

## History of lumbering in the St. Croix Valley

### **HISTORY OF LUMBERING IN THE ST. CROIX VALLEY, WITH BIOGRAPHIC SKETCHES.\* BY WILLIAM H. C. FOLSOM.**

\* An Address at the Annual Meeting of the Minnesota Historical Society, Jan. 16, 1899.

Mr. President, Members of the Historical Society, and Citizens of Minnesota: It is with great pleasure that I appear before the Minnesota Historical Society in response to an invitation extended from your Committee on Lectures. From the time of the formation of this society in 1889, I have known of its progress, success, and noble aims. The wisdom and foresight of its founders have been happily illustrated year by year in the interest manifested by our people, in the valuable library accumulated, free to all, and in the published reminiscences of the history of Minnesota, from the days of traditions among the Indians to the present time. May the Minnesota Historical Society continue in its usefulness and prosperity.

The invitation of your committee expressed the desire for an article on the History of Lumbering in the St. Croix Valley. It appeared quite an undertaking, involving considerable research and covering sixty years of the rise and progress of an important industry. In entering upon this history, I found many of the records obliterated and most of the early mill operators and owners dead; but with the kind assistance of interested friends I have been able to collect and compile the statistics, approximately correct, of the annual cut and manufacture of pine timber in the St. Croix valley from the beginning to the present year.

In gathering these statistics I have followed the courses of the rivers and railway lines where the mills are situated, 292 instead of referring to the various mills in the chronologic order of their being built; yet their dates are given as far as they could be ascertained with the help of friends and from my own memoranda. In arranging the data, I have

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interspersed incidents of the early settlement, with numerous short biographic sketches. I have also had occasion to make reference to the fifteen different tribes, nationalities, and territorial and state governments, as far as they can be traced back, which have had control or jurisdiction over the St. Croix valley, to-wit:

1. Sioux Indians,
2. Ojibway Indians.
3. Government of France.
4. Government of England.
5. Virginia.
6. United States.
7. Ohio Territory.
8. Indiana Territory.
- 9, Illinois Territory.
10. Michigan Territory.
11. State of Michigan.
12. Wisconsin Territory
13. State of Wisconsin.
14. Minnesota Territory
15. State of Minnesota.

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In 1680, Duluth, who discovered and floated down the St. Croix river, was the first man to see this Valley, of whom we have any account. He was a native of Lyons, France, and was an adventurer for wealth and fame. After more than two centuries have passed away, his name is honored, at the southwest end of lake Superior, by a great and growing city.

The St. Croix river derived its name from a man by the name of St. Croix, who was buried at the mouth of St. Croix lake in the seventeenth century.

In 1833, the American Board of Foreign Missions established a mission on Yellow river, an eastern tributary of the St. Croix, under the supervision of Rev. Frederick Ayer, who in 1857 was a member of the Minnesota Constitutional Convention from Morrison county. It was in this mission that the first school was opened in the valley by Miss Hester Crooks, later Mrs. W. T. Boutwell, now deceased. Her father was Ramsay Crooks, president of the American Fur Company. This mission was removed to Pokegama, Pine county, in 1836.

In 1837, treaties were made by our government with the Ojibway (Chippewa) and Sioux Indians, which opened the St. Croix valley to white immigration, an opportunity that was soon improved. Gov. Henry Dodge of Wisconsin and Gen. W. 293 R. Smith negotiated with the Ojibways at Fort Snelling, while the Sioux treaty was made at Washington. These treaties were ratified by Congress in 1838.

### **BEGINNING OF SETTLEMENTS. STEAMBOATING, AND LUMBERING.**

For the following account of the earliest settlement and the first cutting of lumber on the St. Croix I am indebted to Mr. Franklin Steele, who was the first pioneer do come to the Valley with the intention of making permanent improvements. He wrote:

I came to the Northwest in 1837, a young man, healthy and ambitious, to dare the perils of an almost unexplored region, inhabited by savages. I sought Fort Snelling (which was st that time an active United States fort) as a point from which to start. In September, 1837, immediately after the treaty was made ceding the St. Croix valley to the government,

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accompanied by Dr. Fitch, of Bloomington, Iowa, I started from Fort Snelling in a bark canoe, accompanied by a scow loaded with tools, supplies, and laborers. We descended the Mississippi river to the mouth of the St. Croix, and thence ascended the St. Croix to the Dalles. We clambered over the rocks to the falls, where we made two land claims, covering the falls on the east side and the approach in the Dalles. We built a log cabin at the falls, where the upper copper-bearing trap range crosses the river, and where the old mill was afterward erected. A second log house we built in the Dalles at the head of navigation. While we were building, four other parties arrived to make claims to the water power. I found the veritable Joe Brown on the west side cutting timber and trading with the Indians, where now stands the town of Taylor's Falls. These were the first pine logs cut in the Valley, and they were used mostly in building a mill.

In February, 1888, I made a trip from Fort Snelling to Snake river via St. Croix Falls, where I had a crew of men cutting logs. While I was there, Peshick, an Indian chief, said: "We have no money for our land, logs cannot go." He further said that he could not control his young men, and would not be responsible for their acts. The treaty was ratified, however, in time for the logs to be moved.

