second paper succumbed, too. The St. Anthony Republican was another weekly paper, published by the Rev. C. G. Ames, who was an outspoken abolitionist and a vigorous figure of the time. It was merged, in 1858, with the State News, edited by W. A. Croffutt, who in years to come gained fame equal to that of Rev. Mr. Ames in a national way, as a thinker and writer. It was Croffutt who, with his partner, ventured the first daily newspaper at the Falls—the Daily Falls Evening News. But this was short-lived. Indeed, most newspaper enterprises of the first decade failed to succeed commercially. It was not until 1859 that a newspaper appeared which was destined to endure the financial storms of the times. And its publication served to introduce to the Northwest a man who became a great, notable figure in its history. It was in this year, during the stress of hard times following the panic of 1857, that

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The Early Schools.

Colonel William S. King founded the State Atlas, and the paper at once became a strenuous factor in the upbuilding of the community. It held its own for ten years, and then was merged into the Tribune, which still endures.

The newspaper history of the young community, its achievement in establishing a library, the cultural tendencies of its citizens, were part and parcel of the same spirit which earlier had founded a school system, first on the East, later on the West Side. In old St. Anthony the first institution to have community support was a private school, established in 1849 and with Miss Electa* Backus as the teacher. That was

* Atwater's History gives her Christian name as Elizabeth; but Warner & Foote's and Hudson's give it as Electa, which is correct.

in June of 1849, and the need for better accommodations was responded to in the fall, when a school building was erected and the first public school established.

The pioneers who cast their lot with the settlement of squatters and early claimants on the west side of the river set about establishing their own schools as soon as the settlers became sufficiently numerous to warrant. It was in 1852 that Anson Northrup's house, close to the present site of the new Minneapolis postoffice building, became a school house for a time. Miss Mary Miller was the teacher of the twenty-odd pupils in this, the first organized district school west of the Mississippi river in the Northwest. It is an index to the character of the people, this establishing of a school district before they had even gained title to or right to settle on the lands about the western end of the Falls of St. Anthony. As usual, Col. Stevens' house had been the scene of the organization meeting, and the first school board was composed of Col. Stevens, Dr. A. E. Ames and Edward Murphy.

Three years later, in 1855, the questions of title and government having been cleared up in a way, the people of Minneapolis met in town meeting and determined to organize a graded school and erect a school building. The result was the erection of the Union school on the site of the present courthouse and city hall. The building was opened and schools established in 1858, with a principal and four teachers. It was the real nucleus for the Minneapolis public school system. To its traditions and those of the Washington School, which succeeded it, scores of Minneapolis men and women remain loyal, and people all over the West count as their best school days the time spent under roof of the Union or the Washington School.

As establishment of schools was early one of the efforts of the villagers of St. Anthony and of Minneapolis, so were the natural assemblages of the adherents of one or another religious creed notable circumstances of the time. The first schools in St. Anthony have been noticed. On the West Side, the mission house of the Pond Brothers, on Lake Calhoun, was the first building which by liberal license may be considered a church. It was used only to proclaim the Gospel to the Indians, and cannot be considered as in any sense the foundation of Christian church organization in Minneapolis. The services first held in the John H. Stevens house by Presbyterians gave that denomination definite part in the church history of the West Side, culminating in organization in 1853. The Methodists had organized on the East Side in 1849; the Congregationalists formed a church there in 1851; the Episcopalians formed Holy Trinity Parish in 1852, and four years later became organized factors in religious work on the West Side. The Baptists, first established on the East Side in 1850, got together on the West Side in 1853. Other Protestant denominations came later. As for the Catholic church, the parish of St. Anthony of Padua continued for many years to embrace all of the members by the falls.

Other schools, churches, and libraries sprang up spontaneously with the first settlement of either village; they existed in the will of every one of those first settlers in the decade and a half preceding the Civil war, and though they may not have had visible form and dimension, yet they were truly elements in the life of the villages from their very beginning. Hardship and privation, financial setback and panic, rivalry with St. Paul, intensive struggle for existence could not check their growth. Even in the bitter days of the panic of 1857 there was no cessation from promoting the institutions of the mind and of the soul as necessary elements in the life of the two young cities. The earnestness and the vigor and the cultural instinct of Eastern fathers and mothers kept their fires alight, and held the people true to the best that was in their heredity.

ORGANIZATION OF THE REPUBLICAN PARTY.

The first preliminary and authoritative action taken to organize the Republican party was by a convention of Michigan anti-slavery Democrats, calling themselves "the Free Democracy of Michigan," which meeting was held at Kalamazoo, February 22, 1854, the anniversary of Washington's birthday. This convention nominated a state ticket, adopted a strong anti-slavery platform, and called itself a "convention of Free Democrats and Jeffersonian Republicans." About a month later, or February 28, a meeting held at Ripon, Wisconsin, resolved to hold another meeting and form a new party if the Kansas-Nebraska bill, then before Congress, was passed. The bill was passed, and March 20 the contemplated meeting was held and an organization, called by A. E. Boyay the Republican party, was formed; this organization did not pretend to be State-wide in character.

June 21, 1854, the "Independent Democrats" of Michigan, in convention at Kalamazoo, endorsed the State ticket nominated February 22 previously. July 6 a grand mass convention, composed of all elements of the anti-slavery sentiment in Michigan, met in a large, shady grove at Jackson, and among other things resolved, "that, in defense of Freedom, we will co-operate and be known as Republicans." The anti-slavery elements of other States followed suit: of Wisconsin at Madison, and of Vermont at Burlington, July 13; of Massachusetts at Worcester July 20, etc. Each of these organized a State party called Republican. There was no national organization until in 1856. In 1854 the new party elected a majority of the members of the lower House of Congress who chose N. P. Banks, of Massachusetts, Speaker. February 22, 1856, a so-called "People's Convention"—all of whose members were Republican—met at Pittsburg and prepared the way for the holding of the first national Republican nominating convention, which met at Philadelphia June 17 following and nominated John C. Fremont and Wm. L. Dayton for President and Vice President. (See E. V. Smalley's and also S. M. Allen's Histories of the Republican Party; Stanwood's History of Presidential Elections; Thomason's Political Hist. Wis., etc.)

THE REPUBLICAN PARTY IN MINNESOTA.

Prior to 1855 all political canvasses in Minnesota Territory had been non-partisan. Democrats, Whigs, pro-slavery, and anti-slavery men, prohibitionists, and

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personal liberty men, were all to be found on the same ticket. Simple influences controlled; a neighbor was voted for in preference to a man living at some distance. The only factions were those of the rival fur companies headed by Rice and Sibley. Personal fitness for the place largely controlled the voter in his selection of a candidate. There were very few real pro-slavery men in the Territory, but they and the out-and-out abolitionists were about equal in numbers—and in the public esteem.

An overwhelming majority of the people were opposed to the further extension of slavery; did not want any more slave states; but at the same time they did not desire the abolition by Congress of slavery in states where it already existed. The former Democrats, still holding to their old States' rights beliefs, declared that each State should settle the question for itself. If any slaveholding State wanted to abolish the "peculiar institution," let it do so, in heaven's name, and God speed it! Congress had not the power over the subject. If Congress could abolish slavery in any State, it could establish it in another—and the latter idea was not to be entertained for a moment!

THE ABOLITION MEETING OF 1854.

On the 4th of July, 1854, the little flock of abolitionists in and about St. Anthony held what they called a "mass meeting" in the school house. The attendance was small, for an Independence Day celebration was being held, and the proceedings were so unimportant that not one newspaper in the Territory mentioned them. Rev. Chas. G. Ames, the Unitarian clergyman, Minnesota's Theodore Parker, was the leading spirit of the meeting. He had been a Free Will Baptist; he was now heterodox. He had been a conservative Whig; he was now an ultra abolitionist. He made a passionate and even violent speech against slavery and those that had any sort of sympathy with it. He claimed that the U. S. Constitution recognized slavery, and for that reason the great American charter "ought to be buried so deep that it can never be resurrected." He believed with Garrison that the Constitution is "a covenant with death and a league agreement with hell." John W. North and other members of the meeting made inflammatory and incendiary speeches, and no doubt they felt much better after their fires went out. In the following October a new paper called the Minnesota Republican was established at St. Anthony, with Rev. Ames as its editor. In his salutatory he announced that he was an uncompromising abolitionist, and wanted slavery abolished at once wherever it existed.

THE REPUBLICAN ORGANIZING CONVENTION.

Pursuant to much previous advertising, the first Republican Territorial Convention in Minnesota was held in St. Anthony, Thursday and Friday, March 29 and 30, 1855, more than a year after the first Michigan convention. Wm. R. Marshall presided and James F. Bradley was secretary. It was a mass meeting, but only about fifty men attended (Editor Emerson of the St. Paul Daily Democrat, says he counted fifty-two, but Snelling says they numbered 200), and not a half dozen of these lived outside of Hennepin and Ramsey counties.

The meeting was divided into radical and conservative anti-slavery men. The leading radicals were the fiery preacher, Rev. C. G. Ames, and John W. North, W. D. Babbitt, J. F. Bradley, Geo. E. H. Day—one preacher, two lawyers, and two business men. The influential conservatives were Chairman Marshall, Geo. A. Nourse, Warren Bristol, Dr. Hezekiah Fletcher, and Rev. S. T. Creighton.

A committee consisting of North, Nourse, Babbitt, Rev. B. F. Hoyt, H. P. Pratt, Eli Pettijohn, and a Mr. Bigelow, reported resolutions denouncing slavery and the fugitive slave law, but not declaring in favor of the abolition of either. Thereupon there was a lot of speech-making and heated debates. A resolution declaring the fugitive slave law wholly unconstitutional was defeated, and one pronouncing it "unconstitutional in spirit and character, oppressive, unjust, and dangerous to domestic tranquillity and deserving repeal," was passed, but by a vote of twenty-five to twenty-two. This was a compromise resolution between the two factions. So spirited had been the debates and so intense the feeling that there was danger that the convention would "break up in a row," without crystallizing the sentiment and uniting the forces for freedom. The zealot, Rev. Ames, saw this danger, and to avoid it he accepted the resolution and championed it. He failed, however, to induce very many of the impracticable and unreasoning element to follow.

The stormy convention held until midnight, and then adjourned until the next day when the final session of three hours was held. The last resolution concluded: "Appealing to heaven for the rectitude of our intentions, we this day organize the Republican Party of Minnesota."

THE DEMOCRATIC CONVENTION OF APRIL 3.

April 3, four days after the Republican Convention, the Democrats—or "Democratic Republicans," as they styled themselves—held a mass meeting at Chambers & Hedderly's hall, Minneapolis. There were 125 members, who were chiefly from Minneapolis and St. Anthony. Dr. A. E. Ames presided and Charles Hoag was secretary. W. A. Hotchkiss, Sweet W. Case, and F. R. E. Cornell, composing the committee on resolutions, reported on the slavery question: "That while we deprecate slavery agitation, either North or South, we do not, in any manner, sympathize with the institution, believing it to be a great moral and public evil; and that we will use all lawful means to confine it within its present limits." The resolutions, including the one quoted, were passed without dissent. D. M. Hanson, F. R. E. Cornell, two able lawyers, spoke eloquently in their favor.

The resolution on the slavery question adopted by this Democratic meeting became practically the cardinal principle of the Republican party and the chief feature of its platforms. This was why so many old Free Soil Democrats became Republicans. The following year Editor Hotchkiss and his Northwestern Democrat supported Fremont and Dayton and the Republican ticket generally, though Hotchkiss claimed that he was still a Democrat. In his editorial announcing that he would support Fremont he said:

"We are a Democrat in every sense of the word. The Republican platform is the old Democratic policy in extenso. We are a Democrat—'dyed in the wool,' as the saying is; a States' Rights Democrat are we, and not a fillibuster or ruffian. Until the Democratic ship gets back to its proper waters and original purity, we shall say hard things of it."

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The first year of their political organization the Republicans would have elected their candidate, Wm. R. Marshall, as Delegate to Congress over Henry M. Rice, Democrat, had they not put a strong prohibition plank in their platform. The author of this plank and of its incorporation in the platform was Rev. Chas. G. Ames, before mentioned, and who was as zealous a prohibitionist as he was an abolitionist. The vote cast at the election, October 6, was: For Rice, 3,215; for Marshall, 2,434; for David Olmsted, independent Democrat, 1,785.

THE HENNEPIN COUNTY AGRICULTURAL SOCIETY.

In March, 1853, the Territorial Legislature incorporated the Hennepin County Agricultural Society. The prime mover and leading spirit in almost every public enterprise at that day, Col. Stevens, was the prime mover and leading spirit in the organization of this society. He believed it would be a great and valuable advertisement, not only for the town of Minneapolis and Hennepin County, but for the Territory and the pioneer farmers, and he infused his ideas into the minds of certain of his prominent fellow-citizens. The charter members of the Hennepin Society were John H. Stevens, Emanuel Case, Joel B. Bassett, Alexander Moore, Warren Bristol, Dr. Hezekiah Fletcher, Dr. A. E. Ames, Philander Prescott, Joseph Dean, and John S. Mann.

The first meeting of the Society was held in what was sometimes termed the courthouse, at St. Anthony, Sept. 7, 1853. There was a large attendance for the time. Dr. Ames presided. Addresses were delivered by John W. North, Isaac Atwater, A. G. Chatfield, Captain Dodge, and others. A committee, consisting of John H. Stevens, Isaac Atwater, J. N. Barber and R. B. Gibson, drew up and presented the constitution and by-laws, which were adopted. The officers elected for the first year were: President, Rev. J. W. Dorr; treasurer, Emanuel Case; secretary, J. H. Canney; executive committee, John H. Stevens, N. E. Stoddard, Wm. Chambers, Stephen Hall, and W. W. Getchell.

The society decided to hold an agricultural fair at Minneapolis, October 18. Farmers were cordially invited to exhibit selections from their fields and from their flocks and herds, and the ladies were particularly requested to send specimens of their industrial work. The people of the Territory generally were invited to attend.

Stevens, Dr. Ames, and Charles Hoag were appointed to make a careful analysis of the soil of Hennepin County, and to make "a full and candid report" as to its adaptability for general agricultural purposes. Dr. Hezekiah Fletcher, R. W. Gibson, and David Bickford were appointed another committee, "to consider and report upon the best means of destroying all birds and animals that infest and destroy the agricultural productions of this county." (See St. Anthony Express, Sept. 17, 1853.)

At this meeting, pursuant to a resolution offered by N. E. Stoddard, steps were taken to form a Territorial agricultural society; and the "Minnesota Agricultural Society" was organized at St. Paul in January following, with Governor Gorman as president. Although both the Hennepin and the Minnesota, declared for holding fairs in the fall of 1853, none were held. But after careful consideration the circumstances seemed forbidding, and the exhibitions were postponed until the following year. (Stevens, p. 213.)

THE FIRST AGRICULTURAL FAIR IN MINNESOTA.

The second annual meeting of the Hennepin County Agricultural Society was held October 6, 1854. John H. Stevens was elected president, Emanuel Case treasurer, and Joseph H. Canney secretary. After discussion the Society determined to hold a fair at Minneapolis two weeks later, or October 20. The time was short for advertising and securing exhibits and for making preparations but some of this work had already been done.

The fair was held at the time appointed. It was a complete success, with the additional distinction that it was the first agricultural and horticultural fair held in Minnesota. The site was on the Minneapolis side of the river, on what was subsequently known as Bridge Square. It was opened with somewhat imposing exercises. Fervent, high-sounding, and fairly eloquent addresses were delivered by Governor Gorman, Ex-Governor Ramsey, and Ex-Justice Bradley B. Meeker.

In his "Minnesota and Its People" (p. 242), Colonel Stevens says that the first fair "was a success in every department." The grain, roots, vegetables, live stock, poultry, dairy exhibits, the mechanical and industrial departments, fine arts, ladies' department, and the miscellaneous articles exhibited were all of such excellence that, the St. Anthony Express declared, "they would have done credit to one of the oldest and richest agricultural counties in New York." The number of exhibitors exceeded fifty, and the cash premiums, all of which were paid, amounted in the aggregate to several hundred dollars.

The exhibition was a valuable advertisement for Minnesota and especially for Minneapolis and Hennepin County. According to all reports, many strangers from the Eastern, Middle, and other States attended. They chanced to be here, "looking at the country," and the extraordinarily high character of the grain, vegetables, and stock shown at the fair impressed them so favorably with the agricultural value of the region that many of them actually became permanent residents of Minnesota and advertising agents for the country. It is well settled that one of the elements of greatest value in connection with every fair, Territorial, State, or County, ever held in Minnesota, has been connected with the publicity made in the exhibition of the products of the people.

THE GOVERNOR PREVENTS THE CREATION OF "ST. ANTHONY COUNTY."

It is not generally known, and no previous history states the fact, that the Legislature of 1855 passed an act creating the "County of St. Anthony" out of the western part of Ramsey County and locating the county seat at the town of St. Anthony. The bill passed both houses, but in the closing days of the session. It was not introduced as an independent bill, but as a supplement to an act amending the incorporation of the State Historical Society. The supplemental bill defined the county's boundaries, which were very ample, the northern line being far to the northward. As stated, the bill passed in the closing days of the session—the last days of February, 1855, and went over to Territorial Governor Willis A. Gorman for his approval. The governor had become well identified with St. Paul and opposed the dismembering of Ramsey County. He "pocketed" the bill and allowed the Legislature to adjourn (March 3) without signing it, and so it failed to become a law.

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There was intense feeling at St. Anthony over Governor Gorman's action. A few days after the Legislature adjourned, or on March 6, an indignation meeting of more than 200 citizens was held in Central Hall, St. Anthony, to denounce this action. Geo. F. Brott presided and the Democratic Territorial Secretary, Charles L. Chase, was secretary. For his action in pocketing the bill the Governor was scored in the ~~hardest~~ terms and in violent language by speakers familiar with those terms and accomplished in the use of that form of language. Among these speakers were Hon. D. M. Hanson, Hon. Chas. Stearns, E. L. Hall, Moses W. Getchell, and President Brott. A large proportion of those participating were Democrats, but they did not spare the Democratic Governor in their speeches.

A committee, consisting of M. W. Getchell, H. T. Welles, Richard Chute, E. Dixon, Silas Ricker, Richard Fewer, and R. W. Cummings, reported a series of resolutions, the first of which and the preamble read:

"Whereas, At the last session of the Legislature of this Territory an act was passed providing for the organization of St. Anthony County, and also an act providing for the improvement of the Mississippi River from the mouth of the Minnesota to the Falls of Pakegama; and whereas Governor Gorman has pocketed said bills, thereby defeating the same, without daring to assume the responsibility of vetoing them; and whereas the Governor has signed other bills involving the same principles and providing for carrying out similar measures in other localities in which he, the said Governor is believed to be personally interested; therefore,

"Resolved, That we regard the action of Governor Gorman in defeating said bills as a blow aimed in a cowardly manner at the prosperity and progress of St. Anthony and the northern part of Ramsey County, as well as the counties lying between the Mississippi and the Minnesota Rivers.

"Resolved, That the action of Governor Gorman in defeating the said bills, passed by both branches of the Legislature, has been of a most tyrannical, selfish, and revengeful nature, showing a total disregard of the wishes of the people, etc."

Another resolution demanded that the President remove Governor Gorman, and still another said of him:

"That his action as above stated, in connection with his previous course as Governor of the Territory, during which course he has been engaged in numerous street brawls, personal encounters, and other disreputable acts, for which he has been presented by a grand jury and has been at other times brought to answer at the bar of courts of justice, have demonstrated that he is totally unfit for the responsible station which he holds as Governor of the Territory of Minnesota."

The resolutions were applauded and unanimously adopted, after being discussed to see if they could not be made stronger.

The journals of the House and Senate for the session of 1855 give scarcely any information regarding this bill; but see the North-Western Democrat for March 10, 1855, in an editorial under the heading, "St. Anthony County Not a County;" also the same paper dated March 17, containing a report of the meeting at Central Hall, March 6; also the Pioneer and Democrat of March 5, referring to the Legislative proceedings of March 3.

ST. ANTHONY INCORPORATED AS A CITY.

By an act of the Legislature approved by the Governor March 3, 1855, the village of St. Anthony was incorporated as a "city," although it had an estimated population at the time of about 2,000. The act, virtually the city's charter, was very lengthy, consisting of nine chapters. By its provisions the city was divided into three wards, with two aldermen from each ward, and the six aldermen, the mayor and a justice of the peace were to be elected on the first Monday in April following. The mayor and three of the first aldermen chosen were to serve but one year; thereafter the term of an alderman was to be two years. The other city officials were to be chosen by the Council. Notwithstanding that the town was strongly Republican or abolition, negroes were not allowed to vote at municipal elections.

At the first election H. T. Welles was elected mayor; Benj. N. Spencer, John Orth, Daniel Stanchfield, Edwin Lippincott, Caleb D. Dorr, and Robt. W. Cummings. April 14 the Council elected Ira Kingsley, treasurer, no salary; W. F. Brawley, clerk, annual salary, \$325; S. W. Farnham, assessor, salary not fixed; Benj. Brown, marshal, salary, \$300; attorney, E. L. Hall, salary, \$250; collector, E. B. Nash, salary, three per cent of collections. The mayor was to receive \$200 and the aldermen \$100 each. Lardner Bostwick was elected justice of the peace.

The election had been of a non-partisan character, and the officers were of various political persuasions. Mayor Welles was a Democrat. There was a general acceptance of the officials as to their qualifications except in the case of Marshal Brown; he was a saloon keeper, and the radical temperance people were roused to great indignation over his appointment. They held a meeting April 19 and denounced everybody responsible for it, and that he be at once removed. Geo. A. Nourse, John W. North, and Rev. Creighton made fiery speeches, and the meeting demanded that the saloons be abolished, or at least that no liquor should be sold on Sunday. The resolutions adopted were hot-tempered and denunciatory of liquor and the liquor interests. The Council finally enacted that no saloons should be open on Sundays or after 10 P. M. on week days, and that they pay licenses of the heavy sum of fifty dollars a year; drunkenness, fighting and gambling were prohibited, and the moral condition of the city renovated and reformed so far as a city ordinance could be made effective. In October, Ben Brown resigned as marshal and Seth Turner was appointed in his stead.

HENNEPIN COUNTY TAKES IN ST. ANTHONY.

The creation of St. Anthony County, with the town of St. Anthony as the county seat, having been prevented by Governor Gorman, in March, 1855, the citizens of the town and those who sympathized with them determined to have satisfaction and redress from the Governor and from St. Paul. The members of the Legislature from that town opposed the new county, because it would take away St. Anthony and much other good territory from Ramsey County and thereby injure their city. Mr. Isaac Van Etten, of St. Paul, had led the fight against the proposed new county, and while he had been unsuccessful in the Legislature (of which he was a member) he and his associates had better success with the Governor, who by this time had valuable interests in the Capital City.

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They determined that if they could not have a separate county of their own they would detach their territory from Ramsey County and attach it to Hennepin. This would deal a blow at the progress of St. Paul and increase the good prospects of the twin towns at the Falls, St. Anthony and Minneapolis. At the very next Legislature, that of 1856, they introduced a bill into, and succeeded in having it passed by the Legislature carrying out their purpose.

The bill was adroitly drawn. It was entitled, "A bill to designate the site whereon to erect the county buildings of Hennepin County and authorizing the Commissioners to procure a title thereto, and extending the boundaries of the County." Governor Gorman could not well veto a bill allowing sites to be acquired for the much needed county buildings of the new county; and he had no pleasant memories of how the people had expressed themselves about him when, the year before, he had pocketed the bill allowing St. Anthony to separate from Ramsey County.

The first three sections of the bill related to the acquirement of county building sites in Minneapolis. The 4th section reads:

"The boundaries of Hennepin County is [sic] hereby extended north across the Mississippi River, commencing on the north line of township 29, in range 24, on the Mississippi River, and running due east to a point between sections 4 and 5, in township 30, in range 23; thence due south to the town line between townships 28 and 29; thence due west to the Mississippi River."

The (other two) sections provided that the Hennepin register of deeds should transcribe all the records of Ramsey County relating to the newly attached territory, and that the delinquent taxes of the new territory should be paid to Ramsey County. The act was approved by the Governor February 25.

The original boundaries were not satisfactory, and five years later the Legislature of 1861 established them as follows:

"Commencing on the north line of township 29, range 24, on the Mississippi River, thence due east to a point between sections 5 and 6, township 29, range 23; thence due south, on the section line, to the Mississippi River; thence up said river to the place of beginning."

After the act of 1856 St. Anthony entered its fourth county. It has been in Crawford and St. Croix Counties, Wisconsin, Ramsey and Hennepin in Minnesota. The newly attached territory was organized into a civil township May 11, 1858, and the first officers were: Supervisors, J. B. Gilbert, J. C. Tufts, Richard Fewer; clerk, D. M. Demmon; assessor, J. A. Lennon; justices of the peace, Solon Armstrong and Anthony Grethen. The town, however, continued its separate corporate existence until in 1872 when it was united with Minneapolis.

THE DISPUTED ELECTION OF DELEGATES TO THE CONSTITUTIONAL CONVENTION.

Perhaps the most interesting and influential political events in Minnesota between 1850 and 1860 were the formation of the Republican party in 1855, the election of Delegates to the Constitutional Convention, and the session of that Convention, the latter two events occurring in the summer of 1857, and the first election for State officers. There was a most spirited contest over the election of Delegates to the Convention which was to make the organic law of the State, soon to be admitted into the Union.

That Convention would form the first Legislative and Congressional districts and make them Democratic or Republican, according to the politics of a majority of the members. The Legislature would elect two United States Senators and the political control of Congress might depend upon the new State of Minnesota.

The Republicans made strenuous efforts to elect a majority of the Delegates. They appealed to their National Committee and their brethren in the East for help and some money and some of the best speakers were sent them to aid in the canvass. Among those from other States who came and stumped the Territory for the Free Soil ticket were John P. Hale, of New Hampshire; Lyman Trumbull and Owen Lovejoy, of Illinois; Galusha A. Grow, of Pennsylvania; Schuyler Colfax, of Indiana; Hanscomb, of Boston; Moran, of Philadelphia, and James H. Baker, of Ohio,—the last named afterward prominent and distinguished in Minnesota. Judge Trumbull remained in the Territory after the election as chief counsel for the Republicans. The Democrats employed only their local talent; such of them as received compensation were paid out of a fund raised by Territorial office-holders, all of whom were Democrats.

The election for Delegates came off June 1. The returns came in slowly and at first it was conceded that a majority of Democrats had been chosen, especially when it appeared on the face of the returns that four of them had been elected in St. Anthony precinct, of Hennepin County, by an average majority of 13. But Senator Trumbull now came forward with a plan to wrest victory from defeat. The authorities had decided that two Delegates were to be chosen for each Representative and Councilor in the Territorial Legislature, and this construction made a Convention of 108 members.

But June 16, when the board of canvassers for Hennepin County, all of them Republicans, canvassed the vote of St. Anthony, they decided that not four Democrats but four Republicans had been chosen from that Legislative district and certificates were issued accordingly. Lyman Trumbull had counseled the action and furnished the arguments for it.

The decision was based upon the difference in form of the tickets of the two parties. The Republican ticket was divided into two parts. The general heading of the ticket was in black capitals, "Republican Ticket." Then came a sub-heading in black lower case or italic letters reading, "For Delegates to Constitutional Convention from Council District," and below this heading were the names of the candidates, Dr. J. H. Murphy and S. W. Putnam. Then followed another heading in black lower case reading, "For Delegates from the Representative District," and underneath were the names of D. A. Secomb, D. M. Hill, L. C. Walker and P. Wine. Now many of the Democratic tickets had but a single heading, "For Delegates to the Constitutional Convention," and underneath were the names of all six of the candidates, Judge B. B. Meeker, R. Fewer, Calvin A. Tuttle, Samuel Stanchfield, W. M. Lashell, and the Secretary of the Territory, Chas. L. Chase.

The Democrats claimed that, as the boundaries

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of the Representative and Council districts were the same and identical with the entire precinct, the grouping and division of the names on the ticket were unnecessary, but the Republicans denied this contention and claimed that the omission to group the candidates on the tickets and place sub-headings over them was fatal to their legality. The returning board found enough of such tickets to warrant them, according to their belief, in refusing certificates to any Democrat, although the ballots cast by unchallenged voters showed this result:

For the Republican Candidates, Council District—John H. Murphy, 496; S. W. Putnam, 491. Representative District, Philip Winell, 512; L. C. Walker, 503; D. M. Hall, 485; D. A. Secombe, 472.

For the Democratic Candidates, without Distinction of Districts: B. B. Meeker, 524; Chas. L. Chase, 521; Calvin A. Tuttle, 509; Wm. M. Lashelle, 497; Saml. Stanchfield, 495; R. Fewer, 496. The Democrats claimed that Winell and Walker were the only Republicans that had been fairly elected and they demanded certificates for Meeker, Chase, Tuttle, and Lashelle, but the County Clerk, Rev. C. G. Ames, the zealous prohibitionist and ardent abolitionist, refused emphatically to give them. He was County Register of Deeds and ex-officio clerk of the County Commissioners, who constituted the returning board.

On the Minneapolis side of Hennepin County, one Democrat, Roswell P. Russell, was given a certificate by the returning board, which declared that he had received 18 more votes than his Republican competitor, Rev. Chas. B. Sheldon. It appeared that some good Republican friends of Mr. Russell had erased Rev. Sheldon's name on the Republican tickets and substituted the old pioneer's. Then some of Sheldon's friends at the precincts of Maple Grove, Island City, and Eden Prairie had voted Republican tickets which were printed like the Democratic, and, to be consistent with the action taken in the St. Anthony case, these imitative tickets were thrown out, and this gave Russell his majority. Mr. Russell, however, stood by his party's contention, declared he was not fairly elected, and refused the election certificate. There may have been another reason for his refusal. At the time, he was receiver of the Land Office at Minneapolis, and it was doubted that he could serve as a Delegate and at the same time hold a Federal office. Mr. Sheldon was finally admitted to the Republican wing of the Convention without any certificate at all! (Dr.)

For his "official misconduct," as the Democrats termed it, in issuing certificates of election to the four Republicans of the St. Anthony precinct, who had received fewer votes than their Democratic opponents, Clerk Ames was cited to St. Paul by Gov. Samuel Medary and, after a hearing, the Governor removed him from office. The Hennepin County Commissioners re-elected him within an hour after his return from St. Paul to St. Anthony, and announced that they would continue to re-elect him as often as the Governor removed him.

In Houston County O. W. Streeter, Democrat, had received 378 votes on a general ticket to 329 votes for C. A. Coe. The Republican Clerk of the Commissioners, by their direction gave the certificate to Mr. Coe. In Winona and two or three other counties there was a singular condition in the Republican tickets. They were all general, no district divisions, but in arrangement were exactly like the Democratic tickets at St. Anthony. The Republican candidates received a majority of the votes in these southern counties and were given certificates by the respective returning boards. Asked why the course taken in Hennepin with this sort of tickets was not followed in Winona County, Thomas Wilson* a delegate, said: "Every tub stands on its own bottom, and every county controls its affairs in its own way."

* Mr. Wilson was subsequently a Justice of the Supreme Court, became a prominent Democrat, was elected to Congress as such, and was a Democratic candidate for Governor.

In the 11th district, comprising Hennepin, Carver and Davis Counties (the latter named for Jefferson Davis), the Republican candidates were elected by large majorities, except in the case of Dr. Alfred E. Ames, the staunch Democratic pioneer of Minneapolis, who received a most flattering vote, and R. P. Russell, whose case has been described. He refused the election certificate and Rev. Sheldon, of Excelsior, obtained the place by the recognition of the Republican wing. The Democratic wing had no delegate from the 11th District except Dr. Ames. The district had twelve Delegates and the eleven Republicans, who acted with the Republican branch of the Convention, were Cyrus Aldrich, Wentworth Hayden, R. L. Bartholomew, W. F. Russell, Henry Eschle, Chas. B. Sheldon, David Morgan, E. N. Bates, Albert W. Combs, T. D. Smith, B. E. Messer.

Nineteen years after Lyman Trumbull had planned to secure the control of the Minnesota Constitutional Convention by the Republicans he was down in Louisiana endeavoring to have the electoral vote of that State cast for Tilden and Hendricks, the Democratic candidates for President and Vice President. He was originally a Free Soil Democrat, became a Republican on the slavery question, was U. S. Senator, etc. After the Civil War when slavery was abolished, he went back to his old party and remained with it the remainder of his life. He was chief counsel for the Democrats before the Louisiana returning board in 1876.

When the Convention assembled, July 13 (1857), the two parties were present with all their forces, regular and irregular. There were the two delegations from St. Anthony, each claiming legality and legitimacy. Each party claimed 59 members and conceded the other but 53. There was a scramble for the possession of the Representatives' hall in the Territorial Capitol building, and the Republicans succeeded in capturing it. Thereupon the Democrats repaired to the Council Chamber and occupied it. Both parties then met regularly in their respective rooms, each denouncing the other as a fraudulent assemblage, a rump parliament, and claiming to be the only legal body. The president of the Republican wing was St. A. D. Balcombe, and of the Democratic H. H. Sibley.

