

## THE LAND OF LAKES; OR, THE NEW NORTHWEST.



VIEW IN THE DALLES OF THE ST. LOUIS RIVER, MINNESOTA.

BY the New Northwest is meant that portion of the great Northwest lying directly west of Lake Superior, comprising the State of Minnesota and the country lying to the west and northwest of it. What was known as the Northwest Territory fifty years or more ago, when that vast region was ceded to the United States by Great Britain, did, as a matter of fact, include what is now the State of Minnesota, although that region was then a *terra incognita*, so far as its being recognized or considered by the government as any thing more than a "howling wilderness," inhabited by savages and furbearing animals, instinct with perpetual desolation and wildness, and not susceptible of civilized occupancy.

More than three hundred years ago Jacques Cartier, an adventurous French naval officer, discovered the mouth of the St. Lawrence River, and, moving up that stream a few miles, landed and built a stockade near the

present site of the city of Quebec, and by the "divine right" of the King of France claimed the entire country of the Indians lying westward as the property of his royal master. This occurred in the year 1540, eighty years before the Pilgrims landed on Plymouth Rock. The French authorities, quick to seize an advantage, sent out an expedition to occupy this newly discovered land. Quebec was declared the capital of *New France*, by which was meant all the unknown region lying to the westward. They set about exploring this vast territory. More than one hundred years subsequent to Cartier's discovery the traders, missionaries, military officers, *voyageurs*, and adventurers had reached the western shores of the Great Lakes, having followed the St. Lawrence River from its mouth to its source in the watershed of the continent. There was an undiscovered country still beyond which was full of promise. They obtained some informa-

tion concerning it from the Indians, who had a very limited knowledge of it, and a vague idea of the existence of a great river many miles beyond, which they called the *Miche Sepe*—a name the French retained and recorded on their maps of this region some years later. The trader and missionary still moved on, hand in hand, as they had done during the preceding hundred years; the former actuated by love of gain and adventure, the latter animated by fervent zeal and devotion in bearing the tidings of the Cross to the benighted savages in this pathless wilderness. For the real discovery of this New Northwest, then, the world is indebted to those traders and missionaries who braved danger and faced death itself in the pursuit of their respective objects.

There is no one, perhaps, who reads at all, and is impressed with what he reads, who has not in the picture-gallery of his mind some historical scene or incident which stands out from all others in brighter colors than the rest, and in sharper outlines. It may be Leonidas with his three hundred defending the pass of Thermopylæ against the Persian bands, or Horatius defending the bridge against "thrice thirty thousand foes," or the Pilgrims hazarding all for conscience' sake, or some other of the hundreds of brave, heroic, or romantic incidents which glorify the pages of history. To many the braving of danger and death by those Jesuits, Franciscan priests, and Recollet fathers, who came here two centuries ago for the sole and single purpose of the conversion to Christianity of the pagan savages, was a display of chivalrous devotion and martyr-heroism seldom, if ever, witnessed or recorded. History has never done them full justice. To some their career may seem to have lacked those outward circumstances that enchain the fancy or arrest the attention, while to others it possesses all these elements. True, no pomp or circumstance of war surrounded these unpretending actors, no royal display dignified their action, and little of the tragic element calls forth the sympathetic tear; yet it is a sad and painful history, in many of its details and incidents harrowing and revolting. Those all-enduring men, born amidst the luxuries of civilized life, left all behind them when they embarked in their boats to the land of the



JACQUES CARTIER.

savages. Their lives were in constant jeopardy, at the mercy of the caprice, jealousy, superstition, and hate which were always active in savage breasts filled with a relentless and untamable ferocity. They went to share the life of these savages, to be domiciled in their dirty lodges, to partake of their unappetizing feasts, to listen to their tribal traditions, and to put themselves into communication with the inner workings of their spiritual natures to enable them to teach with greater effect. Their motto, *Ad majorem Dei gloriam*—for the greater glory of God—had inspiration enough in its grand simplicity and fullness of aim to consecrate any great undertaking involving self-sacrifice and pious effort.

The spirit of avarice and love of adventure made the trader the pioneer of the missionary—Mammon has generally led the way for God—but it required great bravery and courage to face the danger and possible death which the trader encountered. When they reached the Mississippi, by way of Lake Superior, the Fox and Wisconsin rivers, or the Illinois River, and went up the "Father of Rivers" in their rude boats, its surface had never before been disturbed but by the sea-bird's wing, the fish which reveled in its waters, or the smoothly glid-



THE JESUIT MISSIONARY.

ing, picturesque canoe. The song of the *royageur* had not yet been heard by the savage. On either bank a wilderness met the eye. The stillness of primeval nature had rested over these solitudes for untold ages. Century after century the morning dawned on the most picturesque landscapes, the most beautiful lakes and streams, while the setting sun gilded the smoke that rose from the humble wigwam, and the deepening twilight gave a sombre gloom to groves and prairies occupied by the simple, unassuming, though barbarous tenants of the soil. These were content with their savage life—with their squaws, their medicine-men, their Manitou, their tribal wars, and would have so remained to this day but for another people with a deeper and higher life, before whom the mentally powerless natives quickly disappear. The traders made their way, notwithstanding, to the remotest corners of what is now the State of Minnesota, until they had established barter with the Indians throughout this broad area; and the missionary ever unfurled his banner beside the trading post. Thus this section of the Union was made known—a region where land and climate alike vie to waken and sustain man's energies.

These explorations and labors were continued for nearly two centuries, during which time France, Spain, and England contended for the possession and control of this land. It was under the dominion of

France until 1763, then under that of England until 1804; Spain never succeeded in gaining a foot-hold there. In 1804 it was ceded to the United States. During all those years, and, indeed, up to a recent date, there was rivalry and contention between wealthy and powerful fur-trading companies, individuals, Indians, and the military forces. It was, indeed, a field of contest and bloodshed. Human bones whiten the land between the rivers St. Croix and Mississippi, and to some extent west and northwest of the latter. The successive governing powers attempted to assert authority and enforce obedience and recognition of their rule, and to acquire an unlimited influence over the natives. The English were the most successful in this direction. To this day these Indians respect and would yield ready obedience to the British crown were it restored to authority here. This was one of the causes of the Indian uprising in 1862. It is claimed by the best authority that the secret of this disposition lies in the fact that the English in their treatment of the Indians were more just yet more severe and decided than other governments.