The following spring we descended the Mississippi river in bark canoes to Prairie du Chien, and went thence by steamer to St. Louis. There a copartnership was formed, composed of Fitch of Muscatine, Iowa, Libby of Alton, Illinois, Hungerford and Livingstone of St. Louis, Missouri, Hill and Holcombe of Quincy, Illinois, and myself. We chartered the steamer Palmyra, loaded her with materials for building a saw mill, and took with us thirty-six laborers. Plans for procedure, rules, and by-laws, were adopted during the Journey on the steamer; our company was named the St. Croix Falls Lumbering Company.

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The steamer Palmyra was the first boat to ply the waters of the St. Croix lake and river. On her first trip into the Dalles she had an interesting encounter with the Ojibway Indians. As she steamed up between the high rocks, her shrill whistle and puffing engine attracted the

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Indians, who flocked in great numbers to the river to see the “scota chenung” (fireboat). Some of the more daring ones ventured to the high rocks towering the boat, as she lay in the eddy opposite Angle Rock. Their curiosity knew no bounds. They whooped and danced until their frenzied spirits became excited to such a degree that they began to roll rocks from the high pinnacle down upon the boat. At once the captain ordered the engineer to let the steam escape, while the whistle screamed with broken notes, the bell keeping time. The shrill belching forth of the steam was terrific. The Indians sprang away with a bound, with fearful yelling, tumbling over the cragged rocks, leaving blankets and utensils behind in their fright, and fled into the woods in such terror that not an Indian reappeared. This was the beginning of steamboating and settlement by the whites in the St. Croix valley.

The St. Croix Falls Lumbering Company, with its boat load of men and materials, built a mill and dam, at a cost of about \$20,000, above the Dalles at the rapids. The company passed through many changes. The inexperience of the managers in the lumbering business with its necessary expenditures, the long distance from labor and supplies, which had to be freighted from St. Louis, and the heavy early outlays with no profits or dividends, caused several of the partners to withdraw, notwithstanding the local advantages for lumbering, a splendid water power, abundance of timber, and a healthy climate. However, the company continued operations for years, with William Holcombe as agent.

Captain Holcombe was the first lieutenant governor of Minnesota. He took a deep interest in the settlement of the St. Croix valley. In 1846 he was a member of the first constitutional convention in Wisconsin, in which he worked hard for the change of the boundary from the St. Croix river to a line farther east; he succeeded in making the change, and was elected on the boundary issue, which was a political question; but the constitution was defeated by the people. St. Paul favored the St. Croix boundary, for she was fearful that, if the line was established farther east, Hudson would be her rival to become the future capital of the new territory destined to be formed northwest of Wisconsin. Lieut. Gov. Holcombe was also a member of the Democratic wing of the Minnesota constitutional convention,

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and was United States receiver of the land office for four years. His name will long be remembered in the Valley. He died in 1870.

The other members of the old company did not become residents of the St. Croix valley, with the exception of William S. Hungerford. Every member of this old company has passed away from all that is mortal.

Mr. Hungerford became a permanent resident of the Valley when the government offered for sale the land embracing the water power. He preempted the subdivision on which the old mill stood, and obtained the title from the government in 1851. He was arrested for perjury in obtaining the title, and was carried to Madison in bonds. This act created litigation which continued for over twenty years. Mr. Hungerford was acquitted.

Hon. John McKusick, of Stillwater, was also connected with the St. Croix Lumbering Company as an agent in 1840, during the first operations. The entire output of this mill was about 50,000,000 feet.

### **ESTABLISHMENT OF THE INTERSTATE BOUNDARY.**

Hon. James Fisher, of Prairie du Chien, a member of the Wisconsin territorial council in 1845, representing Crawford county, which covered the area between the St. Croix and Mississippi rivers, introduced a memorial to Congress, to create another territory from the northwest part of Wisconsin, to be called Superior. The memorial was referred to the Committee on Territories, where it still sleeps.

Hon. Caleb Cushing, of Massachusetts, in 1846, purchased an interest in the St. Croix Falls property and formed a stock company. He firmly believed in the future formation of this new territory with boundaries similar to those proposed in the Fisher memorial; he thought that, with his almost unlimited sway in Congress, this result could be accomplished and St. Croix Falls be designated as the capital. But about this time 296 Mr. Cushing was commissioned by the government and entered the Mexican war. He was

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subsequently sent as minister to China. These and other important duties called away his personal attention from the St. Croix property, so that the new territory and capital as designed sleep with the Fisher memorial. The water power of this property has remained unimproved to the present time. It belongs to the estate of the late Isaac Staples. The falls are created by the water falling over imperishable adamantine rock.

George W. Brownell, of St. Croix Falls, was delegate from this district, in 1847, to the second Wisconsin constitutional convention. He had been elected on the issue of establishing the boundary from Mt. Trempealeau to Lake Superior, which would place the St. Croix valley and the two great cities since built at the west end of Lake Superior under one state government. But the edict had gone forth that Wisconsin must be admitted into the Union, in order that her Whig vote (which was sure) might be cast for Gen. Zachary Taylor for president, and that therefore her Morgan L. Martin boundary must not be tampered with. Thus was sacrificed, in a considerable degree, the future welfare of a district capable of sustaining half a million or more of people, by placing them under a government not their first choice. The Wisconsin part of this tract of country is adjacent to Minnesota, and its financial interests are blended with those of our state; thus time exposes some of our indiscreet national and state-building schemes.