Governor Medary and Secretary Chase recognized the Democratic delegates and they were paid regularly out of the public treasury; the Republicans received nothing in the way of pay and had to board themselves. At last, on the 29th of August, pursuant to a previous agreement, both bodies agreed on the same Constitution, each signing a verbatim copy of the compromise draft, and both Conventions then adjourned. Three Democrats refused to sign it, because, as they said, the illegitimate convention had been given a part in its making, although many

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THE FIRST GUBERNATORIAL ELECTION, IN 1857.

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The election for the first State officials of Minnesota was held October 13, 1857. Congress had not then formally admitted Minnesota into the Union, as a State, and these officials were not to assume their duties until after such admission. The candidates were H. H. Sibley, Democrat, and Alexander Ramsey, Republican. Following close after the election of Delegates to the Constitutional Convention and the subsequent session of the convention, the canvass prior to the election was spirited and warm, and became unduly strenuous. Each party accused the other of designing to capture the election by frauds, and after the election charges were made that the frauds had been perpetrated. Besides the Governor and other State officers, three Congressmen were to be voted for (but only two were admitted to seats) and a Legislature (which should choose two United States Senators) was to be elected. Therefore the interest in the election became most intense and each side was determined to win. The result was that the tactics of the contest were not commendable.

The State was but partially settled, there were no railroads or telegraphs, and the returns were not all in until several days after election. Then many of them were found to be various varieties of irregular form. Some were composed of the returns from each precinct in the county, without a condensed and duly certified abstract, and in many instances these precinct returns were signed by only one judge or one clerk of election, while in some cases they were not signed at all. In two instances the returns were not certified by the register of deeds, who was ex-officio, the county clerk. They came in all sorts of ways. The Pembina and other returns were brought by special messengers. Many were sent by mail to the Secretary of the Territory, others were sent to Governor Medary, and in two instances messengers had to be sent for them. In Todd County the messenger from a large precinct carried the returns to the house of the register of deeds, who was absent at the time. The precinct messenger slipped the return, a mere folded and unsealed paper, under the official's door and went away. The clerk did not return for four days. Charges of fraud intimidation, and illegalities of all sorts, were made by each party before all the ballots were counted, and were reiterated again and again.

There really were but few instances of intimidation, but there were such. It is painful to have to record the fact that St. Anthony furnished one of these. The upper precinct of the town was largely Republican, and many of the voters were stalwart fighting lumbermen. There had been much talk about conditions in Kansas, where the pro-slavery men, or "border ruffians," who were mostly Democrats, had intimidated many Republicans from voting and mistreated them outrageously. The St. Anthony Republicans gathered about the place of election, talked violently about the Kansas persecutions, and denounced the Democrats—or "slaveocrats," as they termed them—and finally resorted to actual violence in preventing them from voting.

The voting place was elevated and reached by steps. About 2 o'clock a number of Republicans, some of them armed with clubs, pulled away these steps and warned the "slaveocrats," that no more of them would be allowed to vote. When a Republican approached the voting place he was lifted up to the window and handed in his ticket. The Democrats were chased summarily away. Of course there were many fisticuffs and other personal encounters, the Democrats uniformly getting the worst of it, and some of them were beaten and bruised with clubs. The election returns of St. Anthony showed a majority for Ramsey of 122. The Republicans also elected the entire Legislative ticket from the St. Anthony district (then the 23d) the delegation consisting of Jonathan Chase, Senator, and Wm. H. Townsend and L. C. Walker, Representatives.

Discussing the disgraceful affair at the St. Anthony polling place the Pioneer and Democrat of October 31, following the election, commented:

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" * * * In St. Anthony, it is notorious that a gang of armed bullies in the pay of Republican leaders took possession of the polls in the Upper Precinct and prevented Democrats from voting. Not less than 150 Democrats were disfranchised by the suppression of this armed mob. In the afternoon the steps leading up to the voting room were torn down. Republicans coming to vote were lifted up to the window by their associates and voted, but Democrats were driven away. This villainy was perpetrated directly under the eyes of Priest Ames, Nourse, and Secomb, and of course, they think there is no evil in it. It benefitted Republicanism and that removed the sin and washed away the crime, as Parson Ames argued when he cheated and lied the Democratic Delegates to the Constitutional Convention out of their certificates of election.

"So rascally was the conduct of the Republican leaders in St. Anthony that some of their prominent partisans, disgusted by the mob-like conduct, have dissolved their connection with the black party. We have the names of some who declare that they will never hereafter vote with their former party associates."

Referring again to what is called "the Republican election frauds," the Pioneer and Democrat of November 18, in reviewing a series of them, said:

" * * * At the election in the upper precinct of St. Anthony a gang of 50 men—urged on, we are told, by Geo. A. Nourse, Republican candidate for Attorney General—took possession of the polls and prevented a single Democrat from voting after 2 o'clock in the afternoon. No one was allowed to approach the window where the judges of election received votes unless he exhibited a green or a blue ticket, the color selected by the Black Republican candidates. At the least calculation 150 Democrats were disfranchised by the action of this mob. Many were knocked down and beaten with clubs for attempting to vote, and others were driven away."

The Democrats also charged that the Republicans had committed gross frauds in Washington, Chisago, Goodhue, Steele, and other counties. They said that hundreds of unnaturalized Scandinavians had been

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permitted to vote the Republican ticket, etc. On the other hand the Republicans charged that the Democrats had committed frauds in Pembina, at St. Paul, in Cass County, and at Cedar Lake, McLeod County.

There were no charges of fraud by either party against the vote of Hennepin, save that some Democrats claimed that a number of Republicans voted in Minneapolis and then crossed over to St. Anthony and voted again. The county went Republican by over 400 majority, electing the full ticket including the Legislative delegation which was composed of Erastus N. Bates and Delano T. Smith, Senators, and Reuben B. Gibson, Geo. H. Keith, and Wm. S. Chown, Representatives.

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Not until December 10, did the Territorial Returning Board designated by the Constitution complete the canvass of votes. The Board was composed of Gov. Saml. Medary and Joseph R. Brown, Democrats, and Thos. J. Galbraith, Republican. In the beginning of the canvass Galbraith offered a resolution: "That the duly canvassed returns from the several counties be adopted as the basis of calculation by this Board of Canvassers." Galbraith and Medary voted for this resolution and it was adopted. Brown had offered a resolution to canvass by precincts; but Medary said that it would "take six months to do that." Some persons have claimed that Brown's plan would have elected Ramsey.

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The adoption of the resolution offered by Mr. Galbraith, staunch Republican though he was, defeated Ramsey and elected Sibley by a majority of 240, the vote standing, Sibley, 17,790; Ramsey, 17,550. The rest of the Democratic candidates were elected by majorities averaging nearly 1,500. The H. M. Rice influence was still against Sibley and he ran far behind the rest of his ticket. Under the Galbraith resolution the Board threw out 2,128 votes which had been apparently cast for Ramsey and 1,930 intended to be counted for Sibley.

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Some curious things were discovered in the canvass. Pembina County was finally counted, 316 for Sibley and none for Ramsey, but 62 votes for Sibley and 16 for Ramsey from that county were thrown out. The vote of the First Ward of St. Paul, giving Sibley 150 majority, was thrown out. In Goodhue County a census taken after the election showed that there were but 1,652 voters in the county, yet at the election it cast 1,928 votes and gave Ramsey 522 majority. Red Wing, with but 518 voters, polled 679 votes; Kenyon, with 33 voters, cast 74 votes; Zumbata, with 37 voters, gave 91 votes at the election. Yet the entire vote returned from Goodhue was counted as returned.

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Galbraith, staunch Republican though he was, voted with his Democratic Colleagues in every instance where returns were rejected. His Republican advisers had assured him that his resolution, if adopted, would elect Ramsey, but it did not.

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THE PANIC OF 1857.

August 24, 1857, the suspension of the Ohio Life and Trust Company, of Cincinnati, precipitated a general and most disastrous financial panic throughout the country. The New York City banks suspended specie payments October 14, and did not resume until December 11. The Illinois Central, the Michigan Central, the Erie and other railroads made assignments. There was great losses and general distress for a long period.

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The effects of the panic did not reach Minnesota until in October. St. Paul was then the money center of the country, and October 20, its leading banking house, that of Borup & Oakes, made an assignment. Soon other banks and many mercantile firms made assignments or suspended, until there were but two solvent banking institutions in the town, those of Willius Brothers and Mackubin & Edgerton. The entire Territory suffered from a lack of real money; the currency commonly in circulation consisted of the notes of worthless or practically insolvent banks, for those were days of the old free banking system, when every bank issued its own engraved bills and foisted them upon the people.

In Minneapolis there was a great fall in the price of real estate. Stevens says (p. 301) that lots which would bring \$3,000 in Minneapolis in May could not be sold for \$300, standard money, in October. Interest on specie or paper currency at par rose to five per cent a month; and even money borrowed at that rate failed in many instances to save property which had been purchased partially on credit. The two towns at the Falls were on the frontier, and great loads of the worthless bills of other States found lodgment here, to the great injury of the people. The Chicago Tribune of December 16, 1857, said:

"St. Anthony and Minneapolis appear to be the headquarters of the uncurrent money in Minnesota. Large quantities of the broken Farmers' Bank of North Carolina, quoted in Chicago at 75 per cent discount, circulate at par up there! Bills of the Citizens' Bank of North Carolina, which is busted; of Tekama, Nebraska, which is a swindle, and of Florence, Nebraska, together with the Fontenelle, which are only a little better, constitute about all the currency in circulation north of St. Paul. The same villainous trash has spread over many of the Western counties and driven out every dollar of current money."

The financial distress continued over 1858. In that year Minnesota set up its State Government, and as soon as might be the Legislature tried to help out by the enactment of a banking law, but this law afforded only temporary relief. During the winter of 1857-58 the stringency continued to injure Minneapolis. State orders were worth but twenty cents on the dollar in gold, but town orders were worth from 30 to 35 cents. The newspapers were filled with notices of foreclosures of mortgages and executions. The City Board and the Hennepin County Board were advised to issue "denominational scrip" to be used as currency. This scheme was put into operation in several counties and the scrip circulated until after the Civil War was in progress.

In the spring of 1859, when the country was financially prostrated, another panic came and did more injury to Minneapolis. Several banks in Minnesota closed and their circulation was redeemed by the State Auditor at from 14 to 40 cents on the dollar. The depreciated bills of other States still flooded the country. This currency had three designations in the form of epithets. "Wild Cat" bills were those of banks located in wildernesses where wild cats abounded and which had insufficient capital; "stump tail" money was so-called because a great deal of its original par value had dropped off, resembling the tail of an animal from which a great part has been removed; "shinplasters" were bills of broken or fraudulent banks, of no value whatever except perhaps to wrap about bruised and abraded shin bones.

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The panics of 1857 and 1859 were greater set-backs to the progress and prosperity of Minneapolis than were the four years of the Civil War. But for these adverse influences the town might have had 10,000 population in 1860, and the value of its property would have been several millions. Trade was depressed, business paralyzed, real estate became of little value and much of it could not be sold at any price, and immigration ceased.

Many merchants issued currency of their own, consisting of small cards with printed promises to pay various sums of from five cents to a dollar. These checks, as they were called were denounced by the Republican and the News and defended by their authors, C. H. Pittit, O. M. Laraway, Alex. Moore, A. Clarke, Jackins & Wright, Beebe & Mendenhall, Snyder, McFarlane & Cook, and other business men. The local checks seemed more popular than the bills of the Nebraska banks of Gosport, Tekama, and Brownsville, which fairly clogged the financial circulation of the town. Not until the good crop years of 1859 and 1860, when wheat brought 50 cents a bushel in gold, and was first exported, did the clouds of financial distress lift and the sun of prosperity shine out on Minneapolis.

"THE CASE OF ELIZA WINSTON, A SLAVE."*

In August, 1860, in the full tide of the Presidential campaign of that year, and when the Winslow House, Minneapolis, was well filled with guests—many of them from the South accompanied by their black bond-servants—certain of the radical anti-slavery men of the town determined to make "a demonstration in aid of the cause of freedom" and inform them of their legal rights in Minnesota. The plan was originated by W. D. Babbitt, Wm. S. King, and F. R. E. Cornell. Mr. Babbitt was a pioneer citizen and an old-time abolitionist, King was the editor of the Minnesota Atlas, a radical Republican Minneapolis paper, and Cornell, a lawyer, was a former prominent Democrat and a recent convert to Republicanism. All were noted, and noisy, anti-slavery men.

A slave woman, about 30 years of age, named Eliza Winston, was to be the subject of the "demonstration." She was the widow of a free negro who had gone on a mission to Liberia and died there. He had owned a house and lot in Memphis, Tennessee, as was permitted to a free negro, and if his wife had been free at his death this property would have descended to her. But under the laws of Tennessee a slave could not own property in fee simple; his belongings were the property of his master.

* This is the title of the case on the Minneapolis Court Records.

Eliza had passed from her original owner, on Memmore, to a Mr. Gholson, of Memphis, who had mortgaged her to secure a loan from Col. R. Christmas, a wealthy planter and large slave owner of Issaquena county, Miss. Gholson defaulted in payment and his slave woman became the property of Col. Christmas under a foreclosure of the mortgage. She was made exclusively a house servant, a maid for her mistress and a nurse for a child, and physically her lot was not a hard one. She was much attached to her mistress, her master's wife, who was an invalid and had been brought to the cooling lakes and salubrious air of Minneapolis to escape the malaria of a hot summer in the South. Her only expressed discontent was that she could not collect and appropriate the rent from her former husband's property in Memphis, although she admitted that if she received it she might "spend it foolishly."

When in August, 1860, the Christmas family, with Eliza, had been sojourning in their summer cottage at Lake Harriet for some weeks, the bond-woman made complaint. She asked a negro barber's wife if there were not white men in Minneapolis that would assist in securing her freedom. The barber's wife consulted a white woman, and very soon Babbitt, King, and their associates were up in arms to "deliver their fellow-creature from bondage," as King expressed it. A writ of habeas corpus was sworn out August 18, by Mr. Babbitt, and issued by Judge Vanderburgh, of the District Court, and given to one of Sheriff Richard Strout's deputies to serve at the Christmas summer home at Lake Harriet.

About 20 men made an ostentatious and ridiculous display of their zeal in "the cause of freedom" by arming themselves with shotguns and revolvers and riding with the deputy sheriff, as a self-appointed posse, when he went out to Lake Harriet to serve the warrant. At the time Col. Christmas was in Minneapolis and the garrison of his cottage was composed of the invalid Mrs. Christmas, her little child, and her maid Eliza. Against this array the stout-hearted posse was not dismayed, but boldly went forward.

Col. Christmas had been warned that a movement was afoot to take his slave woman from him; but the only efforts he made to thwart the movement was to tell Eliza that the "abolitionists" were after her, and that when she saw suspicious characters coming toward the cottage, and desired to escape them, she must run to a patch of brush back of the house and secrete herself until they went away. Two or three times she had done this and she was running towards the thicket on this occasion when the deputy and his formidable posse pursued, overtook and apprehended her.

The rescued woman was taken to town and into Judge Vanderburgh's court in great triumph and amid cheers and shoutings. Mr. Cornell appeared for the petitioners for the writ and the slave-woman, and a lawyer named Freeman, from Mississippi, represented Colonel Christmas. There was a large and excited crowd in the court room; it was said that the calmest man in it was Colonel Christmas himself. Indeed Editor King said of him, in the Atlas, that he "behaved like a perfect gentleman all through the proceedings."

Mr. Cornell, a very able and eloquent lawyer, was expected to make an effort of his life in behalf of the slave woman and her release; but he contented himself with reading the law forbidding slavery in Minnesota and then sat down. Mr. Freeman, the attorney for Col. Christmas, argued that under the Dred Scott decision Eliza should be restored to her master, as she was but temporarily in free territory and therefore not entitled to her absolute freedom. Judge Vanderburgh decided the case very promptly. In a few sentences he told Eliza that under Minnesota law she was not a slave, but was free to go where and with whom she pleased.

There was much excitement among the bystanders when the decision was rendered. Col. Christmas spoke kindly to Eliza and asked her if she would not like to go back to the home at Lake Harriet and take care of her mistress until the latter got well, "and then you may go if you want to," said the Colonel. "You don't need to go if you don't want to," called out one of her rescuers. Then Eliza answered: "Yes, I'll go back, but not today; I'll come out tomorrow." The Colonel rejoined: "All right; come when you please, or don't come at all if you don't want to." He then handed her ten dollars and said that if she wanted more money she knew where she could get it. He then bade her good-bye and walked nonchalantly away. A Southern friend called out: "Well, Colonel, you have lost your nigger," and the philosophic Colonel replied: "Yes, I reckon so; but I have plenty more of them and it's all right." (St. Anthony Express, Aug. 20, 1860).

The rescuers and their friends gathered about the embarrassed and frustrated Eliza and escorted her to a carriage in which she was driven to Mr. Babbitt's residence, as a temporary home. Meanwhile Bill King, the *soi disant* and bombastic apostle militant of freedom, and withal the editor of the Atlas, was pacing the courtroom, his florid face fairly aflame,

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denouncing in violent terms all who would aid or abet slaveholding in Minnesota, and brandishing a heavy cane as if he would like to knock out their brains with it. (Atwater's Hist., Vol. 1, p. 100.)

A number of citizens, many Republicans among them, opposed Mr. King and his comrades and deprecated the entire proceedings. They argued that the woman Eliza was in comfort and well treated; that the officious intermeddling of her would-be rescuers would engender bad feeling and drive away from and keep out of Minneapolis a large number of wealthy Southern tourists that spent a great deal of money in the place, and good gold money at that. The hotel-keepers made a specialty of Southern visitors, and to the abolitionists they could say of hotel-keeping as Demetrius, representing the Ephesian silversmiths, said of their calling to Paul and Silas: "Sirs, by this craft we have our wealth." They were especially indignant. Southern people would not come to Minneapolis unless they could bring their slaves with them and take them away again without their being bothered with abolitionists bent on coaxing them to run away. Other tradesmen in the town who made gain from these Southern guests joined with the hotel-keepers in reprobating the proceedings of the rantankerous abolitionists.

The thing took a disgraceful turn. After night some young men and boys, a dozen or so, went to Mr. Babbitt's house and called out: "Nigger lovers! Nigger lovers! Let that nigger alone—she wants to go home," etc. The demonstration was confined to bad words, but Mr. Babbitt and those that were helping to "guard" Eliza were greatly alarmed. Fearing that "the mob," as they styled the young scapegraces, would forcibly take Eliza away from Babbitt's, the rescuers removed her late at night to another refuge. The poor African was beside herself with alarm, distress, and confusion. She begged her "protectors" to "tu'n me loose," that she might go back to her mistress; but she was assured that she would be murdered on the way by pro-slavery men.

The petitioners and their friends were overly-alarmed and preposterously excited. The anti-slavery men of the town outnumbered the pro-slavery five to one, and King and his associates were in no danger of any sort. Yet they declared and pretended to believe that the Atlas office was to be destroyed that night by a large and desperate mob (always a "mob") of pro-slaveryites! King and a formidable number of his friends, armed with shotguns and revolvers, and what not, stood guard about the printing office all night, swearing to shed the last drop of blood in its defense. Meanwhile the "enemy," the incendiary "cohorts of slavery" were sleeping soundly in their beds—not one of them had contemplated arson or rapine of any sort.

In a few days Eliza was sent to Canada by way of La Crosse, Chicago, and Detroit. She remained at Windsor, Ontario, for about two months, when she returned to Detroit. Why all this fleeing to Canada and over the country when Judge Vanderburgh had set her free, cannot here be explained. From Detroit she sent a letter to Mr. Babbitt and other white friends in Minneapolis, saying she wanted her free papers sent her, together with money enough to take her back to Memphis, where, she said, she could get possession of the house and lot left by her husband, and could also get a situation with white folks at \$15 a month, or else go back to her old mistress and the Christmas family! Her Minneapolis friends were disgusted at this letter, refused to send her money, and gave her up for lost! It was afterwards reported that just before the Civil War broke out she voluntarily returned to Mrs. Christmas and presumably to slavery.

There were quite a number of other slaves at Minneapolis at the time of Eliza Winston's deliverance, but they loyally remained with their masters, and the abolitionists had no heart to try to effect their freedom. Eliza Winston sufficed them. (See Bench and Bar of Minn., Vol. 1, p. 32 et seq.)

CHAPTER XV.

MISCELLANEOUS HISTORICAL INCIDENTS FROM 1861 TO THE CONSOLIDATION, IN 1872.

DURING THE WAR FOR THE UNION—MINNEAPOLIS AND ST. ANTHONY DID THEIR FULL PART FROM FIRST TO LAST—THE VICTORIES OF THE TIME OF PEACE—THE FIRST RAILROADS ARE SECURED—THE PUBLIC SCHOOL SYSTEM IS SECURELY FOUNDED—A MODEL PRIVATE SCHOOL, THE BLAKE—THE REAL ESTABLISHING OF THE UNIVERSITY—THE PUBLIC LIBRARY FOUNDED—CREATION OF THE PARK SYSTEM.

THE TWO CITIES IN THE WAR FOR THE UNION.

As the two communities at the Falls passed through the year 1860 and entered upon 1861, every line of endeavor, every element in the life of the people converged inevitably upon the one great overshadowing fact—the menace to the Union by the threatening secession of certain Southern States. It was a momentous period for the young cities. They were just emerging from the disastrous times of the late years of the decade of 1850, with every energy bent upon development, yet every mind distracted by the moral and political condition of the nation. And when the flame of civil war blazed up, nowhere were patriotic fires brighter than in the communities by the Falls. They were communities of young and earnest men, for they were pioneers, and as such included a larger proportion of single men than did the older populations of Eastern States. They were men brave in their patriotism as in their pioneering, and it is doubtful if, all conditions considered, there existed anywhere in the North a community which gave so many of its youth to swell the armies of the Union.

First and last, in the dozen regiments which Minnesota gave to the nation, more than two thousand went from St. Anthony, Minneapolis, and Hennepin county. Whole companies there were, enlisted at the Falls and assigned to this regiment or that; and in every other military organization from Minnesota, there were young men from the two communities. As every regiment included them, so on nearly every prominent battlefield of the great war there fell men from Minneapolis, and so in the most valorous of the charges there were men whose desperate bravery was the city's pride.

As the two communities answered the war call of the nation, so just as courageously did they respond to the necessity for protecting and preserving the frontier settlements, and the State itself. When the Sioux laid waste the prairies and sought to wipe out a great portion of the white settlement, to the defense of the settlers sprang not only those young soldiers already enlisted for the war in the South, but

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others. And the roster of Minnesota soldiery holds
many a name of a Hennepin county man whose whole
military service was given in defense against the In-
dians and in making certain the safety of the settle-
ments against recurrence of the massacre.

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HAD TWO COMPANIES IN THE FIRST MINNESOTA.

There is no more famous regiment in all the his-
tory of the Civil War than the old First Minnesota.
And it was the first in all the North to be offered in
response to President Lincoln's first call for volun-
teers. To this regiment each community at the Falls
gave a full company; and in other companies of the
regiment there were men from Hennepin. It is well
known of record how the regiment was raised; how
Governor Ramsey, happening to be in Washington
when Fort Sumter was fired upon, promptly offered
a regiment to the President; and how, on the first re-
ceipt of the news to this effect from Washington,
Ignatius Donnelly, Lieutenant Governor, issued the
call.

Shellout

All the vigor and patriotism of the pioneers gave
immediate response to the call. In St. Anthony, in
Minneapolis, as in all the towns, public meetings were
held, participated in by men of all political beliefs,
all warm with the fervor of patriotism. St. Anthony
gave a company, later designated as Company D, and
headed by Capt. Henry R. Putnam; Minneapolis
raised Company E, commanded by Captain George N.
Morgan. For a week they drilled, and on April 29
they marched to Fort Snelling, there to complete that
day the mustering of the regiment.

It was a regiment far from military in a technical
sense; there was no uniformity of arms or even simi-
larity of clothing, except that the State supplied
black slouch hats and black trousers and red flannel
shirts. Within sixty days the regiment, drilled by its
colonel, former Governor Willis A. Gorman, a Mexi-
can war veteran, was ready for orders to the front;
indeed, it had been ready in spirit for a long time be-
fore orders came. So eager were the men for service
that when the two Minneapolis and St. Anthony com-
panies were assigned to duty on the northern border
to relieve regular army troops ordered southward,
they were bitterly disappointed, and setting out for
their northern posts, they responded to orders counter-
manding the assignment by marching all day and
all night, lest they be late and be left behind when
the First Minnesota set out for Washington.

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The regiment arrived at the National Capital June
26, 1861. Thereafter its history merges with that
of the Union Army, standing forth frequently when
is recounted some deed of valor, and rising to the top-
most pinnacle of martial glory in its immortal charge
at Gettysburg, termed by historians unsurpassed in
records of desperate daring. In this charge of 262
men, Companies D and E, the companies from the
Falls, were participants, and gave, as did the others,
to the awful toll of death. They were Minneapolis
men, O'Brien and Irvine, who bore the regimental
colors in the charge. To the end of the war men of
the old First served in the armies in the East, and
fought their way with the best of the soldiery that
won the way to Appamattox.

But though the First Minnesota won the greatest
measure of fame in the war, it had no monopoly
on brave deeds in battle. In the achievements of the
armies in the West and in the Atlanta Campaign,
as well as in the armies of the East, Minnesota and
Minneapolis soldiers were in the fore front of battle.
Besides men in other regiments, there were entire
companies or parts of companies from Hennepin
County as follows: Third regiment, Companies A
and I; Sixth, B and D; Ninth, Companies A and B;
Tenth, Company K; and there were portions of com-
panies in several of the semi-independent organiza-
tions, such as Hatch's Battalion. The flower of the
Union army was made up of such men as Minneapolis
and St. Anthony sent to the front.

DURING THE SIOUX OUTBREAK OF 1862.

The Civil War had been waged for a year, and the
State had organized the Second, Third, Fourth and
Fifth Regiments of volunteers. It had begun to steel
itself to the horrors of war news and the waiting in
anxiety and in sorrow, when new horror appeared at
home. The Sioux Indians rose in August, 1862, and
within a few days Minneapolis was receiving into its
homes and giving shelter to scores and hundreds of
fugitive settlers, whose alarm at the red menace was
little greater than was that of some of the citizens
of the two cities by the Falls. It was on August 17
when the first outrage was committed by the Sioux,
in the murders at Acton, Meeker County, and two
days later news of the uprising reached Minneapolis.
Simultaneously, in the valley of the Minnesota, the
Indians assailed the whites from Big Stone Lake to
New Ulm. Ere the massacre ended, they had swept
from Acton, 65 miles west of Minneapolis, southward
to the Iowa line; and laid hundreds of homes waste,
and murdered hundreds of settlers.*

* The whole number of whites killed in the outbreak of
1862, was 737. See Heard's History of the Sioux War, p. 243;
in 1863, about 25 more were killed. R. I. H.

The Sixth, Seventh, Eighth and Ninth regiments
were just then organizing for service in the South;
and several companies of the Fifth regiment were on
duty at frontier posts. So when word reached Minne-
apolis and St. Paul of the massacres, every available
man of these regiments was recalled from furlough
preceding final muster, and every man already at the
rendezvous was ordered out to the defense of the
countryside. To the southwest at once marched men
under Flandrau, Buell and others, to the relief of
New Ulm; to the westward went the men from Hen-
nepin County, one expedition to help relieve Fort
Ridgely, another to the defense of the people of
Hutchinson and Glencoe, not far from the scene of the
Acton massacre. And it was on State initiative,
coupled with the volunteer aid of citizens not yet en-
listed, that the forces of soldiery and home guards
set forth. Minneapolis and St. Anthony were aquiver
with alarm over the rumored approach of the In-
dians, for the logic of the situation as developed by
the whites coincided with that of the red men: They
seemed determined to sweep the settlers from the
State, beginning at the westward and carrying their
red wave of murder from the frontier forts, like Fort
Ridgely, through the settlements to and past the cities
by and below the Falls.

It was a warfare beyond the capabilities of the
Sioux—yet it was conceived with all the warlike strat-
egy of the Indian. Even within Hennepin County the
alarm gripped the settlers. Excelsior, on Lake Minne-
tonka, was almost depopulated one night, the inhab-
itants of the countryside joining them either in flight
to Minneapolis or by boat to Big Island, in the lake.

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MINNEAPOLIS TAKES ACTIVE PARTS.

The story of the quelling of the uprising is in part the story of Minneapolis at the period, for it was Hennepin County men who did much to put down the Sioux. Public meetings in the cities by the Falls developed plans of offense and defense; and muster of available enlisted men was followed by volunteering of men not yet in the Union service.

The Acton murders, as stated, occurred on Sunday, August 17; by the following Saturday armed forces under Captain Anson Northrup were on the way toward Fort Ridgely, by way of Shakopee and St. Peter. By the next Tuesday, August 26, more soldiers and home guards, under command of Captain Richard Strout, of Minneapolis, and including half the men of his Company B of the Ninth Minnesota, were on their way toward Hutchinson and Acton. By Wednesday, August 27, the Northrup forces had reached the fort; fortunately without conflict with the Indians. Within another week the Strout expedition was engaged with the Indians, who attacked them at Kelly's Bluff, near the Acton woods. From the Bluff to Hutchinson they fought a running fight, losing three men killed and having 18 wounded. Next day the men joined in defense of Hutchinson, and beat off an Indian attack lasting two days.

MINNEAPOLIS MEN SERVED UNTIL THE END.

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Gathering strength under the generalship of H. H. Sibley, the men of Minnesota, campaigning over a great expanse of territory, from the Minnesota Valley to the Canadian border and the Missouri River, passed the next year in putting down the Sioux. Most of the members of Minneapolis companies, as did those of other companies, of the Fifth and later regiments up to and including the Tenth, did garrison and outpost duty on the Indian frontier during the winter of 1862-3, and some of them continued such service until fall. After that, there were military organizations of volunteers from Hennepin and nearby counties, such as the Mounted Rangers and the men of Hatch's Cavalry Battalion, who saw service as late as 1865 against the Indians, and indeed spent all their terms of enlistment in such campaigning, never going South to join the Union armies against the Confederates.

The history of Indian fighting is a record which bears the names of many a Minneapolis family later prominent in commercial and civic life. Such men were Anson Northrup, S. P. Snyder, J. W. Hale, James Marshall, O. C. Merriman, George A. Camp, and others. That the massacre was no more terrible, no more far-reaching in its effects, was due to the fact that such men as these and their fellow citizens rose promptly and bravely to the occasion, and placed their lives in jeopardy to defend the settlers. In that their deeds were built upon their characters, the achievements of Minneapolis and St. Anthony men in the Indian campaigns were elements in the strengthening of the communities, however at the time the massacre was a setback to progress in Minnesota and in its principal towns.

THE FIRST RAILROADS ARE SECURED.

The outbreak of the Civil War had come just at a crucial time for the cities by the Falls. The far-reaching fiasco of railroad building in 1859 had left the people of Minnesota without anything tangible in return for their efforts toward railroad construction. That which had seemed for the moment the brightest possible prospect of commercial growth through railway connection with the outside markets the year 'round, instead of only through the river season, had been wiped away with the disaster to credit which marked the panic of 1857. And now War, it seemed, could but delay expansion indefinitely.

In 1861 there was not a foot of railroad in Minnesota, though there were a good many miles of railroad grade, thrown up when the bond scheme was at its height. From St. Paul to Clear Lake, 62 miles, for instance, there was a grade all but ready for ties and rails. But there was no money to build, or would have been none had it not been for the energy of a few men "with the seeing eye."

They persevered, and in June, 1862, when the war had been in progress more than a year, they laid rails into St. Anthony and ran a train of the St. Paul & Pacific in from St. Paul. The terminus in the latter city was at the levee; the terminus in St. Anthony was east of the campus of the State University. And that ten miles of railroad was the leader not only of Minneapolis' largest single aid in a transportation way for some years, but was the beginning of the great system since expanded by James J. Hill into the Great Northern Railway.

There is no doubt that credit for the first railroad connection of Minneapolis—or the communities by the Falls—is due to the late Edmund Rice, of St. Paul. He carried the enterprise to the point of the bond forfeiture, and then had to relinquish control. Followed then the contractors, and then the Litchfields of New York. But the main point is the fact that the road was built, connecting St. Anthony and St. Paul. This accomplished, another railroad crisis arose, affecting the Minneapolis of that time to no small degree. A project was formed to abandon all the several lines of railroad planned under the land grant and bond scheme, and to validate State bonds and apply them to a trunk line of railroad to connect Sauk Rapids and LaCrosse, by way of St. Anthony and St. Paul. The project was taken into the Legislature of 1862, and only strenuous efforts on the part of adherents of old Minneapolis saved the day and prevented the shifting of the bonds and grants.

Instead, then, of transferring to a new railroad system and abandoning the old plans, the Legislature set about establishing a trust of citizens who would carry out, or have carried out, the construction of the roads as originally planned. It was in this connection that the first railroad building was done by Minneapolis men. The Minneapolis & Cedar Valley Railroad—laid out to connect the Falls cities with Iowa and thus with the wheat fields and the lumber consumers to the southward—was granted under the Legislature's trust plan to citizens along the line, principal among whom were Franklin Steele, E. B. Ames, T. A. Harrison, and R. J. Baldwin, of Minneapolis. They interested Alexander Mitchell, of Milwaukee, and Russell Sage, of New York, already heavily represented in the present Chicago, Milwaukee & St. Paul Railway. They found a better way of crossing the Minnesota River than had been laid out, by building under the bluff at Fort Snelling and crossing the river on a low-level bridge instead of from the top of the bluff west of the fort. They exacted a bond from the Eastern men, and they secured the construction of the line to Faribault by 1865. The line was later extended into Iowa and became Minneapolis' first rail connection with the East.