The names of those French traders, missionaries, explorers and adventurers, Indian tribes, and prominent actors who occupied or were interested in this land until within the last three or four decades have been handed down in connection with lakes, rivers, towns, counties, and institutions of va-

rious kinds all over the State of Minnesota. Among the more prominent are Hennepin, who discovered and explored the Upper Mississippi to its source in 1680, and named the great falls at Minneapolis, in the county bearing his name, after his patron saint, Anthony of Padua; Nicollet, the eminent scientist, who explored the Minnesota River and various portions of the Northwest, and who has a monument in a county in the western part of the State, and after whom is named a fine hotel in Minneapolis; Duluth, whose name is given to the "zenith city of the unsalted seas," at the head of Lake Superior; Le Sueur, Faribault, and many others, who are in like manner remembered. Even the blood of the early French, generally tinged with the Indian, is coursing in the veins of many who are seen daily on the streets of St. Paul, Minneapolis, and in other parts of the State. The high cheekbone, with otherwise regular Gallic and often handsome features, tells the story of the manner of life of their ancestry. Many of the early comers married squaws, but were not especially scrupulous about the formality of marriage. However, by the more respectable class these informal marriages were legalized when those having authority to perform the ceremony came to the country, or when in any other way an opportunity was offered. Many of the French and some of the American settlers had one wife or concubine in town and another in the hunting grounds. History does not record that either the mistress or community saw any thing censurable in the practice of raising illegitimate children. The evil effects of this manner of life and practice were and are still seen in the Red River country, and on and beyond the boundary line, in various forms. The renegades up there lived with the Indian women unlawfully, raised up illegitimate children, and populated that section largely with mongrel half-breeds, who became dissolute, treacherous, and thieving outlaws—parasites in a civilized community. But they got no foot-hold in Minnesota to the extent of influencing the character of its institutions or customs; they had no part in the great work of building up the State. This element in the population was but as a crooked changeling laid in the cradle for a short time, until the sturdy Americans could bring the fair babe of the commonwealth they had forecast.

Under the French dominion many of the officers, traders, and adventurers who came from France and Canada were descendants of an existing or fallen nobility, and were educated, polished, and intelligent, and supposed they were born to rule. They were men of civilization and Old-World ideas, confronted with these forest solitudes, confronted, too, for the first time, with their real selves, and so led gradually to elimi-

nate from the original substance of manhood the artificial results of culture. The freedom from the restraints of civilized life, the adulation of natives and employés, gave a romance to this life which was coveted and often preferred to that in the elegant parlors of Paris or Quebec. It was a semi-civilization, full of a charm of its own, the like of which can hardly be found now, in these days of railroads and newspapers and telegraphs, in our continent. All nationalities enjoyed it. It was full of novelty, incident, and adventure. A pious historian has said it was apt to "render one earthly, sensual, and devilish," unless there was "a strong religious principle to counteract;" and further, that "there have been scenes enacted in Minnesota" (referring to the early days) "which will never be known till the judgment-day, for ignorance of which we should be grateful." This statement is highly colored. But this hybrid blood, like that of the Indian, is rapidly disappearing and being superseded by the Anglo-Saxon, Teutonic, Scandinavian, and Celtic. The last remnants of the inferior races linger like spectres around the final resting-place of their kindred, or, following their instincts, have kept beyond the limits of civilization, and are beyond the boundaries of Minnesota. Of the Gallic element but few traces remain to bear testimony to a former domination. Most of these are to be found in St. Paul, where some of the oldest and wealthiest families are either of French descent or connected with those who are, and retain some of the characteristics of their ancestors; and some streets, both English and American in aspect, bear the names of the vanished Gauls. Of their wild and daring life we have but imperfect tradition, the superior energy and life of the later pioneers blotting out the evidences of it and them, and they now live only in the stray paragraphs of the limited chronicles whose hoarded leaves are garnered and jealously watched by the Minnesota State Historical Society. The Indians have left innumerable names and many mounds and other evidences to tell their successors that here their race once lived and died.

I found an interesting and entertaining work on America (when this section of it was in the possession and under the authority of the English), written by Winterbottom, an English author, and published in London in 1795. It is a work of four volumes, in the possession of James A. Lennon, Esq., an old settler here, who has many quaint and antiquarian relics and records of olden times. The work is as rare as the records of the court of George the Fourth. The sketch of St. Anthony's Falls, on the next page, was probably made two hundred years ago. The name of the artist is not given, but is supposed to be Father Louis Henne-



VIEW OF ST. ANTHONY'S FALLS.—[FROM AN OLD ENGRAVING.]

pin, as subsequent records indicate that he was the original explorer of the falls, and took back a sketch of them to Europe when he returned, over a century preceding the time when this work was issued, about eighty years ago. Those who have made this subject a study think they can locate the rock and island alluded to in the original sketch as the same which are now found below the falls, stranded, as it were, since the recession of the falls of a century ago, by the constant and inexorable action of the water in undermining and destroying the ledge, which process science and the most skillful engineering have arrested in later years.

In speaking of the lakes and rivers of North America, Winterbottom makes the following allusion to the commerce of the Mississippi River at that early day: "The merchandise necessary for the commerce of the upper settlements on or near the Mississippi River is conveyed in the spring and autumn in batteaux, rowed by eighteen or twenty men, and carrying about forty tons. From New Orleans to the Illinois the voyage is commonly performed in eight or ten weeks."

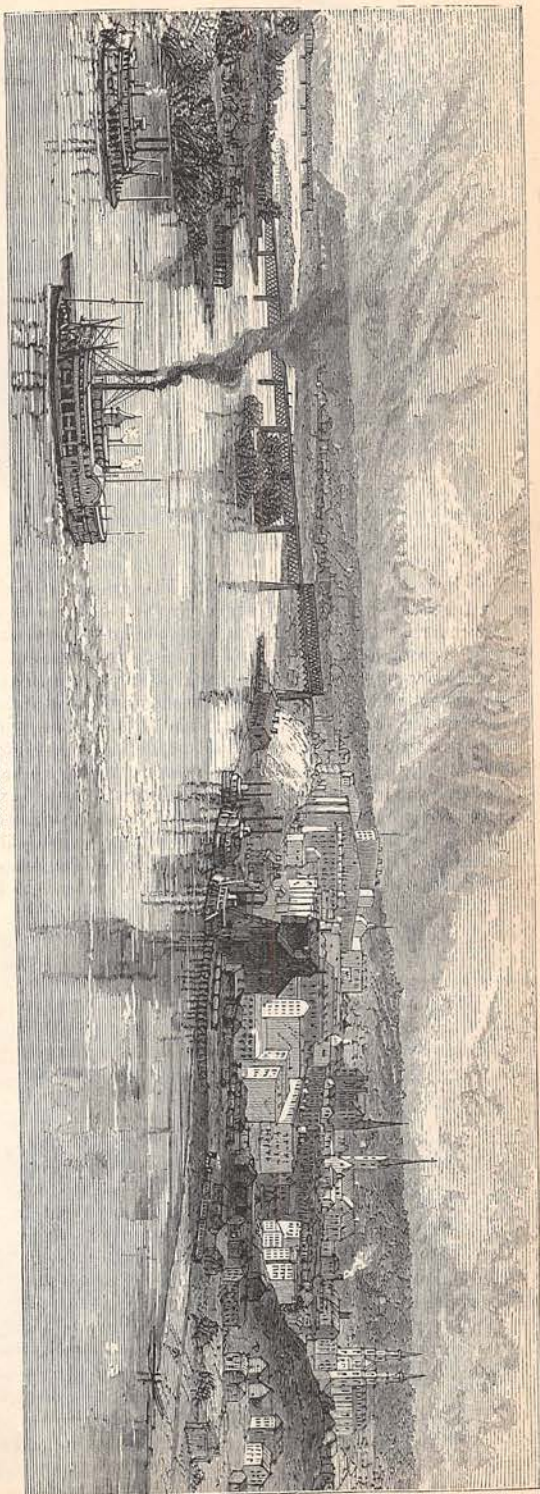
This chapter—a long description of the great river—states that nothing was known at that time respecting its length, and even its source was unknown. It says, further: "We only know that from St. Anthony's Falls, in latitude  $45^{\circ}$ , it glides with a pleasant, clear current, and receives many large and very extensive tributary streams before its junction with the Missouri." The description of the falls follows: "The Falls of St. Anthony, in latitude  $45^{\circ}$ , received their name from Father Louis Hennepin, a French missionary, who traveled into these parts about the year 1680, and was the first European ever seen by natives. The whole river,