### **PIONEER LUMBERING ON GOVERNMENT LANDS.**

The first operators in the pine districts of Wisconsin and Minnesota were pioneers, who ventured into this new and unexplored country for the purpose of cutting timber for a livelihood, not with the spirit of speculation. They opened the country for settlement and cultivation, as the vanguard of civilization, creating a value for the government domain.

The government subsequently sent timber agents to investigate and report, regarding the cutting of timber on these uncared-for lands. It was generally conceded to be a benefit to the government; it being occupancy under an endowed 297 right, as citizens inheriting an interest in the government. In many instances where the government demanded payment,

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the demand was promptly met by purchasing the denuded lands, or by paying a fair compensation for the timber cut.

### **FOREST FIRES AND DECREASE OF RAINFALL.**

There is abundant evidence that extensive pine forests once existed where now there are large pine barrens. The gradations. from the thrifty pine to barren plains is clearly seen. Fires were the main cause, which annually swept over large tracts of land, stripping them of the timber by millions of feet, a destruction vast and incalculable.

The physical features of the country have also undergone a change due to decrease of the rainfall. While the towering pines have fallen by the forest fires or by decay or the woodman's ax, many of the lakes have receded, and tall grasses wave and willows grow where once the "kego" sported in the clear blue waters. "The sun drew the waters up into the heavens," said the Indians; but the old shores may still be traced, by the freshwater shells that are crushed by the foot of the explorer, and by the ineffaceable mark of water breaking upon the beach and undermining the rocky ledges.

### **THE VILLAGE OF MARINE.**

Next to St. Croix Falls, Marine contains the earliest settlement. Lewis Judd and David Hone were deputized by a company of men residing in Marine, Illinois, to visit the Northwest and examine the region recently secured by treaty from the Ojibways, and to return the same year and report upon its advantages of climate, soil, and other resources. They were authorized also to locate a claim for future settlement, if they found one entirely suitable. They embarked on the steamer Ariel at St. Louis, September 10th, 1838, and in twenty-five days reached the head of lake St. Croix, whence they proceeded in a flatboat propelled by poles up the St. Croix as far as the falls, and thence to the mouth of Kettle river. Returning by birch canoes, they stopped at the present site of the village of Marine;

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and thence went onward to Marine, Illinois, where they arrived November 10th, and reported favorably on the location chosen.

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During the following winter a verbal agreement was made by thirteen persons, all of Marine, Illinois, to start in the spring and build a sawmill on the distant St. Croix. On April 27th, this company left St. Louis on the steamer Fayette for the new settlement, which they reached on the 13th of May. The Fayette was chartered expressly for this voyage. They took with them mill machinery, farming tools, household goods, three yoke of oxen, and cows.

The members of the party were Lewis, George, and Albert Judd, Orange Walker, David Hone, William B. Dibble, Dr. Lucius Green, Asa Parker, Joseph Cottrell, and Hiram Berkey. When they landed they found Jeremiah Russell and Levi W. Stratton in possession of the claim, they having taken possession during the preceding winter. These men demanded and received three hundred dollars for relinquishing the claim to its rightful owners.

The colonists set to work immediately to build a log cabin as a temporary shelter, which being completed, they commenced the mill, and worked with such energy that it was finished in ninety days. The first wheel used was a flutterwheel, which, not proving satisfactory, was replaced by an overshot wheel with buckets.

Orange Walker was the first clerk and chieftain of the concern, and when anything was wanted a call of the company would be made, and the members assembled. No article of agreement existed. Only one book was kept for a series of years,—a unique affair, no doubt. The first installment was \$200; the second, \$75; the third, \$50. All were within the first two years, after which the company became self-sustaining. No partner forfeited his stock. The name of this company was the Marine Lumber Company, which, in 1850, was changed to the Judd & Walker Company, The property changed hands several times

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after this; and Orange Walker was the sole owner in 1863, when the mill was burned at a loss of \$6,000. This mill, the first that manufactured lumber in the St. Croix valley, was operated fifty years. Beginning work in 1839 and continuing until 1889, its gross cut was 197,000,000 feet. All the thirteen original owners have passed from earth.

The first jury trial ever held in the Valley was at Marine in 1840, with Joseph R. Brown as justice, Philander Prescott, 299 plaintiff, and C. D. Foote, defendant. The accusation was for jumping a land claim, at Prescott. During the trial the court adjourned to allow the jury to visit the claim and obtain the facts in the case. The jury failed to agree, but the case was compromised by Prescott allowing Foote eighty acres of the claim.

In the early 50's a mill was built at Vasa, a village three miles above Marine. It ran only a short time, cutting about 3,000,000 feet.