Here, then, was Minneapolis, with a railroad to the southward; and here was St. Anthony, with a road to St. Paul and up-river toward St. Cloud. And here was the war, just ended by Lee's surrender at Appomattox. It is a picture before the mind's eye full of fancies! Here was a pioneer community, torn for four years, like all other communities of North and South, by the heart-rendings, the disasters, the defeats, and the victories of war. Not a circle of friends, however small, but had suffered its losses of vigorous, valorous young city-builders, whose services, could they have lived, could hardly be overestimated. But they were gone; their families, their friends must carry the burdens they might have borne; and the problems of living were complicated as in almost no other period in that century.

With these conditions existing, the story of the ten or fifteen years after the Civil War is perhaps the most astounding the world has ever written. And it is to the exaltation, the re-action from four years of stress, that Minneapolis and Minnesota owe their marvelous progress in the succeeding years.

The railroad history, as well as the history of settlement of Minnesota are inseparably the history of Minneapolis and St. Anthony as well. For the metropolis of the State could not have developed had not the State gained producers and attracted workers whose labor brought the wheat and the logs to the mills by the mighty waterpower of the Falls. To the new State came thousands of young men, soldiers only the day before; homesteaders, workers now, their patriotic fervor turned into the channels of national development. With the leaders who had already come they clasped hands, and took up their work.

It was not until 1868 that the line of the St. Paul & Pacific was extended north of Central Avenue, in St. Anthony, and across the Mississippi River to Minneapolis. In these years also the road was constructed past Lake Minnetonka and northwest to Breckinridge, and it was in the same years that the line to Sauk Rapids was pushed on into the Red River Valley. These years likewise saw the construction of the Chicago, Milwaukee & St. Paul's connection of St. Paul and La Crosse, and its extension to Minneapolis by way of the Fort Snelling line to Iowa. In these two companies' operations in the cities by the Falls began their enormous acquisition of terminal properties, the Milwaukee road near the west bank of the river, in the heart of the city, and the

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other system nearer the river on the west side, and farther north, eventually pressing westward. The same years witnessed building of a railroad connecting St. Paul and Duluth, but ignoring Minneapolis and its efforts to have the line built to St. Anthony, so as to give the city direct communication with the Great Lakes. Construction of portions of the "Omaha" railroad was also under way, though not yet entering Minneapolis. So the year 1870 opened with two railroads serving the two communities by the Falls—one known today as the Great Northern, the other known now as the Milwaukee, and both mighty transcontinental systems. But whatever their greatness today, neither is relatively so important to any city on their lines as they were in those years when Minneapolis and St. Anthony, on the verge of union, were beginning their marvelous development and finding through the first railroads the beginnings of their markets for flour and lumber.

FOUNDING THE PUBLIC SCHOOL SYSTEM.

While the citizens were putting forth their best efforts to build up a city, just as elsewhere over the nation the process of rehabilitation was characterizing the endeavor of the people in the years immediately after the close of the Civil War, the men and women of Minneapolis and St. Anthony had by no means lost sight of the finer things of life which had engaged their attention in earlier years. The community was still a new one, despite its nearly two decades of history, counting from the founding of St. Anthony. But its community spirit had established public schools at an early date, and though the war had been a damper on most manifestations of public spirit, its ending signalized awakening that showed itself in movements on the East side of the river toward acquiring sites and building public schools. On the West side (the first, or Union, building having burned in 1864, and buildings having been leased to serve the purpose of schoolhouses), the foundation of the new Union School was laid in 1865.

By 1867 the West side boasted two schoolhouses, and by 1868 the school system on the West side required the services of twenty-seven teachers, where in 1865 there had been but fifteen. In 1869 the number was thirty-five, and in 1870 it was forty-five. The leading citizens of each community were in charge of the schools; on the East side, history lists as school trustees such men as the Chutes, Gilfillan, Wales, Merriman, Van Cleve, Young, Armstrong, and McNair; on the West side, Stevens, Cornell, Harrison, Barber, Washburn, Wolverton, Atwater, Grimshaw, Mendenhall, Morrison, Sidle, and Gale. As for the active or executive heads of the two systems, there were many changes in the years that led up to the union of the two cities in 1872. The first strong hand at the helm was that of O. V. Tousley, who took charge on the year of the union of the cities. But the will for a good system of education had been back of the schools from the first, and early made Minneapolis foremost in a state famous for its schools.

THE BLAKE SCHOOL.

Among the private schools of the city is one of a somewhat unique character. This is the Blake School, which is here briefly sketched.

In 1907 Mr. William McK. Blake, a graduate of De Pauw University, and a teacher of long experience in the public schools of Indiana, opened a small boys' school in Minneapolis with about a dozen pupils. Mr. Blake's admirable personality and the need of such a school caused it to grow steadily until it reached, in the fall of 1910, an average attendance of about 65 boys. Its quarters at 200 Ridgewood Avenue were, by this time, badly overcrowded, and the School was transferred, January, 1911, to a large brick mansion at 1803 Hennepin Avenue.

The growth of the School proved a heavy tax on Mr. Blake, who was advanced in years, and whose teaching force was hardly adequate to the numbers and various ages of boys enrolled. Several parents of the pupils became deeply interested in the evident possibility of a well equipped, well manned school in Minneapolis, which might help relieve the congestion of the public schools, and which might, by setting up scholastic standards equal to those of similar Eastern institutions, make it possible to prepare boys for Eastern Universities without a long period of boarding-school life. Such a home institution, they felt, would be a benefit not only to their own sons, but to the sons of many other Minneapolis families.

Accordingly, in the winter of 1911, steps were taken, under the leadership of Mr. Charles C. Bovey, to bring together a group of public-spirited men, and after careful consideration it was decided to incorporate the Blake School under a board of fifteen trustees.

The new corporation was legally created, under the laws of Minnesota, May 5, 1911. It was clearly stated in the articles of incorporation that there should be no capital stock in the corporation—the new Blake School was to be in the truest sense a public service institution, self-supporting (its founders hoped, in due time) but never an organization for personal profit. The original trustees named in the articles of incorporation were Charles C. Bovey, president; Edward C. Gale, vice president; Clive T. Jaffray, treasurer; James F. Bell, Elbert L. Carpenter, Charles M. Case, Frederick W. Clifford, George B. Clifford, Franklin M. Crosby, John Crosby, William H. Dunwoody, Charles S. Pillsbury, David D. Tenney, Charles D. Velie, and Frederick B. Wells. This body is self-perpetuating, electing three members each year as the time of office of three other members expires.

The newly-formed corporation at once took steps characteristic of the energy and forethought which have ever since characterized it. Arrangements were made to take over the school from Mr. Blake, and to give him a position of dignity in the new Blake School. A guaranty fund was raised, looking toward a future building; and a new principal, Mr. C. Bertram Newton, was chosen. Mr. Newton was of the Lawrenceville School, a man just reaching his prime, and so combining experience with energy unabated by time. He was instructed to spare no effort in securing men of ability as teachers, the trustees guaranteeing the current expenses of the School for the first five years, so as to insure efficient instruction.

The incorporated Blake School opened September 21, 1911, at 1803 Hennepin Avenue, with a total enrollment of 85 pupils, 30 in the Junior Department, including the first four grades—the boys ranging in age from six to ten years—and 55 in the Senior Department, which included boys from ten to nineteen, and covered the upper grammar grades and the high school classes, although following a somewhat new method of classification.

Interest and faith in the School grew, and the trustees determined to delay no further in taking steps toward securing a suitable site and building. After careful consideration, it was decided to adopt the "country day-school" idea, the success of which in several cities had been observed by Mr. Newton. This idea simply means the locating of the school in the outskirts of the city, and providing for the work and play of the pupils from morning till evening (about 8:30 A. M. to 6 P. M.), returning them to their homes for their evenings, Saturdays and Sundays.

With the "country day-school" idea in mind, a careful canvass of possible locations near the city was made, convenient transportation and healthful surroundings being of course prime requisites. A suitable site between the Interlachen Club and Hopkins, on the Minnetonka trolley line, was secured, and early in the spring of 1911 work was commenced on the first section of a beautiful and well arranged building designed by Edwin H. Hewitt, of Hewitt & Brown, Minneapolis. The second year of the Blake School began September 25, 1911, in its beautiful new home. Through the untiring efforts of Mr. Charles C. Bovey, seconded by Mr. F. M. Crosby and the rest of the board of trustees, the School was now in a commodious, fire-proof building of its own, on a charming section of land forty acres in extent. The building, equipment, and grounds represented an outlay of about \$90,000, all given outright by the trustees and by a number of patrons and friends of the School.

Nor was the "human equipment" of the school neglected in this material expansion of its possibilities. Its force of teachers was enlarged to a staff of ten men of ability and experience, and provisions were made for supervising and directing the boys' play and exercise.

The community responded cordially to this munificent provision for its boys. The Senior Department in the new country day-school doubled its members, far surpassing the head master's estimates. It had an enrollment of 112, and the capacity of the building was taxed from the day of opening. The Junior Department was continued at 1803 Hennepin Avenue, as it was felt that very small boys from six to nine should not spend the day away from home. This department had two excellent women teachers and 25 pupils.

Gratified by this practical expression of the city's appreciation of the new School, the trustees decided to add another section of the building as planned, during the summer of 1912. Accordingly the central portion was constructed, and an extensive additional playing field, together with tennis courts, was graded. Five acres were added, as a protection, on the west. This involved a further expense, which brings the present outlay (January, 1914) to a grand total of between \$130,000 and \$140,000, practically the entire sum being subscribed or pledged.

This addition to the Blake building provides a gymnasium, which will become the school chapel when the entire building is completed; a large "fun-room" in the basement, locker and shower rooms, and a large reading room.

The school opened in the fall of 1913 with 130 pupils and 16 applicants were obliged to wait or to be turned away. The teaching staff has grown to twelve men, including a physical director.

The Blake School, as has been already indicated, makes no profit. Its tuition of \$250 a year and its luncheon charge of 35 cents a meal enabled it to cover expenses in its second year, and no more. Every parent who has a boy in the school gets not only his money's worth, but the value of the grounds, building and equipment, which form a splendid donation to the assets of Minneapolis.

Of the eighteen schools of this type now in existence in the United States, only one surpasses Blake in extent of grounds, and this school is fifteen years old. The Blake School is, already, in its third year, *third* in size and in value of grounds and buildings, and *first* in the number and generosity of its gifts, among all similar schools in the country,—surely a record Minneapolis may be proud of!

The School is democratic. Its boys are not allowed to go to school in automobiles. Teachers and boys take the trolley cars together. Every boy stands, with the teachers and with his fellows, on his own merits. The School teaches by precept and example that wealth means responsibility rather than privilege. In its course of study Blake School aims at simplicity and thoroughness. Only the tested essentials and fundamentals are taught. It prepares a boy for any University. It is unique in beginning its courses in Latin, French, and German early so as to gain a start in these subjects at the period from ten to thirteen, when a boy memorizes easily, and to prevent overcrowding and consequent "smattering" work. Above all, through and in its work and play, it aims for a high standard of thoroughness, honesty, loyalty, and fair play. It tries to furnish discipline tempered with wholesome fun, hard work buttressed by healthy recreation, justice administered with consideration and sympathy.

THE REAL ESTABLISHMENT OF THE UNIVERSITY.

The same years which saw the real beginnings of the public school system of the twin communities likewise witnessed the real founding of the University of Minnesota on the older portion of the present campus. Financial panic and war's distractions had held back or rendered abortive all efforts which had early been directed toward establishing such an institution, so that about all that existed toward a university was an extensive land grant. At last, in 1867, a special commission, consisting of John S. Pillsbury, O. C. Merriman, and John Nicols, brought things to the point of finding assets on which to make a beginning of what is now a great seat of education. Rev. W. W. Washburn was made principal, and the preparatory department was opened in the old building where years before a similar effort had been made, only to fail. And by 1869 the Board of Regents had made such progress that it felt warranted in establishing a college course. William W. Folwell was elected President and was inaugurated December 22, 1869. It was not until that time—so many had been the demands upon the creative faculties of the citizens of Minneapolis and Minnesota—that the University of Minnesota as it exists today may be said to have become a real entity in the educational system of the city and State.

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THE PUBLIC LIBRARY FOUNDED.

Some of the same men and women who had now found it possible to busy themselves in creating and building up the public and governmental institutions of the communities,—the institutions first represented by public schools,—had by the close of the war brought the Atheneum, the city's nearest approach to a public library, up to the point of the erection of a building to house its books and readers. The library of the Atheneum, founded in 1859, with a total of sixty-eight volumes, had increased to 1,300 volumes in 1865. Its affairs were in the hands of S. C. Gale as president and Thomas Hale Williams as librarian. By 1870 the number of volumes was 2,300, and Dr. Kirby Spencer's will had enriched the library society by his bequest of property that has since come to be worth \$1,000,000. And by 1872, the year of the consolidation of Minneapolis and St. Anthony, Atheneum property was valued at \$40,000.

CREATION OF THE PARK SYSTEM.

The history of Minneapolis schools and that of its Public Library may be taken as the largest indication of the city's cultural sensibilities. But the history of the park system, though it may be traced back almost as far, fails to reveal general appreciation of the needs of a municipality in this particular. To be sure, as early as 1858, at a banquet in the new Nicollet House, the subject of a park was brought up and the banqueters inspired to talk loudly of taking up a subscription and buying, for \$500, a considerable tract between Washington Avenue and the river, including all of what is now known as Gateway Park. But the zeal of the citizens cooled next day, and there is no early-day narrative which includes further mention of parks until 1865, when there was a movement on the part of some of the residents of the West side to acquire Nicollet Island for park purposes. The next year saw the proposition—to buy the entire island for \$28,000—voted upon by the people of Minneapolis—voted upon, and voted down. In 1868 George A. Brackett bought forty acres of land, which included the site of Fair Oaks and the Morrison mansions of a later day—the site of the Art Museum begun in 1912—and vainly for several years tried to induce the city to take the land over for a public park at a cost of \$16,000. Less than half a century later Mr. Brackett saw the purchase of Gateway Park for \$635,000, and the purchase of Fair Oaks for \$275,000, to add to the park site of the Art Museum, valued at \$200,000 by its donor, Clinton Morrison. Both tracts, that at the Gateway and the other at the Art Museum, the city had rejected, only to pay many times their first price, in later years.

Thus the consolidated cities of Minneapolis and St. Anthony in 1872 possessed no park system. It had the nucleus of one in Murphy square, set aside as a public park by Edward Murphy, when he platted his addition to the town of Minneapolis, in the early sixties. But it was too young to have a park spirit.

CHAPTER XVI.

FROM THE CONSOLIDATION OF THE CITIES AT THE FALLS TO THE PRESENT.

MINNEAPOLIS AS A MUNICIPALITY—FIRST CITY GOVERNMENT—EXPANSION OF THE CITY AND ITS TRIBUTARY COUNTRY—THE CITY GROWS CONSTANTLY STRONGER—ENCOUNTERS AND PASSES PANICS AND OTHER OBSTACLES TO PROSPERITY—A STREET RAILWAY IS BUILT—OTHER FEATURES OF STRENGTH ARE SECURED—THE YEAR 1880 OPENS THE DOORS TO A GREAT BUSINESS BOOM LASTING SIX YEARS—A PARK SYSTEM INAUGURATED—PROGRESS ALONG ALL LINES—A GAIN IN POPULATION OF 118,000 FROM 1880 TO 1890—MORE RAILROAD BUILDING—THE EXPOSITION IS CREATED—THE OLD "MOTOR LINE"—THE STREET RAILWAY ADOPTS ELECTRICITY AS A MOTIVE POWER—BIG PUBLIC BUILDINGS ARE ERECTED—THE CENSUS WAR WITH ST. PAUL IN 1890—THE GREAT BOOM BURSTS, BUT THE SHOCK IS SURVIVED—NEW INDUSTRIES FOUNDED AND OLD ONES STRENGTHENED—TRADE CONDITIONS BECOME WORTHY OF PRIDE AND BOASTING—DURING THE WAR WITH SPAIN—EFFORTS AT CHARTER CHANGING—SOME CENSUS FIGURES OF 1900—PROGRESS IN CULTURE AND REFINEMENT—THE NEWSPAPERS—CIVIC ORGANIZATIONS—RECENT IMPORTANT HISTORIC INCIDENTS, ETC.

MINNEAPOLIS AS A MUNICIPALITY.

It is a remarkable fact that the history of Minneapolis as a single municipality, inclusive of the old City of St. Anthony and the original Minneapolis of the west side of the river, did not have its beginning until 1872, twenty-four years after the older of its two component parts had been platted, and seventeen years after St. Anthony had been incorporated as a city. St. Anthony, undisturbed by problems of title, had passed normally from village government to city incorporation in 1855 and was definitely divided into wards, with a city council and a mayor. But Minneapolis, on the west side, was too busy, too often in the dark as to title to its lots, or too seriously disturbed by financial panic or by war's stress, to pay much attention to its form of government.

And so, chiefly because their first years on the lands west of the Falls were somewhat different years from the first years of the older settlement, the people of the West side were content with a town form of government for a considerable number of years. They had their county government; for as early as 1856 the courthouse of Hennepin County was established at what is now Fourth Street and Eighth Avenue South; and for fifteen years from the naming of the settlement its people went forward, conscious of no hampering factor in their remaining under a town government.

On the East side of the river was council government, with aldermen and a mayor, and on the west side, town government at first, with a board of trustees headed by a president whose powers were about like those of the mayor's on the East side. The city on the East side, as stated, formed its government in 1855, with Henry T. Welles as Mayor; and three years later, when the town of Minneapolis organized its first government, Henry T. Welles had moved across the river and he was elected head of the board of trustees. Isaac I. Lewis, Charles Hoag, namer of the city, William Garland, and Edward Hedderly were the first trustees.

FIRST CITY GOVERNMENT.

For four years Minneapolis held to town government; then joined with the township government as by merger, and continued in this loose governmental

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organization until 1867. Then, the Legislature having granted a charter, for the first time the people came to the dignity of city government. Dorilus Morrison was the first Mayor and F. R. E. Cornell was President of the Council. Across the river, O. C. Merriman was Mayor, and a community as like to that on the West side as it is possible to be was carrying on a government of the same kind. Separate fire departments, separate police departments were necessary; they were separate communities as truly as if they had been miles apart instead of on opposite banks of the river. And by the latter part of the decade of 1860 both communities were seeing the need of systems of waterworks and fire protection, as well as other conveniences of a city having each a population of several thousands, rapidly increasing in numbers. Need of sewage systems was also apparent.

MINNEAPOLIS AND ST. ANTHONY CONSOLIDATED.

Common needs and common interests were discussed on both sides of the river. But it was not until 1872 that the rival communities, each with its city government, could arrive at a common state of mind, agreeing on compromises and concessions, and vote to consolidate their governments as the city of Minneapolis. Not the least of the compromises was the elimination of the name of the older community of St. Anthony.

The consolidated city was divided at first into ten wards. Twenty-sixth Avenue North was the northern boundary, and Franklin Avenue approximately the southern. April 9, 1872, was the date of organization of the new City Council and of the municipal government of the greater city. The first Mayor was Eugene M. Wilson; the first President of the Council was A. M. Reid, and the other Aldermen were Richard Fewer, M. W. Glenn, G. T. Townsend, Baldwin Brown, Captain John Vander Horck, T. J. Tuttle, W. P. Ankeny, Peter Rouen, C. M. Hardenburgh, Samuel C. Gale, O. A. Pray, Leonard Day, Edward Murphy, N. B. Hill, Isaac Atwater, John Orth, and Joel B. Bassett. Thomas Hale Williams was the first clerk. Thus it may be seen that the greater city had auspicious beginnings, for its officials were for the most part men who were leaders in all the commercial, social and other affairs of the city. Not more than two of the men named survived at the time this history of their first Council was written.

THE CITY AND TRIBUTARY COUNTRY EXPAND ALIKE.

The year 1872, marked by the municipal union of Minneapolis and St. Anthony, was about the middle year in a period of astonishing State development; but, though the population of Minneapolis, which was about 22,000 in the year of consolidation, more than doubled in a decade, the population of the agricultural districts of the Northwest also increased rapidly and in proportion. It was a time of great migration and settlement, and the forward strides of Minnesota in this period were but those which believers in the workings of Providence associate with the purposes expressed in the upbuilding of the flour and lumber industries at the Falls of St. Anthony. Here was a great manufacturing opportunity with its water power; here was a State rich in soil and fitting in climate to the needs of the agriculturist; and here was the influx of great migration in the years following the Civil War, interrupted at times and nevertheless enhanced by financial panic which itself drove other thousands to the soil. It was natural that the farm development far outstripped the city's growth; and it was natural, too, that the forward-looking men of the city, their interests united at last, went out into the Northwest to help in its development.

By 1872 Minnesota had come to have railroad mileage of nearly 2,000 miles, much of which linked the wheat producer with the milling facilities and the wheat market of Minneapolis. The wheat production of the State was nearly twenty million bushels—the product of the greatest wheat State in the Union. Minneapolis men, led by H. T. Welles, W. D. Washburn, J. S. Pillsbury, and others of that group of men foremost in most big affairs in this city at that time, had begun the enterprise which constructed direct rail connection with Lake Superior and later laid the rails of the Minneapolis & St. Louis Railway southward and westward without a land grant. The Pacific roads had reached the Red River Valley and the Northern border. The lines of advancement were far flung, and Minneapolis was the gateway to a great and growing empire.

THE CITY GROWS STRONGER AND STRONGER.

Within its borders, its own institutions were going ahead evenly and surely. Since 1867 the city had read their daily newspaper, the Tribune, built on a consolidation of "Bill" King's State Atlas and Col. Stevens's Chronicle. Since 1867 the city had possessed a full-fledged theater, the Pence Opera House, destined for many years to be a factor in the amusements of the people. In 1871 the Academy of Music was built and took place higher than the Pence. Since 1870 the people who could afford to pay for it had the convenience of illuminating gas, furnished by a company promoted by men still active in the same business. For seven years the city had been in telegraphic connection with the outside world; though for a long time a single telegraph wire had sufficed to carry the business. The city's schools were growing in educational leadership, the city's other elements of culture were gaining vigor. And in the important item of commercial union the foundation had been laid for organized, concerted effort which still endures (though under another name), with the same purposes as that Board of Trade which was incorporated in 1867 when it was twelve years old, and which for a quarter of a century more promoted the interests of the community and of the State, and then gave way only to a re-organization and strengthening of the same component parts. This old Board of Trade had as its leaders such men as Dorilus Morrison, W. D. Washburn, S. C. Gale, C. M. Loring, J. S. Pillsbury, E. J. Phelps, J. T. Wyman, and B. F. Nelson, and its enterprises were so well carried forward as to make the organization a model for business interests of other cities.

ENCOUNTERS AND PASSES PANICS.

In the history of Minneapolis may be found a series

of remarkably interesting coincidences of success and disaster, of the survival of community spirit above appalling discouragement. This was the case in 1855 to 1860, when the appreciation of great opportunity preceded by only a year or two the financial panic of 1857. It came again in the first half of the sixties, when recovery from panic times met with the terrible brake of war upon the progress of the nation. And when the municipalities had been knit into one and the whole prospect was bright with promise, there fell upon the nation another financial disaster, the panic of 1873, the strong men and women of Minneapolis were obliged to prove again the stuff of which Minneapolis was made. It is an odd circumstance that the men who pulled the city through the other difficulties were among the leaders in this other survival. New blood had been added since the war, but the captains of the earlier time were still the custodians of the city's fate, and all through the story of the first fifty years these names recur again and again. They were the men who built the mills, who laid the railroads, who founded the commercial, civic, and cultural institutions of Minneapolis. With rare exceptions they were builders of permanence; hardly a name among the leaders of the first quarter century of the community by the Falls is linked with flotation that was impermanent, or cloudy, or disgraceful. The men who laid the foundations of Minneapolis, as the twentieth century knows it, were doers, were builders, were partners of Opportunity in its best sense.

Coincidence followed coincidence in the period between 1870 and 1880. As the panic of 1857 had its reaction of confidence and its succeeding disaster of war, so the panic of 1873 had its later period of recovery which was shattered in a way by disaster. For in 1875 there came upon the State the grasshopper plague, which smote with poverty great areas of wheat producing farms and for three years clogged the advancement of Minnesota and the growth and prosperity of Minneapolis.

Yet through all these years the people went forward, alarmed at times but never surrendering in their purpose to raise up a city by the Falls. It was "never say die" with the builders. Proof of this may be found in the history of the beginnings of a street railway system in Minneapolis. And that history begins in one of the darkest times known to the city.

BUILDS A STREET RAILWAY.

Prior to 1870 an effort had been made by Dorilus Morrison, W. S. King, and others to construct a street railway line. They had gone so far as to lay rails down Second Street South from Nicollet to Cedar Avenue, and to buy a steam locomotive. But that is as far as the enterprise got; no car was ever run, and all except Morrison and Colonel King dropped the idea for a time. But in 1873 the splendid optimism, which was undaunted by panic in finance, revived the traction idea, and a company was incorporated by Messrs. Morrison, King, W. D. Washburn, R. J. Mendenhall, W. P. Westfall, J. C. Oswald, Paris Gibson, W. W. Eastman, W. W. McNair, and R. B. Langdon—the same group of men who may be found in other transportation enterprises of the time. Philo Osgood, an Eastern capitalist, was interested, and became principal stockholder, and the financing went forward. Mr. Osgood was the first president, with Mr. King as secretary.

By 1875 the promotion had gone ahead to such a point that the first construction was begun, and early in the fall a horse-car line was put in operation. This first car line started at the old station of the St. Paul & Pacific railway, near Washington and Fourth Avenues North, and extended down Washington to Hennepin, down Hennepin and across the suspension bridge, up Central Avenue to Fourth Street, and down Fourth Street Southeast to Fourteenth Avenue. It linked the principal railway terminal with the State University district and passed through the heart of the city. Its rails were of strap-iron laid on wooden stringers, its motive power mostly mule, its cars diminutive, its facilities meagre. *But it was a street railway.*

Into its directorate and list of officers had come a man who was to play a leading part in the development of a great city. For Thomas Lowry, seeing the opportunities of city expansion by means of extending its traction facilities, had become interested in the street railway company, and had been elected its vice president. It was an event of great moment to the city, although the circumstance went hardly noticed at the time. But there entered the man who was to put his whole energy into creating a street railway system, and who was to become perhaps the best loved man among all the builders of the city. That first year of the horse cars, on the first, single line, daily receipts averaged about \$40. Service began at 5 a. m. and ended at 11 p. m. The fare was 5 cents.

Within a year after the first line had been opened, another had been constructed, down Washington from Plymouth Avenue to Twelfth Avenue South. And every year thereafter saw extension of the system. And every extension and improvement absorbed dividends. By 1878 Mr. Lowry had become president of the company, and the policy of expansion had been definitely adopted, to the end that, according to officials of the present company, not a single dividend was declared from 1875 until 1899, every cent of profit, when there was any, going into betterments.

With the construction of a street railway system, Minneapolis began to dream dreams. Betterment of transportation facilities gave reason for a larger sense of metropolitan importance.

OTHER FEATURES OF STRENGTH AND PROSPERITY.

In 1874 a city hall had been erected on Bridge Square, and the following year a new suspension bridge had replaced that which had been constructed twenty years previously, linking the East and West divisions, as the two portions of the city were called. Shortly afterwards other bridges, one at Plymouth Avenue on the north and one at Tenth Avenue on the south, had been built across the river. By 1878 the Federal Government completed its work of making permanent the apron and retaining wall of St. Anthony Falls, saved from destruction ten years before only by strenuous effort of the citizens when the limestone ledge had been undermined by the water, because of ill-advised tunneling operations. By 1879 the city reached the dignity of having a paid fire department to succeed the volunteer organization which had endeavored since 1867 to safeguard against fire. And there was a good beginning toward a waterworks system, though most of the mains were crude wooden pipes until shortly before 1880.

W. W. Wood
Massachusetts
Boston
1880

THE YEAR 1880 OPENS ALL THE DOORS TO GROWTH AND PROSPERITY.

Thus, when Minneapolis entered the decade beginning with the year 1880, recovered from the financial setbacks of panic and grasshopper times and elated by taking on metropolitan ways, it followed that business expansion must go side by side with the agricultural advancement which had at last begun. The population of the city in 1870 had been 18,000; now it had reached 46,887. Manufactures had begun to include other industries than flour and sawmills. The city was the gateway to a great and prosperous farming territory, which was being brought in closer touch by means of railroad extension.

And so Minneapolis and its people began to dream dreams which they mistook for visions of immediate and enormous growth. And out of those dreams came the boom times which made and unmade thousands. By 1885 real estate activity became seemingly the chief factor of daily life; valuations were inflated astoundingly when viewed in a calmer age. Additions were platted far out from the city's center, and the prices of lots leaped to figures which even the growth of a quarter of a century since would not justify at the present time. The period of real estate inflation is almost coincident with the limits of the decade, from 1880 to 1890. It ended in disaster for many individuals, in depression for the entire city for a time. But in some ways it was worth all it cost, in that it led to an era of sanity made more wholesome by the lessons taught. And while it was a boom time, it was likewise a time of manufacturing development on which was laid the foundation for much of the present industrial leadership. And as the people dreamed large dreams, they absorbed larger tendencies, conducing to the improvement of the city as a whole.

CREATION OF THE PARK SYSTEM.

Thus it was of the expansion of Minneapolis that the park system was born. There had been efforts toward a "city beautiful" in the earlier attempt to acquire Nicollet Island for a park, and in other promotion of the park idea which had only resulted in failure. But now the city regarded itself in a more exalted, if a more grandiose, light, and some expression of a desire for municipal beautification was inevitable. True, there had been healthy agitation toward the creation of a park system, in the proceedings of the Board of Trade. And the enabling act of the Legislature, which authorized the creation of a park commission, was passed in 1883, before the boom had gone far along. But it was on the boom that the park idea sailed to realization, and so Minneapolis may thank the boom for her parks, almost as much as she may express appreciation of C. M. Loring's efforts by christening him "Father of the Park System." Mr. Loring was the first president of the park commission, A. A. Ames was vice president, and R. J. Baldwin was secretary. Among other commissioners were E. M. Wilson, J. S. Pillsbury, Dorilus Morrison, S. H. Chute, George Brackett, W. W. Eastman, and Judson N. Cross. The commission engaged Professor H. W. S. Cleveland, a landscape architect of long experience, and he laid out the park system which was the nucleus of the present parks and boulevards.

It was the fostering of the park sentiment which made possible the inclusion of Minnehaha Falls, of the Mississippi River banks, and the lakes within the city limits as factors in the park system. Three squares, gifts to the city, formed the beginnings of the system, and shortly after power of condemnation of land had been conferred, Loring Park was acquired. Upon these as a foundation has been built a series of parks and parkways totalling nearly 4,000 acres in area.

THE PUBLIC LIBRARY IS PERFECTED.

By 1885, also, the city began to aspire to something more than a semi-privately owned library. The Atheneum was serving most purposes, but it was deemed wise to create a Library Board, representative of the people, and to establish a library that would be absolutely free to all. The Atheneum directors joined in this municipal enterprise, and the private and public libraries were consolidated, in effect, the Atheneum, however, maintained its identity while still a component part of the Public Library. Erection of a library building was at once decided upon, and the Library Board, under the Presidency of T. B. Walker, began the work. The Library Building, at Tenth Street and Hennepin Avenue, was completed and occupied in 1889, with Herbert Putnam as Librarian.

MAKES PROGRESS MENTALLY, MORALLY, AND PHYSICALLY.

There are many residents of Minneapolis who refer almost apologetically to the boom period of the city's history, but it was in that period, nevertheless, that some of the finest advances in culture, refinement, and educational progress were made. It was in 1884 that Dr. Cyrus Northrop, coming from Yale to become President of the University of Minnesota to succeed Dr. Folwell when that builder chose to step down to less responsible duties in the institution, gave markedly increased impetus to the growth and strength of the University and of the entire educational system of Minnesota. Dr. Folwell had founded the Minneapolis Society of Fine Arts and had been interested in the advancement of the Public Library; Dr. Northrop early became identified with the same institutions and with kindred elements in the city's growth in culture. So he continued until succeeded as president of the University by Dr. George E. Vincent, in 1911.

In 1890 the Philharmonic, who later became the Philharmonic Club, were organized and at once became the principal single musical organization in Minnesota; out of this union of musical leaders was to come later the Symphony Orchestra of Minneapolis.

In 1891 Dr. Charles M. Jordan became Superintendent of the Public Schools, a post which he was to hold for twenty-three years, in which time he was to be no inconsiderable factor in shaping the cultural progress of the people of the city. When he became superintendent the school enrollment of the city was about 21,000, the teaching force numbered 525, and the city schools were housed in forty-seven buildings.