which is more than two hundred and fifty yards wide, falls perpendicularly about thirty feet, and forms a most pleasing cataract. The rapids below, in the space of three hundred yards, render the descent considerably greater, so that, when viewed at a distance, they appear to be much higher than they really are. In the middle of the falls is a small island, about forty feet broad and somewhat longer, on which grow a few cragged hemlocks and spruce-trees; and about half-way between this island and the eastern shore is a rock, lying at the very edge of the falls in an oblique position, five or six feet broad and thirty or forty feet long. These falls are peculiarly situated, as they are approached without the least obstruction from any intervening hill or precipice, which can not be said of any other considerable fall, perhaps, in the world. The country around is exceedingly beautiful. It is not an uninterrupted plain, where the eye finds no relief, but composed of many gentle ascents, which in the spring and summer are covered with verdure and interspersed with little groves, and give a pleasing variety to the prospect. A little below the falls is a small island of about an acre and a half, on which grow a number of oak-trees, almost all the branches of which able to bear the weight are in the proper season of the year loaded with eagles' nests. Their instinctive wisdom has taught them to choose this place, as it is secured, on account of the rapids above, from the attacks either of men or beasts."

Previous to the advent of *bona fide* settlers Minnesota had been partially explored and its resources to some extent made known. Such eminent officers and scholars as Long, Pike, Nicollet, Schoolcraft, and others had been here. Of course some settlers had

come and made claims, or had squatted on land. Among the number was Jonathan Carver, who came from Connecticut in 1767, soon after this section had been ceded to Great Britain. He seems to have been a keen, practical Yankee, the prototype of those who came after him. He was the first of the numerous land speculators; went up the Mississippi above the Falls of St. Anthony, with an eye for the main chance in the way of a speculation. He returned to a point below the present site of St. Paul, and stepped out of his canoe in front of what proved to be a remarkable cave, which now bears his name. A few feet from the entrance commences a lake of clear water, which extends back to an unknown distance. The walls of the cave are covered with indecipherable Indian hieroglyphics, appearing to be very old. A short distance from this cavern, on the bluff above it, is the mound in which the Dakota tribes buried the bones of their dead, assembling there annually for that purpose, and to hold council and legislate for the succeeding year. At one of these gatherings Carver made a speech before the Dakotas—probably the first ever delivered by a Yankee in this region. The first conveyance of land made and the first deed signed in this region was here. It was made to Carver from the Indians, and the instrument under which his heirs founded their claim to the Carver tract, which both England and this government subsequently repudiated. As late as 1851 holders of this Carver scrip were seen about the neighborhood looking up their imaginary estates. But Carver was a far-seeing man. He predicted that splendid scheme of commercial intercommunication by which St. Paul was to become the centre and focus of a great internal commerce. He predicted a water connection with New York, which has been consummated in the Erie Canal. He also conceived the idea of a Pacific road by way of the Minnesota and other rivers,

ST. PAUL, MINNESOTA.





JONATHAN CARVER.

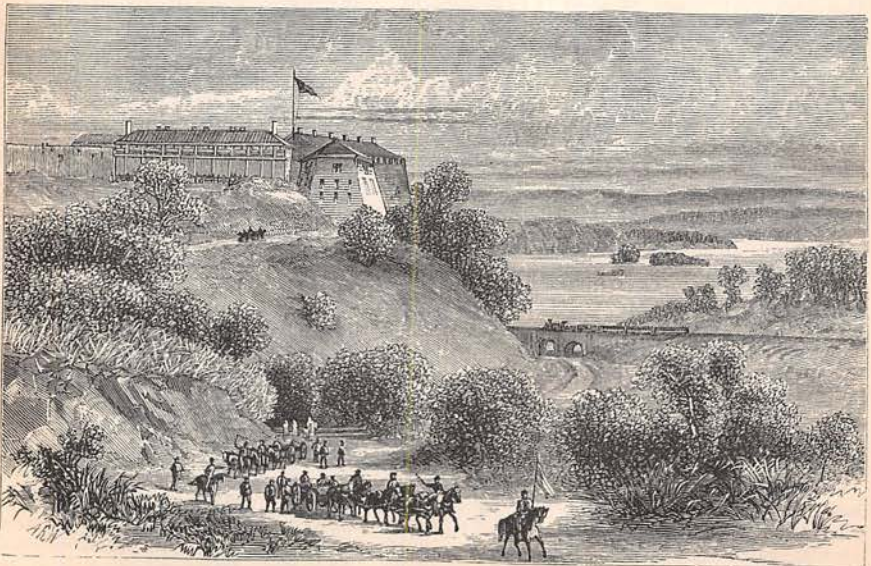


COLONEL JOSIAH G. SNELLING.

which has since been attempted. He presented his schemes with such force and clearness that he induced the English authorities to make explorations for the purpose of surveying and discovering.

In the year 1819 this government sent out troops, under Colonel Leavenworth, with instructions to build a fort at the confluence of the Mississippi and Minnesota rivers, and to enforce the authority of this government. A stockade was first built on the low land west of the Mississippi and south of the Minnesota River, called "Cantonment Leavenworth." On account of the overflowing

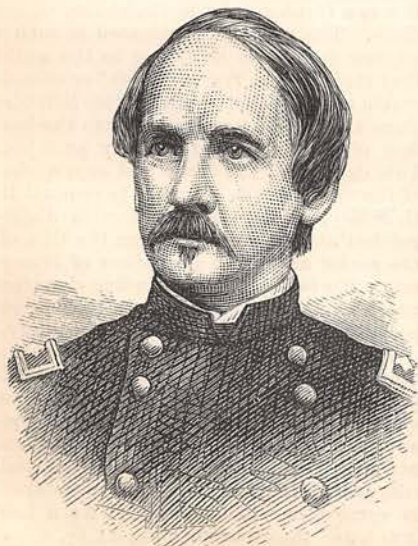
of this site, the location was changed to the present site of Fort Snelling, on the high table-land on the opposite side of the Minnesota River, a white sandstone bluff. During the fall of 1820 Colonel Snelling succeeded to the command, completed the fort in 1824, and christened it Fort St. Anthony. Soon after this General Scott visited the fort on a tour of inspection, and was so well pleased with its excellent construction that he named it Fort Snelling, in compliment to its builder and commander. Colonel Snelling was a brave and competent officer; born in Boston in 1772; entered the service



FORT SNELLING.

as lieutenant in 1808; was distinguished for bravery at the battles of Tippecanoe, Brownstown, and Lyons Creek; and was prominent in connection with Hull's surrender at Detroit, and at the trial of that officer denounced him as either a coward or a traitor. A succession of promotions made him colonel of the Fifth Infantry in 1819. He died August 20, 1828, in Washington. His estimable and accomplished widow is still living, in Cincinnati, aged ninety-six years.