### **OSCEOLA, WISCONSIN.**

The first land claim at Osceola, covering the beautiful cascade, was made May 1st, 1844, by Milton V. Nobles and L. N. Parker. The claim was made for mill purposes, and a company was formed consisting of M. V. and W. H. Nobles, William Kent, W. O. Mahoney, Anson Northup, and Lewis Walker. The mill began operations in 1845, using a fifty-foot flutter wheel, which made the mill a conspicuous object on the river. It has long since been dismantled, after changing hands a number of times. The approximate cut of lumber was 35,000,000 feet. The original proprietors, with the exception of William Kent, are dead. Captain Kent has been a popular steamboat man for a number of years.

In the 50's a small mill was built above Osceola, which was soon afterward moved away; cut, about 3,000,000 feet.

Col. William H. Nobles, who invested in the Osceola mill in 1844, was appointed, in 1857, to locate and mark a road from St. Paul to the Missouri river, and thence across the Rocky mountains. Under a military escort he established what is known as Nobles Pass across

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the Rockies, his route being marked by earth mounds. He came to the St. Croix Valley in 1844. He was a member of the fifth Minnesota state legislature, and a county in this state bears his name.

### **THE OLD ST. CROIX COUNTY.**

Joseph Renshaw Brown, one of the best known men of the early days of Minnesota; came with the troops who built Fort Snelling, a drummer boy in the army, in 1819, at the age of fourteen. After the expiration of his term of enlistment, Gray Cloud was his first home, where Crawford county authorities 300 commissioned him a justice of the peace, as also David Hone of Point Douglas, in 1839; they being the first persons to hold civil office in what is now Minnesota. I can give but a brief sketch of his history, for which I am personally indebted to him. He was elected, in 1840, representative in the Wisconsin territorial legislature from Crawford county, having sought the position expressly for the purpose of creating St. Croix county, in which he was successful. On returning home, the organization was perfected with the aid of the people.

The first county commissioners' meeting of St. Croix county, Wisconsin, now in Minnesota, was held October 5th, 1840, at Dakotah, now a part of Stillwater. Hazen Mooers and Samuel Burkleo appeared and qualified as commissioners; J. R. Brown was clerk; H. Mooers was elected chairman; and the bonds of the officers were approved.

In conformity to a vote of the inhabitants of St. Croix county, at an election held August 3rd, the county was authorized by a law of Wisconsin Territory, entitled An Act to Organize the County of St. Croix, which was approved January 9th, 1840. This vote located the seat of the county at the head of lake St. Croix, on a tract of land occupied by Joseph R. Brown, bounded on the east by lake St. Croix, and on the north by Pine creek. Also in conformity to this law, the board of commissioners by deed transferred all the right and title of the land to Joseph R. Brown, he having paid to the treasurer of the county \$800. The Board contracted with Mr. Brown to build a court house, jail, and county offices, to

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be used four years; and they purchased half an acre of land to be selected by the county commissioners, in the central part of the town, to be surveyed by the county surveyor.

The county seat having been located at Dakotah, the organization provided for a district court, which Judge Irwin of Green Bay was ordered to hold in June, 1840. He ascended the Fox river and descended the Wisconsin in a skiff, came thence by steamer to Fort Snelling, and from Fort Snelling went to Dakotah on foot, with a pilot for a guide. On arriving at Dakotah he found the sheriff, but no jurors or docket. He stopped at Hotel Brown, slept on deer skins, and ate St. Croix fish, seasoned with salt which he had brought in his pocket. On his return he succeeded in effecting the disorganization of the court. Phineas Lawrence, the sheriff, on serving 301 the first and only papers, while acting as sheriff, approached the party, holding the document to view, and exclaimed, "I, Phineas Lawrence, high sheriff of St. Croix county, in the name of the United States of America and the immortal God, command you to surrender."

The first term of district court held in St Croix county, Wisconsin, convened at Stillwater, June 1st, 1847. The session lasted one week. The jurors were found in a circuit of one hundred miles. Hon. Charles Dunn, of Mineral Point, presided, with Joseph R. Brown as clerk of court, M. S. Wilkinson, prosecuting attorney, and W. H. C. Folsom, sheriff. The next term of court was held by Judge Aaron Goodrich, a Minnesota territorial appointee, in August, 1849, under the Wisconsin territorial laws, two months after the proclamation of Gov. Alexander Ramsey was issued, establishing the Territory. of Minnesota.

In 1847, while serving as sheriff, I obtained copies of the lists of both grand and petit juries of the June term of court, which I have in my possession, together with the original log scale bills, in the handwriting of the scalers, Gov. William Holcombe and Hon. Joseph Bowron. These are supposed to be the first log scale bills made in Minnesota. I also have the copies of the poll lists of several of the first elections held in the St. Croix valley, containing the names of the candidates; and also the sheriff bills of the trial, and conveyance to Fort Snelling, of the two Indians, Wind and Ne-she-ke-ogema, who were

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tried for murder in the June term of court in 1847. That was the first murder trial in what is now Minnesota. The Indians were acquitted on the ground that the deed was committed in a drunken brawl, in which they killed a whisky vender.