Cultural growth was paralleled by notable church expansion, or by ready meeting of demands upon church people for facilities for religious teaching and services. The principal denominations represented in Minneapolis by church organizations became active in erecting large, handsome houses of worship. Among the edifices constructed and occupied in the period between 1880 and 1893 were those of the Westminster Presbyterian, the Gethsemane Episcopal, the Central Baptist, the Immanuel Baptist, the Swedish Mission tabernacle, the First Baptist, the First Unitarian, the First Congregational, the Holy Rosary

Catholic, the First Presbyterian, the Park Avenue Congregational, the Oliver Presbyterian, the Church of the Redeemer, Universalist, the Andrew Presbyterian, the Wesley Methodist, St. Stephen's Catholic, and the Portland Avenue Church of Christ. The Scandinavian people, also, were especially active in church construction at this time. Early in the eighties the Presbyterian General Assembly was held in Minneapolis; and in 1891 the national convention of the Young People's Societies of Christian Endeavor was held here. It was in this year that the Young Women's Christian Association was formed. In the next year, 1892, the national council of the Congregational Churches met here; in 1895 the general convention of the Episcopal Church.

Progress in every line went to make the town a city. Hustle locked arms with refinement, even, and invention joined with art to make life more truly worth living, however it became more complex. Cities everywhere began to enjoy more conveniences. The year 1883 gave to Minneapolis the electric light. The telephone came into more general business use, although it was not until nearly or after 1890 that it became a household appurtenance. As early as 1878 the Northwestern Telephone Company was in the field, and for twenty years it had that field to itself; then the Tri-State Company, at first known as the Mississippi Valley, became a competitor. Gas as a distributed commodity for light and cooking was available before electricity came, but its use was not general until after 1890.

GAINS 118,000 IN POPULATION FROM 1880 TO 1890.

If it were not for the fact that the decade from 1880 to 1890 was a period of astounding achievement, the manners and customs of the people would be regarded with mixed emotions. Grandiloquence marked the common speech of the time, when Minneapolis and its prospects were the themes; grandiloquence was the keynote of endeavor. But out of the exaltation of the time grew the city that had been an overgrown village; out of the mushroom-like creation of boom-times at least one incontrovertible fact stood forth. The population of the city had mounted from 47,000 to 165,000 in ten years. Whatever may have been the transitory character of man-made institutions and boom-made land valuations, the people were here. With every reason in the scheme of things justifying a great city at this manufacturing gateway to the Northwestern empire, the greater portion of these people must inevitably unite for carrying forward the institutions and the industries. Men talked large, but they likewise did largely. New needs arose, and new solutions were promptly found to meet the problems. Speculation ran riot, but out of the fantasy was born the Minneapolis spirit, and that spirit breathed life into enterprises which in any other time would have themselves seemed fantasies.

RAILROAD BUILDING GOES ON.

It was in 1883 when the Northern Pacific Railway was completed to the Pacific Coast, and the golden spike driven to celebrate the opening of a vast territory to which Minneapolis was the gateway. It was about the same time when Minneapolis business men—some of the same who had figured in many another similar operation for the upbuilding of the city—recognized the fact that Minneapolis needed an outlet by rail to the East, independent of Chicago. Of this recognition came the Soo Line, the railroad which connected Minneapolis with the Atlantic seaboard by way of Sault Ste. Marie, and with the Canadian Northwest by way of the Canadian Pacific alliance. Late in the decade of 1880 this new system had been completed.

James J. Hill's dream of conquest of other portions of the Northwest was taking material shape in his Great Northern Railway, as yet, however, known as the St. Paul, Minneapolis & Manitoba Railway. Passenger and freight terminals adequate to the time were being constructed, giving the city a union passenger station which was to serve—or finally fail to serve—for twenty-five years. Manufacturing enterprises outside of and beyond the flour and lumber industries began to engage the attention of the city-builders. Retail merchants began to realize the opportunities afforded by the phenomenally rapid increase in population, not only within but without and around the city's borders. And wholesale trade began to attract the attention of a few men of foresight, although this branch of merchandising was slower than all others in taking root in Minneapolis; her rival, St. Paul, maintained for some years the leadership as a jobbing center.

THE EXPOSITION IS BUILT.

One of the characteristic manifestations of the Minneapolis spirit is found in the Minneapolis Exposition, an institution which grew out of rivalry with St. Paul and its acquirement of the State Fair in 1885, and the Midway District annexation, as well as out of a desire to emulate the example of older cities in the East, where expositions had become a fairly common demonstration of city advertising.

In 1885—tradition says in Regan's restaurant, a democratic eating house which flourished then—a few men who were most active among the energetic citizens broached the idea, and the project culminated in a public mass meeting at which the first few thousands of a big public subscription were offered. A building costing \$325,000 was the most tangible result, and in this annually for six years a big display of the products of industry, art and enterprise attracted thousands. The Exposition was a product of the period; it has since had no counterpart, nor has there been similar demand for expression of the city's

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spirit. But in its day it served as the stimulus for much of the achievement and effort which finally gave permanence and prominence to the city. Whatever remains of such a need is expressed amply in the State Fair which now has the united support of Minneapolis as well as St. Paul.

ADDITIONS TO AREA LAID OUT AND STRUCTURAL WORK PROGRESSES.

Dreams that were mistaken for visions lured city-builders out into the country about the young city. Additions were platted, sidewalk laid, water-mains extended, ambitious structures planned, and promises made which (though many were broken when the boom collapsed) found realization in more instances than the cautious might have admitted possible. And through all the inflation of local values, trade grew, manufactured output increased. By 1885-86 the population was about 75,000, the annual manufactured output valued at more than \$60,000,000, and the assessed valuation was appraised at \$115,000,000. And amid the fantasies of the real estate boomers, real institutions and industries were rising. A big steel plant was established; a huge office structure, the Guaranty Loan Building, was planned and construction begun before the decade closed. A Federal Court and postoffice building, the finest then in the Northwest, was erected and occupied. And finally, keeping pace with the expansion of the city, the traction lines were extended and improved, the end of the decade being marked by a remarkable achievement in street railway construction.

THE OLD MOTOR LINE.

The first half of the ten years after 1880 had seen the construction of a steam traction line into the suburbs and to the watering places of what are now park lakes, as well as to Lake Minnetonka. The rival—in a sense—of the old horse-car lines was known as the "Motor" line, its cars being hauled by an enclosed steam engine. Trains were operated, with varying degrees of efficiency, out First Avenue South and Nicollet Avenue to the neighborhood of Lake Street and thence westward to Lake Calhoun and to Lake Minnetonka, as well as eastward to Minnehaha Falls. By 1886 changes in ownership of this line led to its absorption by the Street Railway Company and its abandonment as a suburban line to Minnetonka.

Meanwhile other traction enterprises were projected, culminating in bitter rivalry over franchise rights within the city. Out of this contest of entrenched and assaulting promoters came the harnessing, locally, of a traction force then new to the world—electricity. The late years of the 1880 decade saw experimenting with cable lines, and expenditure of a great deal of money in trying to improve the means of transportation by improving the motive power.

THE STREET RAILWAY ELECTRIFIES ITS LINES.

Finally the Street Railway Company, combating the propositions of the Anderson & Douglas company of promoters, made a definite proposal to experiment with, and if successful utilize, electricity as motive power for its lines. The Fourth Avenue South line was electrified, and the experiment was successful. And thereupon, the Street Railway Company set out to electrify its entire system—to discard the horse cars and to substitute, on entirely rebuilt trackage, electric cars. It is one of the notable facts in the wonderful history of Minneapolis that this was accomplished in three years, and carried on by the same men whose foresight had given a traction system to the city in times that were marked in history by enormous risk. By 1892 the entire Street Railway System was electrified, and in the same period Minneapolis and St. Paul were connected by trolley line. It was a time of remarkable achievement, and its annals bear the names of Colonel William McCrory, builder of the Motor line; Anderson & Douglas, Thomas Lowry, C. G. Goodrich, and many another exponent of the Minneapolis spirit, but none so eternally written as is the name of "Tom" Lowry.

Here, then, was the repetition of history come into its own as usual. Here was closing a period of boom, of inflation, and yet of successful enterprise. Minneapolis and St. Anthony had seen such a time, in lesser degree, in their early years; had seen such a time twenty years later, and now history was to repeat itself. For the period of riding on the high wave was to be succeeded by descent into the trough of a sea of depression. The financial disasters of 1893, into which the whole country plunged, were at hand.

BIG PUBLIC BUILDINGS SPRING UP.

It is possible that the unparalleled advancement made by Minneapolis between 1880 and 1890 may be traced to the fact that the nation was having its longest period of prosperity unmarked by financial panic or disaster. It was a time of commercial consciousness, whether it be termed a time of civic awakening or not. All through the years of astounding growth records of community action may be found. One of the flashes of this community spirit was the Villard celebration in 1883, in token of the completion of the Northern Pacific railway. Another was the Minneapolis Exposition of 1886 to 1891. Still another was the Harvest Festival of 1891, when the city celebrated the garnering of a mighty crop, the day being signalized by an elaborate parade and by exercises in which that monarch of optimism, Col. "Bill" King, was the conductor.

These, however, were transitory tokens of community effort. More tangible evidences of Minneapolis enterprise were the public undertakings which brought forth the \$3,000,000 Court House and City Hall, commenced in 1889 and occupied after 1890; the first postoffice and Federal building, constructed between 1882 and 1889; the Public Library Building, occupied in 1889; the Central High School at Fourth Avenue South and Grant Street, built not long after 1880; the Masonic Temple, erected in 1885-6; the Young Men's Christian Association Building, commenced in 1889; the Northwestern Hospital, built in 1887; the Stevens Avenue Home for Children and Aged Women, built in 1886; the Washburn Memorial Home for Orphans, opened in 1886; St. Mary's Hospital, opened in 1886; Maternity Hospital, opened in the same year; and the City Hospital, established in 1888.

In addition to these public and semi-public enterprises the period was marked by the erection of such structures as the Guaranty Loan Building, completed in 1890; the New York Life Insurance Company's building, completed the same year; the Lumber Exchange Building, which ante-dated the two first

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named by a year or two; and the earlier structures of the Chamber of Commerce, erected in 1883; the Syndicate Block and Grand Opera House, erected in 1883; Temple Court, 1886; the West Hotel, in its day the pride of the city and of the West, erected in 1884; the Hennepin Avenue Theater, afterwards known successively as the Harris, the Lyceum, and finally the Lyric, erected in 1887, and opened by Booth and Barrett; the Bijou Opera House, completed in 1887; the Boston Block, the Bank of Commerce Building, the Minnesota Loan and Trust Company Building, the Kasota Block, and others since become lesser structures by comparison but which were important units in the expansion of Minneapolis in its days of greatest growth.

THE BOOMERS WERE BUILDERS.

Thus it may be seen that the boomers were likewise the builders; that while the city was forging ahead with a population increase of 251 percent in the ten years between 1880 and 1890, and while the most varying elements were represented in the life of the times, nevertheless the sum total of it all was the permanent advancement of Minneapolis. Here were a people who could be seen founding the Minneapolis Society of Fine Arts in 1883—the same people, if we consider them as a whole, who within a few years were to plat additions and sell lots far out from anything like a real city. Here were the shoestringers and the borrowers from the future, destined for collapse when the boom burst soon after 1890, figuring solidly in constructive work, turning from real estate booming to city advertisement in such community enterprise as that which brought, in 1884, the national encampment of the Grand Army of the Republic, chiefly for the advertising it might give. Here were men ruthlessly, or far-sightedly, building a city, engaged in laying mile after mile of sewers, curb-and-gutter, watermains, and looking to the paving of the business centers. Here were men so earnest in their belief in future, so strong in their sensitiveness to civic duty, that they had by 1887 increased the total park area to 120 acres, with a score of miles of parkways—and this in a city whose park commission was not created until 1883. These were days of visions, of dreams that were made to come true.

THE CENSUS WAR WITH ST. PAUL.

Illustrative of the varying elements in city building was the census war of 1890 between Minneapolis and St. Paul. Some of the solidest citizens of Minneapolis were involved in that conflict; some of the results of their enterprise included invasion and counter-invasion; and linked with forcible seizure of census schedules by St. Paul was the expedition of Minneapolis men which culminated in recovery of the kidnapped enumerators and stolen schedules after one of their number, he asserted, had been "kicked sixteen feet." It was inevitable that a recount by the Government followed, and the conclusion which the inspector of the census drew was that Minneapolis and St. Paul had each been the scene of a conspiracy of over-zealous citizens to "pad" the returns. Minneapolis, it was asserted, had listed 20,000 too many inhabitants, and St. Paul had shown enterprise in proportion to its relative population total. Out of the warfare sprang up intensity of feeling which endured for many years; which for a decade made united action by the two cities impossible, and which still flares up occasionally, but quite too frequently, in inter-city contention.

THE GREAT BOOM BURSTS.

The early nineties saw Minneapolis beginning to see there must be reaction from the real estate value inflation, that there must come a time of reckoning. Some of the largest achievements of the time were those of these years, and some of the finest examples of the community spirit were manifested, as for instance the bringing of the Republican national convention to meet in Minneapolis in 1892—the first departure from long established precedent that called such conventions hitherto only to the largest cities. But now the approach of business depression which was to settle over the whole country was showing in the slowing up of investment and the stopping of speculation. And in 1893 the speculative bubble burst—but Minneapolis nobly withstood the explosion and the shock.

ENTERPRISE AND ELECTRICITY REPAIRED THE DAMAGES.

One of the noteworthy facts in the history of Minneapolis is its survival of the business depression of the middle nineties after a period of inflation. There is no greater proof of the solidity and stability of its foundations, than may be found in consideration of some of the largest industries. Contributing to this fact was the coincidence of changing conditions which marked the later years of the boom development. Electricity was one of these factors; for it was between 1885 and 1895 when factories began to harness electricity, and it was during the same years that the development of the telephone and electric light opened new avenues to manufacturers. A period of increased capitalization, a time of manufacturing adventure was beginning, and those influences which impelled men to make larger hazards of fortune moved Minneapolis ahead in the list of cities that were becoming centers of wholesaling and manufacturing. Of course the impetus was felt in flour milling and in lumbering, but more than ever before it began to show in other productive industries, some related and others unrelated to what were then the two chief manufacturing institutions.

NEW INDUSTRIES ARE FOUNDED, OLD ONES STRENGTHENED.

And so it came about that some of the largest manufacturers of to-day laid their foundations then. Examples may be found in the Minneapolis Steel Machinery Company, the Northwestern Knitting Company, the Minneapolis Threshing Machine Company, the Minneapolis Furniture Company, the Minneapolis Bedding Company, the Andrews Heating Company, the linseed oil works, in which a score of companies are engaged, and various other lines of manufacture. Some of these lines had been represented for many years, but it was during the period mentioned when they began to expand, and it was then, also, that their title to enduring place was tested by the storms of business depression. The same measure may be applied to or found in other lines of business—the retail trade, for example. And in this connection it is interesting to enumerate some of the old retail firms which still endure, even though the name of the concern may have been changed.

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SOME LONG-LIVED AND TRIAL-TESTED BUSINESS FIRMS.

Most of the large retail stores of today had their origin after 1880. One, however, that of John W. Thomas & Company, traces back to 1867, when G. W. Hale & Company established a store on Washington Avenue South; G. W. and J. M. Hale later were associated, and eventually the firm became Hale, Thomas & Company, then J. W. Thomas & Company. Its history is likewise the history of the progress of retail trade from Washington Avenue to and up Nicollet Avenue. Other big retail firms of the decade of 1880 were Goodfellow & Eastman, now become the Dayton Company; William Donaldson, founder of the present huge department store enterprise; Ingram, Oleson & Company, predecessors of the present Powers Department Store Company; Dale, Barnes, Morse & Company, later Dale, Barnes, Hengerer & Company, predecessors (with Wakefield & Plant and Folds & Griffith), of the present Minneapolis Dry Goods Company; and the New England Furniture & Carpet Company, established in 1885 by the present head of the company, W. L. Harris.

WHOLESALE TRADE IS OF RECENT DEVELOPMENT.

For the most part, the wholesale trade has developed since the later years of the nineteenth century, for the jobbing houses which were prominent in Minneapolis prior to 1890 were engaged in handling groceries, drugs, dry goods, and farm implements. Minneapolis in those days stood second to St. Paul as the jobbing headquarters of the Northwest. In 1880 Minneapolis' wholesale trade amounted to about \$24,000,000. Its growth was steady in the next ten years, the decade of boom development, and by 1890 it had reached an annual volume of \$135,000,000. Its chief factors were the jobbing houses which are today the leaders in the city's jobbing trade—which is reiterated proof of the city's fine weathering of the business depression of 1893 and the five years thereafter.

BANKING CONDITIONS.

Perhaps the best single index to the business conditions of the decade from 1880 to 1890, and of the years just before and during the business depression, is to be found in the banking business. During the ten years mentioned, men were just as enthusiastic about founding new banks as they were about launching other concerns. But that deflation followed inflation is shown by this notable fact: Of all the banks established in that decade, only one remains, retaining its identity, the German American bank. To be sure, all the principal banks in Minneapolis were in existence then, but they had been established prior to that time, and some of them represent, through absorption, several other banks which then existed or were founded during that period.

Another index is to be found in the bank clearings. In 1881 the total bank clearings of Minneapolis were \$19,487,650. By 1890 they had mounted to \$303,913,022, and in 1892 they were \$438,053,526. Then came the business slump, and nothing is more significant of this fact than the bank clearings for the year 1893; they totalled \$332,243,860. And it was not until 1898 when the bank clearings passed those for 1892, and indicated, by their total of \$460,222,572, that business had recovered.

DURING THE WAR WITH SPAIN.

It is no reproach to Minneapolis to declare that the years that followed the first break in business advancement were singularly barren years, as regards large events. Business was fighting merely to hold its own from 1893 to 1898, and it was not to be expected that any achievement that went beyond the normal for the times would be recorded. It was perhaps fortunate that the middle of this period of depression was enlivened by the political upheavals of the national campaign of 1896, when the two great parties made a political issue of the proper road to be taken to get back to prosperity. All Minneapolis, like most cities, became a great forum of political discussion, and the outcome of the campaign and election, carrying reassurance of the business world as its psychological effect, helped to put Minneapolis back on its feet.

Thus the year of the war with Spain saw Minneapolis rejuvenated—sobered, perhaps, by the adversities of depression years, but better grounded than ever before in city building. It was from Minneapolis, largely, that the Thirteenth Regiment went, which, of all four Minnesota regiments of infantry that the State sent, saw most service in the war; and not only to the Thirteenth, but to the Twelfth, the Fourteenth, and the Fifteenth Regiments the city gave numbers of its best young men. To the Thirteenth Regiment, on its return from the Philippines in 1899, Minneapolis gave glorious welcome with a great parade,—perhaps the most stirring in the city's history,—which was reviewed by President McKinley.

EFFORTS AT CHARTER CHANGING.

The sobering years of the middle nineties led up to another phase of development. They prompted the first recognition of civic duty as it bore upon municipal government—that is, the first in a decade which perforce had been given over to booming. And in 1898 came the first effort toward change in the charter since its adoption in the early eighties. There had been amendments galore—but no attempt at complete change to the extent of adopting a "home-rule" charter. The attempt failed—and it is perhaps legitimate to insert at this point in a chronology recognition of the fact that similar attempts made in 1900, 1904, 1906 and 1913 were likewise failures, the charter remaining in 1914 amended, if at all, by an act of the State Legislature.

Efforts in 1898 toward charter changes by vote of the whole people did not necessarily indicate that civic consciousness and civic conscience were synonymous terms. For shortly after the city entered upon the Twentieth Century, it passed through the experience of a municipal scandal, involving its government in disgrace. It was a scandal preceded by two or three lesser ones a few years previously, involving officials lower in the governmental scale than those caught in the meshes of the larger scandal. There is no little measure of satisfaction to Minneapolis people to know that this was not the only city disturbed and disgraced for the moment in such a manner, and to feel that the years since have for the most part, softened consideration of the man in whose administration, during 1900 and 1901, the municipal shame centered.

It is a notable fact that for the most part the municipal government has run along with little change all through the first years of the present century. The mayors in the six two-year terms beginning in 1900 have been, in the order named, Dr. A. A. Ames, James C. Haynes, David P. Jones, then James C. Haynes for three terms ending in 1911, and then Wallace G. Nye. Generally speaking, improvement that was continuous and successive began to characterize the government, in executive offices and in the council itself, (dates from the last few years of the nineteenth century.

CONFIDENCE AND DETERMINATION CAME IN 1898.

It was the year 1898 that really signaled return of confidence in the future, on the part of all the people. The faithful city builders who had passed through similar periods of depression before—some of them as early as 1857—were for the most part still foremost in public affairs, and they had been hanging on through thick and thin. The rest of the people became inspired by their example. Everyone by the time the War with Spain closed had his shoulder to the wheel again. Building activity revived, and the spread of the population began to justify improvement of the traction system.

THE STREET RAILWAY BUILDS NEW LINES.

In 1898 the Street Railway Company constructed a second Interurban Line, the Como-Harriet, between the two cities. By 1900 the company had twice improved its power sources. And by 1905 it had resumed extension of its lines in several important particulars. It built its Lake Street Cross-Town Line and connected it with a St. Paul line for a third Interurban Line. It built its line to Fort Snelling, extending it from Minnehaha Falls. And it built its double-track line to Lake Minnetonka, where it took over at the same time, or soon afterwards, most of the water transportation system.

SOME CENSUS FIGURES OF 1900.

Minneapolis swung into the Twentieth Century with a population, according to the Federal census of 1900, of 202,718, an increase of nearly 40,000 in ten years. Its business stability was re-established; its bank clearings had mounted to \$580,000,000, and its flour production passed 15,000,000 barrels. Its lumber cut had begun to fall off; the turning point in output of the sawmills of the city in 1901 reached 559,000,000 feet, but the big lumbermen were already moving westward with their mills, and Minneapolis was becoming headquarters for the financial end of the business, instead of the manufacturing end.

According to United States census figures, Minneapolis in 1899 had 789 industrial establishments, whose total output was valued at \$95,000,000 and whose employes numbered 20,000. The next manufacturing census, taken five years later, showed 21,000 employes, and an output of more than \$121,000,000.

PROGRESS IN CULTURE AND REFINEMENT.

The several periods of commercial progress in Minneapolis have had their simultaneous periods of growth of the city's soul, of its civic consciousness, of its culture and refinement. There are more and more tokens of this city sense, in consideration of institutions that have come into being. And one of these is the Minneapolis Symphony Orchestra, founded in 1903 as an outgrowth of efforts by the Philharmonics and their supporters. It was in 1901 that Emil J. Oberhoffer became leader of that organization, and musical development in two years led to the establishing of the Orchestra, and to its incorporation as an enterprise underwritten by some of the public-spirited men and women. In a few years it ventured forth to other cities, gradually making the name of Minneapolis known for culture and art, as well as for flour and lumber and hustle. And by 1914 it had earned a place among the first three such organizations in America, and had appeared before large audiences in the largest cities of the country. It has become the largest single factor in the musical education of the public and has attracted to its concerts weekly during the season great numbers of discriminating people whose musical taste has constantly grown and as constantly demanded and appreciated better music.

Simultaneous with the establishment of the orchestra in 1901 was the creation of a municipal art commission, in response to a recognition of the need for competent direction as it came to be possible to acquire works of art and to build for artistic excellence.

Within a few years, also, far-seeing business men established a civic commission, which sought by artistic planning to lay out the streets and avenues and to select sites so as to build intelligently after the manner of the nation's capital under the guiding hand of a competent architect for the whole city, instead of under the hit-or-miss direction of a multitude of builders without a city sense.

It was natural then that the people's ambitions would turn toward an art museum. Fostered by the spirit that had established the Society of Fine Arts and building around that body, the nucleus of an art institute became a tangible reality through the generosity of a few wealthy men. The Morrison residence property—oddly enough part of a tract of land which more than a quarter of a century before had vainly been offered as a park—was presented to the city as a site for a museum, and big men, who either knew the art impulse or appreciated its worth, set about raising an endowment to support a great museum. To this the city added more land by acquisition of Fair Oaks, the residence property of W. D. Washburn, and in 1911 the corner stone of the museum was laid with appropriate ceremony. Here was the creation of an institution figured in dollars at half a million, and even before its completion it was to have a bequest of twice that value from one of the men who had been chief among its original promoters.

Linked with such activities as the establishing of the Orchestra and promoting the cause of art came the building of the Auditorium, a structure which could house the Orchestra and serve, until something better could be erected, as the meeting place for large gatherings and for conventions. The city had taken on ways increasingly metropolitan as one after another the theater facilities had been increased, first with the building of the Metropolitan Opera House

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—at first known as the People's—in 1894. Ten years later the Auditorium was opened, and in the same year vaudeville came to town, to have its first lodgment in the Orpheum Theater. Within five years four other vaudeville houses were added.

THE NEWSPAPERS OF THE TWENTIETH CENTURY.

When Minneapolis entered the Twentieth Century, its chief exponents in the way of publicity consisted of four daily newspapers: The Tribune, established in 1867; the Journal, founded in 1878; the Times, founded in 1889; and the Tidende, a Scandinavian newspaper. The city had seen many a newspaper enterprise flourish, then languish. It had passed through a bitter combat with St. Paul, in which possession of a daily newspaper figured largely, and in which an attempt to carry on a newspaper as a Twin City enterprise had failed. By 1903 another daily paper, the News, was founded; and by another year the Times, a morning paper, had gone out of existence. The Tribune, with which had been connected such men as "Bill" and "Tom" King, Gen. A. B. Nettleton, Albert Shaw, Alden J. Blethen, had been acquired by W. J. Murphy. The Times had been the means by which W. E. Haskell had identified himself with Minneapolis. The Journal had been published for more than twenty years by Lucian Swift, J. S. McLain and their associates when it came, in 1908, under the control of H. V. Jones, a former reporter on the same paper. The News had introduced a new form of newspaper, as well as the chain system of newspaper ownership.

In class or trade journalism Minneapolis was by this time the home of the principal flour-milling publication in America, the Northwestern Miller, and of an aspiring literary publication, the Bellman. It had seen other weekly and monthly publications, but most of them had passed on.

These newspapers had played their part all through the advancement of the city. They had fought its battles, had chronicled its achievements and its scandals. And in most of the events brought about through the efforts of the leaders in politics, industry and the finer things of life, the daily newspapers had figured as important factors. They themselves had been subject to many changes, both as regards their own existence and as hinged upon their relation to the public. As institutions they endured side by side with the variously named but always principal commercial organization, which had its beginning in 1855 under the name of the Union Board of Trade, and was succeeded from time to time by this or that other similar association with the same object in view, and now represented by the Minneapolis Civic and Commerce Association.

COMMERCIAL AND OTHER CIVIC ORGANIZATIONS.

The story of organized effort in behalf of the whole city is interesting, especially as it is a chronicle of changes, of fluctuations in the civic and commercial spirit as a unit. Thus the business men's organization in the late sixties was the Union Board of Trade, just then incorporated. By 1881 the Chamber of Commerce had been established and represented for the time the leading commercial body, although it was primarily and essentially a grain and flour exchange. In 1884 the Jobbers' Association took its place, though its interests were centered in the wholesale trade. Six years later the Business Union took up the burden of promoting the city's interests as a whole. And in 1892 the Commercial Club was formed, uniting most of the other business elements. For nearly twenty years the Commercial Club was behind nearly every big movement, although at times a specialized organization, like the Jobbers' and Manufacturers' Association went about things peculiar to its membership. In 1901 the Club occupied fine club-rooms in the Andrus Building, then new; by 1909 it had outgrown these quarters and had, in promoting the building of a fine big hotel, arranged for quarters for itself in the Hotel Radisson. Two years later the Club's commercial and civic interests were taken over by a new organization, formed on broader lines to meet the needs of the time, known as the Civic & Commerce Association. Two years more, and the Minneapolis Athletic Club, with a new building under way, merged with the Commercial Club, the older name being dropped.

Other clubs had meanwhile been organized, to represent various interests in the city's life. The chief social body, the Minneapolis Club, was established in 1886, occupying at first a rented house at Sixth Street and First Avenue North. Later it built its own home two blocks down Sixth Street, and in 1908 moved again to a handsome club-house at Eighth Street and Second Avenue South. Other social clubs, formed later, include the Minikahda Club, in 1898; the Odin Club, in 1899; and the University Club in 1909. About this time district commercial clubs began to be organized.

In the early years of the Twentieth Century, also, came organized efforts as city betterment in another form—the establishment of settlement houses. These, by 1910, came to number several which have become important factors, among them being Wells Memorial and Pillsbury Settlement Houses, Unity House, and, though different in form and not at all a settlement house in its plan of operation, the Citizens' Club, on Riverside Avenue, a work made possible among the people of the club by the generosity of George H. Christian, builder of the clubhouse.

IMPORTANT INCIDENTS IN THE CITY'S RECENT HISTORY.

Achievements in the public's behalf took on other forms in the first year of the century. In 1911, for instance, a celebration of the city's growth in beauty covered an entire week and included pageantry and parades as well as a ceremony of linking Lake Calhoun and Lake of the Isles by canal. In 1913 the construction of a high dam in the Mississippi River near the Soldiers' Home was begun, by the Federal Government, to make Minneapolis the head of navigation and at the same time to provide power for use by the municipality and the State University. The same year marked the completion of the filtration plant and the pumping of pure water into the homes. Civil service regulations were introduced into the city offices the same year. In 1913, also, citizens who appreciated "Tom" Lowry's deeds for the public good, united in erecting a memorial statute to him at the junction of Lyndale and Hennepin avenues, near his late home.

Simultaneously the city was becoming more beautiful, by the efforts of the park board. The parkway system was being worked out, to girdle Minneapolis. The public school facilities were being increased, a

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notable addition being the new Central High School, at Thirty-fourth Street and Fourth Avenue South. Similarly the same year saw the establishment of the Blake School for Boys, a private educational institution newly located now on ample grounds west of Lake Harriet, near the Lake Minnetonka car line.

It was about 1905 that another phase in development opened, in the construction of the Dan Patch Electric Railway southward from Minneapolis, tapping a rich country theretofore tributary largely to St. Paul because of railroad operation and influence. And by 1911 construction of another similar line, the Luce Line westward to Lake Minnetonka and beyond, gave the city another suburban line such as had for some years figured largely in railway development in Ohio, Indiana, and Illinois. Such a railway was also built to Anoka, on the east side of the river.

The city continued to grow. Larger and more modern business structures were erected, among them the Plymouth Building, in its first year, the largest re-enforced concrete building in America; the McKnight, the Security Bank Building, the Donaldson office building, the huge structures in the district given over chiefly to wholesale trade, the Dyckman Hotel, the handsome retail structures on Upper Nicollet. Beautiful houses of worship, like Plymouth Congregational Church, St. Mark's Episcopal Church, and the Catholic Pro-Cathedral were built. The business men in the Commercial Club and later in the Civic & Commerce Association had exerted strenuous efforts toward obtaining a Union Passenger Station, had failed, and while seeking authorization for construction of a municipal terminal had seen James J. Hill construct a handsome station to serve the same roads formerly running into the old Union Station. Business interests, working through the Civic & Commerce Association, had attracted new industries. Interest in better living conditions led to the making of a health survey. Recognition of recreational needs led to the creation of extensive public baths at Lake Calhoun, as well as lesser such facilities in a municipal bath house on Riverside Avenue, and public baths at Camden and on Hall's Island, and in the Mississippi in North Minneapolis. Playground facilities likewise were largely augmented in the five years after 1909.

Commercially the city forged steadily forward. There was an interval of depression in 1907, reflected from the East, but the city soon got back on its feet again. Municipal government controversies arose occasionally in these early Twentieth Century years, to give zest to everyday life. Bitter rivalry over the selection of a site for a new postoffice building that was to be inadequate to its purpose even before it was completed, brought out heated advocacy of a building place on Bridge Square or on Third Avenue South facing the Milwaukee Railway station, the latter winning out. Similarly hot discussion preceded the decision of the Council to erect a new bridge across the river at Third Avenue South, as well as Nineteenth Avenue South.

In consideration of governmental affairs connected with regulation and control of public utilities, issues arose between the public and the Gas, the Electric, and the Street Railway Companies, involving the right to regulate rates or to fix the price of transportation. Each controversy led into court review of the situation, and even as late as 1914 no settlement has been reached in some of the suits. Franchise duration and terms were also in controversy. The Street Railway Company's dispute was over the right of the City Council to require it to sell six rides for 25 cents, and the courts decided in favor of the company. The Electric Company and the city fell out over rates, and their dispute has not come to any definite decision, although rates have since been reduced by the Company to points below the schedule fixed by the City Council. The Gas Company's first difference with the municipality had to do with the terms of a renewal of its franchise, and five years later, with the effort of the City Council to reduce the price of gas—an effort which opened a long road of litigation hinging largely upon the proper valuation of the company property as a basis for fixing rates so as to give the company just returns on its investments.

It was in the first decade of the new century, also, that the city took in hand the problem of grade crossings on the Chicago, Milwaukee & St. Paul Railway's tracks. Twenty years or more before, there had been a separation of grades on the Great Northern and the Minneapolis and St. Louis Railway's tracks westward from the river on Fourth Avenue North, and a drag on the development of the North Side had been removed. Council action, tested in the courts, led in 1911 to the commencement of track depression on the Hastings & Dakota tracks of the Milwaukee road, across the city from Cedar Avenue. And in 1913 efforts toward lowering or elevating the main line tracks of the same company began. Late in the same year residents of the East Side began similar efforts for a separation of grades on railroads, particularly those in Southeast Minneapolis and through the University campus.

THE CONDITIONS OF TO-DAY.