The real material development of Minnesota commenced in the year 1834, when H. H. Sibley made his advent here as a partner in the American Fur Company and superintendent of its great interests north of Lake Pepin to the British boundaries, and the combined power of capital and labor was brought to bear upon the hitherto somewhat wild and precarious business of collecting furs. During the succeeding fifteen years a number of prominent men came here, who were and have since been identified with the upbuilding of this State in every particular—such men as H. M. Rice, Franklin Steele, N. W. Kitson, Edmund Rice, Joseph R. Brown, D. Olmstead, and others, whose names are now fully commemorated on the map of the State. The knowledge they acquired of Indian character and of the manner of dealing with the savages, as well as of the resources of the State, fitted them to render efficient service to the commonwealth. There have been two currents of population which have surged across the continent and peopled the great West. The initial points of this distribution were Jamestown and Plymouth. These currents, of course, often intermin-



GENERAL H. H. SIBLEY.



MINNESOTA DAKOTA.

gled. The cumulative pressure of the northern tide of population forced it around the lakes (which limited it on the north), and northward up the Mississippi Valley, and east of the central desert regions into Wisconsin and Minnesota, where it came in contact with and overcame that lethargic tide which had its rise in Quebec as an initial point, and had followed the waters of the St. Lawrence, consuming a century in getting here. From this source some feeble attempts at settlement had been made; the most notable was that of the Earl of Selkirk, a wealthy Scotch nobleman, in 1811, on the Red River, near the boundary line. It was a failure. The colony was scattered into Minnesota, further south. All such attempts failed wholly or partially. It was commencing at the wrong end: as absurd as the attempt, about the same time, of one Dixon to establish an empire of half-breeds and Indians on the Red River, with himself as chief, under the title of Montezuma II. It seems to have been predestined that the channel through which the permanent settlers of this State were to come should be on American soil. In this way came the pioneers who built up the State and gave it its character. It is a noteworthy fact that the settlement of Minnesota has been free from the scenes of sanguinary violence which have disgraced the early history of many of the border States. This is due to the fact that this State, California, and Oregon were settled about the same time—1851—and the gold fields of the Pacific attracted the reckless adventurers and desperate characters who would otherwise have found a home here. As it was, the men who had it in





SIOUX MASSACRE, 1862.

view to gain subsistence by honest labor sought the fertile prairies of Minnesota. We refer to the settlement after the organization of a Territory and State.

These tides of emigration pushed the natives ahead of them. The Indians made successive stands and efforts to resist this onward march of civilization, which was driving them before it and destroying them. They had been forced up the streams in this section, from different directions, until they found themselves at their source—the limit. Here they made a final and desperate struggle for their existence and to recover their lost hunting grounds. Instinct seemed to dictate to them to make this their final battle-ground in this latitude. But whether as the result of instinct or reason, or from the force of circumstances, the conflict is a fact of history. Minnesota, then, may be said to be the outcome of that period of contention preceding 1848, the epitaph of which was written in blood with the tomahawk. It is the child of many vicissitudes; ceded and re-ceded, languishing undeveloped through an existence of two centuries, sacked and pillaged, shocked from centre to outline by Indian wars and massacres, deluged with blood in the fierce warfare between the Chippewas and Dakotas, and finally, in 1862, when it was hoping for rest and stability, plunged into that terrible Sioux massacre and war in which nearly one thousand pioneers were brutally tortured and butch-

ered, shocking the civilized world with its atrocity. This beautiful land seems, indeed, to have been the prey of a capricious fate, but it has survived the ordeal, and come out strengthened and with renewed vigor. Its permanent settlement and progress toward the fulfillment of its destiny seem to have been consecrated by that Sioux massacre. It was a turning-point in the history of the State. The war was terminated in such a manner as to give assurance to the world that that was the last successful or considerable uprising of Indians in this latitude, since the latter were driven from the borders of Minnesota and severely punished. This defense of the State and suppression of the uprising was intrusted to General H. H. Sibley, who conducted it with distinguished ability, and fairly won the title of the savior as well as the father of Minnesota. His familiarity with Indian character and his ability and integrity of purpose especially fitted him for this important duty.

To mould and shape the destinies of a State out of the chaos and confusion attending the travail and birth of Minnesota required just such men at the helm as the pioneers who came—men of great physical and moral courage, and many of them well educated. The American came to the front in earnest, one hand extended for a land grant, and the other grasping a rifle.

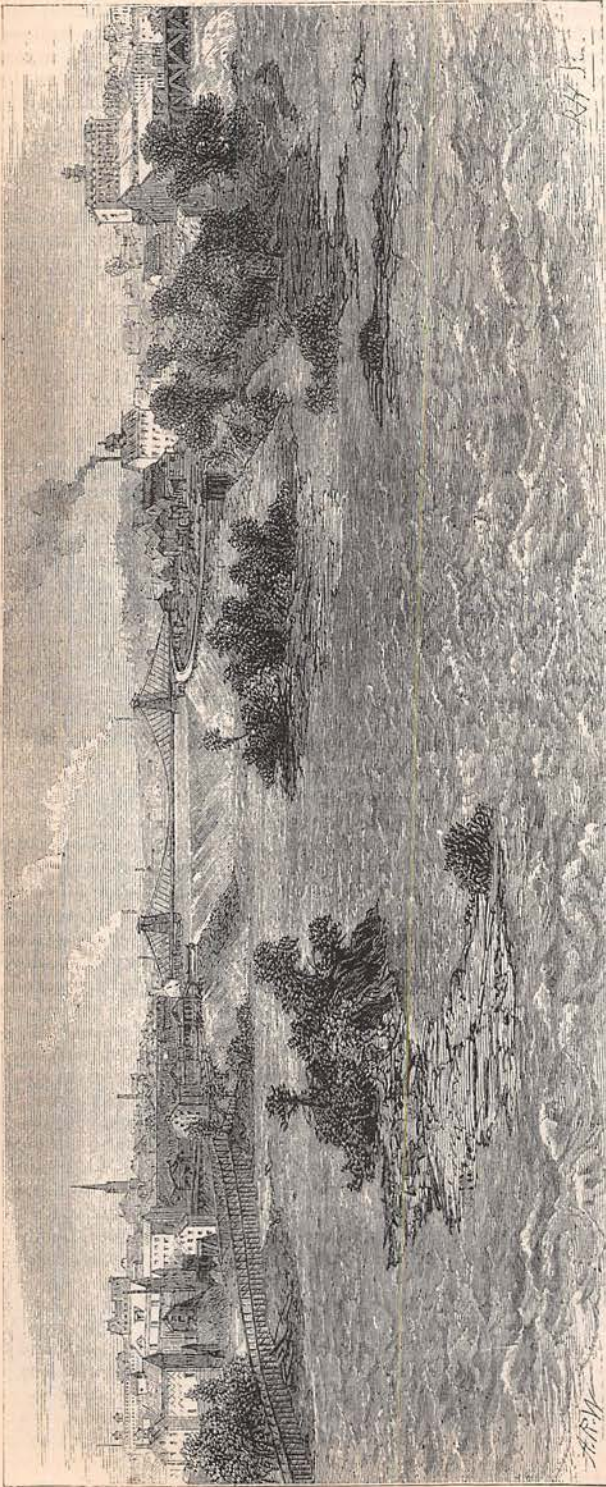
These men, well fitted to encounter the hardships of frontier life, were not un-