### **THE CITY OF STILLWATER.**

In the spring of 1843, Jacob Fisher made a claim on unsurveyed land, where a part of the city of Stillwater now stands. Afterwards, this claim was purchased from Mr. Fisher by John McKusick, Elam Greely, Elias McKean, and Calvin F. Leach, who erected the first sawmill on lake St. Croix. April 1st, 1844, the mill began work, with the motive power from the water run from a small lake near by. It continued operations 302 until about 1862, having cut, during its existence, 27,000,000 feet.

John McKusick, the only surviving partner, prominent among the pioneers, came to the Valley in 1840. He has filled many positions of trust, being state senator from 1863 to 1866. He is a generous, public-spirited man.

Elias McKean, a native of Pennsylvania, and an active and friendly man, came to the Valley in 1841 and to Stillwater in 1843, retiring to his farm in 1850.

Calvin F. Leach was a quiet, pleasant business man. He died in St. Louis.

Elam Greely, native of New Hampshire, came to the Valley in 1840. He was the first postmaster of Stillwater, and was a member of the third and fourth Minnesota territorial councils. He was identified with the prosperity of Stillwater until his death, which occurred suddenly away from home.

The year 1848 brought many changes to the Valley. Wisconsin was admitted into the Union, with the St. Croix as her northwestern boundary, severing her connection with the Wisconsin territory west of the St. Croix river. In Stillwater. August 4th, was held the first public meeting where were laid the foundations of the future Territory and great State of

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Minnesota. James H. Tweedy, delegate in Congress from the territory, resigned and the people elected Henry H. Sibley as their delegate, who was accredited with his seat. Mr. Sibley introduced and obtained the passage of a bill for the organization of Minnesota Territory, March 3rd, 1849. Mr. Sibley was, at the time, a citizen of Iowa Territory.

Morton S. Wilkinson, who came to Stillwater in 1847, was the first practicing lawyer northwest of Prairie du Chien, and was a member of the first Minnesota territorial legislature in 1849. His history is well known, and it will not avail to introduce it here.

The second mill built at Stillwater was by Sawyer & Heaton, in 1852, which was afterward burned at a loss of \$5,000. It was transferred to Isaac Staples. The cut of this mill was about 150,000,000 feet.

In 1854, Schulenburg, Boeckler & Co., of St. Louis, erected a mill in Dakotah, now a part of Stillwater. Louis Hospes, in 1856, became an owner and operated the mill until it burned 303 in 1877. It was afterward rebuilt, but it burned again in 1892, at a loss of \$188,000. The mill is now the property of Staples, Atlee & Co., who have built the third mill. The gross amount cut by these mills has been 735,600,000 feet.

Mr. Hospes served as president of the First National Bank of Stillwater for twenty years. His active, energetic business methods had good influence in Stillwater.

The firm of Hersey, Staples & Hall, eastern capitalists, built a mill in the south part of Stillwater in 1854, which passed through several ownerships, with different firm names. Hersey & Bean are the present owners, and it is known as the Atwood mill. The amount cut by this mill, in forty-four years, is 756,000,000 feet. Its loss by fire has been \$5,000.

Isaac Staples, a native of Maine, came to Stillwater in 1853, as the agent for Hersey, Staples & Hall, who made large investments in pine lands, carrying on an extensive business. After a number of years of successful business, the property passed into the hands of Isaac Staples, a man of vigor, health, unlimited ambition, good judgment, and

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money sufficient to insure success in business. He did much to advance the interest of Stillwater. He died in 1898, aged eighty-two years.

The number of owners in the Hersey; Staples & Hall mill, from the time of its erection to the present, is too numerous to refer to. Those living are among the business men of Stillwater and elsewhere.

In 1850, a mill was built near the State Prison; it cut 3,000,000 feet.

McKusick, Anderson & Co., in 1869, erected a mill opposite to Stillwater, in Houlton, Wisconsin. The firm was composed of James Anderson, William McKusick, John G. Nelson, and Alexander Johnson. During the year 1888 the capacity of the mill was nearly doubled. The present firm is known as the East Side Lumber Company, composed of David Bronson, E. A. Folsom, Robert Slaughter, John G. Nelson, Alex. Johnson, and J. D. Bronson. The cut of this mill has been 500,000,000 feet. All the different proprietors who have been connected with this mill are so well known in the Valley as men possessing true and reliable character and business habits, that it will not be necessary to give individual notes.

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In 1884, The Hershey Lumber Company, composed of Benjamin Hershey and others, built a mill at Oak Park Village, Stillwater. The gross amount cut by this mill up to 1899, has been 170,000,000 feet; its loss by fire, \$2,500.

R. W. Turnbull, in 1886, built a mill in Oak Park at a cost of \$70,000. The gross cut of this mill has been 275,000,000 feet.

In 1852, the first mill was built in South Stillwater, by a company composed of Socrates Nelson, David B. Loomis, and Daniel Mears. The gross cut by this mill has been 30,000,000 feet.

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Socrates Nelson came from Massachusetts to Stillwater in 1844, where he opened the first store. He was territorial auditor in 1853, and was state senator in the second legislature. He donated to Washington county the block of land on which the court house stands: He was free and generous of disposition in all the relations of life.