The sixty-seventh year of Minneapolis—counting time from the first permanent settlement of St. Anthony—saw a city with a population of at least 325,000; with its flour mills, the milling capital of the world; with its Art Museum, the art center of the nation west of Chicago; with its parks and boulevards, the beauty center of Western municipalities; with its new Government high dam almost completed, the potential head of navigation of the Mississippi River; with its wholesale houses and manufactories, the supply base for the great empire of the Northwest; with its steam and electric railways, the transportation center of that same empire of wheat and corn and the products of diversified farming; with its linseed plants, the chief center of industries which are linked with that form of enterprise; with its huge volume of trade peculiar to the products of the soil of the Northwest, the banking capital of this trade empire. More than most other American cities Minneapolis has grown in culture at a rate at least equal to the rapidity of its commercial progress.

So it is possible to point to commercial progress as an index to growth in the finer things of the brain and the spirit and the temperament. It is a measure of advancement to show that in this city of more than 325,000, the bank deposits at the end of 1913 amounted to more than \$101,000,000; that in that year the flour production of Minneapolis mills was more than 19,000,000 barrels, the greatest in the history of the milling industry; that the bank clearings were \$1,312,000,000; that Minneapolis daily loaded and shipped 1,001 cars of freight, and received 1,159 cars; that nearly \$13,000,000 worth of buildings were erected; that the corporate property of the city of Minneapolis was valued at \$48,000,000, against less than \$23,000,000 in 1900; that these items of corporate property included 185 miles of paved streets, 325

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miles of sewers, nearly \$15,000,000 invested in schools,
parks and parkways; that the public school popula-
tion was 48,000 pupils; and that the conveniences and
privileges of urban life through availability of edu-
cational, recreational, transportation, and other ad-
vantages were unsurpassed by those of any other city
in America.

Just at the beginning of the year 1914 an index to
the state of progress of Minneapolis as a whole was
supplied in the form of remarkable munificence at the
hands of a man who, dying, left mostly to the people
the millions he had made chiefly in the industry
around which the city has been built up. Thus it is
possible to indicate the city's acquired power to ap-
preciate, by chronicling the gifts by William H. Dun-
woody, miller, of \$1,000,000 to the stocking of the art
museum; of \$1,000,000 to \$3,000,000 to establish an
industrial school or institute for the youth; and of
smaller sums to educational and cultural institutions.
These gifts were provided by Mr. Dunwoody, in his
will, for the people of a city which sprang in 1847
and the years following, from a wilderness; but which
because it was peopled in the beginning by men and
women of culture, of refinement, of moral strength,
and of high ideals, became a municipality with a city
sense, a community with a common purpose, a unit of
society with appreciation of its duty toward the com-
mon good.

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CHAPTER XVII.

PERSONAL AND HISTORICAL REMINISCENCE
S BY PROMINENT CITIZENS.

R. P. UPTON'S NOTES ON EARLY DAYS IN ST. ANTHONY—
CHAS. M. LORING'S "VISTA OF FIFTY YEARS"—THOS. B.
WALKER'S REMINISCENCES, HISTORICAL SKETCHES,
AND NOTES ON LUMBER MANUFACTURING AT ST. AN-
THONY'S FALLS—GEO. H. CHRISTIAN'S NOTES ON EA-
RLY ROLLER MILLING IN MINNEAPOLIS AND HOW CERTAIN
RAILROADS OPPRESSED THE MILLERS.

George H. Warren's
notes on Excerpt from
the pioneer woodsmen
as he is related to them
living in the Northwest

The articles on Minneapolis history here given are
both interesting and valuable. They have been pre-
pared by citizens who had the opportunity to make
much of the city's early and important history and
were gifted with the ability and capacity to write
about it. What they have said, therefore, may be re-
garded as fairly authoritative. Of the history they
have set down it may be said that all of it they saw
and a great part of it they were.

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There may be a few errors of statement but they
cannot be many or serious. The writers have told
their stories well and generations for many years to
come will profit by and enjoy reading them. They
were written with the idea that other articles might
be prepared and derived from them, but, with only
one exception, it was considered best to present them
in their original form. Upon the whole it was be-
lieved to be unnecessary if not impossible, to try to
better them.

R. P. UPTON'S NOTES OF EARLY ST. ANTHONY.

Rufus P. Upton, who was among the earliest pio-
neers of St. Anthony, wrote, some years ago, a few
notes of certain incidents connected with the early
history of St. Anthony and Minneapolis. These notes
have been kindly furnished for use in this history by
Mr. E. K. Upton, a son of the pioneer, and the suc-
ceeding paragraphs have been derived from them.

"I arrived in St. Anthony in the month of June,
A. D. 1850," writes Mr. Upton, "from the good old
State of Maine. I spent the first summer and fall in
teaching school in the little old school house but re-
cently seen on University Avenue." Of his succeed-
ing experiences the old pioneer writes:

"The following spring found me on the first steam-
boat on my way to Davenport, Iowa, where I made an
arrangement with a nurseryman for a quantity of
fruit and ornamental trees, shrubbery, and flowers,
and also purchased a variety of poultry. The nur-
sery was planted and the poultry yard located on the
lower part of Nicollet Island, where is now the long
stone building of the Island Power Company. They
were hauled to the Island from the east side, fording
the river. This was the first nursery in the State.
The most of the fruit trees died and the remainder,
after a few years, was removed and was the beginning
of Ford's Nursery, half way between this city and St.
Paul.

"The same year—in June, I think—I succeeded J.
M. and Wm. R. Marshall in the grocery business,
which was carried on in a little store near Captain
John Rollins's old house, on Main Street, E. D.; I
lived in the rear end of the building. I remained in
this building between one and two years, when I re-
moved to King's building, near the site of the Pills-
bury 'A' Mill, and branched out into a general store
of dry goods, clothing, boots and shoes, iron, steel,
nails, glass and blacksmith's tools.

"In the fall of 1853 I leased from Col. J. H.
Stevens a store located near where the Pauly House
now stands, and stocked it with goods. Thomas
Chambers had been clerking for me for some time
and I gave him an interest in and full charge of this
store, thus constituting the firm of Upton & Chambers.
This was the first store in Minneapolis, on the west
side. The next spring (1854) the store building
burned, and I sold the stock of goods remaining after
the fire to Mr. Chambers 'on time.' Soon after he
formed a partnership with Edwin Hedderly and the
business became a success. Isaac I. Lewis had the
second (or third) store on the west side, near the site
of Harlow Gale's City Market; I sold him his stock
of goods amounting to \$2,000.

"In the spring of 1854 Capt. John Rollins, Judge
Isaac Atwater, Franklin Steele, and I went to Dr.
Kingsley's house, on Hennepin Island. The doctor
claimed the entire Island because he had jumped Mr.
Steele's claim to it, and there was a controversy be-
tween them over the property which we went to settle.
We succeeded in effecting a compromise between the
parties. Dr. Kingsley took the southwest part of the
Island, commencing near the Falls, where is now the
East Side City Water Works, and Mr. Steele took the
remainder of the Island. At the same time Capt.
Rollins, John W. Eastman, M. P. Upton and myself
obtained from Mr. Steele a lease for a flouring mill site
and water to run a mill on the east side of the Island.
The rate of rent agreed upon for the first twenty
years (I think) was \$200 per year.

"The lessees at once proceeded to build a flouring
mill. W. W. Eastman came soon after, took half of
his brother's interest, and acted as agent at a salary
of \$800 a year; M. P. Upton and I acted as treasurers
without salary. The establishment was called the
Minnesota Mills. It was 40 by 50 feet in size, and was

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of wood on a stone foundation. The millstones were three French buhrs, four and one-half feet in diameter, and two of them were for grinding wheat and the other for corn and feed. *This was the first merchant mill in the State.* At first all the wheat ground in it was brought up the river from Illinois, Iowa and Wisconsin. At that date it was not thought practicable to raise wheat with complete success in Minnesota; attempts at Fort Snelling and elsewhere had been largely total failures. The largest stock we ever had on hand for a winter's run was 20,000 bushels. The market for all our products was readily found at home. Our wheat and our goods all had to be hauled from St. Paul by teams, at an expense of from \$2 to \$3 a ton, and besides the warehouse charges in St. Paul were not small items. These and other considerations had often set the business men of the young city to discussing the practicability of navigating the Mississippi to the Falls by steamboats during the periods of very high water.

"In July, 1850, the steamer Dr. Franklin No. 2, Capt. D. S. Harris, came up to where the Tenth Avenue Iron Bridge now is, and turned in the swift current and went back to St. Paul. But the boat was handicapped; the captain was said to be 'pretty full,' the boat carried a head of steam of 120 pounds, and the river was the highest I ever saw it. The Anthony Wayne, Capt. Dan Able, had preceded the Franklin to near the Falls, and the Lamartine followed the Franklin in a few days. After 1850 a long time elapsed before we saw another steamboat at Minneapolis.

"In the spring of 1855 I purchased in Pittsburg 100 tons of iron, steel, nails etc., and ordered the stock shipped to Minneapolis. The bill of lading was to 'St. Paul or St. Anthony' and the rate of freight 90 cents to St. Paul and \$1 to St. Anthony. Knowing that without help the goods would not get above St. Paul, I drove down there to meet them. Before leaving home I met Judge Meeker, who knew my business, and he handed me a \$100 check to hand to the pilot of the steamboat as a 'persuader'—to induce him to agree to steer his boat up the dangerous channel to Minneapolis. The steamer did not arrive until the evening of my second trip to St. Paul.

"I immediately went on board and was followed by numerous citizens of St. Paul, who knew my business, and they put more obstructions and dangers in the river than belonged there. They told the captain that he would surely lose his boat if he attempted to make the trip. (They wanted the job of hauling the goods with teams.) Finally the captain put the responsibility upon the pilot and left it to him to decide whether the boat should go or not. I then showed the pilot the \$100 'persuader,' and he decided to make the trip! But the captain said it was late, and that he would not be ready to start until morning; so I returned home and the next morning hurried back to St. Paul. When I arrived I found that some of our friends at 'the head of navigation' had got the pilot senselessly drunk and laid him away! Then I negotiated with the second pilot, gave him the check, went into the pilot house with him, and he took the wheel, and we came up to St. Anthony without difficulty. Before noon we landed on the flat just below the University, the place being known as Cheever's Landing.

"This incident incited other boats to follow and helped to awaken an interest in the subject of steamboat navigation. Drawing up a paper, I proceeded to get subscriptions to a fund to bring about in some way the running of boats to the Falls. By heading it with a liberal sum myself, I succeeded in getting a subscription of \$5,000, about half of which was paid up. With this subscription paper I went down to Dubuque, where a line of boats running to St. Paul was owned. I went to J. P. Farley, who was then extensively engaged in trade, had stock in the steamboat company, and controlled the steamer Lamartine. He took kindly to the proposition I made him, talked with his associates, and called a meeting of prominent business men to whom I made a proposition to form a transportation company which should be mutually beneficial. They fell in with the proposition, and we formed a new company with which the Minneapolis interest was merged. The Dubuque parties had two-thirds of the stock and the Minneapolis men had one-third.

"Mr. Farley and I then went to St. Louis and bought the steamer Hindoo, which I partly loaded with goods for St. Anthony. We both came up on her, but by this time the summer was well advanced and the river was very low. On the rocks and rapids below Cheever's Landing the boat stuck; she was a heavy side-wheeler and drew too much water for our trade. After several ineffectual attempts to reach Cheever's, the Hindoo was compelled to drop back and finally landed my goods at what came to be called Meeker's Landing, just above the eastern end of the Short Line Bridge. The citizens turned out and graded a road up the bank, which subsequently was quite useful. After this, during the proper season, the Lamartine and the Hindoo ran on the river below. R. W. Cummings was chief clerk of the Hindoo and represented our interests in both boats. The following winter (1855-56) they were sold; the river proved to be not suited to the navigation conditions which we needed. The company then dissolved with a small profit to its credit.

"In the fall of 1856 the Minneapolis Board of Trade took hold of the matter of improving the river. About \$5,000 was raised and a committee appointed to carry out the improvement. Edward Murphy and I were members of this committee; I do not remember who the other members were. By the following spring (1857) we had removed all interfering rocks and bouyed out a channel 70 feet wide. Pursuant to an arrangement a line of boats ran that season from Fulton City, Ill., to Cheever's Landing, bringing up all our freight and many passengers. We also put a capstan on the lower end of the levee, and with a three-inch cable, more than half a mile long, helped the weak boats over the rapids with a span of horses. At Cheever's Landing were erected several houses, one of which was quite large and roomy. Not a vestige of any of them now remains.

"Then came the distinctive financial distresses of 1857-58, which 'knocked on the head' so many Western interests. We had scarcely recovered from this period of hard times when the War of the Rebellion came and for some time interfered with all our enterprises. Not long after its close the railroads came and well nigh put the steamboats out of business."

Although Mr. Upton must be regarded as among the very highest authorities on Minneapolis history, other authorities differ from him. As to early steamboat history, Hudson (p. 463) says:

"At last, in 1854, the citizens of Minneapolis and St. Anthony organized a stock company, with \$30,000 capital, and subsequently put a boat called the Falls City regularly in the Minneapolis and lower river trade. Capt. J. C. Reno, an Ohio River steamboat-

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man, came to Minneapolis in 1856, and in 1857 be-
came interested in the development of river traffic
here, and through his exertions four boats were put
regularly in the trade. During 1857 there were 52
arrivals of steamboats at Minneapolis and 10,000 tons
of freight were discharged on the landings below the
present Washington Avenue Bridge."

Mr. Upton says the first local steamboat company
was not organized until in 1855 and then with a cap-
ital of but \$5,000 instead of \$30,000, and that the
boat put in was the Hindoo. He does not mention the
Falls City or Capt. Reno. There are other disagree-
ments between the authorities.

REMINISCENCES. HISTORICAL SKETCHES AND GENERAL
REVIEW OF LUMBER MANUFACTURING IN
MINNEAPOLIS—BY T. B. WALKER.

It was an unfortunate experience that when the
settlement of Minneapolis began, the present site of
the city on the west side of the river was a Govern-
ment military reservation held for no particular pur-
pose whatever, but preventing the settlement and
building of what would probably have been the first
settlement and first city and the most important on
the Mississippi River above St. Louis.

The settlement in St. Paul began in 1838. Jack-
son's store and trading house was established in what
is now St. Paul in 1841. In 1842 and 1843 a number
of other settlers came, and in 1844 Louis Robert estab-
lished a store in St. Paul and trading posts among
the Indians and continued trading with them for
many years. The first deed recorded in St. Paul was
a quitclaim made April 23, 1844.

In 1838, Franklin Steele made the first land claim
by permit of the Government. He built a claim
shanty and hired a Frenchman to occupy it. Steele
secured the claim interests of certain officers at Fort
Snelling, and in 1848 secured a title from the United
States. His claims covered the whole east side water
power from above Nicollet Island to a point below
the Falls. Soon after, there was undertaken the con-
struction of a sawmill on the east side water power.
Ard Godfrey was sent for from Maine to construct
the mill, which was built and ready for operation in
1849. This was the beginning of the lumber business
in Minneapolis. In connection with the building of
the mill by Ard Godfrey for Mr. Steele, Caleb Dorr
and Ard Godfrey, a millwright, both from Maine,
were engaged to build the log dam across the east
channel of the river at the head of Hennepin Island.
This work was partially finished in 1848 and some
sawing was done in the mill. This original mill had
one old-fashioned sash saw that was run by water
power of only ten or fifteen feet head. Calvin Tuttle
was associated with Ard Godfrey in the building of
the mill and R. P. Russell backed up the enterprise
by furnishing supplies in the way of groceries, pro-
visions, etc.

Caleb Dorr brought from Maine in 1850 a shingle
mill which he intended to install on the Falls, but for
some reason sold it to the Government and it was
taken up to Fort Ripley and operated by mule power
for making shingles to cover the roofs of the Fort
buildings. The output of Mr. Steele's mill in 1849
was something less than three-quarters of a million
feet of lumber of rather inferior grade and rather
poorly sawed, being cut by an upright muley saw
that ran about as fast as one could climb up and
down stairs. In 1849 two additional mills were built
next to Mr. Steele's mill, making three in all. In
1850, Sumner W. Farnum leased the power com-
pany's three mills and operated them for about two
years. In 1853 Henry T. Wells invested a consider-
able sum of money in increasing the mills until the
aggregate was eight, which he controlled for a couple
of years and then, in 1857, sold them to Dorilus
Morrison, who for that year operated all of the eight
mills, each having one saw.

The Territorial Government was organized in 1849
and Judge Meeker held the first court in the old Gov-
ernment Mill on the west side, Franklin Steele being
foreman of the Grand Jury. During this year school
was opened in a log cabin which later in the year was
replaced by a frame schoolhouse, in which Rev. E. D.
Neill, a Presbyterian minister of St. Paul, preached
every alternate Sunday afternoon. The townsite of
Minneapolis was laid out to the extent of one hun-
dred acres, including what is now Bridge Square, by
Col. John H. Stevens. He gave away many quarter-
acre lots to people who would build homes and soon
a little village was started. In 1858 the town was
organized.

In the latter part of 1856, the Minneapolis Mill
Company was organized and bought the claims of
Edwin Hedderly and Anson Northrop and began the
construction of a dam for utilizing the water power
on the west side. In 1857 W. D. Washburn, then a
young man of 26, came from the old home of the nu-
merous family of distinguished brothers in Maine, and
arrived in Minneapolis on the first of May, and
opened a law office. Soon after, Mr. Washburn was
appointed secretary and agent of the mill company,
and began the construction of the dam from the cen-
ter of the river to the west bank; the work was car-
ried on during the panicky days of 1857. The Com-
pany completed the dam and was ready for leasing
sites and power during 1857, although burdened with
debts and obligations which the panic made it im-
practicable to pay.

The mills built on the west side of the river were
leased to Eastman, Bovey & Co.; Leonard, Day &
Sons; Ankeny, Robinson & Pettit, and Cole & Ham-
mond. Mr. Eastman retired from the firm of East-
man, Bovey & Co., and H. D. Eastman and H. M.
DeLaittre became members of the firm. Later this
firm purchased one of the mill-sites on the east side
dam and built a mill and operated it until in 1887,
when the east side mills burned and the Bovey-
DeLaittre Lumber Company, with John DeLaittre,
president, H. M. DeLaittre, vice president, and C. A.
Bovey, secretary and treasurer, purchased a site near
the mouth of Shingle Creek and bought the Camp &
Walker sawmill, which was located on the river bank
at the foot of First Avenue North, and moved it to
the new site, and remodeled and enlarged it.

The first mills on the west side marketed their lum-
ber by rafting below the Falls, over which the lumber
was carried in sluiceways down to the quiet waters,
where the lumber was put in rafts containing one
million or two million feet. The rafts were taken
down the river sometimes by steam tugs and some-
times being floated with the current and steered with
very large rear oars that kept them in the channel.
This piloting required very careful work and experi-
enced men to avoid breaking the rafts on the curved
banks of the river and on the bars and shallows.

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This rafting was the only way of getting to market the surplus lumber aside from that required to supply the demand in St. Anthony and later in Minneapolis and in St. Paul, although at rather an early date Prince's mill was built on the flats at St. Paul, just east of where the Union Depot now stands, which supplied the local market in large part. This method of handling the lumber was to put it into rafts of from three-quarters to one million feet in a raft. On the top of this was sometimes quite large quantities of shingles, and often Major Bassett, who had a tub and pail factory at the West Side Falls, put large numbers of his tubs and pails on the top of the rafts from his lumber mill connected with the factory, and in that way marketed a considerable part of his stock.

This method continued for several years, when the construction of railroads and the settlement of the nearby tributary lands made more of a home market. This market was opened in 1874 by the extension of the St. Paul & Pacific road from St. Paul through Minneapolis and out as far as Willmar. The St. Paul & Sioux City road was built from St. Paul through Sioux City and down to Omaha in the decade of 1870. The Milwaukee road, which had been in operation for a number of years from Milwaukee to La Crosse, was extended through to St. Paul and Minneapolis in the '70s. The St. Cloud branch of the St. Paul & Pacific was built up to Elk River, and extended on through to St. Cloud and on out to Crookston in the '80s, and the Willmar main line was carried on through to Moorhead in the same decade. The Chicago & Milwaukee, from Minneapolis through Northfield and on through Iowa, connecting with Chicago, and the Minneapolis & St. Louis, from Minneapolis to Albert Lea, were also built in the '80s; the M. & St. L. was constructed by Minneapolis men. These, with their extensions and some other roads (including the St. Paul & Duluth, the Northwestern through Wisconsin to St. Paul and Minneapolis, and the Northern Pacific through Minnesota and on to the Pacific Coast, with its branch a little later from Minneapolis and St. Paul, and the Sault Ste. Marie road), with their developments, furnished abundant outlet for all the lumber manufactured in Minneapolis after their construction.

In these days of rafting, in 1862, the writer of this article was a traveling salesman. The time was during the discouraging years of the Civil War, when trade was stagnant and it was expected that the bottom would fall out of everything. I extended my travels out to McGregor, Iowa, on the west side of the Mississippi, opposite Prairie du Chien. After canvassing that very thrifty town, into which the farmers were coming from 75 to 100 miles distant to market their grain and purchase supplies, and while I was sitting in front of the little frame hotel, a Minneapolis lumberman, Mr. J. M. Robinson, joined me. He was then a salesman member of the firm of Ankeny, Robinson & Pefit, and volunteered an account of his occupation as salesman for lumber in rafts, which were coming down the river. He was waiting for the first raft to come in in order to market and deliver the lumber, of which certain portions were to be purchased by the people of McGregor. Being very friendly, as well as a loyal citizen of the little town of Minneapolis, he gave me quite a glowing account of the prospects of the great city to be built by the great water power of St. Anthony Falls, to which was tributary a vast empire of the richest agricultural land, great forests of splendid white pine timber that would be brought to Minneapolis and manufactured and thence distributed over Illinois, Iowa, southern Minnesota, Kansas, and Nebraska. The Dakotas, to the west of us, were then regarded as arid regions unfit for cultivation or settlement, practically valueless, though comprising millions of acres, or thousands of square miles of territory.

General W. B. Hazen, of the U. S. army, located at Fort Buford, N. D., reported officially to the government, that the territory west of the valley of the Red River of the North was an arid alkali country, without rain or means of irrigation, and without drinking water, as the underground supply was alkali and unfit for use for either stock or people. In view of this report, Mr. George B. Wright, a prominent government surveyor, in talking with me about the country between the Red River of the North and the Missouri, said that he would not survey this country, if the whole tract were given to him for his work, which would amount to about two cents an acre. This sentiment prevailed to large extent until the time when James J. Hill undertook the extensions of the old St. Paul & Pacific road through as far west as settlements were extended, but presumably not farther than to the western side of the Red River valley, or ten or twenty miles west of that river. As late as 1880 or 1885, I was offered a tract of land in the village, containing about 40,000 acres, for forty cents per acre, title complete.

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While I was finding out from Mr. Robinson these wonderful facts concerning this part of the Northwest, I learned of a government surveying party going on the frontier, within two or three months, to survey a large area of the public lands. Having also learned that there was a fine line of boats running past McGregor to St. Paul, within two hours of the time that I began to talk with Mr. Robinson, I was very comfortably located on the largest of the Diamond Joe line of steamers, bound for St. Paul. I arrived in St. Paul and remained there one day, and then came on the only piece of railroad line existing in Minnesota, running ten miles up to, but not through, St. Anthony, now East Minneapolis. I landed at the depot on the east side and whereas I could walk across the suspension bridge for five cents and it would cost twenty-five to ride in the omnibus I preferred to exercise myself a little and walk and save the twenty cents, although the distance was about a mile. After arranging to go on the government surveys with the chief surveyor, Geo. B. Wright, before mentioned, in about two months (it was then June), I returned to Michigan and completed the sale of some grind-stones and then came back, landing in Minneapolis again about the 16th of August.

On the 20th of August I started with the surveying party of sixteen men for the northern part of the State, or the pine regions above Crow Wing, which was then the last town on the Mississippi above Minneapolis. We did not reach our destination on account of the outbreak of the Sioux Indians, which took place while we were traveling from St. Cloud to Ft. Ripley. The savage massacres of inhabitants by the Sioux, and the apprehension that the Sioux were moving up to get the Chippewas to join them, delayed our trip to Ft. Ripley, where we remained for several weeks and then found much danger to be apprehended in an effort to get into the Chippewa country.

The trip was abandoned and we returned to Minneapolis. I remained there until winter and then, upon my solicitation, Mr. Geo. B. Wright, the government surveyor, took a small party of us to survey some of the townships. As all the work was located in the timber, the corners were to be established by means of bearing trees, and the work could be done satisfactorily in winter; whereas, on the prairies, where mounds were to be built for corners, it was utterly impracticable to do the work. In getting Mr. Wright to go into the woods, I had arranged with Mr. W. S. Chapman to secure Indian land scrip with which to locate pine timber which I would hunt up in the surveying of the government land. This Sioux scrip was locatable on unsurveyed or surveyed lands before they were offered for general entry, and had been issued to the Sioux half-breeds, pursuant to the treaties of 1851.

We started the 12th of December with ox teams, which was the usual means of transportation on these surveying trips, and landed at Crow Wing about the 20th, when the thermometer was 24 degrees below zero. We surveyed about two months and then the ugly attitude of the Chippewa Indians made it seem prudent for us to leave and we came out, having completed the surveys of two townships and some work in another.

While I was in the woods, Mr. W. S. Chapman, who was to join me in starting a timber deal, was induced to go to California, where the timber lands—he had heard—were much more valuable than in Minnesota; so he went there, having first urged me by several letters to go with him and carry out the project there that we had talked of here. I did not accept the offer and he went to California and remained there quite a number of years and became very wealthy, and then through speculations with Friedlander, in the grain business, lost \$3,500,000, to raise which he had to sacrifice practically all of his property to cover the debt.

Joel Bassett, who afterwards came to be "Major" Bassett, through his position as Indian agent, came to Minneapolis in 1850. In 1851 he started a lumber yard in St. Paul. He obtained his lumber from the St. Anthony mills and hauled it to St. Paul, there being no mills on the west side prior to 1856, excepting the Government Mill that did not furnish lumber for the market. In 1856 Major Bassett built a steam saw mill on the west side of the Falls, at the mouth of the creek that was afterward named Bassett Creek, and that comes into the river through North Minneapolis. He ran this mill during 1856 and 1857. He lived on the river bank just above the mill, at the foot of Eighth Avenue. This mill contained a circular and a muley or sash saw, and was the first circular mill in operation in Minneapolis. It burned down in 1858, and in 1859, in connection with Isaac Gilpatrick, he built the Pioneer Mill, the first of the block of West-Side platform water-power mills. It was under construction when Bassett bought it and he put in the first gang mill built at the Falls before mentioned. In 1850, as previously stated, S. W. Farnum leased the water power company's three east side mills and operated them until his mill at the foot of Hennepin Island was completed. This mill was afterwards enlarged and became one of the most prominent mills on the Falls by having a gang and circular mill added, and which was operated for many years by Farnum & Lovejoy. This firm became one of the most prominent, next to Dorilus Morrison, as operators in Minneapolis, although they were not finally a success in handling the lumber business and trade, and met with final disappointment.

In 1850 John W. Day, known as "Wes," or Wesley Day, came to Minneapolis. In 1851 his father Leonard Day came and two years later two of his brothers came, one of them well-known as "Hass" Day and the other as "Lon" Day. For a few years Leonard Day operated the old government saw mill on the Falls West Side, which he rebuilt and put in some new machinery. He took logs from the river at the mouth of Bassett's Creek and hauled them to this old mill. In 1854 L. D. and J. W. Day began lumbering on Rum River. In 1856 the firm of Leonard Day & Sons was formed. In 1859 they built a mill adjoining the old Pioneer Mill on the platform. The firm continued as Leonard Day & Sons until in 1885, when the name was changed to J. W. Day & Co. In 1859 or 1860 Jonathan Chase, in company with Ed Jones, operated one of the East Side mills, but just before the war, Chase sold out to Jones and went into the army. It was in 1861 when Ed. Jones built a mill on the west side platform adjoining the Day Mill. In 1862 Jones built what was then a very fine large

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Minneapolis, had a fine house and stable on Fourth Street North; a Mr. Babbett lived in a large brick house, still standing, at the corner of Tenth and Park Avenue; Mr. Crafts lived in a large brick house where the Tribune building now stands; Mr. Hidden, in a large brick house on the site on which the Minneapolis Club building was erected; Deacon Harmon erected on his claim, near the Parade, a fine large house, and there were a number of comfortable one and two-storied houses scattered through the town. Nearly all of these houses, with the exception of the Harrisons', were built on the claims their owners had made on Government lands. These men were great optimists, and they believed that Minneapolis would grow to be a large city in a short time. It was surprising the things they did in the few years after the Reservation was opened for settlement. They laid out two centers, built a hotel in lower town in competition with the Nicollet, and built a bridge at about Eighth Avenue South. The rivalry between the two sections was very great and had not the lower bridge been destroyed by a freshet, it is hard to predict where the business center would be to-day.

There never was a town settled by a more enterprising, cultured, hospitable people than was Minneapolis; but alas! they could not realize that they were a decade ahead of the agricultural development of the State when they mortgaged their claims to build fine houses. The effects of the panic of 1857 came upon them like a cyclone, and with like effect, for their homes were swept away by the twelve to twenty-four percent mortgages, and when I reached the town every one of the large houses I have mentioned, except the four owned by the Harrisons, had fallen into the hands of the mortgagees and the places were for sale at a small percentage of the cost of the improvements. It may not be uninteresting if I quote a few of the prices placed upon property that was offered to me. The Jackins property, bounded by Nicollet and First Avenues, Fifth and Sixth Streets, with a good two-story house, \$3,000. The Crafts property, one acre on Fourth Street between First Avenue and Nicollet, with large brick house, \$2,500. Large white house on Nicollet, with one-fourth acre lot, \$700. The two lots on which the Andrus block now stands, \$500, and so on all through the town.

John Green preempted a claim and lived on it free from mortgage until his death, this property being now known as Green's Addition. J. S. Johnson also lived on his claim and platted it as Johnson's Addition. The home of Mrs. E. P. Wells, his daughter, and many other beautiful homes on Oak Grove Street and Clifton Avenue are on this original claim. Loring Park and the site of St. Mark's Church are also portions of it. The lake in Loring Park was long known as Johnson's Lake. From this lake quite a large stream flowed into Bassett's Creek; it was crossed by a bridge at Hennepin Avenue. The streets of the town were laid out as broad and the lots were as large as was to be expected they would be by the large-hearted Col. Stevens and his associates, but the native trees and hazel-bushes grew in most of them and it was no easy matter to get from one section of the city to another. Parties were frequently lost in the winter in going to Pudge Atwater's, who entertained frequently, as indeed did many other householders, and the houses were so scattered that the route to them was by a deviated course. The town was dead, very dead, but not the people. They were philosophical over their losses and were as cheerful and hospitable as if their dream of wealth had come true.

There was but little money in circulation, and that was called "wildcat," and its value constantly fluctuated. If one took a bank note at night, it might be of little or no value in the morning. Trade was carried on very largely by "barter." It was said that shingles were a legal tender. The people had little or nothing to do, and they helped one another to do it. But provisions were very cheap and the farmers were always willing to take "store pay." Hind-quarters of beef were three cents a pound, eggs five and six cents a dozen, chickens three to five cents a pound, and maple wood from \$2.00 to \$2.50 a cord. I made an arrangement with the proprietor of the Nicollet to board my wife, two-year old boy, and myself for six dollars a week for the three. This included laundry and fire. Fletcher had the best quarters in the house, and I the next. We were the only married people in the house, except occasionally transients who stayed a day or two.

There were several young men boarders with whom we soon made acquaintance which lasted a life-time. We noticed that all the men we met were called by an abbreviated name. I did not hear one called "Mr." So and So, but all were "Tom, Dick, and Harry." There was in one family "Gene" Wilson, who became a noted lawyer and M. C.; "Dave" Redfield, also a lawyer of note; "Mae," Hon. W. W. McNair, prominent in after years as a lawyer, business man, and politician; "Thompson," J. H. Thompson, who became a wealthy merchant, member of the City Council, etc.; "Fletch," Hon. Loren Fletcher, merchant, political fighter for Minneapolis, etc. There were a number of citizens who gathered at the hotel to learn if there was any news. Among them was "Jake" Sidel, who brought \$20,000 in gold from Pennsylvania, and carried it about with him in a hand-bag several weeks before deciding to open a bank. He became the first president of the First National Bank. A very interesting visitor was called "Bill" King, afterwards known as the Hon. W. S. King, M. C., the greatest "boomer" the city ever had; no citizen did more than he toward laying the foundation of the present city.

"Doril," Morrison became a wealthy lumberman and mill owner, and the first mayor of Minneapolis. He was engaged in lumbering when the "boom busted," and like the majority, owed a great many people, among them men who had worked for him in the woods. One day a delegation waited on him and told him they were going to "lick" him if he did not pay. He was a very dignified man. He faced the men and said; "All right, gentlemen; all right; if you can get any money out of my clothes, I wish you would. I have been trying to find some for two months." He did not get "licked" and the men did not get the money, as there was none, but he had a supply store and they took their pay in goods. Later, when the Northwestern Bank was organized, Mr. Morrison was made its president; business had improved, and there was more money in circulation, but his demands were larger than the supply and he constantly overdraw his account. The cashier said to him, "Mr. Morrison, the directors think you ought not to give checks when your account is overdrawn." Mr. Mor-

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ison replied: "Throw them out." The cashier replied: "It does not look well to throw out the checks of the president." "Pay 'em, then; pay 'em!" He lived to be able to own several banks. He was one of the most honorable men I ever knew, but he could "stave 'em off" when hard up. I once heard a gentleman who held a note of five thousand dollars against him say to Mr. Morrison, "Doril, you can never pay this note, give me a new note for fifty cents on the dollar and I will destroy this." Mr. Morrison replied, "If I can pay fifty cents you will still have a claim for twenty-five hundred dollars and I shall pay that," and he did within two years.