mindful of the higher wants of the people who might cast their lot here. No sooner had they made a shelter for themselves than they reared the church and school-house. Minnesota has excellent common schools, munificently endowed, higher institutions of learning, and an excellent university. The largest and finest edifices in such flourishing interior cities as Winona, Rochester, Faribault, Red Wing, St. Cloud, and others are the school buildings. The finest public-school building in any country town in this land is at Rochester, in the southern part of the State, indicating a half century of patient upbuilding instead of a single decade. One having a knowledge of what Minnesota was up to as late a date as 1850, when the entire population was about 5000, and then east of the Mississippi River mainly, and no knowledge of its progress and growth since, would be surprised to be now set down on the streets of St. Paul or Minneapolis, or some of the large interior cities. Then St. Paul, the only city, was on the verge of civilization; it consisted of a few rude shanties, each alternate one devoted to relieving the universal American thirst. It has now nearly 40,000 inhabitants; and Minneapolis, a few miles above, nearly as many—80,000 people within an area ten miles square. These cities have school-houses, churches, and public buildings that would grace any Eastern city, and massive business blocks on either side of the principal streets, representing their industry and wealth. Great mills,

elevators, and manufactory of all kinds line the banks of the river at Minneapolis. The river is spanned by expensive bridges. The first bridge that was ever put across the Mississippi River at any point was the wire suspension-bridge at Minneapolis, built in 1856. The elegant residences and grounds indicate a high degree of refinement. Throughout the State the soil yields an abundance; railroads penetrate every section of it, and reach out through the far Northwest toward the Pacific coast and the British Possessions, all paying tribute to these central cities. The people love their soil, climate, prairies, lakes, and streams, and look forward to the future with high hopes. Yet there are men still young who can remember when these cities and this populous section was a tenantless prairie or tree-covered bluff. Twenty-five years ago Chicago and Milwaukee were the *Ultima Thule* of Northwestern travel to ordinary mortals who were neither pioneers, trappers, nor fur-traders. It took several days to get to St. Paul from Chicago. Now St. Paul and Minneapolis are the objective points for tourists and pleasure-seekers in that direction. The people of those cities talk of "watering-places" and summer resorts within their own State. Minnetonka, Como, White Bear, and other lakes are within a few miles, and so are Frontenac, Faribault, St. Cloud, and a number of other healthful and beautiful resorts. A ride of about twenty hours by the Chicago, Milwaukee, and St. Paul, or Chicago and Northwestern and West Wis-

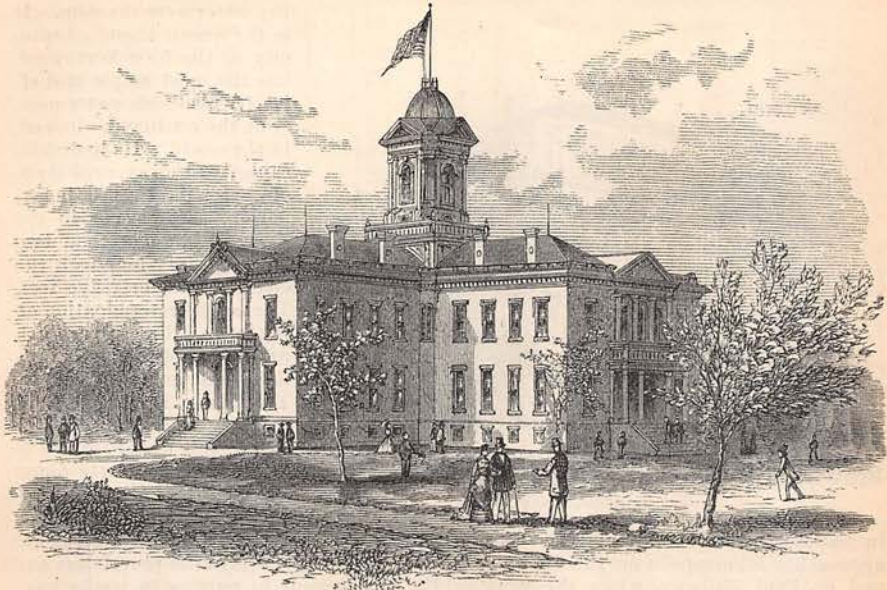


UNIVERSITY OF MINNESOTA, MINNEAPOLIS.



MINNEAPOLIS AND FT. ANTHONY, MINNESOTA.

consin railways brings one here from Chicago. By the former route the ever-changing and ever-beautiful scenery of the Upper Mississippi is in view from the cars which run on the river-bank from La Crosse to Minneapolis—scenery which will compare with any in the world. Elegant passenger and sleeping coaches run through without change, and have all the conveniences for travelers possessed by any roads in the world. The press, the telegraph, and the steamboat, as well as the railroad, are here—in indeed, hundreds of miles beyond to the west and the northwest. The press here is equal in ability and enterprise to that of any city in this country. The *Daily Press* is one of the most brilliant and able in the country, and has a building, newspaper and job establishment, equaled in completeness of appointments by less than half a dozen of the kind in the United States. The *Minneapolis Tribune* also has a fine establishment. The higher intellectual life is not as vigorous here as in older Eastern cities; the character of the population prevents a large development in this direction at present. A large proportion of the population is of foreign descent. Moreover, the people have little time for the graces and culture which come with literature and art. But these cities are the rivals in this respect of any of their size and age on the continent, and the talent in this direction is rapidly coming to assert itself.



CAPITOL, ST. PAUL, MINNESOTA.

In the Old World people follow the trade, here trade follows the people. The real marvel, after all, is not that these large cities have grown from insignificant villages in so short a time, but that the country back of them has developed so rapidly. Had Minnesota grown only with that comparatively slow growth of the more eastern States, St. Paul and Minneapolis would now be but villages. Given the country, the town was a necessity for the population and products: there must be a market. These cities—which in time will be one in interest as well as by virtue of contact, one the commercial, the other the manufacturing portion—are but the visible exponents and outgrowth of the development of the tributary country.

St. Paul is the leading commercial city in the New Northwest, and third in importance in the Mississippi Valley. The wholesale trade in 1874 amounted to \$19,000,000, one wholesale dry-goods house alone doing a business of \$2,500,000. The banking capital amounts to \$2,150,000. Nine railroads centre here and at Minneapolis. St. Paul received by all railroads and steamboat lines in 1874, 471,000 tons of freight; expended in new buildings and improvements the same year, \$2,125,000; Minneapolis about the same. While these figures do not show the full amount of business, they indicate how vigorous and substantial the growth has been. Though hardly of legal age, St. Paul looks as old as Boston in many respects; the grouping of buildings is as picturesque and varied as in Montreal. From the river-bank, which is a bold escarpment

of quartzose sandstone underlying the limestone, gleaming white where the plateau terminates on the river's brink, on successive elevations or tables, rise acres of solidly built stone and brick structures, and still further back, on the broad esplanades, long avenues lined with fine residences. On the levee, where the cars come in and steamboats land, are seen in the business season a throng of laborers, steamers shrieking their arrival and departure, and a grotesque scramble for the Northwest still beyond. The city leaped into new life after the war, and during the construction of hundreds of miles of new railroads, like a young giant, confident in the plenitude of its strength. It is a cosmopolitan city, rich in social life and energy, active in commerce, shrewd and ingenious in the struggle for the supremacy of trade in the New Northwest. It is attractively situated, flanked by bluffs and plateaus, and abounding with groves and vales. The elevations are traversed by horse railways, and a ride of a few minutes will take one from the business centre to the suburbs. The passion for suburban residences is fast taking possession of the people, and several beautiful avenues, or boulevards, as the people there delight to call them, have been laid out and built up in both this city and Minneapolis.