The successors to the S. Nelson Lumber Co. were Torinus & Co., who rebuilt the mill in 1873, at a cost of \$150,000, and assumed the name St. Croix Lumber Co. This mill became the head of various manufactories, with Louis Torinus and William Chalmers as operating members of the firm. In 1876, it sustained a loss by fire to the amount of \$75,000, uninsured. The present operators of this mill are William Chalmers, G. S. Welchance, and Louis Torinus. Its cut, to 1899, has been 650,000,000 feet.

Louis Torinus, an active business man, was a Russian. He came to America in 1854, and to Stillwater in 1856. William Chalmers, the present manager of the firm, came to the Valley in 1854 from Canada. He is president of the firm. Mr. Torinus is vice president, and Mr. Welchance is secretary and treasurer.

In 1881, D.C. Gaslin and L. B. Castle built a mill in South Stillwater, which they operated for three years, cutting 18,000,000 feet. In 1884, this mill was rebuilt, at a cost of \$70,000, by the South Stillwater Lumber Co., the firm consisting of Smith Ellison, David Tozer, A. T. Jenks, E. W. Durant, and R. J. Wheeler. Since that time the mill has passed through many changes. The cut of this mill to 1899 has been 200,000,000 feet.

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David Tozer, one of the proprietors, came from New Brunswick to the Valley in 1856. He is an active, cautious, and honorable man. Mr. Jenks, one of Stillwater's prompt business men, came to the Valley in 1855. Smith Ellison, of Illinois birth, came to the Valley in 1844. He was a member of the eighth Minnesota legislature, and is now a trustworthy citizen of Taylor's Falls. Edward W. Durant, born in Rexbury, Mass., in 1829, came to Stillwater in 1848. He represented Washington county in the fifteenth, seventeenth, and twenty-fourth

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legislatures; he has served as mayor of Stillwater often, and has filled many responsible positions with fidelity.

### **LAKELAND, AFTON, AND POINT DOUGLAS.**

In 1857, Osgood & Andrews built a mill in Lakeland, which was soon after dismantled. Its gross cut was 10,000,000 feet.

In Lakeland in 1848, Moses Perin and Ballard & Reynolds each built a mill. The cut of these mills was 11,000,000 feet. Lakeland was first settled by French refugees from Fort Snelling reservation in 1838.

Stearns, Watson & Co. erected a mill in Lakeland at a cost of \$45,000. This mill changed hands many times,, finally passing to C. N. Nelson, who enlarged it at a cost of \$50,000. It is now dismantled. Gross amount cut by this mill, 150,000,000 feet.

In 1886, Fall & McCoy built a mill in Lakeland, which cut about 155,000,000 feet; present proprietor, R. H. McCoy.

In 1854, a mill was built at St. Mary's; cut, 3,000,000 feet.

Lowry & Co. built a mill in Afton, in 1850; Getchell & Co., in 1861, built a mill, which was afterward burned, loss, \$3,000, In 1855, Thomas & Sons rebuilt the Lowry mill. Gross cut of these mills, 15,000,000 feet.

Lemuel Bolles, in 1846, built a flouring mill on Belles creek in Afton, St. Croix county; and ground the first wheat raised north of Prairie du Chien. The wheat was raised by Joseph Haskell and Andrew Mackey, at Afton.

At Point Douglas, which was located and named by Levi Hertzell and Oscar Burris in 1839, Woodruff & Sons built a mill in 1851; but it was afterward removed to Prescott. Cut of this

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mill, 3,000,000 feet. A.J. Short built a mill in 1858, 20 306 which was burned at a loss of \$6,000. The cut of this mill was about 20,000,000 feet.

David Hone, one of the original proprietors of the Marine mill, says that he built the first frame house in Minnesota, at Point Douglas, in 1843.

### **PRESCOTT, WISCONSIN.**

Philander Prescott came to Fort Snelling in 1819, and, in conjunction with army officers, made a land claim where the city of Prescott now stands, on the Wisconsin side of the mouth of the St. Croix. He subsequently became sole owner, residing there and at Fort Snelling alternately, until he was killed by the Sioux Indians in 1862.

In 1856, mills were built at Prescott by Silverthorn & Dudley, Lowry & Co., and Todd & Hunter. Cut of these mills, 45,000,000 feet; loss of mills by fire, \$10,000.

### **DISTRICT OF THE APPLE AND WILLOW RIVERS.**

The first mill that was built on the Apple river, an eastern tributary of the St. Croix, was by Aaron M. Chase, at the outlet of Balsam lake, eight miles east of St. Croix Falls, in 1850. He had neither oxen nor horses, but he yoked himself with another man and hauled the timber for the mill, which has changed owners many times. It has cut about 15,000,000 feet. Mr. Chase has a varied history; prior to mill building, he was on the Mississippi river running towboats for eighty miles above St Anthony Falls. There have been two mills on Balsam creek; gross cut, 12,000,000 feet.

An Indian entered one of the homes at Balsam Lake and demanded of the woman within, Mrs. Edward Worth, who was alone, admittance to the cellar, believing that there was whisky there. The woman was plucky and sternly refused him admittance. He attempted to raise the trap-door and force an entrance, but as he was passing down the stairs the woman shut the door upon his legs and jumped on it, holding him until assistance came.