There was a tall, muscular young fellow who seemed a favorite with every one, whom they called Brackett. There was great jealousy between the citizens of St. Anthony and the "upstart village" on the West Side, and occasionally when some of the "East Siders" celebrated, a number would come over the bridge with the avowed intention of "cleaning out" the Minneapolitans. Bridge Square was an open field on which there was many a skirmish between the warriors of the two villages. George Brackett, his brother, and two Goff boys defended the honor of the younger city, and it was said they were always victorious. George Brackett from that day to this has been fighting for Minneapolis, and as chief of the fire department, alderman, mayor and all around progressive citizen, has won every battle.

A young, genteel gentleman who came to the hotel occasionally and was always in evidence on every public occasion, was called "Bill" Washburn. He was Surveyor General of Logs and agent of the Minneapolis Water Power Company. This company had built a dam and was ready for business, but there was no business. The first mill power that was utilized was given to a man who established a small machine shop on the site. "Bill" Washburn was for many years known by his fellow citizens as the Hon. W. D. Washburn, legislator, member of Congress, U. S. Senator, railroad projector and builder, and leading citizen.

Isaac Atwater, who pre-empted a farm on the river bank and erected a house which for many years was the center of hospitality, was a Justice of the Supreme Court; "Bill" (W. W.) Eastman built the first paper mill and the first flour mill; E. S. Jones, one of the noblest of men, with J. E. Bell, organized the Farmers & Mechanics Savings Bank. J. E. and D. C. Bell had a small country store and they devoted much time to the up-building of the town. Frank Cornell, a young lawyer, became Justice of the Supreme Court.

And so I might go on, naming so many good men I met in that winter of 1860-61, who in after life became prominent in political and commercial circles. It seems now that a large majority of the citizens of the village were men of rare ability. Is it any wonder, that with such a start, Minneapolis became one of the most enterprising cities in the country?

The business section of the village was between the river and Second Street, and its buildings were cheap wooden structures, nearly all of one story with a square front and as ordinary a lot as can be seen today in the smallest villages.

During the winter, "Fletch," who had a small dry goods store near the bridge, proposed that I join him in business and purchase the largest building on Bridge Square, which proposition I accepted, and the firm of L. Fletcher & Company was organized. I had not been in business a great while before I found that my new partner was a "sprinter." With "Gene" Wilson, "Dave" Redfield, "Pat" Kelly, and one or two others he would propose that we close the store and go out on the square and see the foot races. I soon found that "Fletch" and "Gene" Wilson were the champions, with "Fletch" the favorite. Everybody closed their stores to go to the races. "Fletch" was so elated with his success on the square that he went into the race for a seat in the State Legislature and won, and for twelve years, two as Speaker, he fought for the interests of Minneapolis and his State. Then he made the race for Congress and, as usual, won that, and for twelve years he worked as an M. C. for this city, State and country, when he began to realize that younger men had aspirations for political powers, and he retired, after thirty years of valuable service.

In the early part of the year 1860, a man from La Crosse named Winslow, conceived the idea of building a telegraph line from his town to St. Anthony and Minneapolis. He solicited subscriptions from the towns along the river and it was said that he had quite a surplus left after he had finished. He sold the line to Simmons & Haskins, who owned a line from Milwaukee to La Crosse. The new owners visited Minneapolis and they decided to take down the wire between here and St. Paul, as the receipts were not enough to pay the salary of the operator. The merchants of Minneapolis held a meeting and arranged with the owners of the telegraph line to leave the wire and they would make up the amount the receipts were short of paying the salary. All were anxious to receive President Lincoln's inaugural message, but the operator refused to take it unless he was paid extra, so a purse of forty dollars was subscribed, and a large number of citizens sat up nearly all night and heard the message read. The next morning the operator disappeared, and we were without telegraph news for several days.

After having decided to become a citizen of Minneapolis I hired a house on the outskirts of the town which at that time was considered one of the best in the village and for which I paid but six dollars a month rent. It is still standing on the corner of Third Avenue and Sixth Street. There were not over five or six houses south of it and cattle were pastured on the prairie around it.

At the breaking out of the War every young man who could do so enlisted and we saw the boys gather at Fort Snelling and embark on steamers for the South. Of the First Regiment but few returned. George Brackett went with them, and we lost his influence for a time. The War caused a demand for flour and farm products; business improved and money became a familiar object again, but the Sioux Indian outbreak, in 1862, caused a panic among the residents of the village, and several sold their holdings for anything they could get and left the State. It was predicted that it would be years before Minnesota would recover from the effects of the great Indian Massacre. Day after day crowds of refugees swarmed into the city and had to be provided for. I saw two children whose wrists had been cut by the savages, and several men who were wounded. The Indians came within twenty miles of the village after their attack on Hutchinson, where a spirited little battle was fought. Our citizens prepared for the defense of Minneapolis, but fortunately the Indians turned westward and the danger was over.

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When the Government began paying bounties for soldiers money became quite plentiful, and it was expended with great prodigality. Women whose husbands had received the bounty and gone to the War, came in from the farms and purchased everything that struck their fancy. It seemed as if they thought the first few hundred dollars they ever possessed would last forever. Business improved and the town began to grow. New people came into the village and upon the farms, but it was not until 1865 that there was much building. However, it did not take much to excite the enthusiasm of Minneapolitans.

On Saturday evenings a number of the prominent business men of the town met at the office of McNair & Wilson to play "old Sledge," or some other game, and incidentally talk over village affairs. This was really the first civic association in Minneapolis. One evening one of the club remarked that the town was growing and cited several men who had come with money to invest, and the talk became general. About this time "Jimmie" Cyphers, who had the only restaurant in town, a small room 10x20 feet, served the usual Saturday evening refreshments to the Club. As the meal progressed some of the members became more and more enthusiastic about the growth of the town and rashly stated that they believed that some day there would be fifty thousand people in Minneapolis. Another member said if that were to be so it was time to be looking out ground for a park. W. W. McNair said that one of his Eastern clients had twenty acres of land that he would sell for six thousand dollars and take certificates drawing 7 per cent in payment. It was decided then and there that a town meeting should be called for the purpose of considering this proposition.

The meeting was held in a building on the corner of Washington Avenue and Second Street, owned by Mr. Dorilus Morrison, and was quite largely attended. There was a long discussion, in which one prominent citizen stated that there would never be a house south of Tenth Street, and that the whole country was a park; then, with vehemence, he declared that the young fellows who favored the purchase would ruin the town with their extravagant ideas. When the vote was taken the "young fellows" were in the majority, and the resolution to make the purchase was carried. The supervisors were instructed to issue the certificates, but they were opposed to the project and allowed the matter to go by default. This property is now bounded by Grant and Fifteenth Streets, and First and Fourth Avenues South.

About this time Mr. H. G. Harrison built the stone building on the corner of Nicollet and Washington Avenues; in the third story he provided a hall where for many years all the entertainments were held. One of the store-rooms in this building was taken by J. E. and D. C. Bell, and into it they moved their dry goods stock from Bridge Square. Nearly everyone predicted their failure through getting so far away from the center of trade which was between First and Second Streets. But the young men who had participated in but survived the battles of the South were returning, and their influence in building up the town was soon felt and business improved. The fame of the prosperous young frontier city reached the business centers of the country, and cultured young men came from the Eastern States to assist in making Minneapolis the Queen City of the West.

In 1865 all the business buildings on the west side of Bridge Square were destroyed by fire, and in 1866 all on the east side of the Square were destroyed. The rebuilding of these stores brought many to the city and it was at this time that the structures now facing the Gateway Park were erected. They were considered palatial; that erected by Fletcher and Loring was long known as "the Masonic Building" as all of the Masonic lodges were housed in its third story. There has not been a building erected since that time that created more favorable comment by the press and the people. John S. Pillsbury built a stone building adjoining the Masonic Block and moved his hardware stock from St. Anthony into it. This same year he opened the State University whose windows had been boarded up several years, and until his death he was the honored president of its Board of Regents. He was another son of New England, who as merchant, legislator, and Governor of the State, did noble work for the city of which he was so proud.

It would not be possible to name all who have added renown and brought prosperity to our city, but I cannot refrain from mentioning a few who were most intimately connected with its development.

The Regents of the University, in searching for a president, met in the East a young Colonel of Engineers who had served with distinction through the Civil War, and induced him to become the head of that educational institution which had been closed for several years. It was not a very tempting offer for an ambitious young scholar, but fortunately for the State, Dr. W. W. Folwell decided to assume the responsibility and began his work here under discouraging conditions, but these he overcame, and for nearly half a century he has been a power in the up-building of the city.

Rev. Dr. James H. Tuttle, who came in 1866 as the pastor of the Church of the Redeemer, soon made his influence for good recognized. He served his church and worked for the interest of the city, and after twenty-five years he resigned his pastorate and passed from this life in 1895, mourned and beloved by all who had ever met him.

A tall, slim young man arrived in the city one day in 1867 and rented rooms over a store in a small wooden building situated on the corner of Second Street and Nicollet Avenue, and put up a modest sign, reading, "Thomas Lowry, Attorney at Law." As the rent of the rooms was rather beyond his means, he shared them with a young doctor, who came the same year, and whose sign read, "Dr. H. H. Kimball." Mr. Lowry became the president of the Twin City Electric Railway Company and president of the Minneapolis, St. Paul and Sault Ste. Marie Railroad Company, and one of the most public-spirited, generous, lovable of citizens. He passed to the other life in February, 1909, and the citizens are erecting a beautiful monument as a token of their love for his memory. Dr. Kimball is still practicing his profession.

Among the young merchants of the early days were two brothers, "Pat" and Anthony Kelly, who had a small grocery store on the corner of Second and Washington Avenues, and who became the first wholesale merchants in Minneapolis and did much to develop the trade of the Northwest. They often told of their first wholesale customer who came to the little store for a chest of tea. Take all they had in stock, and it would not amount to a chest, so they took what they had, purchased what they could from other grocers, and filled the order.

Among the young men who came to Minneapolis to take up life's work was Thomas B. Walker, energetic, honest, and with great natural ability, he gradually climbed the ladder of prosperity until he became one of its foremost citizens. His great work as president of the Library Board and in the encouragement of art and civic improvements will long be remembered by future generations, and the several large buildings he erected will stand as monuments to his enterprise.

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In 1867, R. J. Mendenhall built the two-story stone building on the corner of First Street and Hennepin Avenue for his bank, at a cost of ten thousand dollars. This was considered an act of extravagance, and was unfavorably commented on by the patrons of the bank.

This same year Mr. John W. Pence built, on the corner of Second Street and Hennepin Avenue, the brick building now standing. The upper stories were finished as an auditorium and the building was called the Pence Opera House. The walls were of common white plaster and looked very cold and inhospitable. An effort was made to have Mr. Pence decorate the walls, but he said the building had cost more than he had anticipated, and he could not afford to put in any more money. So a fund of \$1,500 was raised by subscription and the auditorium decorated, and we were very proud of our opera house. At the dedication, Hon. W. D. Washburn delivered an address in which he congratulated the citizens upon having such a magnificent place of amusement, and upon the growth of the city. He predicted that at the rate the city had grown in the past five years that it would not be long before it would contain 50,000 inhabitants.

In 1872 the cities of Minneapolis and St. Anthony united as one municipality which began to grow with wondrous strides, and several young men were attracted to it and became active in its development. From New York came George R. Newell, who engaged in business with H. G. Harrison, founding the wholesale grocery house now known as George R. Newell & Company, one of the largest in the Northwest. Mr. Newell is one of the progressive citizens whose names may always be found among the list of workers for the improvement of the city.

From Massachusetts came John S. Bradstreet, who, more than any other, has led the citizens to higher ideals in the artistic embellishment of their homes. This influence in city building has been invaluable.

Mr. E. J. Phelps joined Mr. Bradstreet, and for several years was a member of the firm; he retired to engage in banking and is now a prominent capitalist. He is a public-spirited citizen and, as president of the Board of Park Commissioners, is doing good service.

Fresh from college came "Charley" Reeve, who engaged in banking business and soon became a general favorite as he still is, as General C. McC. Reeve, a title he earned and received during the War with Spain.

"Jim" Gray, after graduating from the University, took up newspaper work and was soon noted as a reporter who knew what he was writing about and he had the confidence of everyone. He is now the Hon. James Gray, ex-Mayor, near-Governor, and an interesting writer on the Journal.

Wallace G. Nye, after learning the drug business in Wisconsin, heard that Minneapolis was a thriving village, came to see if all the wonderful stories he had heard about it were true, and he saw and was conquered, and started a drug store in North Minneapolis. His neighbors soon learned the metal that he was made of and elected him to various positions of trust, and now he is the progressive mayor of this progressive city.

Then came William Henry Eustis, full of the breeze and energy he had imbibed from the ozone of St. Lawrence County, N. Y. He, too, became an active worker for the city of his adoption and whenever a strong man was needed to help in any project for the good of the community, the call was for Eustis. It was thought that he was needed as the head of the municipal government, and the people elected him to the office of Mayor.

And now I am down to the year 1880, when the young fellows came in so rapidly and made places for themselves in the growing city that I could no longer keep track of them, and if I could, it would take a large volume to record the history of their success.

But what of the pioneer women? It would be a pleasure to mention each individually and record the large part she played in the development of the city. First and foremost, the stranger was welcomed and made to feel at home, and one of my most grateful recollections is of their unbounded hospitality. As far as early conditions would permit they were engaged, too, in altruistic work of a public nature like women of the present day. There were many beautiful gardens in which flowers were grown, and as early as 1866 a flower show was held in which nearly every lady took an active part. They organized church and social societies and entertainments for the young. A happier, more intelligent and cheerful group of women never blessed a new country. The Minneapolis Improvement League, which is still doing active work, is the successor of one of these earlier organizations. Other improvement leagues and the Women's Club of today are the result of that spirit for civic betterment which was born with the pioneer women.

Nearly all of the pioneer workers have passed to the other shore, but those who have succeeded them imbibed their spirit and are continuing their work in such organizations as the fifty or more Improvement Leagues, the Commercial Club, the Civic and Commerce Association, the Society of Fine Arts, and many other associations which have made Minneapolis what it is today, one of the most prosperous and beautiful of all the American cities.

Was there ever another city with such a glorious past! The example that was set by the early settlers has been followed by those who came after them, and the future promises to be as bright as that of the past. The little village has grown to be a great city, and it is not so great a stretch of the imagination for the citizen of today to predict that, in a few years, the population will exceed one million, as it was for those of 1865 to prophecy that some day there would be fifty thousand people in Minneapolis.

EARLY ROLLER MILLS AND THEIR TREATMENT BY THE
RAILROADS—BY GEORGE H. CHRISTIAN.

The state of the art of milling wheat in 1870 in Great Britain was behind that of Continental Europe. The English mill owner, inheriting his property, is apt to leave the mechanical conduct of his mill to subordinates, who, satisfied with following in the footsteps of their predecessors, are wont to set their faces steadily against new devices or machinery; nor are his common workmen the equal of the same class in America in the manipulation of machinery. The English public, too, were satisfied with their bread, ignorant of the better quality of the Continent.

In 1870 the most important of the then new machinery originated in France, and as it happened to be of a peculiarly difficult character to operate, requiring expert care, it was not adopted by the English. In the country, knowledge of the art was derived from the British, and we were quite ignorant at that time of the progress made upon the Continent.

The hard spring wheat of Minnesota was unfit for the old style milling; the greater force required to crush it, ground up the bran to an important extent and darkened the flour. The improved method treated the wheat by gradual reductions, and when in 1870 I was induced to try the French machinery and shortly after when I abandoned the traditional mill-stones, and adopted chilled iron rollers for reducing the wheat after the German method, I found the combination of the French and German improvements of peculiar advantage for Minnesota wheat. And whereas the New York and Boston markets had before relegated the flour of the Northwest to a second or third place (preferring the flour of the softer winter-wheat, some spring wheat millers even occasionally branding their flour as from St. Louis, Mo., the headquarters of winter-wheat flour in those days of unregulated business), after these improvements had been installed they preferred the Minneapolis flour, and its price, for the quality, at once sold at two to three dollars per barrel in advance. This magic change was felt like an electric shock in Minnesota throughout all kinds of business for wheat. The principal and almost sole agricultural product of the time, spring wheat, shared the advance of flour, and the rapid development of the Northwest set in with ever increasing force.

It was my fortune to be the first to introduce this new process of milling in this country. It was done in the Washburn Mills of Minneapolis, which I was operating under the firm name of George H. Christian & Co., and from here its adoption spread over all the United States with wonderful rapidity, while the flood of improved flour from this country so filled England that the millers there were forced to take it up.

Its use required a large reduction in the output of flour, rendering for several years the profits abnormal. This attracted the army of sharks which haunt the patent office at Washington. They forthwith proceeded to take out patents for the machinery, easily finding a man who claimed to have invented it, and even patenting the very process of making flour from wheat. One cannot believe that such patents should have been issued by the Patent Office, and can hardly believe that they were issued without undue influence.

All of the principal mills of the United States were sued for royalty, and the Washburn Mills, in which these improvements first saw the light in this country, were enjoined by the courts from making flour by this machinery and forced to give bonds for \$250,000. It cost several years of anxious effort and an expenditure of several hundred thousand dollars before the mills of America were able to show the falsity and wickedness of these claims, but the patents were finally defeated.

But resistance against such injustice was not the only trial which the flour manufacturer had to endure in those days. The law regulating interstate commerce had not then been framed, and railroad managers ran their roads as if they were their own personal property, and did not recognize the right of the public to complain of unjust preferences in making rates of freight. The general manager gave reduced rates to favorites and to large shippers, and the scheduled rates were only applied to the unfortunates without influence or whose business was not large enough to attract favorable attention. When the general manager came to the city he was besieged by shippers of all classes asking for reduced rates that they might be in position to meet competition or perhaps to crush it. Rebates were granted on every species of merchandise and not always for considerations of advantage to the railroad. No one knew what was the lowest rate, for all rebates were secret and paid at the headquarters of the road.

On one occasion the Chicago, Milwaukee & St. Paul Railroad which was the only railroad reaching from Minneapolis to Milwaukee or Chicago, put a wheat buyer on the streets of Minneapolis to buy of the farmers bringing their wheat by team to this market, erected a warehouse and paid prices for wheat which were designed to destroy the milling business here. This was done because the millers sold me flour which I shipped at a period of high water by steamer from here via St. Louis and Pittsburgh. The policy of that road was at that time distinctly hostile to Minneapolis. It distributed agents along the Minnesota Valley Railroad (now the C. M., St. P. & Omaha Ry.), between Shakopee and Mankato, to buy wheat and ship it to Milwaukee at a time when wheat was exceedingly scarce and the millers could not get near enough to supply their trade with flour. Their agents paid prices which made wheat cost the Minneapolis millers who bought in competition ten to fifteen cents per bushel more than the Milwaukee price (then the governing wheat market) less the established rates of freight, while the millers were obliged to pay the freight to Milwaukee or Chicago, as high as eighty cents per barrel of flour, more than it often costs to ship to Liverpool, England, in these days.

The Minnesota Valley Railroad had its general offices in St. Paul and regarded itself as a St. Paul enterprise. It allied itself with the Milwaukee Road in the purchase of wheat, giving that road, without doubt, a large rebate from its scheduled tariff to Mendota, where it joined the Milwaukee, while the Minneapolis millers had to pay its full tariff. Never-

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theless when I complained at a meeting between its President, its General Freight Agent and myself of this discrimination, the General Freight Agent said, "Why do you Minneapolis millers buy wheat on our road? We don't want you!" Such was the hostility felt by St. Paul railroads towards Minneapolis merchants. This same road owned the grain elevators for receiving and storing wheat along its line. It gave to this man their management and agreed to let him have what he could make, he guaranteeing that the railroad should be at no loss.

In those days no wheat was shipped to this city except it had been previously bought by the millers, who bought direct of farmers' teams, placed the wheat in these elevators, and obtained a receipt for it. The wheat was mingled with other wheat of the same grade and when the miller had accumulated a car load it was shipped to Minneapolis. When the wheat arrived here and weighed out, it was generally short more than a normal amount, and in some cases as high as one hundred bushels per car of the quantity the railroad agent (who was also the elevator agent) had billed as shipped. No reclamation for this shortage could be obtained. Without doubt when all wheat was shipped at the end of the season to the various millers and others, the elevator at each station was found what is technically called "over," or with a quantity of wheat accumulated by this rascally method, to the profit of the agent or some one else.

There was a quantity of wheat in a St. Paul elevator one winter and I was anxious to buy it and bring it to Minneapolis to grind. There was no published tariff on wheat to Minneapolis from that city. I called upon the general manager of the St. Paul & Pacific Railroad, now the Great Northern, and asked for a rate. After much hesitation I was given a rate which evidently he thought prohibitive. I immediately accepted it, but before I could get out of the office I was informed by this St. Paul partisan, with a round oath or two, that the rate was withdrawn and that the railroad would not carry wheat from St. Paul to Minneapolis at any price. This wheat, be it remembered, lay at the eastern terminal of the road; there was no mill in St. Paul to grind it, and the railroad manager could not expect to earn further freight from it, for it must pass east by the only route, the river, at the opening of navigation. Hatred of Minneapolis was paramount to his duty to his stockholders.

I was asked by the general manager of the Lake Superior & Mississippi Railroad, now the St. Paul & Duluth, to go down to Lake City, Red Wing, and other points on the Mississippi where there were grain warehouses, to buy the wheat stored there, have it brought to Stillwater by boat, and from there he promised his road would bring it to Minneapolis, at a reasonable rate. This I did. The scheduled rate, a prohibitive one, was however collected, with an understanding that the freight department would refund me the difference. I sent in my account but could get no response. This road was leased by the Northern Pacific. I began to hear ominous rumors of the financial condition of the Northern Pacific and urged my claims the harder, without effect. The amount involved was large and at last in desperation, I unloaded the last of my wheat on that road (it was a large quantity) at the end of the season of water navigation and refused to pay the freight. Suit was commenced against our firm, but in a short time the company concluded to carry out their agreement and the suit was withdrawn. Soon afterwards the road was in the hands of a receiver. The local freight agent of the same road received through error of the bookkeeper from me an over-payment, but nothing was said about it, nor did I discover it until an employee of the railroad agent was discharged who came to me saying, "When rogues fall out honest men get their due," revealing the mistake, when, of course, the money was returned. In those days free passes for travel were generally distributed to those whose good will was thought of advantage to the railroad. *Judges of the court traveled on these passes.*

We relied upon the territory covered by the St. Paul & Pacific for the greater part of our wheat. That road owned in Minneapolis a grain elevator near the corner of Washington Avenue and their tracks. This elevator received all the wheat consigned to Minneapolis millers. It was weighed in, but the railroad refused to weigh it out or be responsible for an equal weight delivered. A grain bin was assigned to each consignee. The miller hauled the wheat as he needed it. On one occasion a carload of mine was carelessly dumped by the railroad agent into my neighbor's bin. The railroad refused to refund or to call on my neighbor to refund, who found his wheat was over what I was short. It seemed a hopeless thing to sue the road as they held my receipt for the wheat, for they always required a receipt before the wheat was touched. I therefore announced I would receive for no more wheat until I had verified the count upon hauling it out. The railroad company refused to let me have any more wheat unless receipted for before hauled. I let my wheat remain with the railroad company until the constantly arriving stream filled the elevator, and the unloaded cars covered all their tracks. They then notified me that double storage rates would be charged on all my wheat to that time and I could have my wheat except a few thousand bushels which they would hold as a test. When I got ready to grind it I replevined it and sued for damages. The lower court decided that it was a reasonable regulation to make one sign even before an opportunity to verify could be had. The judge added *that if I did not like the regulation I need not buy wheat on the line of that road!* I appealed to the Supreme Court, and of course the judgment of the lower court was reversed. I got my wheat and the railroad paid damages. This leads to the reflection what a change in the attitude of railroad managers the Interstate Commerce law has wrought and the decisions of the Supreme Court of the United States, to-wit: that railroads are the servants of the people and can be compelled to do their duty. Respected judges, schooled in the practice that railroads were an irresponsible power, could join with railroad managers in dictating to the troublesome public, either to servilely submit to arbitrary injustice or cease to do business!

Indeed it was not uncommon for a railroad management to attempt to destroy a business or a city as we have seen. A superintendent of the only railroad reaching to the Lake ports told a firm of terrified Minneapolis millers that he would make grass grow in front of their mill door, because I shipped flour down the river by boat which I had bought of them. If one should make this threat now he would not be pleased with his treatment. I well remember with what misgivings the first enactment of the Interstate Commerce law was received by the public in general. It was generally predicted that the reign of the mob had commenced and property was no longer sacred. As a matter of fact the regulation of railroads has been an inestimable blessing. Man when he is possessed of irresponsible power is a rather despicable creature.

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CHAPTER XVIII.

THE BANKING INTERESTS OF THE CITY.

SKETCHES OF SOME OF THE IMPORTANT AND TYPICAL BANKS AND TRUST COMPANIES OF MINNEAPOLIS—THE FIRST NATIONAL—THE NORTHWESTERN NATIONAL—THE SECURITY NATIONAL—MINNEAPOLIS TRUST CO.—MINNESOTA LOAN AND TRUST CO.—THE STATE INSTITUTION FOR SAVINGS—FARMERS AND MECHANICS SAVINGS BANK—SCANDINAVIAN-AMERICAN NATIONAL—METROPOLITAN NATIONAL—ST. ANTHONY FALLS BANK—THE NATIONAL CITY BANK OF MINNEAPOLIS—THE GERMAN-AMERICAN NATIONAL—EAST SIDE STATE BANK.

The first bank at St. Anthony was established by Richard Martin, in 1854; later the same year Farnum & Tracy started. The first bankers on the west side of the river were Simon P. Snyder and Wm. K. McFarlane, who came in 1855. They not only established a banking house with ample capital but engaged somewhat extensively as dealers in real estate. They did a great deal for the advancement and progress of the young city. C. H. Pettit came also in 1855 and founded the second bank in Minneapolis proper.

From the very first years after they came into existence the local banks have operated for good to an extent surpassing the money exchanges of almost every other American city. The chief factors in the development, growth, and prosperity of Minneapolis have been its mills and other factories, and these could not have succeeded but for the banks.

Following are notices and sketches of a few of the banks of the city, leading in their character and regarded with great favor in the public estimation. The few mentioned here are typical and representative of the whole number.

FIRST NATIONAL BANK.

The First National Bank of Minneapolis was founded under circumstances of more than ordinary romance and adventure, and the history of the institution is in brief and by implication that of the region in which it is located. The sum of \$10,000, on which it was founded, was brought by stage in 1857 to what was then the little village of Minneapolis. The money belonged to J. K. Sidle, a young man from the city of York, Pennsylvania, and he brought it for the purpose of starting a bank. He secured the assistance of Peter Wolford in the enterprise, and together they established a private bank under the firm name of Sidle & Wolford, which carried on a flourishing business for a short time before being incorporated as a State institution under the name of the Minneapolis Bank.

In 1864, in obedience to a call from President Lincoln, banks all over the country hurried to nationalize under a new banking law then recently passed by Congress. The Minneapolis Bank made application for a charter under which to work as the First National Bank of Minneapolis early in the year, but it was not until December 12, that year, when the application was perfected and the capital was all paid in. The first stockholders and directors were J. K. Sidle, H. G. Sidle, Henry Sidle, G. Scheitlin, Loren Fletcher, D. C. Bell, E. A. Veazie, Anthony Kelly, E. B. Ames, Capt. John Martin, and W. A. Penniman. J. K. Sidle was elected president and H. G. Sidle cashier. Later Geo. Pillsbury became a stockholder and director, serving until his death. The last statement of the Minneapolis Bank, made on May 31, 1864, showed resources amounting to \$126,960.03, a capital stock of \$60,000, and deposits aggregating \$41,922.92. The First National Bank began business with a capital stock of \$50,000, which was increased to \$100,000 in 1872, to \$200,000 in 1874, to \$600,000 in 1878, to \$1,000,000 in 1886, and to \$2,000,000 in 1903, the sum at which it now stands. In 1894 F. M. Prince was elected cashier, and in January, 1895, vice president, being succeeded in the cashiership by C. T. Jaffray. At the same time Captain John Martin was elected president. On the death of Captain Martin, in 1904, Hon. John B. Gilfillan was elected president. But after two years Mr. Gilfillan was made chairman of the board of directors and Mr. Prince was elected president. The officers of the bank in 1913 were: F. M. Prince, president; C. T. Jaffray, A. A. Crane, George F. Orde and D. Mackerchar, vice presidents; H. A. Willoughby, cashier, and G. A. Lyon and P. J. Leeman, assistant cashiers. The board of directors consists of: J. B. Gilfillan, chairman; George C. Bagley, Earl Brown, E. L. Carpenter, R. H. Chute, Hovey C. Clarke, A. E. Clerihew, Elbridge C. Cooke, Isaac Hazlett, Horace M. Hill, W. A. Lancaster, A. C. Loring, John D. McMillan, John H. McMillan, S. G. Palmer, E. Pennington, Alfred S. Pillsbury, Charles S. Pillsbury, R. R. Rand, John Washburn, F. B. Wells, A. M. Woodward, F. M. Prince, C. T. Jaffray, A. A. Crane, and George F. Orde.

In 1906 the bank built its present banking house at the corner of First Avenue South and Fifth Street, in the center of the business district of the city. The building has a frontage of 165 feet, is forty feet high, and is especially worthy of commendation for its excellent light provisions. The floor space of the main banking room contains 15,000 square feet, and the institution is fully equipped in the most modern style for its work. In addition to the usual departments of business conducted by banks, the First National has an equipment of safety deposit vaults; a ladies' department, with a rest room for this class of its patrons and other provisions for their comfort; a saving department, and a foreign exchange department. It was one of the first banking institutions in the country to distribute a portion of its earnings each year to every member of its staff. This it does by crediting to the account of each man the bonus allowed annually for ten years and paying interest on the fund thus accumulated, which matures and the whole amount becomes payable at the end of that period. It has also established a pension fund for its employes whereby each of them, after he has served fifteen years from his twenty-first birthday, is entitled to a pension if he becomes incapacitated, or he may retire on his pension when he reaches sixty years of age. In case of his death his family receives a definite amount of care and assistance from the bank. The institution has long realized that a large part of its business success is due to the proficiency of its employes, and has felt it a duty to give them a part of what they help to earn.

This enterprising and progressive institution, which is one of the leaders in the banking business in the country, will in 1914 celebrate its fiftieth anniversary. It has done its whole duty in aiding the development and progress of the Northwest, and done it well. The aggregate of its resources is now nearly \$35,000,000, and the volume of business it transacts is enormous. No financial panic, however widespread and generally disastrous, has ever shaken its firm foundations or seriously disturbed its progress; and no "wild cat" or speculative project, however spectacular and alluring, has ever been given any consideration by it. The bank has kept on the straight line of legitimate banking operations, without variation or shadow of turning, except as the passage of time has brought about new departments and facilities for its patrons, and now it is impregnable in its massive strength and without reservation of any kind or degree in the faith and regard of its immense body of well satisfied patrons.

THE NORTHWESTERN NATIONAL BANK.

The people of Minneapolis and its ever-widening business zone are fortunate in having always available banking facilities that are ample, quickly responsive to the community's needs, and adapted to its specific wants. Such facilities are furnished, to an extensive degree, by The Northwestern National Bank. In times of misfortune it has loyally served its community, and, at all times, its management, while exercising prudence and an essential conservatism, has supplied with a spirit of liberal accommodation every legitimate requirement.

To an institution of good size and attainment there is sometimes given the honor of reflecting upon its city and territory a certain distinction, one which may serve, in a measure, as a return for benefits received. This gratification has in recent years been afforded The Northwestern National Bank. It lies in the fact that the institution has materially raised the financial rank of Minneapolis among the cities of the United States. In point of population the city ranks eighteen: in a comparison of all national banks showing deposits of \$25,000,000 and over, Minneapolis, by means of the record of this bank, assumes eleventh place. This fact was first made apparent by the publication in the Wall Street Journal, in October, 1913, of a list based upon this classification. Among all the national banks of the country The Northwestern ranked thirty-third.

Another item of national comparison may be cited. Consequent upon the consolidation of the National Bank of Commerce and the Swedish American National Bank with the Northwestern, in 1908, and its affiliation with the Minnesota Loan and Trust Company in 1909, the association became "the largest financial institution in the West north of a line drawn from Chicago through St. Louis to the Pacific." This territory, it may be explained, does not include the city of San Francisco.