Minneapolis is only seven miles in a straight line from St. Paul, from centre to centre. The two cities are connected by broad avenues. The scenery is rare in its beauty and picturesqueness. Fort Snelling, Minnehaha, and other points are widely known. One of the most magnificent views

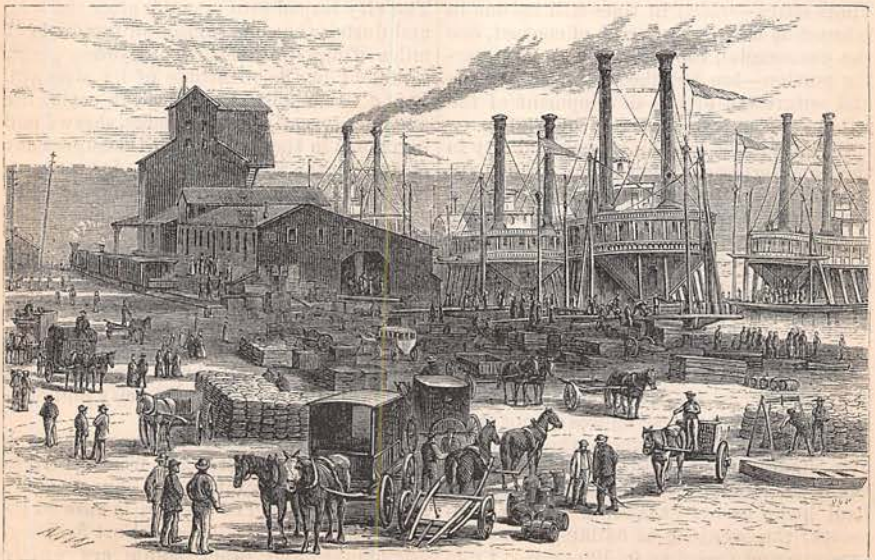


ACADEMY OF MUSIC, MINNEAPOLIS.

in the Northwest is that obtained as one approaches Minneapolis on the Milwaukee and St. Paul Railway, when the west is aglow with a mellow sunset—the land, sky, and groves wreathed with vapors of variegated soft and beautiful tints; the city in the distance on an elevated prairie, the background diversified with graceful slope and rounded contour of hill and woodland. Nearer the city one hears the roar of the great cataract, St. Anthony's Falls, mingled with which is the noise of axe, hammer, and saw: an apotheosis of industry, where, reversing the fairy tale, nothing is left to luck; and if there be any poetry, it is something that can not be helped—the waste of

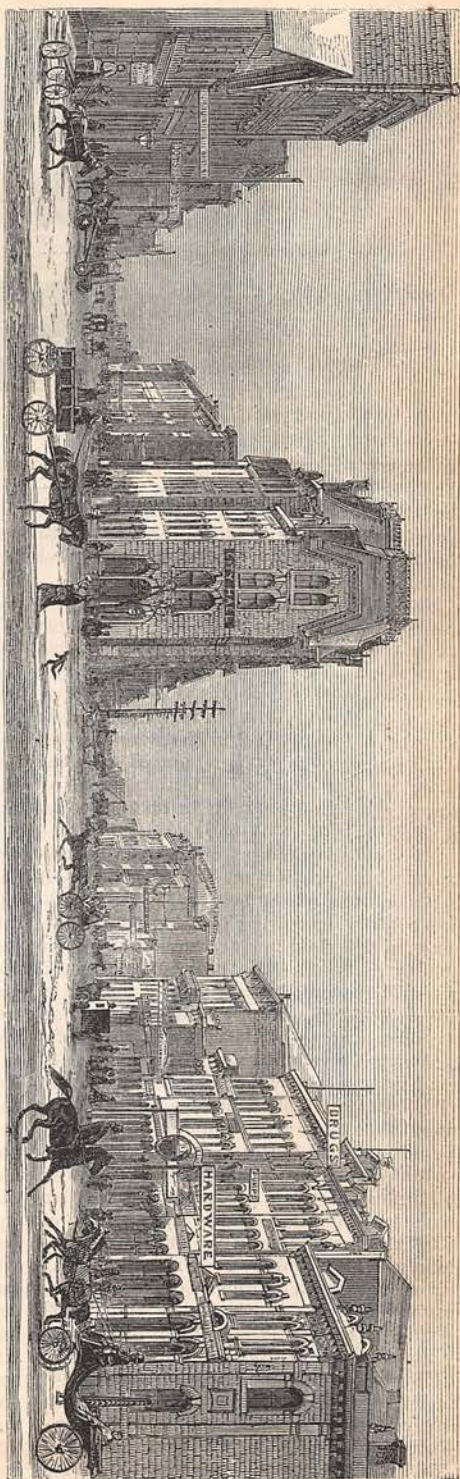
years since and threatened to destroy it; but the united efforts of the proprietors and the government in putting in works have made the dam permanent and secure for all time. To this great water-power, to the fact that raw material of almost every kind employed in the arts is found in the State, to the favorable commercial position and facilities which enable her to collect this raw material and distribute the products to widely dependent markets, Minneapolis is indebted for her present eminence as a manufacturing city. She has signal advantages for varied manufacture. Almost every variety of industry is prosecuted here. The chief interests in point of magnitude

the water over the dam. It is the queen manufacturing city in the New Northwest, has the most ample and effective available water-power on the continent—indeed, in the world. Its hydraulic capacity at an average stage of water is 120,000 horse-power; the descent in the river within less than two miles is sixty-four feet, the effective fall forty-five feet. The northern termination of the ledge of limestone which underlies the surface for fifty miles east and west is here. This stone is an excellent building material, and is extensively used here and in St. Paul. The water found its way through the sand-rock under the ledge a few

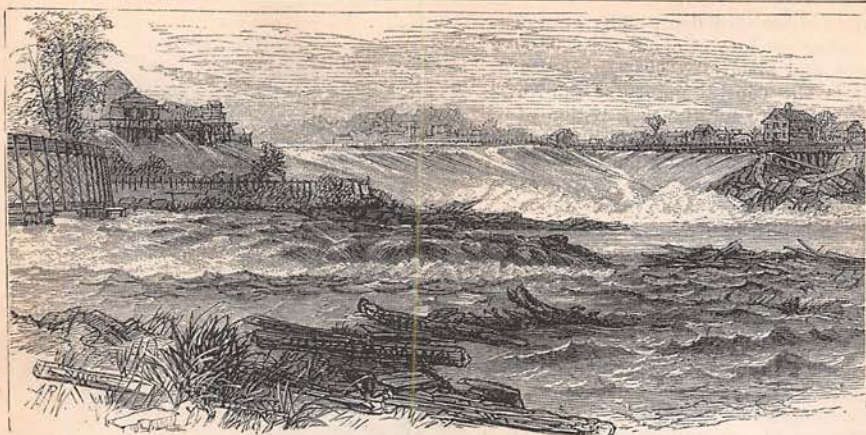


LEVEE, ST. PAUL.