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Samuel Harriman, a native of Maine, came to the Valley in 1855, and was the founder of Somerset village on the Apple river, where he built and owned a sawmill. We first learn of him, in 1845, in California, mining and lumbering. He enlisted in the army in 1862, June 10th, in Company A of the 307 Thirtieth Wisconsin Regiment. In 1864, he was commissioned colonel of the Thirty-seventh Wisconsin, being afterward commissioned a general. He was a brave soldier, and a genial, kind-hearted gentleman. He was fond of a joke, even at his own expense. He informed the writer of this sketch that when he was mustered out of the service, he was addressed as General at Washington; on his way home, he was saluted as Colonel; when nearing Wisconsin, he was hailed as Major; in Wisconsin, as Captain; but when he met the boys, they greeted him with "Hello, Sam." He died in 1897 at Hot Springs, Arkansas.

In 1848–49, James Purinton, as the agent for a Boston company, built a mill and dam at the mouth of Willow river in North Hudson, at a cost of about \$25,000. Both mill and dam were burned in 1862; loss, \$15,000. The gross cut of the mill was about 35,000,000 feet.

In 1856, J. W. Peers built a mill in Hudson, which passed through many ownerships, being rebuilt in 1883 by H. A. Taylor, C. R. Coon, M. Herrick, and others, at a cost of \$45,000. In 1889, the company was organized into the Hudson Sawmill Company. Gross cut during the first thirty-three years, 198,000,000 feet; during the last nine years, 108,000,000; total, 306,000,000. This mill had a loss by fire, in 1873, of \$10,000. In 1899, it is a stock company with a capital of \$55,000, composed of O.K. and J. T. Ingram, of Eau Claire, Wis., C. L. Chamberlain, of Minneapolis, Minn., A. E. Richard, of Mason, Wis., and G. P. De Long, of Hudson, Wis. There were four mills in Hudson, built in the 50's and 60's; their cut was about 20,000,000 feet.

Horace A. Taylor came to the Valley in 1850, from Norfolk, New Jersey; a man of enterprise and energy, quick perception, and ready wit. In 1881, he was appointed by President Garfield as consul at Marseilles, France.

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In 1852, Joseph Bowron built a mill above Willow River Falls; cut, 6,000,000 feet At the same place, in 1868, Charles Burkhart built a mill; cut,, 10,000,000 feet.

The Lord Brothers, in 1872, built a mill in Glenmount, Wis., which changed hands a number of times, being remodeled by Pennington & Harper; gross cut, 175,000,000 feet. Mills on the Kinnikinic have cut 3,000,000 feet.

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Joseph Bowron came to the Valley in 1841. He was a strong advocate for the St. Croix boundary, and was a candidate for both Wisconsin constitutional conventions, but was defeated. He contested successfully the seat of William R. Marshall a citizen of St. Croix Falls, Wis., who had received the certificate of election as representative to the first session of the Wisconsin legislature; but Bowron defeated Marshall by the legislature rejecting the vote west of the St. Croix lake and river.

At New Richmond, Wis., in 1857, D.C. Foster and Silas Staples built a mill which was operated by water power; cut, about 15,000,000 feet.

In 1884, William Johnson, James Johnson, John C. Glover, and Jacobson & Sons, built a mill on Willow river, at a cost of \$75,000. The gross cut of this mill, up to 1899, has been 180,000,000 feet. William Johnson gave me much information about this and other mills. He has been a resident of the Valley for over forty years.

S. A. Jewett built a mill on the Willow river six miles above New Richmond, in 1862; cut, 15,000,000 feet.

The Glenwood mill, built in 1884 on the Wisconsin Central railroad, has cut 85,000,000 feet. The Boardman mill, on Willow river, has cut 5,000,000 feet.

In 1888, a mill was built at Amery, on the Apple river, by I. E. Schneider. It was burnt in 1898 at a loss of \$10,000, and was rebuilt by the present owner, John E. Glover;

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cut, about 73,000,000 feet. A mill was built by Harriman & Staples on Apple river; cut, 6,000,000 feet The Star Prairie mill has cut 5,000,000 feet; the Somerset mill, 5,000,000 feet; and the Little Falls mill, 8,000,000 feet.

Charles Buckhart, in 1874, built a mill at Black Brook, Wis., cut, 15,000,000 feet. He also built a mill at Marsh Lake station; cut, 25,000,000 feet.

Israel Graves, in 1875, built a mill at Clear Lake, which has changed hands many times, being rebuilt by John E. Glover in 1880; grass cut, 25,000,000 feet; loss by fire, \$10,000.

The Jewett mill, three miles from Clear Lake, has cut 30,000,000 feet.

P. B. Lacy & Johnson built a mill at Pineville in 1880; cut, about 40,000,000 feet; loss by fire, on the mill and railroad timber, \$10,000.

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A letter from F. E. Catlin states that a mill was located at Clayton in 1875; and that it cut out in 1889, having cut about 110,000,000 feet. The mill was built and operated by Humbird & Co.