It was in April, 1872, at the Nicollet House, where many meetings of much future import were held in those early days, when the first meeting of subscribers for stock in the proposed new bank took place. The men who came together upon that occasion were prominent in the early affairs of Minnesota, or destined later to achieve such prominence. They chose as directors, Dorilus Morrison, William Windom, C. M. Loring, Clinton Morrison, C. G. Goodrich, Henry T. Welles, Anthony Kelly, and C. H. Pettit. William Windom, eminent in national politics (being at that time a United States senator), subsequently became a member of President Garfield's cabinet, and, in 1899, Secretary of the Treasury under President Harrison. Thomas Lowry, who was afterwards president of the Soo Road and of the Twin City Rapid Transit Company, acted as secretary of this first meeting. Dorilus Morrison was elected president of the new bank and S. E. Neiler cashier.

The name chosen, The Northwestern, was suggested by the name of the wide territory that the institution was destined later to serve—the Northwest. It has apparently been an inspiration throughout its existence, as the growth of this territory, remarkable though it has been, has been accompanied by a parallel growth of the bank assuming its name.

In September, 1872, the new institution opened its doors to the public. The location that had been chosen as the most advantageous site in the financial district was 100 Washington Avenue South. The capital had been placed at \$200,000, but this amount sufficed for a few years only. It was increased in 1876 to \$300,000, and at varying periods thereafter, as the need arose, to \$500,000, \$1,000,000, \$1,250,000, \$2,000,000, and finally, in 1909, to \$3,000,000. Its present capital, surplus and undivided profits are \$5,698,000.

Towards the close of the '80s the volume of the bank's business had increased to the point of overtaxing the offices at Washington Avenue. Following the up-town tendency they were removed, therefore, in 1891, to the newly completed Guaranty Loan, now called the Metropolitan Life building. In the year following, 1892, the institution was granted its second charter. This renewal, besides indicating the passing of a twenty-year period of its life as a national bank, marked the close of a first epoch of very substantial progress, and the beginning of a second even more notable. Its deposits had increased from \$50,000 to \$3,000,000. Minneapolis had grown rapidly, having arrived at a population of 200,000. The strategic location of the city and its increasing railway facilities were making it the important market of the Northwestern states. As for the Northwest, the eyes of the whole nation were attracted by its vast development.

The bank had, indeed, already experienced a growth during its first twenty years that justified the comprehensive name, The Northwestern, chosen by its founders. Through the agency of its leading spirits, its career had been closely identified with that of its territory. The story of the reclamation of Mississippi water power at Minneapolis, of the modernization of the milling industry and the establishment of its international supremacy in the Flour City, of the building up of Northwestern grain, lumber, and mercantile businesses, is epitomized in such names, taken from the list of the bank's directors, as Van Dusen, Pillsbury, Janney, Peavey, Welles, Backus, Morrison, Dunwoody and Wyman.

Further, the institution developed an unusual amount of striking financial talent. S. A. Harris, entering the bank in 1879, spanned in nine years all the offices from assistant cashier to president. James B. Forgan and David R. Forgan, each joining the management in the capacity of cashier, one in 1888 and the other in 1892, have attained national reputations, James B. Forgan being now (in 1914) president of the First National Bank of Chicago, and David R. Forgan the president of the National City Bank of the same city. Gilbert G. Thorne, who was elected cashier in 1896, is now vice president

of the National Park Bank, New York. Edward W. Decker, entering the service in 1887, and Joseph Chapman in 1888, both as messengers, now hold the office of president and vice president in the bank of their first choice. As for junior talent, it is said that there have been more young men graduating from this bank to official positions in Northwestern banks than from any other bank in the United States.

The roll of the presidents of this first charter period records that Dorilus Morrison was succeeded in 1875 by H. T. Welles. Mr. Welles served thirteen years, being followed by S. A. Harris, who was succeeded in turn by George A. Pillsbury, in 1890. Among the directors elected during this twenty-year period were W. H. Dunwoody, Woodbury Fisk, Thomas Lowry, Winthrop Young, J. A. Christian, Anthony Kelly, M. B. Koon, F. H. Peavey, G. W. Van Dusen, O. C. Wyman, and T. B. Janney.

A season of national financial depression was ushered in by 1893, the first year following this epoch of great beginnings. The Northwestern, thanks to the soundness of its policies and the wisdom of its management, withstood the ordeal with exceptional success. At the close of the year Mr. David R. Forgan, in the customary annual report of the cashier, made the following statement: "The past year has been a trying one. Not only had extraordinary care to be exercised in loaning money, but the financing, while New York banks had virtually suspended, was a constant worry. So many banks were failing all over the country that the ordinary routine work of sending checks and collections became a responsibility requiring the most careful watching. The fact that we passed through the panic without losing a dollar, a check, or a collection by a suspended bank, I think not only reflects credit upon the management, but shows that every member of the staff attended to his duties and followed his instructions carefully and intelligently." During the few years of national stagnation that attended this difficult year in 1893, it is significant that the deposits of the Northwestern not only maintained their high level but that they showed a steady increase. When general conditions at length became normal, the growth was rapid.

As a matter of fact, the second charter period, from 1892 to 1912, was a time of extraordinary growth for the institution. It acquired, indeed, a national reputation, its consolidations with other banks, as has been stated, assisting in thus raising its prestige among the great banks of the country. These consolidations may be noted as follows: On March 11, 1902, during the able administration of James W. Raymond (who succeeded Geo. A. Pillsbury as president in 1898), The Northwestern purchased the business of the Metropolitan Bank of Minneapolis. By its last statement before the sale, the Metropolitan showed a capital stock of \$200,000 surplus and undivided profits \$24,431.43, and individual deposits \$1,188,049.75. Again, on June 6, 1908, the directors passed a resolution expressing the advisability of the purchase of the business of the National Bank of Commerce. Three days later this purpose was consummated. The capital of the acquired bank was \$1,000,000, surplus \$500,000, with a deposit liability of \$6,650,036.67. On November 28th of the same year, the business of the Swedish American National Bank was also taken over. The capital of this institution was \$500,000, surplus \$350,000 and its deposits, at the close of business on the day of sale, were \$3,769,619.15.

In a report to the shareholders at the close of 1908, the year of these latter two consolidations, Edward W. Decker, then vice president, marked it as a wonderful year in the history of the bank. "The year has been in some respects the most important in our history. We began it with deposits of \$12,900,000; we close with deposits of \$25,500,000."

One more item is necessary to complete the record of the alliances of this bank with other institutions. The accommodations afforded by the functions of a trust company being found to be an increasing need with a bank of its now commanding size, overtures looking towards an affiliation were made to the Minnesota Loan and Trust Company at about this time. These efforts were successful and the desired affiliation was accomplished in 1909, the result being that the usefulness of both institutions was largely increased.

Midway in the course of this second twenty-year period, it was again found necessary to look for more commodious quarters. In 1902 ground space was leased on First Avenue South, now Marquette, between Fourth and Fifth Streets. The new building that was erected thereon was completed in the summer of 1904, and on July 25th of that year the business was transferred to the new offices. The building is of steel skeleton fireproof construction. The facade is built of white Georgian marble, Italian marble is used in the interior, and the wood finishings are executed in Honduras mahogany. The affiliated Minnesota Loan and Trust Company occupies the connecting first floor of the adjacent Northwestern Bank building, a six-story structure acquired by the bank in 1909. This property is situated on the important Marquette and Fourth street corner.

The third charter, which served to mark the bank's fortieth anniversary, was received in 1912. This anniversary year was imposingly opened by a banquet given on January 4th at the Minneapolis Club in honor of President William H. Dunwoody and Vice President Martin B. Koon. Mr. Dunwoody had been elected to the presidency in 1903, succeeding James W. Raymond, and had been a director since 1876, while Judge Koon first entered the service of the bank in 1881 as director and had held the office of vice president since 1903. The banquet was especially noteworthy for the presence of men of high position in financial and commercial life, heads of great industries, and men of eminence in educational and professional life, from all over the United States. This mark of honor was singularly timely, for only a short time later occurred the death of Judge Koon, and, two years later, that of his colleague.

Shortly after this gathering at the Minneapolis Club, Mr. Dunwoody was elected Chairman of the Board of Directors. He was succeeded in the presidency by Edward W. Decker, who, though still a young man, had long been connected with the bank, having joined the staff as a boy twenty-five years previously. After the death of Mr. Dunwoody, February 8, 1914, Oliver C. Wyman, President of the widely known firm of Wyman, Partridge & Company, and for twenty-two years a director of The Northwestern, was elected chairman of the board. The present officers (in 1914) are Edward W. Decker, president, Joseph Chapman and James A. Latta, vice presidents, Alexander V. Ostrom, cashier, Robert E. Macgregor, Huntington P. Newcomb, William M. Koon, S. H. Plummer and Henry J. Riley, assistant cashiers.

As indicative of the extent of the business of this bank a writer in the Outlook in March, 1912, may be quoted: "Every one whom I consulted on banking matters," says the writer, "named the Northwestern National Bank as the largest and most influential of its class. As the Northwestern carries open accounts with hundreds of county banks scattered over the big territory between Wisconsin and the Pacific, its books furnish as fair an index as can be found anywhere, not only of the existing state of business in the concrete, but of popular feeling as well."

The total Minneapolis bank clearings for 1913 were \$1,312,000,000. To compare this amount with the Northwestern's, it may be stated that the clearings of the latter were, during the same year, \$422,000,000, or nearly one-third of the total. This figure was an increase for the bank of thirty-eight millions over its previous highest total. A more complete idea of the bank's business, however, is given in its total volume of business, by which term is meant the aggregate of all credits entered on its books for a specified time. In 1913 this figure amounted to \$1,982,000,000, or nearly two billion dollars.

This narrative of the Northwestern National, as is the case with all bank narratives, necessarily runs much to names and statistics, but to the reflective reader these details are highly significant. Between the lines runs a story of vigorous, progressive enterprise coupled with that wise discretion that builds a bank success. In the phrase "established in 1872," which phrase is sometimes used to characterize the bank, is condensed a world of meaning. It implies strength and victory, bitter fights against pioneer conditions, and success over the obstacles imposed on the banks of a generation and more ago. The victories of the Northwestern have served chiefly to harden its fiber into greater strength.

That this bank's duty towards its stockholders has been generously performed is shown by the fact that dividends averaging over eight per cent annually, or more than five and a half million dollars, have been paid since its organization. Dividends have never been passed. To the public the bank has always endeavored to give the benefit of a banking service of the highest excellence. Among other items evincing this service it may be noted that a ladies' department, for many years a deservedly popular feature, was established in 1901. In 1905 a savings department was established, the Northwestern being the first of the national banks in Minneapolis to make this development. That a special care has been shown towards its employees is instanced by the pension system inaugurated for their benefit in 1911.

THE SECURITY NATIONAL BANK OF MINNEAPOLIS.

Messrs. T. A. Harrison, H. G. Harrison and William M. Harrison, brothers, after a long business career in St. Louis and its vicinity came to Minneapolis in the later fifties and soon thereafter engaged in the lumbering business. On the death of William, about 1875, the two surviving brothers discontinued the lumbering business, and having had extended experience as directors and officers of banks in Belleville, Ill., St. Louis, Mo., the First National Bank, St. Paul, and in Minneapolis banks, they decided to start a new bank in Minneapolis. They enlisted the cooperation of several of the leading business men in the city and organized the Security Bank of Minnesota, a state bank, which opened for business January 2, 1878, on the Northwest corner of Hennepin Avenue and Third Street, with a paid in capital of \$300,000 and with a board of seven directors: T. A. Harrison, president; H. G. Harrison, vice president; Joseph Dean, cashier; C. E. Vandenburg, J. M. Shaw, Franklin Beebe and W. W. McNair.

The Security Bank soon had a fair share of the banking business of the city and within three years had increased its paid in capital first to \$400,000, then to \$1,000,000. It continued to occupy the banking building on the corner of Third Street and Hennepin Avenue until 1890 when it removed to the Guaranty Loan Building on Second Avenue South and Third Street, where it continued until the fall of 1906 when it removed to its present quarters in the Security Bank Building. The Security Bank of Minnesota was conducted under its state charter as a state bank until June 1, 1907, when, pursuant to the laws of the United States, it was converted into a national banking association under the name The Security National Bank of Minneapolis, and has since been operated as a national bank. The stockholders from the first were careful to select conservative men for directors and officers of the bank and there have been few resignations.

The Board of Directors for 1913 comprises _____ members and the officers consist of a president, four vice presidents, a cashier and three assistant cashiers. All of the present officers of the bank have been many years in its service. Mr. Perry Harrison has the longest record of continuous service, having entered the bank's employment in 1878 as messenger.

The connection of the present officers with the bank is, briefly stated, as follows:
 F. A. Chamberlain:—President from 1892 to 1915.
 F. G. Winston:—Vice President from 1911 to 1915.
 Perry Harrison:—Vice President from 1898 to 1915.
 E. F. Mearkle:—Vice President from 1895 to 1915.
 J. S. Pomeroy:—Vice President from 1913 to 1915.
 Fred Spafford:—Cashier from 1913 to 1915.
 George Lawther:—Assistant Cashier from 1905 to 1915.
 Stanley H. Bezoier:—Assistant Cashier from 1907 to 1915.
 Walter A. Meacham:—Assistant Cashier from 1911 to 1915.

MINNEAPOLIS TRUST COMPANY.

Among the financial institutions that meet a real and growing demand in the community and that are important factors in aiding to push forward the development and improvement of the city, the Minneapolis Trust Company occupies a prominent position and commands attention by the strong hold it has upon the confidence and regard of the community and the conservative and careful business methods whereby it secures and maintains that hold.

This useful and progressive institution was founded in 1888 and had its offices in the Kasota Building at the corner of Hennepin Avenue and Fourth Street, until 1894 and for a number of years thereafter on the corner opposite at 331 and 333 Hennepin.

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In addition to a Board of Directors, the officers of the Security Bank

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It was organized by one hundred of the leading citizens of Minneapolis, its first official staff consisting of Samuel Hill, President; Thomas Lowry, First Vice President; H. G. Morrison, Second Vice President; Clarkson Lindley, Secretary and Treasurer, and these gentlemen together with James J. Hill, H. F. Brown, A. F. Kelly, Daniel Bassett, Isaac Atwater, A. H. Linton, C. G. Goodrich and Charles A. Pillsbury constituted its first Board of Directors.

The capital stock of the company at the beginning of its operations was \$500,000.00. It is now \$1,000,000.00, and the present surplus (1913) is \$100,000.00.

The officers at this time are:

President and Trust Officer, Elbridge C. Cooke; Vice President and Treasurer, Robert W. Webb; Vice Presidents, James S. Bell, C. T. Jaffray, William G. Northup; Secretary, D. I. Case; Assistant Secretary and Treasurer, Benjamin Webb; Assistant Trust Officer, A. B. Whitney, Assistant Treasurer, H. O. Hunt.

Its Board of Directors is composed of the following: Howard S. Abbott, James S. Bell, E. L. Carpenter, Hovey C. Clarke, John Crosby, Wm. H. Dunwoody, Isaac Hazlett, James J. Hill, C. T. Jaffray, J. R. Kingman, Cavour S. Langdon, W. A. Lancaster, W. C. Leach, F. W. Little, W. L. Martin, Wm. G. Northup, A. F. Pillsbury, Geo. F. Piper, F. M. Prince, John Washburn, F. B. Wells, Elbridge C. Cooke, Benjamin Webb, Robert W. Webb.

The offices of the company are now at 109 Fifth Street South. A new building is in course of erection between its present location and the New York Life Building. During the erection of that building the company will occupy temporary offices in the New York Life Building, as during the construction of its new safety deposit vaults the transaction of business in its present quarters will be rendered impossible.

When completed the new safety deposit vaults of the company will be thoroughly up to date. Contracts have been let to the Diebold Safe and Lock Co., and the vault construction will be most modern in every respect as to shell, electric protection, steel lining, doors, time locks, etc. The boxes will be of more generous size than those usually furnished and will be equipped with interchangeable locks such as are now being put in in the best institutions in the country.

The resources of this large and growing institution aggregate a total of over one million and a half dollars, including a guaranty fund with the State Treasurer of a quarter of a million dollars. This guaranty fund stands as a surety for the faithful performance of its duties in all its fiduciary relations and is accepted by the State of Minnesota in lieu of bonds.

The company does no banking business and its demand liabilities are practically nothing.

Its trust obligations are represented by deposits in various banks in its name as trustee and by securities held by it in its name as trustee in each particular trust.

The names of the men at the head of it furnish sufficient guaranty of its ability to carefully and honestly manage its business and to meet every requirement of conservative and legal investment of the funds intrusted to it.

The nature of this company's business and the keynote of its policy is conservation of accumulated wealth.

And to this end it acts as executor, administrator, guardian and trustee and is thoroughly equipped to manage estates and to make investments, having well organized bond, farm loan and city loan departments.

Its real estate department is under efficient management and is equipped to care for the real estate business of the company in its various trust capacities and for all clients who desire to transact their business in connection with real estate with a reliable, efficient and financially responsible agent.

The history of the company has been one of growth. Its first and most important department is for the execution of trusts. It has added various departments, necessary to enable it to properly carry out its trust functions.

The policy of the company is well defined in this regard, and it believes that the public desires and will sustain a trust company in this community that is not complicated in any way with commercial banking or the risks incident thereto.

MINNESOTA LOAN AND TRUST COMPANY.

This institution, founded on May 1, 1883, was the first trust company organized northwest of Chicago. Its founders composed the law firm of Koon, Merrill & Keith, with Eugene A. Merrill, the firm's senior member, as the originator and leading spirit of the project. The company was organized in 1883, as has been stated, with Mr. Merrill as president, George A. Pillsbury as vice president and Edmund J. Phelps as secretary and treasurer, these gentlemen also being directors. The other directors at the beginning were: Thomas A. Harrison, Theodore B. Casey, John M. Shaw, Samuel A. Harris, Mart B. Koon, Joseph H. Thompson, Anthony Kelly, Frederick W. Brooks, Robert B. Langdon, Mortimer L. Higgins, Valentine G. Hush and Nelson F. Griswold. Mr. Phelps retired as secretary and treasurer in 1892 and was succeeded by F. M. Prince, now president of the First National Bank.

The company has had a profitable business from the start, and, as the rates of interest have been higher upon the same classes of securities in the West than in the East, it has succeeded in attracting a large amount of Eastern capital to the city of Minneapolis and the State of Minnesota. Its reputation as a careful and judicious investment corporation has steadily grown until the present time, and during the more than thirty years of its history it has done a larger business in investing Eastern capital, and Western capital also, than perhaps any other corporation in the Northwest.

In the meantime, the company's business of acting as trustee, for which it was primarily organized, has increased with the growth of estates in the city and State; and it is in this field that the public is more benefited by the careful management and financial strength of the corporation than in any other. That this fact is appreciated is evidenced by the great number of trusts which have already been satisfactorily administered by it as well as by the steadily increasing number and size of those which are committed to its care and management.

The original capital stock of the company was \$200,000. This was increased in the second year of its history to \$300,000, and in 1885 to \$500,000, fully paid. In 1909 the company affiliated with the Northwestern National Bank, and at that time its capital was increased to \$1,000,000. In addition it now has a surplus of \$250,000. Moreover, the two institutions have a combined capital and surplus of \$6,890,299.75, and deposits aggregating \$31,302,630.43.

Mr. Merrill continued as president of the company for twenty-seven years, and since his retirement from that office he has served as chairman of the board of directors. The active officers in 1913 were: E. W. Decker, president; W. A. Durst, A. M. Keith, vice presidents; H. L. Moore, secretary and treasurer; H. D. Thrall, assistant secretary; I. W. Chambers, assistant treasurer; S. S. Cook, cashier, and J. R. Byers, assistant cashier.

In the course of its business, with the view of making itself as broadly and practically useful to the community as possible, this great institution has established a safe deposit department. This has proven to be so popular and highly appreciated that it now has a greater number of patrons than any other city. A money deposit department has also been established, which allows interest on savings and inactive accounts. The deposits in this department at this time aggregate \$3,000,000.

The conservatism of its board of directors and the prudent and judicious management of its affairs which characterized the earlier years of the company's activity have continued throughout its history, and, with its enlarged capital and clientele, and its affiliation with the richest and most influential and imposing national bank in the Northwest, its present business and rate of growth are greater than at any previous period. All trust funds and investments are kept separate and apart from the assets of the company, and every precaution is taken for the protection of every customer in every way and to the fullest possible extent. These facts, however, are so well known that there is scarcely any need of stating them here, and none at all of dwelling on them.

THE STATE INSTITUTION FOR SAVINGS.

This well-known bank is regarded throughout the state as one of the safest, soundest and most progressive savings institutions in the Northwest. It has a paid up capital of \$400,000, which is four times that of any other banking institution in the state devoted exclusively to savings. It confines its business wholly to handling savings, on which it has for 25 years paid four per cent interest. These features give it special advantages in caring for the class of accounts it carries, and protecting those who have them. The men in charge of its business are of superior ability and well trained in this particular line of banking.

The funds of the bank's depositors are invested entirely in real estate mortgages, and the institution is under rigid state inspection and supervision. All the officers and directors are under bonds, guaranteeing the faithful performance of their duties. The bank is wholly a Minneapolis enterprise and transacts its business in a very handsome and imposing building of its own, built by Minneapolis labor, and located at 517 First Avenue South.

The bank was founded in 1888 as a mutual savings institution and in 1899 it was capitalized at \$400,000. Its first officers were: Dr. W. A. Hall, president; W. E. Johnson, vice president; H. E. Fairchild, secretary and treasurer; and they, with George E. Bertrand, Howard W. Field, James D. Shearer, C. H. Childs, James W. Blain and John W. Knight, were directors. The present guarantee fund of the institution amounts to \$200,000, and its resources aggregate more than \$1,000,000.

In the management of its business and the treatment of its patrons this bank is up to date in every particular. Its officers are men of affairs, keenly alive to all the ins and outs of banking, and well trained in their work. They know just how to secure the largest and readiest returns from any outlay. Every employe is strictly required to show the utmost courtesy and consideration to every patron and give prompt and efficient attention to every call, whether the account involved be large or small. All are also under rigid injunctions to fully explain to inquirers all features of the business. In consequence of this policy and the general wisdom of its management, the business of the bank has grown to very large proportions and its reputation is high and widespread.

FARMERS AND MECHANICS SAVINGS BANK.

This institution has existed for forty years. According to an official statement made by the board of trustees at its beginning, its object is "to provide a perfectly safe depository for savings and to invest such savings in the best securities. It will receive no business accounts, nor will it transact a general banking business." As an evidence of the care and prudence with which the institution is managed, its regulations require that investments of deposits be made only in the authorized securities prescribed by the laws of the state of Minnesota, which investments are examined regularly by the public examiner of the state. The strict manner in which the regulations are obeyed, and the high character and ample resources of the men in control of the bank's affairs give proof of its strength and security that the people have found to be entirely satisfactory.

The bank was incorporated September 9, 1874, as a mutual savings bank, without capital stock, under the general laws of the State passed in 1867. The incorporators were H. T. Welles, Clinton Morrison, William Chandler, Charles McC. Reeve, E. H. Moulton, Paris Gibson, W. P. Westfall, Thomas Lowry, and A. D. Mulford, and they also constituted the first board of trustees. They met and organized for business at the office of Thomas Lowry, October 10, 1874. Before the end of that year the bank began receiving deposits. It occupied at the first a small room on Washington Avenue, under the Nicollet Hotel. By January 1, 1875, the deposits amounted to the very substantial sum for that period of \$17,540.55.

In April, 1875, under authority conferred by an amendment to the original savings bank law, permitting the capitalizing of savings banks, the board of trustees amended the articles of incorporation so as to authorize the issue of capital stock amounting to \$50,000, which was subscribed for and issued. In 1879 a new savings bank law was enacted, which was substantially the same as the present law. The next year, under the provisions of this law, the bank again reorganized, retired all capital stock and amended

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its articles of incorporation to conform to the new requirements. It thus once more became a mutual savings bank without capital stock.

In the meantime, however, in 1878, when the deposits had increased to over \$100,000, the bank moved into the red brick building on the southeast corner of Washington and Nicollet Avenues. The business kept on increasing more and more rapidly, and in 1886 the deposits aggregated more than \$2,000,000. The great and growing volume of its transactions forced the institution to move into larger quarters, which it did by securing commodious rooms in Temple Court. The move was a wise one, which was soon made manifest by the leaps and bounds with which the bank went forward in its new and better location and with its augmented facilities.

By 1891 the deposits had grown to over \$4,500,000. The amount of business requiring the attention of the bank had now become so great that the trustees decided to erect a building for the use of the bank alone. This building was completed in 1893, and since then has been continuously occupied by the bank and used for no other purpose than the business of its owner. It was the first building erected and used exclusively for banking purposes in Minneapolis.

January 1, 1906, the number of depositors had reached a total of 51,041 and the deposits amounted to \$12,674,154.54. April 1, 1913, the depositors numbered 64,748, and the deposits were \$15,940,067.05; of the deposits \$41,771.19 were made by school children, numbering 24,712. During its existence the bank has paid out in dividends to depositors the sum of \$7,640,543.10. The figures are striking in their magnitude; the progress of the institution is thoroughly characteristic of the community in which it operates, in its rapidity and steadiness; the volume of business it has transacted and is now carrying on is in keeping with the spirit of the age, and of the people among whom it has had its growth. But there are totals which cannot be stated in mathematical aggregates. Among these are the benefits it has conferred on the community, the homes it has helped to build and keep in comfort for their inmates, the habits of thrift and frugality it has engendered, and the vast contributions it has made to aid in the development, conduct, and expansion of great industries, to say nothing of the good it has done in moral, intellectual, and social ways.

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The present officers of the bank are: T. B. Janney, president; O. C. Wyman and William G. Northup, vice presidents; N. F. Hawley, secretary; and these gentlemen, with E. N. Moulton, A. F. Pillsbury, John Washburn, Cavour S. Langdon, John Crosby, C. C. Webber and Karl De Laittre, constitute the trustees.

One of the most interesting features, and one productive of a vast amount of good, is the school saving system operated by the Farmers & Mechanics Savings Bank since 1908. In this department the children of the public schools throughout the city are encouraged in forming the habit of saving their pennies instead of spending them, and the figures are most surprising when one stops to consider the large sums that are gathered annually from this one source.

In operating this system the bank employs a number of young women who are interested in the work and capable of explaining its operation to the children. They visit the schools at stated periods and receive from the children their small savings. Each child is given a stamp-card which holds brightly colored lithographed stamps ranging from one cent to one dollar, and when filled amounts to five dollars. No interest is paid upon the stamp account, but as soon as five dollars is collected, the child is advised to open a regular savings account, with some reliable savings bank in the city, the adviser making no effort to influence them to open their account with this particular bank. These accounts are subject to the control of the parents or guardians, and no child is permitted to withdraw its savings without their consent. A great deal might be written on this subject that would be of great interest to the people of the city. Suffice it to say that since this one department of the bank has been opened, it has grown to such an extent that there are now over twenty-five thousand school children carrying savings accounts with this bank alone, and June 14, 1912, their total deposits amounted to nearly fifty thousand dollars.

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Another interesting feature is the fact that the largest number of depositors are from the schools that are attended largely by the children of the working classes, and that the smallest per cent of savings is gathered from the schools where the parents are well-to-do people. Minneapolis ranks first of any of the Western cities in the number of school children with savings accounts, and this is due almost wholly to the interest that the Farmers & Mechanics Savings Bank has taken in this particular line of work.

SCANDINAVIAN AMERICAN NATIONAL BANK.

The Scandinavian American National Bank was organized in May, 1909, in response to a pronounced sentiment that the banking business of Minneapolis had become so concentrated in large institutions that there was a field for a bank of moderate size. The original capital was \$250,000. Deposits came in so fast that it was immediately evident that an increase in capital was necessary, and therefore it was increased to \$500,000 before the bank was six months old.

At this writing the surplus and undivided profits are \$150,000, and the deposits are \$4,500,000.

Mr. N. O. Werner, former president of the Swedish American National Bank, was the first president. He died in 1910 and was succeeded by Theodore Wold. The other officers are Chas. L. Grandin and A. Ueland, vice presidents; Edgar L. Mattson, cashier, and E. V. Bloomquist, assistant cashier.

The directors are as follows: Frank G. Broberg, Aaron Carlson, A. M. Dyste, P. C. Frazee, C. L. Grandin, G. B. Gunderson, C. J. Hedwall, Erik Jacobson, John Lind, Edgar L. Mattson, Ed. Pierce, Geo. J. Sherer, C. J. Swanson, Eugene Tetzlaff, A. Ueland, Theodore Wold.

This institution, in a period of less than four years, has attained an unprecedented growth, which has attracted the attention of the depositing public, and has demonstrated that there was a field for it. It has a number of stockholders who have used their influence on behalf of the bank, and this, together with an energetic board of directors and official staff, has made the institution a success from the start.

The quarters, at 52-54 South Fourth Street, are very attractive, the building being a high one-story structure devoted entirely to the business of the bank.

THE SWEDISH AMERICAN NATIONAL BANK.

This old-time financial institution, now merged in

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the Scandinavian-American Bank, deserves mention
in the history of that bank.

The Swedish-American National Bank was organized originally as a State bank, under the name of Swedish-American Bank, in 1888, and began business with a capital of \$100,000. Col. Hans Mattson, at that time Secretary of State, and a long time resident of Minneapolis, was the prime mover in the organization of the bank, and he associated with him Mr. O. N. Ostrom, who at that time was a banker at Evansville, Minnesota, and interested in the grain business.

The first officers of the bank were O. N. Ostrom, president; Hans Mattson, vice president, and N. O. Werner, formerly of Red Wing, cashier.

The bank gained a foothold at once, and its growth was rapid and substantial, necessitating in two years an increase in capital to \$250,000. Shortly thereafter the bank moved into larger quarters at First Avenue South and Washington. Mr. Mattson resigned the vice presidency about this time and was succeeded by Mr. C. S. Hulburt, who for many years occupied the position of City Treasurer. In 1893 occurred the death of President Ostrom, and Mr. Werner succeeded him.

In 1894 the bank was reorganized under a national charter. The capital was again increased in July, 1905, to \$500,000. In 1908 the bank went out of existence as a separate institution, consolidating with the Northwestern National Bank. At the time of the consolidation it had a surplus and undivided profit account of \$400,000 and deposits amounting to \$4,000,000.

In liquidation the stockholders of the bank have been paid 180 per cent, and it is estimated that they will eventually receive 200 per cent, a striking evidence of the conservative and enterprising management which this bank has enjoyed.

The officers of the bank at the time of the consolidation were N. O. Werner, president; C. S. Hulburt and J. A. Latta, vice presidents; Edgar L. Mattson, cashier; A. V. Ostrom, assistant cashier.

METROPOLITAN NATIONAL BANK.

This bank was started on its serviceable career May 20, 1907, and has had a course of unbroken progress. It has encountered some rough places on the road, undoubtedly, but it has met them with full preparation for the difficulties they involved, and passed over them with no delay in its advancement and no injury to its machinery. From the beginning the management of the bank has been in capable hands and judicious in every particular. It has reached out to the limit of safety for substantial and steady returns, but it has risked nothing of the interests it has had in charge, and never, for a moment, endangered the safety of any of its patrons.

The first officers of the bank were: George C. Merrill, president; Murray R. Waters, vice president; V. H. Van Slyke, cashier, and C. F. Wyant, assistant cashier. And these gentlemen, with the exception of Mr. Wyant, in company with J. O. Davis, P. M. Endsley, S. H. Hudson, F. R. Chase, J. W. Crane, Albert E. Clarke, George F. Blossom, H. G. Fertig, George B. Norris, Peter Menderfield, W. P. Cleator and Frank K. Sullivan comprised its board of directors. The capital stock was, at first, \$100,000, but the enlargement of the bank's operations has necessitated an increase of its capital from time to time, until it is now \$300,000, and the surplus and undivided profits are \$95,000.

The officers at the time of this writing (1913) are: V. H. Van Slyke, president; George B. Norris, vice president; C. F. Wyant, cashier, and George Vollmer, assistant cashier; and the directors are J. C. Andrews, George F. Blossom, Jay W. Crane, F. R. Chase, P. M. Endsley, H. G. Fertig, W. P. Cleator, S. H. Hudson, George B. Norris, F. K. Sullivan, Jacob Stoff, E. E. Shober, V. H. Van Slyke, Wm. J. Miller, Clinton L. Stacy, John T. Conley and C. F. Wyant.

ST. ANTHONY FALLS BANK.

This valued financial institution, which has been of great service to many persons in the city of Minneapolis, and a highly appreciated aid in pushing forward the progress and improvement of the city, especially that part of it which lies on the eastern side of the river, was founded in July, 1893, by Joseph E. Ware, who has been its cashier from the time when it opened for business. The other officers at the beginning were: Hiram A. Scriver, president, and Wilbur F. Decker, vice president; and they are still holding the positions in the direction of the bank's affairs to which they were elected when its history started twenty years ago.

The capital stock of the bank was originally \$35,000, but the business of the institution has grown so great in the course of its operations that the amount has been raised by successive stages to its present aggregate of \$200,000, of which \$75,000 was earned. The surplus and undivided profits have grown to \$110,000, and the deposits to a total of \$2,000,000. The bank is a state corporation, and is therefore under state supervision and control. But the spirit of enterprise and liberality which it has displayed; the prudence and strict discipline which have controlled its management, and the vigor and success with which it has met every financial crisis or panic in the country since its organization would give it a strong hold on the confidence and regard of the community in which it is located, even if there were no outside or official safeguards of its soundness.