are lumber and flour. The annual lumber product is about 200,000,000 feet and about 125,000,000 shingles. It is the central point for lumber manufacture for the vast region of pine on the Upper Mississippi and its tributaries. Many millions of dollars are invested in this business. Of equal and perhaps greater importance is the manufacture of flour, in which Minneapolis is excelled by but one city in the United States. The product in 1874 was 726,500 barrels, and 65,000,000 pounds of feed. Ex-Governor Washburn, of Wisconsin, has built and is now operating the largest mill on this continent, and the fourth in capacity in the world. The machinery and stones are the best that could be found in France. The art of flour-making has been reduced to something near perfection here. The Minnesota wheat is said to be of the best quality of any in the world. Spring wheat is grown almost exclusively, and produces the best flour. Five years ago it sold in the market for three to four dollars less per barrel than winter-wheat flour, while now it commands from one to two dollars more per barrel. The new process, the use of what is known as the "middlings purifier," has revolutionized the manufacture of flour. The machinery by which this result is accomplished is very ingenious; it was introduced into this country from France originally, but has been very much improved here. Mr. Christian, the proprietor of a large mill, a thoroughly practical and scientific operator, has made the subject a study, and investigated the merits of the new processes in Europe and America, and given the millers the benefit of his knowledge. The result has been the production of machinery so delicate and exact in its operation as to extract all the better qualities of the wheat kernel without impairing the vitality, producing the whitest and best flour the wheat is capable of yielding. This process consists in removing the bran from the wheat by subjecting it to grinding, the dust and bran being reeled out, leaving a mass of rounded coarse grits of wheat meat or simnel, which in this form can be subjected to a blast of air which carries away the dust and impurities of the exterior coatings. The simnel, thus purified, and ground again, produces this excellent flour, which has come to be the delight of the house-keeper because of its absolute purity



BUSINESS CENTER OF MINNEAPOLIS.



THE DAM, ST. ANTHONY'S FALLS.

and snowy whiteness. By the old process—the flour being made by only one grinding—the dust and impurities were to a considerable extent ground up and intermixed with the flour, reducing its color, richness, and rising qualities.

Many valuable inventions have come from the Northwest. The first steel plow was made there; reapers and threshers came from there. The best plows, reapers, and farm machinery are produced in Minneapolis. Almost every kind of machinery made of wood or iron needed in the development of this new country is produced to some extent in Minneapolis. The total value of all manufactured products in 1874 was over \$15,000,000.

Minnesota is the seat of the greatest average wheat product on this continent—it is the natural wheat belt; nowhere else in this country, excepting possibly the Pacific coast, is the yield per acre as great or the quality as good. All the requisite conditions for growing it seem to be combined in this soil and climate. The western boundary of the State is the limit of successful agricultural production in this latitude; beyond it a treeless, waterless waste, stricken with barrenness, stretches for miles. Minnesota thus takes a pre-eminent rank among the agricultural States. All of the less important grains are also successfully grown in Minnesota. This productive district extends into Manitoba, covering an area of 350,000 square miles in the British Possessions, and all tributary to Minnesota. This region lies north of the arid and desolate waste stretching south of the forty-ninth parallel, over which the winds refuse to carry their burden of life-giving moisture.

Minnesota has a population of over 600,000 (in 1850 it had less than 5000), an area of nearly 84,000 square miles, or 53,760,000 acres—larger than all New England—of which 2,556,342 acres are under cultivation. The

assessed valuation of taxable property was \$140,000 in 1850, and is \$223,000,000 now. The State debt, exclusive of the old railroad bonds, is but \$444,000. The annual product of wheat is nearly 30,000,000 bushels, of which about 5,000,000 bushels are manufactured into flour within the State; of other grains 23,000,000 bushels. It has 3,000,000 apple-trees, of which 85,000 are bearing. It has over 2000 miles of railroads, and 1200 miles of navigable waters within and along its borders.

Minnesota is the water-shed of the continent; the great rivers which drain it have their rise in Northern Minnesota within a few miles of each other, and radiate east, north, and south. The St. Lawrence River drains the eastern slope, the Red River of the North the northern, and the Mississippi the southern. The highest elevation is 1680 feet above sea-level. These several slopes have different physical characteristics in this State. The eastern, at the head of Lake Superior, is a development of primary rocks overlaid by deposits of clay and drift, and is rich in minerals; the northern slope includes the rich alluvial deposits of the Red River Valley and the fertile basins of the lakes and rivers in Manitoba. The northern part of the State is covered with hard-wood timber, beach, elm, and maple; the highland or water-shed is covered with pine, spruce, and conifers—more than 20,000 square miles of the surface—and the soil is comparatively sterile. The southern slope, which extends into the Mississippi Valley, and includes the entire State south of the ridge, is one vast extent of prairie and woodland, unsurpassed in fertility and productiveness. The streams running southward are fringed with alluvial bottoms, and covered often with a dense growth of hard wood; the main part of the entire surface of this slope is a deep, dark, argillaceous alluvium, exceedingly rich and grassy. The

poplar, alder, willow, and kindred species and hard woods take the place of pine; the transition from conifer to deciduous forms is sudden. Outside of these valleys the surface is rolling prairie, whose undulations dip down on all sides to the margins of beautiful lakes and streams, which are numerous, and furnish an ample supply of moisture. Minnesota is emphatically the Land of Lakes, the name given it by the Indians. They are almost numberless, and by their beauty and sylvan associations constitute one of the principal charms of the rural landscape.\* The portion of the State lying between the Mississippi and St. Croix rivers has a variety of soil and timber growth. One of the character-

istic features of that portion of the State is the number of water-falls, which, in addition to water-power for future populations, afford some of the wildest and grandest scenery. Besides the great Falls of St. Anthony, where huge rocks are piled up in Titanic confusion, attesting the great power of the water with which they have contended for ages, there are a number of beautiful cascades up the river. Further north and west are several falls on the Pigeon, St. Louis, and St. Croix rivers. On either stream is a most singular combination of wild and grand scenery. The cascades and cataracts are precipitous and bold. On Pigeon River, in a distance of 400 yards, the fall is 144 feet—a succession of cascades

\* Dr. Day, of St. Paul, State Fish Commissioner, has taken the pains to obtain the extent of inland lake surface in the State by measurement, showing 1,601,840 acres—three and one-half acres of water to every one hundred acres of land. He is introducing choice species of fish into these lakes and streams, such as are not here now, and will never be except by artificial propagation, though these waters abound in several ordinary varieties of fish.



MINNEHAHA—LAUGHING WATER.

and cataracts through a narrow gorge, with perpendicular walls from 40 to 120 feet high. The dalles of the St. Louis and St. Croix are noted for their grandeur.

The garden of the State is west of the Mississippi, which is intersected with streams, affording thorough drainage and, with their outline of bluffs and the graceful sweeps of their valleys, some of the most picturesque and animated scenery in this or any other country, breaking the monotony of a prairie country into forms of great variety and beauty, combining the elements of successful husbandry and delightful landscape views. The vegetation is luxuriant under the quickening effects of a hot summer, abundant moisture, and the dry atmosphere which performs such important and conservative functions in tempering the ministry of the elements of the life and growth of animals and plants, all contributing to the making of the growing season of ample length for seed-time and harvest.

The dark warm soil of the rolling prairies and river bottoms along the lines of the St.





VIEW IN THE DALLES OF ST. CROIX.

Paul and Pacific, the Sioux City, and Winona and St. Peter railways is as rich as the famed valley of the Nile. Experience has demonstrated that it is not only favorable for agricultural purposes, but for stock-raising as well. Some of the best stock farms and choicest herds of blooded stock in this country are in Minnesota. C. A. De Graff has a stock and grain farm at Janesville, ninety-three miles southwest from St. Paul, of 2200 acres, called Lake Elysian Farm, from the lake on which it is situated. It is stocked with thorough-bred Durham and Alderney cattle, and horses, sheep, and hogs of the best breeds. The experiment has proved a decided success, his stock commanding the best prices in the Eastern markets: 1100 acres of the land are in crops, 350 in grass, the balance in pasturage and timber. Several extensive grain farms have also been opened. Mr. Dalrymple, in Dakota County, has one of several thousand acres, which has been profitable. The luxuriant grass growth, the rich meadow and prairie lands, the extensive pasturage, abundance and purity of the water, large yield of all grains and vegetables used in subsisting and fattening animals, the mildness of the winter season, freedom from diseases which prevail in more southern and more humid atmospheres—all point to stock-raising and wool-growing as among the most important and profitable of the diversified channels into which the industry of the farmer may be directed. Wool grown in Minnesota is of the best quality.

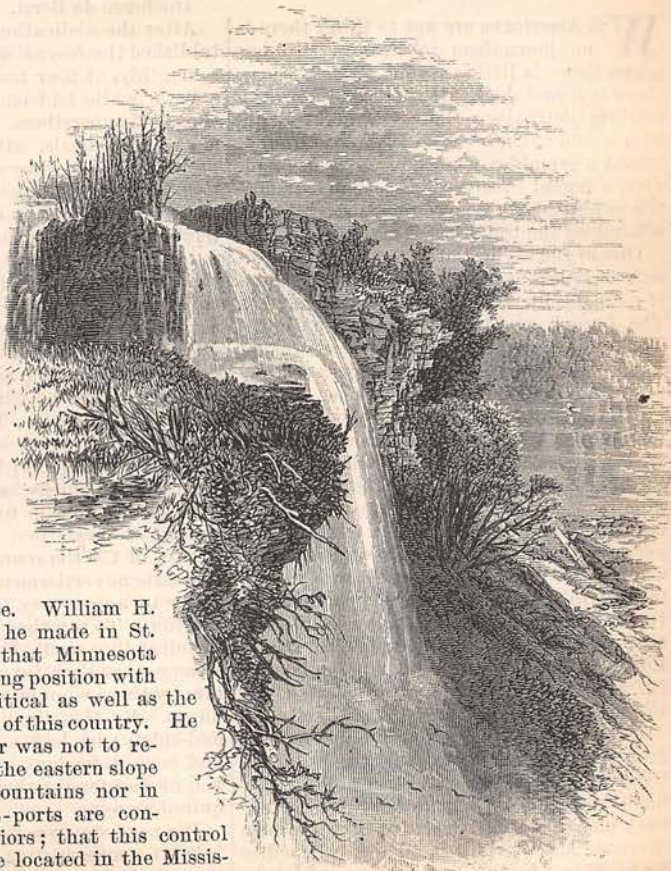
Minnesota possesses all these natural elements of wealth—elements well calculated to concentrate a numerous population, and call forth all their aptitudes and energies—and is open to the intellect, the energy, and the capital of the East. Emigrants will not be likely to go west of this State for some years hence, except those in search of minerals and sudden fortunes. It is the western limit of successful agriculture. In 1820, when land was held at \$50 an acre in New England, the farmer moved to Ohio, and got it for \$1 25; in 1840 it was the same in Ohio, and he moved to Illinois; for the same reason he went to Iowa and Minnesota in 1850. When it is \$50 an acre there he will go to the Winnipeg and Saskatchewan valleys, by which time it is hoped they will belong to the United States.

Many people who contemplate moving to the Northwest are not aware that thousands of acres of the richest government lands, near a line of railway too, may be had by simply occupying them, under the Homestead or Tree-planting acts, or of the railroad companies on almost as easy conditions. The St. Paul and Pacific Railroad penetrates one of the richest parts of the State, and is doing a great work in opening up to settlement those vast prairies and woodlands, furnishing land and homes to thousands of settlers almost without price, certainly requiring very little ready money. All the time required for payment is given, and at a low rate of interest. One of the

objections—perhaps the only one—to habitation on the prairies west of the timber belts has been that they are without timber. This disadvantage is being overcome by planting trees—an enterprise which was initiated in that section by President Becker, and is now under the supervision of Hon. L. B. Hodges, who introduced tree-planting into the State twenty-five years ago, and has demonstrated its entire feasibility by repeated experiments. It was commenced along this railway in 1870 for the primary purpose of creating a snow-break, the trees being set in rows on either side of the track; in places most liable to drift, two rows to form a more effective break. The experiment has proved a decided success, and the work is now prosecuted with vigor. This company has set out over 4,000,000 trees; 20,000,000 have been planted on the treeless prairies of the State. Mr. Becker, to encourage private enterprise, opened a farm on the prairies, and is planting on a large scale at his own expense. Many kinds of trees grow very rapidly—often fifty to sixty feet high, and twenty-five to thirty inches in diameter, in from fifteen to twenty years' time; hard woods, six to eight inches in diameter, in from seven to ten years' time. It is claimed by Mr. Hodges that trees can be planted at a cost of less than one-third of a cent each the first year. This device will prevent the snow drifting on the track, supply timber and fuel for the use of the road, besides enhancing the æsthetic effect.

Minnesota, by virtue of its geographical position on the continent, is also of political consequence. William H. Seward, in a speech he made in St. Paul in 1861, said that Minnesota occupied a commanding position with reference to the political as well as the commercial destinies of this country. He predicted that power was not to reside permanently in the eastern slope of the Alleghany Mountains nor in the sea-ports. Sea-ports are controlled by the interiors; that this control would eventually be located in the Mississippi Valley; and he said he believed the *ultimate seat of government would be located*

*somewhere near the head of navigation on the Mississippi.* Stephen A. Douglas expressed the same sentiment when in the United States Senate, in connection with the location of the capital of the Territory at St. Paul. Hon. Alexander Ramsey was appointed Governor of the Territory in 1848, and sent here to organize the government. In his inaugural he made like predictions of the future of this State. He has lived to witness a realization to some extent of his predictions; has been Governor of the State, and twelve years its honored representative in the United States Senate, and hence one of the most prominent and useful of the actors in promoting the destiny of the State. These men had the sagacity and foresight to discern a great city in the near future at the head of navigation, and a great State to sustain it—a result inevitable of that tide of emigration from New England, New York, Pennsylvania, Germany, and Scandinavia, which has been and is still flowing noiselessly out on the prairies to cover them with farms, villages, stock, and grain.



SILVER CASCADE, NEAR ST. ANTHONY.