The board of directors at this time (1913) is composed of: Aaron Carlson, Henry R. Chase, Wilbur F. Decker, Henry T. Eddy, Theodore A. Foque, Andrew M. Hunter, Arthur H. Ives, Hiram A. Scriver, Joseph E. Ware, William P. Washburn, William Webster and John F. Wilcox. These are all of high standing in the city, who have proved their right to public confidence by their success in the management of their own affairs, and their very connection with the institution is itself a guarantee of wisdom, great care and circumspection in reference to every detail in the direction of its business. The bank is engaged in general banking business, including all the details of the industry as at present conducted, and a specialty of its savings department is to pay three and one-half per cent interest on deposits, the interest being compounded four times a year.

THE NATIONAL CITY BANK OF

This highly valued and rapidly growing financial institution, which is one of the

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ity in the Northwest, was organized on March 14,
1914, with a capital stock of \$500,000. Its first official
staff consisted of H. R. Lyon, president; George F.
Orde, C. B. Mills, vice presidents; S. E. Forest, vice-
president and cashier, and N. A. Patterson and A. J.
Hogan, assistant cashiers. Mr. Orde, prior to his con-
nection with The National City Bank was vice presi-
dent of the First National Bank of Minneapolis four-
teen years.

The officers and directors are now (1914): Officers
—H. R. Lyon, President; Geo. F. Orde, Vice presi-
dent; C. B. Mills, Vice President; S. E. Forest, Vice
President and Cashier; N. A. Patterson, Assistant
Cashier; A. J. Hogan, Assistant Cashier. Directors—
S. E. Forest, H. R. Lyon, Geo. F. Orde, Geo. H.
Rogers, C. B. Mills, J. S. Mitchell, S. H. Bowman,
S. J. Mealey, Douglas A. Fiske, M. B. Cutter, R. W.
Akin, G. H. Heegaard, A. E. Walker, H. S. Helm,
Harry B. Waite, Stewart W. Wells.

The bank purchased the fixtures of the Commercial
National Bank, which was merged into The National
City Bank and is located in the Lumber Exchange.
Its capital stock is \$500,000 and its surplus is now
\$100,000. It carries deposits amounting to over a
million dollars. Its growth has been rapid but steady
and wholesome, and its standing in public estimation
has been continuous and always well sustained; for
it has been wisely managed and all its affairs have
been conducted with its own welfare and that of its
patrons clearly in view.

Business in this bank was begun at once and the
institution is therefore less than one year old.

THE GERMAN AMERICAN BANK.

Organized by men of brain, capital and wholesome
enterprise, for the purpose of founding and building
up a strong and conservative banking institution,
which was to be conducted for the benefit of all whose
interests it might have in charge and also for the gen-
eral and special welfare of the community in which
it is located, as far as its opportunities might allow,
the German American Bank of Minneapolis has fully
carried out the purposes of its founders and has been
a great power for good to many business institutions
and hosts of people of many classes in the territory
subject to its steadily expanding operations.

The bank was opened for business on August 16,
1886. It was organized by Edmund Eichhorn, George
Huhn, Henry Winecke, John Heinrich, Anthony
Kelly, Robert Pratt, Robert B. Langdon, John C.
Oswald, A. H. Linton, A. W. Henkle, John A.
Schlener, J. M. Griffith, Henry Doerr and Charles
Gluck, with a capital of \$50,000. In 1904 the capital
was increased to \$100,000, and in 1910 it was raised
to \$200,000. Its present surplus is over \$200,000,
and its deposits aggregate \$2,800,000. It is the larg-
est bank in the city of those not centrally located,
and its strength and the wisdom of its management
are amply demonstrated by the fact that it has regu-
larly paid dividends on its stock, even during the
panic period of 1893. Since April, 1905, it has occu-
pied its own Georgia marble front banking house,
which is one of the handsomest distinctively banking
buildings in Minneapolis.

The directorate of the bank at this time (1914)
consists of: Francis A. Gross, president; Charles
Gluck and Henry Doerr, vice presidents; George E.
Stegner, cashier; Jacob A. Kunz, assistant cashier;
and Charles Gluck, J. M. Griffith, Henry Doerr, Ar-
thur E. Eichhorn, Francis A. Gross, I. V. Gedney,
Jacob Kunz, Peter J. Scheid, George M. Bleecker,
William J. Von der Weyer, George Salzer, Charles J.
Swanson, William P. Devereux and William P. Clea-
tor, directors. These gentlemen are all widely and
favorably known in the Northwest and many other
parts of the country as men of extensive resources,
fine business ability and genuine interest in the wel-
fare of their home community and its residents. They
have conducted business enterprises of their own to
conspicuous prominence and success, and the qualifi-
cations that have made them prosperous and influen-
tial in their own affairs are well known to have been
applied by them to the management of the business
of the bank.

An interesting feature in the history of the Ger-
man American Bank is the fact that only three men
have held the office of president of it during the
twenty-seven years of its existence, and as each has
combined a wise conservatism with an enlightened
progressiveness, the original policy of the institution
has remained unchanged. Edmund Eichhorn held the
executive chair in 1886 and 1887. He was succeeded
by George Huhn, who filled the office until his death
in 1903, when Francis A. Gross was elected to it, and
he has held it ever since. Another executive officer
who was known to fame was the late Robert Pratt,
who was vice president for a number of years.

The rapid growth of this bank since its opening
affords matter for gratification and serious thought.
At the close of the first four and a half months of its
business the total deposits amounted to \$36,000. Five
years later the deposits had increased just ten fold.
At this time the terrible panic of 1893 swept over the
country, and although the German American Bank
weathered the storm with flying colors, it being one
of only three in the city which paid dividends during
this period, deposits fell off to \$319,000 in 1896. In
the next five years, however, the deposits were more
than doubled, amounting to \$644,000 in 1901. Public
confidence rewarded the concrete expression of finan-
cial integrity, and another hundred per cent was
added by the end of 1906, when the deposits reached
\$1,396,000. Since then the same phenomenal pace
forward has been maintained, until now the total has
mounted to the lofty altitude of \$2,800,000.

EAST SIDE STATE BANK.

This enterprising, progressive and highly service-
able fiscal institution was opened for business on Octo-
ber 8, 1906, with a capital stock of \$100,000. Its first
directorate was composed of Fred E. Barney, presi-
dent; F. E. Kenaston and I. Hazlett, vice presidents;
Howard Dykman, cashier; and W. E. Satterlee, Ro-
bert Jamison, Louis Andersch, E. J. Couper and H.
Weesner, directors in addition to the officers named
above.

Mr. Dykman continued to serve as cashier until
May 1, 1907, at which time he resigned and
Case was appointed his successor. F. E. Barney
was one of the vice presidents until January, 1907,
when he also resigned. The present officers and
directors (1913) are the following: Fred E. Barney,
president; Isaac Hazlett, vice president;
cashier; and these gentlemen, with W. E. Satterlee,
Robert Jamison, Louis Andersch, H. R. Johnson,
W. C. Johnson, John Schmidler, J. F. Johnson,
S. L. Frazier, directors. C. L. Campbell is
cashier.

The bank is under careful and capable man-
agement and has made rapid progress. Its capital
is still \$100,000, and its deposits now amount to
\$675,000. Its policy is liberal as well as practical,
it has been of great service to institutions of all
kinds, to individual patrons and to the public
generally, in aiding to keep the community
progress in motion and promote improvement in all
kinds, especially in the section of the city in which
it is located. The men at the head of it, who have the
control of its affairs, are among the leaders of
the East Side, and they give to its development the
same careful and judicious attention that they give to
their private affairs, and seek to imbue the public
safe enterprise they use for the furtherance of their
own welfare.

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Compendium of Herbs & Buds
of Minneapolis & Hennepin
Co., Minn.
Chicago - 1914

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XVII and is to follow
George H. Christian's notes.
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TO BE INCLUDED IN THE CHAPTER IN WHICH ALL THE ARTICLES BY OUR LOCAL EDITORS ARE EMBRACED.

George H. Warren's notes
EXCERPT FROM THE PIONEER WOODSMAN AS HE IS RELATED TO LUMBERING IN THE NORTHWEST.

The relationship of the pioneer woodsman to lumbering in the Northwest can best be told by narration of events as they occur in his daily life. These, however, are so varied, that only an excerpt of a more complete retrospection I have written on the subject, may here be given.

In order that his unique duties may be fairly understood, I invite the reader along on the journey of the pioneer woodsman, from comfortable hearthstone, from family, friends, books, magazines, and daily papers, and to disappear with him from all evidences of civilization and from all human companionship save, ordinarily, that of one helper who not infrequently is an Indian, and to live for weeks at a time in the unbroken forest, seldom sleeping more than a single night in one place.

The woodsman and his one companion must carry cooking utensils, axes, raw provisions of flour, meat, beans, coffee, sugar, rice, pepper, and salt; maps, plats, books for field notes; the simplest and lightest possible equipment of surveying implements; and, lastly, tent and blankets for shelter and covering at night to protect them from storm and cold.

Some incidents of daily life, as they occurred to me, will be shown to the reader in this condensed recital.

In the summer of 1874, I went to the head waters of the Big Fork River with a party of hardy frontiersmen, in search of a section of country, which was as yet unsurveyed by the United States Government, and which should contain a valuable body of pine timber. Having found such a tract of land, we made arrangements through the surveyor-general's office, then located in St. Paul, to have the land surveyed. The contract for the survey was let by the United States Government to Mr. Fendall G. Winston of Minneapolis.

I met Mr. Winston and his assistant surveyors at Grand Rapids about the middle of August. There were no roads leading into the country that we were to survey, and, as our work would extend nearly through the winter, it was necessary to get our supplies in sufficient quantity to last for our entire campaign, and take them near to our work. This was accomplished by taking them in canoes and boats of various sorts. Our first water route took us up the Mississippi River, into Lake Winnibigoshish, and from that lake on its northeasterly shore, we went into Cut-foot Sioux, or Keeskeesdaypon Lake. From this point we were obliged to make a four mile portage into the Big Fork River, crossing the Winnibigoshish Indian Reservation. From an Indian encampment on this reservation, at the southwest shore of Bow String Lake, we hired some Indians to help pack our supplies across the four mile portage. Before half of our supplies had been carried across the portage, the Indian chief sent word to us by one of his braves, that he wished to see us in council and forbade our moving any more of our supplies until we had counseled with him. Although the surveyors were the agents of the United States Government, for the sake of harmony, it was thought best to ascertain at once what was uppermost in the chief's mind.

That evening, a conference was held in the wigwam of the chief. First, the chief filled full of tobacco, a large, very long stemmed pipe, and, having lighted it with a live coal from the fire, took the first whiff of smoke; then immediately passed it to the nearest one of our delegates to his right; and thus the pipe went round, until it came back to the chief, before anything had been said. The chief then began a long recital, telling us that the great father would protect them in their rights to the exclusive use of these lands. The chief said that he was averse neither to the white man using the trail of his people, nor to his using the waters of the rivers or lakes within the boundaries of the reservation, but, if he did so, he must pay tribute. In answer to his speech, the chief surveyor of our party, Fendall G. Winston, replied that he and his men had been sent to survey the lands that belonged to the great father, and, that in order to reach those lands, it was necessary that his people should cross the reservation which the great father had granted to his tribe; nevertheless, that they felt friendly to the Indians; that if they were treated kindly by himself and his tribesmen, they should have an opportunity to give them considerable work for many days, while they were getting their supplies across his country to that of the great father, where they were going to work during the fall and winter; and that they would also make him a present of a sack of flour, some pork, some tea, and some tobacco. He was told, too, that this was not necessary for the great father's men to do, but that they were willing to do it, provided that this should end all claims of every nature of the chief against any and all of the great father's white men, whom he had sent into that country to do his work. This having been sealed with the chief's emphatic "Ugh," he again lighted the pipe, took the first whiff of smoke, and passed it around. Each, in token of friendship, did as the chief had already done. This ended the conference, and we were not again questioned as to our rights to pass over this long portage trail, which we continued to use until our supplies were all in.

As nearly as I can now recall, our force was made up of the following men: Fendall G. Winston, in whose name the contract for the survey was issued; Philip B. Winston, his brother; Hyde, a young engineer from the University of Minnesota; Brown, civil engineer from Boston; Coe, from the Troy Polytechnic School of Engineering; Charlie, a half-breed Indian; Franklin, the cook; Jim Flemming, Frank Hoyt, Charlie Berg, Tom Jenkins, George Fenimore, Tom Laughlin, Joe Lyon, Will Brackett, Miller, and myself.

Flemming, poor fellow, was suffering with dysentery when he started on the trip. On reaching Grand Rapids, he was no better, and it was thought best not to take him along to the frontier, so he was allowed to go home. Miller was not of a peace loving disposition, and, having shown this characteristic early, was also allowed to leave the party. It was best that all weaklings and quarrelsome ones should be left behind, because it was easily foreseen that when winter closed in upon the band of frontiersmen, it would be difficult to reach the outer world, and it would be unpleasant to have any in the party that were not, in some sense, companionable.

Considerable time was consumed in getting all of our supplies to headquarters camp, which consisted of a log cabin. The first misfortune that befell any one of our party came to Frank Hoyt, who one day cut an ugly gash in the calf of his leg with a glancing blow of the ax. The cut required stitching, but there was no surgeon in the party. Will Brackett, the youngest of the party, a brother of George A. Brackett, and a student from the University, volunteered to sew up the wound. This he did with an ordinary needle and a piece of white thread. The patient submitted with

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fortitude creditable to an Indian. Some plastic salve was put on a cloth and placed over the wound, which resulted in its healing too rapidly. Proud flesh appeared, and then the wisdom of the party was called into requisition, to learn what thing or things available could be applied to destroy it. Goose quill scrapings were suggested, there being a few quills in the possession of the party. Brackett, however, suggested the use of some of the cook's baking powder, because, he argued, there was sufficient alum in it to remove the proud flesh from the wound. "Dr." Brackett was considered authority, and his prescription proved effectual. Hoyt was left to guard the provision camp against possible visits from the Indians, or from bears, which sometimes were known to break in and to carry away provisions.

It is never necessary for surveyors whose work is in the timber, nor for timber hunters, to carry tent poles, because these are easily chosen from among the small trees; yet nine of our party, one time in October, with the rain falling fast and cold, found themselves, at the end of the four mile Cut-foot Sioux Portage, on a point of land where there were no poles. All of the timber of every description had been cut down and used by the Indians. The Indian chief and several of his family relations lived on this point. They had built the house of poles and cedar bark, in the shape of a rectangle. Its dimensions on the ground were about twelve by twenty feet; its walls rose to a height of about five feet; and it was covered by a hip roof.

Our party must either obtain shelter under this roof or must get into the canoes and paddle nearly two miles to find a place where it could pitch its tents. At this juncture, the hospitality of the Indians was demonstrated. The chief sent out word that we should come into his dwelling and remain for the night. The proffer was gladly accepted. When we had all assembled, we found within, the chief and his squaw, his daughter and her husband, the hunter, his squaw and two daughters, besides our party of nine, making a total of seventeen human beings within this small enclosure. A small fire occupied a place on the ground at the center of the structure, an ample opening in the roof having been left for the escape of the smoke and live sparks. Indians can always teach their white brothers a lesson of economy in the use of fuel. They build only a small fire, around which, when inside their wigwams, they all gather with their usually naked feet to the fire. It is a physiological fact that when one's extremities are warm, one's bodily sufferings from cold are at their minimum. Our party boiled some rice and made a pail of coffee, without causing any especial inconvenience to our hosts, and, after having satisfied hunger and thirst, the usual camp fire smoke of pipes was indulged in, before planning for any sleep. Our party had been assigned a portion of the space around the open fire, and our blankets were brought in and spread upon the mats that lay upon the earth floor.

The additional presence of nine Indian dogs had not previously been mentioned. Before morning, however, they were found to be live factors, and should be counted as part of the dwellers within the walls of this single room. They seemed to be nocturnal in habit, and to take an especial delight in crossing and recrossing our feet, or in trying to find especially cozy places between our feet and near to the fire, where they might curl down for their own especial comfort. It was not for us, however, to complain, inasmuch as the hospitality that had been extended was sincere; and it was to be remembered by us that it was in no way any advantage to the Indians to have taken us in for the night. Therefore, we were truly thankful that our copper colored friends had once more demonstrated their feelings of humanity toward their white brothers. They had been subjected to more or less inconvenience by our presence, but in no way did they make this fact manifest by their actions or by their words. The rain continued at intervals during the entire night, and it was with a feeling of real gratitude, as we lay upon the ground, and listened to it, that we thought of the kindly treatment we were receiving from these aborigines. In the morning we offered to pay them money for our accommodations, but this they declined. They did, however, accept some meat and some flour.

The pine timber lying east of Bow String Lake, and included in the survey of 1874 and 1875, was all tributary to waters running north, into the Big Fork River, which empties into the Rainy River. Levels were run across from Bow String Lake into Cut-foot Sioux River, and considerable fall was found. The distance, nearly all the way, was over a marsh. It was shown that a dam could easily be thrown across from bank to bank of the river at the outlet of Bow String Lake, and by thus slightly raising the water in the lake, plus a little work of cleaning out portions of the distance across the marsh, from Bow String Lake to Cut-foot Sioux, the timber could be driven across and into the waters of the Mississippi River. All of this engineering was before the advent of logging railroads. However, before the timber was needed for the Minneapolis market, many logging railroads had been built in various localities in the northern woods, and their practical utility had been demonstrated. When the time came for cutting this timber, a logging railroad was constructed to reach it, and over its tracks, the timber was brought out, thus obviating the necessity of empounding the waters of Bow String Lake.

Our frail birch canoes had been abandoned as cold weather approached, and we had settled down to the work of surveying. Sometimes, however, we came to lakes that must be crossed. This was accomplished by cutting some logs, and making rafts by tying them together with withes. Sometimes these rafts were found insufficiently buoyant to float above water all who got onto them, so that when they were pushed along there were no visible signs of anything that the men were standing on. When on a raft, Hyde was always afraid of falling off, and would invariably sit down upon it. This subjected him to greater discomfort than other members, but as it was of his own choosing, no one raised any objection.

On one occasion, when the raft sank unusually deep beneath the water, one of the party who had attended Sunday school in his youth and remembered much of his Bible, said, "I wonder if this is the way Christ walked on the water."

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One day, several of the party had gone to the supply camp to bring back some provisions which the cook had asked for. Returning, not by any trail, but directly through the unbroken forest, we found ourselves in a wet tamarack and spruce swamp; and, although we believed we were not far from the camp where we had left the cook in the morning, we were not certain of its exact location. Mr. F. G. Winston said he thought he could reach it in a very short time, and suggested that we remain where we were. He started in what he believed to be the direction of the camp, saying that he would return in a little while. We waited until the shades of night began to fall; and yet he did not come. Preparations were then made to stay in the swamp all night. The ground was wet all around us, nor could we see far enough to discern any dry land. We commenced cutting down the smaller trees that were like poles, and with these poles, constructed a platform of sufficient dimensions to afford room for four men to lie down. Then another foundation of wet logs was made, on which a fire was kindled, and by the fire, we baked our bread and fried some bacon, which constituted our evening meal. A sack of flour was opened, a small place within it hollowed out, a little water poured in, and the flour mixed with the water until a dough was formed. Each man was told to provide himself with a chip large enough on which to lay the piece of dough, which was rolled out by hand, made flat, and then, having been placed in a nearly upright position against the chip in front of the fire, was baked on one side; then turned over and baked on the other. In the meantime, each man was told to provide himself with a forked stick, which he should cut with his jack-knife, and on it to place his piece of bacon and cook it in front of the fire; thus each man became his own cook and prepared his own meal. There was no baking powder or other ingredient to leaven the loaf—not even a pinch of salt to flavor it. But the owner of each piece of dough was hungry, and, by eating it immediately after it was baked and before it got cold, it was much better than going without any supper. The following morning the party resumed its journey, and met Mr. Winston coming out to find it. He had found the cook's camp, but at so late an hour that it was not possible for him to return that night.

After leaving Grand Rapids about the middle of August, we saw very few white men for many months following. In October, on our survey, local attraction was so strong on part of our work, that it was necessary to use a solar compass. This emergency had not been anticipated; it, therefore, became necessary to go to Minneapolis to secure that special instrument. Philip B. Winston, afterwards mayor of Minneapolis, and I started in a birch canoe, and in it, made the whole distance from our camp on Bow String Lake to Aitkin, Minnesota, on the Mississippi, the nearest railroad station. We were in Minneapolis but two days, when we returned, catching the steamer at Aitkin, and going up the Mississippi to Grand Rapids, the head of navigation for steamboats.

Captain John Martin of Minneapolis, the well-known lumberman and banker, wished to return with us for his final fishing trip in open water, for that season. He fished successfully for a number of days, and, at the end of each day, personally prepared and cooked as fine a fish chowder as anyone would ever wish to eat. On the day of his departure, I took the Captain in my canoe, and landed him on the four mile portage with an Indian escort who was to take him to Grand Rapids, whence he would return by steamer to Aitkin, a station on the line of the Northern Pacific Railroad.

I was left alone in my canoe and must return to camp, crossing the open water of Bow String Lake. On my arrival at the main lake, the wind had increased its velocity, and the whitecaps were breaking. I hired an Indian, known as "the hunter," to help me paddle across the lake and up a rapid on a river flowing into Bow String, up and over which it was not possible for one man to push his canoe alone.

The annual payment to the Indians by the United States government was to occur a few days subsequently, at Leach Lake, and the Indians were busy getting ready to leave, to attend the payment. The hunter's people were to start that day, and he seemed to realize, when half way across the lake, that, owing to our slow progress, because of the heavy sea, he would be late in returning to his people at camp. He said so, and wished to turn back, but I told him that he must take me above the rapid, which was my principal object in hiring him. After sitting stoically in the bow of the canoe for a few moments, he suddenly turned about, and, drawing his long knife, said in Chippewa, that he must go back. I drew my revolver and told him to get down in the canoe and paddle, and that if he did not, he would get shot. There was no further threat by the Indian, and we made as rapid progress as possible over the rapid, landing my canoe—his own having been trailed to the foot of the rapid. Both stepped ashore. Then he said in Chippewa, "Me bad Chippewa; white man all right;" and bidding me good-by, hurried off to his canoe at the foot of the rapid.

Captain Martin was the last white man that any one of our party saw for four months. Winter closed in on us before the beginning of November. The snow became very deep, so that it was absolutely necessary to perform all of our work on snowshoes. The winter of 1874 and 1875 is shown to have been the coldest winter in Minnesota, of which there is any record, beginning with 1819 up to, and including, 1913.

The party was mostly composed of men who had had years of experience on the frontier, and who were inured to hardship. With a few, however, the experience was entirely new, and, except that they were looked after by the more hardy, they might have perished. As it was, however, not one man became seriously ill at any time during this severe winter's campaign.

The compass-man's work that winter was rendered very laborious from the fact that his occupation made it necessary for him, from morning until night of every day, to break his own path through the untrodden snow, for it was he who was locating the line of the survey. I was all of the time running lines in the interior of the sections, following the work of the surveyors, and choosing desirable pine timber that was found within each section. I had no companion in this work, and thus was separated most of each day from other members of the party, but returned to the same camp at night.

In the morning, each man was furnished by the cook, with a cloth sack in which were placed one or two or more biscuits, containing within slices of fried bacon and sometimes slices of corned beef, also, perhaps, a doughnut or two. This he tied to the belt of his jacket on his back and carried until the lunch hour. Ordinarily a small fire was then kindled, and the luncheon, which generally was frozen, thawed out and eaten. Under such mode of living, every one returned at night bringing an appetite of ample dimensions.

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 One of the most acceptable of foods to such men at the supper hour was bean soup, of a kind and quality such as a cook on the frontier, alone, knows how to prepare. Plenty of good bread was always in abundance at such time. Usually there was also either corned beef or boiled pork to be had by those who wished it; generally also boiled rice or apple dumplings, besides tea and coffee.

The work of the frontiersman is more or less hazardous in its nature, and yet bad accidents are rare. Occasionally a man is struck by a falling limb, or he may be cut by the glancing blow of an ax, though he learns to be very careful when using tools, well knowing that there is no surgeon or hospital near at hand. Sometimes in the early winter, men unaccompanied, yet obliged to travel alone, drop through the treacherous ice and are drowned. Few winters pass in a lumber country where instances of this kind do not occur. One day, when alone, I came near enough to such an experience. I was obliged to cross a lake, known to have air holes probably caused by warm springs. The ice was covered by a heavy layer of snow, consequently I wore snowshoes, and before starting to cross, cut a long, stout pole. Taking this firmly in my hands, I made my way out onto the ice. All went well until I was near the opposite shore, when suddenly the bottom went out from under me and I fell into the water, through an unseen air hole which the snow covered. The pole I carried was sufficient in length to reach the firm ice on either side, which alone enabled me, after much labor, impeded as I was by the cumbersome snowshoes, to gain the surface. The next absolutely necessary thing to do, was to make a fire as quickly as possible, before I should become benumbed by my wet garments.

The survey went steadily on, the snow and cold increased, and rarely was it possible to make an advance of more than four miles in a day. Frank Hoyt remained at the warehouse and watched the supplies which were steadily diminishing. One day, Philip B. Winston, two men of the crew, and I, set out to the supply camp to bring some provisions to the cook's camp. The first day at nightfall, we reached an Indian wigwam that we knew of, situated in a grove of hard wood timber, near the shore of a lake, directly on our route to the supply camp. Our little party stayed with the Indians and shared their hospitality. It was a large wigwam, covered principally with cedar bark, and there was an additional smaller wigwam so close to it, that a passage way was made from one wigwam to the other.

In the smaller wigwam, lived a young Indian, his squaw, and the squaw's mother; in the larger wigwam lived the chief, his wife, his daughter, son-in-law, and the hunter, his wife, and two daughters, all of whom were present except the hunter. There was an air of expectancy noticeable as we sat on the mats around the fire in the wigwam, after having made some coffee and eaten our supper outside. Presently the chief informed us that an heir was looked for that evening in the adjoining tent. Before nine o'clock, it was announced that a young warrior had made his appearance, and all were happy over his arrival. The large pipe was brought forth, filled with tobacco, and, after the chief had taken the first smoke, it was passed around to their guests, and all the men smoked, as well as the married women.

The next morning, we continued our journey across the lake and on to Hoyt's camp, where, it is needless to say, he was glad to see some white men. Their visits were rare at his camp. Filling our packs with things the cook had ordered, we started on our journey, arriving at the Indian camp at nightfall. As we left the ice to go up the banks of the lake to the wigwams, we met the mother of the young warrior who had made his first appearance the preceding night, going down to the lake with a pail in each hand to bring some water to her wigwam. The healthy young child was brought into the wigwam and shown to the members of our party, who complimented the young mother and wished that he might grow to be a brave, worthy to be chieftain of their tribe.

That evening a feast had been prepared at the chief's wigwam, in honor of the birth of the child, to which our party was invited. The menu consisted principally of boiled rice, boiled muskrat, and boiled rabbit. The three principal foods having been cooked in one kettle and at the same time, ~~it~~ was served as one course, but the guests were invited to repeat the course as often as they desired. This invitation was accepted by some, while others seemed satisfied to take the course but once. I have always found the hospitality of the Chippewa Indian unsurpassed, and more than once, in my frontier experiences, I have found that hospitality a godsend to me and to my party.

It was in the month of February, 1875, when the surveying party completed its work east of Bow String Lake, and finished, one afternoon, closing its last lines on the Third Guide Meridian. At the camp, that afternoon, preparations were being made for a general move of considerable distance. It is not always possible for the frontiersman to reach his goal on the day that he has planned to do so. An instance in point occurred next day, when our surveying party was moving out to Grand Rapids. The snow was deep and the weather intensely cold when we broke camp that morning, hoping before nightfall to reach one of Hill Lawrence's logging camps. Some Indians had been hired to help pack out our belongings. Our course lay directly through the unbroken forest, without trail or blazed line, and the right direction was kept only by the constant use of the compass. All were on snowshoes, and those of the party who could be depended upon to correctly use the compass, took turns in breaking road. Each compass-man would break the way through the snow for half an hour, then another would step in and break the way for another half hour, and he in turn would be succeeded by a third compass-man. This change of leadership was continued all the way during that day.

About the middle of the afternoon, the Indians threw down their packs and left our party altogether, having become tired of their jobs. This necessitated dividing up the Indians' packs and each man sufficiently able-bodied taking a part of these abandoned loads in addition to his own pack; and thus we continued the journey.

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From Lawrence camp we were able to secure the services of the tote team that was going out for supplies, which took our equipment through to Grand Rapids. From that point, we were able, also, to hire a team to take our supplies to the Swan River, crossing which, we went north to survey two townships, which would complete the winter's contract.

It has been stated that this winter of 1874 and 1875 was the coldest of which the Weather Bureau for Minnesota furnishes any history. Besides the intense cold, there were heavy snows. Nevertheless, no serious injury or physical suffering of long duration befell any member of our band of hardy woodsmen. Not one of our number was yet thirty years old, the youngest one being eighteen. Two only of the party were married, Fendall G. Winston, and myself. On leaving Grand Rapids in August, we separated ourselves from all other white men. The party was as completely separated from the outside world as though it had been aboard a whaling vessel in the Northern Seas. No letters nor communications of any kind reached us after winter set in, until our arrival in Grand Rapids in the month of February following. Letters were occasionally written and kept in readiness to send out by any Indian who might be going to the nearest logging camp, whence they might by chance be carried out to some post office. Whether these letters reached their destinations or not, could not be known by the writers as long as they remained on their work, hidden in the forest.

I had left my young wife and infant daughter, not yet a year old, in Minneapolis. Either, or both might have died and been buried before any word could have reached me. It was not possible at all times to keep such thoughts out of my mind. Of course every day was a busy one, completely filled with the duties of the hour, and the greatest solace was found in believing that all was well even though we could not communicate with each other. As I recall, no ill befell any one of the party nor of the party's dear ones, during all these long weeks and months of separation. Every man of the party seemed to become more rugged and to possess greater endurance as the cold increased. It became the common practice to let the camp fire burn down and die, as we rolled into our blankets to sleep till the morning hour of arising.

Not every night was spent in comfort, however, though ordinarily that was the average experience. The less robust ones, of whom there were very few, sometimes received special attention.

Long living around the open camp fire in the winter months, standing around in the smoke, and accumulating more or less of the odors from foods of various kinds being cooked by the open fire, invariably result in all of one's clothing and all of one's bedding becoming more or less saturated with the smell of the camp. This condition one does not notice while living in it from day to day, but he does not need to be out and away from such environments for more than a few hours, before he becomes personally conscious, to some degree, that such odors are not of a quality that would constitute a marketable article for cash. On arriving in Minneapolis at the close of the winter's campaign, without having changed our garments—as we had none with us that had not shared with us one and the same fate—Mr. P. B. Winston and I engaged a hack at the railroad station, and drove to our respective homes.

It was Mr. Winston's domicile that was first reached, and it happened, as the driver stopped in front of his house, that his fiancé, Miss Kittie Stevens, (the first white child born in Minneapolis), chanced to be passing by. Of course their meeting was unexpected to either, but was a pleasant and joyous one, though somewhat embarrassing to Mr. Winston. The wind was blowing, and I noticed that he took the precaution to keep his own person out of the windward. He had been a soldier in the Confederate Army, and I smiled with much satisfaction as I observed his splendid maneuver.

On meeting me next day, Mr. Winston inquired whether his tactics had been observed, and, being assured that they had, he said that that was the embarrassing moment for him, for he did not know but that the young lady might have considered that she had just grounds for breaking the engagement. Both of us, however, knew better, for she was a young lady possessed of a large degree of common sense and loveliness. The young people later were married, Mr. Winston becoming mayor of Minneapolis, remaining always, one of its best citizens. Often afterwards, incidents of that winter's experience, a few of which have been herein recorded, were gone over together with great pleasure by the parties interested.

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The occupation of the pioneer woodsman as he is related to lumbering in the Northwest is one which demands many of the highest attributes of man. He must be skillful enough as a surveyor to always know which description of land he is on, and where he is on that description. He must be a good judge of timber, able to discern the difference between a sound tree and a defective one, as well as to estimate closely the quantity and quality of lumber, reckoned in feet, board measure, each tree will likely produce when sawed at the mill. He must examine the contour of the country where the timber is, and make calculations how the timber is to be gotten out, either by water or by rail, and estimate how much money per thousand feet it will cost, to bring the logs to market. The value of the standing pine or other timber in the woods is dependent on all of these conditions, which must be reckoned in arriving at an estimate of the desirability of each tract of timber as an investment for himself, or for whomsoever he may represent.

Possessing these qualifications, he must also be honest; he must be industrious; he must be courageous. He must gain the other side of rivers that have no bridges over them, and he must cross lakes on which there are no boats. He must find shelter when he has no tent, and make moccasins when his shoes are worn and no longer of service, and new ones are not to be obtained: he must be indefatigable, for he will often be tempted to leave some work half finished rather than overcome the physical obstacles that lay between him and the completion of his task.

On the character of this man and on his *faithfulness*, his honesty, his conscientiousness, and on the correctness of his knowledge concerning the quality, quantity, and situation as to marketing the timber he examines, depends the value of the investments. Hundreds of thousands of dollars are invested on the word of this man, after he has disappeared into the wilderness and emerged with his report of what he has seen. The requisitions of manhood for this work are of a very high degree, and, when such a man is found, he is entitled to all of the esteem that is ever accorded to an honest, faithful, conscientious cashier, banker, or administrator of a large estate.

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