### **MILLS ON THE C. ST. P., M. AND O. RAILWAY.**

The following mills were located on the Chicago, St. Paul, Minneapolis and Omaha railway:

The Turtle Lake mill, built in 1878 by S. Richardson, cut 40,000,000 feet; a mill built by John W. Perley in 1879 cut 65,000,000 feet; and the Sprague mill, built in 1883, cut 40,000,000 feet R. Corbett built a mill at Comstock in 1885; cut, 4,000,000 feet. Three mills at Cumberland, in the 80's, cut 100,000,000 feet on the St. Croix waters; loss by fire, \$130,000. The Barronett mill, built in 1880, was destroyed by fire in 1894 at a loss of

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\$275,000; insurance, \$135,000. The cut of this mill was 150,000,000 feet, its St. Croix cut being 125,000,000. Other mills on the Omaha railway cut 16,000,000 feet.

John W. Perley, of Maine birth, came to the Valley in 1854. By his kindness I have been able to gather much information about the mills on the Omaha railway.

The Shell Lake Lumber Company was organized in 1880, under Iowa laws, and was composed of C. Lamb and Daniel Joice, of Clinton, Iowa, David Norton & Co., of Winona, Minn., Weyerhaeuser & Co., of Rock Island, Ill., and others. They have a capital stock of \$500,000; have sixty-three tenement houses; and employ two hundred and fifty men. This company's mill cut, up to 1899, is 450,000,000 feet; from land draining to the St. Croix, 225,000,000 feet I am indebted to W. E. Bourne, the present manager of this mill and former manager of the Barronerr mill, for the information concerning the Shell Lake and Barronett mills. These two mills cut their timber on the dividing ridge between the St. Croix and Chippewa rivers.

At Hayward, situated on the Namekagan river, in Sawyer county, Wis., the North Wisconsin Lumber Company was organized October 28th, 1881, with a capital of \$450,000, in six equal interests, namely: W. H. Laird, M. G. Norton, and J. L. Norton, of Winona., Minn.; F. Weyerhaeuser, of St. Paul, Minn.; R. L. McCormack, of Waseca, Minn.; and A. J. Hayward, 310 of Chippewa Falls, Wis. The mill began operations June 4th, 1883, and has continued for sixteen seasons; total cut, up to 1899, 540,000,000 feet In a letter from R. L. McCormack, vice president of the Wisconsin Historical Society, he says: "If any other data are desired, I will be at your service; for I fully appreciate the fact that the vast wealth of the timber country will in a few years live only in the history you and others may write." Mr. McCormack was formerly a resident of Minnesota, being state senator from Waseca county in 1881. He is a man of quiet demeanor, attentive to duties, with good business qualifications.

## **PINE, CARLTON, AND KANABEC COUNTIES.**

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In the early 50's a mill was built by the Munch Brothers at Chengwafana. It was operated by water power, and much of the lumber was floated down the St. Croix river; gross cut, 4,000,000 feet.

James S. Ferson built the first mill at Fine City in 1871. It has passed through many hands, and has sustained two losses by fire, to the amount of \$75,000. The gross cut of this mill has been about 33,000,000 feet. Hiram Brackett erected a mill in the 70's; cut, about 7,000,000 feet. Webber & Burger afterward built a mill, which cut about 5,000,000 feet. H. J. Rath also built a mill, which cut 2,000,000 feet. Several small mills in the vicinity of Pine City, not including portable mills, cut about 11,000,000 feet. These mills were all located in Pine county.

Two mills were built at Rush City; cut, about 5,000,000 feet; loss by fire, \$3,000. The Martin mill, at Rushseba, cut about 3,000,000 feet. Lee's mill, at Rush lake, cut about 3,000,000 feet. The Sunrise City mill cut about 2,000,000 feet.

During the 70's and 80's five mills were erected at Rock Creek; their cut was about 41,000,000 feet; loss by fire, two mills, \$9,500.

The Mission Creek mill, first operated by Hunter & Taylor, was burned twice, with losses of about \$32,000. Its gross cut was about 170,000,000 feet. Its last proprietors were Capt. John Martin, Philip Riley, and Frank C. and John L. Laird.

D. C. Grant's mill, near Hinckley, built in 1873, cut about 2,000,000 feet.

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The Hinckley mill, first owned by William H. Grant, cut 70,000,000 feet. It was rebuilt and cut, in five and a half years, 140,000,000 feet. Subsequently, in seven years, it cut 70,000,000 feet. It was burned in 1894, at a loss of \$25,000.

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William H. Grant, the founder of the Hinckley mill, is a man of worthy ambition, very alert, and a practical everyday man.

The founders of these many manufacturing establishments, on the St. Paul & Duluth and Eastern railroads, are an indefatigable class of men. We have not space to give a sketch of these many useful citizens.

To Fred A. Hodge I am greatly indebted for valuable data regarding the Mission Creek, Hinckley, and other mills. He gladly left his business to give me the information needed. Mr. Hodge came to the state early in the 70's, and has always been interested in the lumbering business. He is a genial man, worthy and public spirited, and has served four years in the state senate.

The Brown and Robie mill, at Miller station, cut about 2,000,000 feet; loss by fire, \$3,000. D.M. Finlayson's mill cut about 75,000,000 feet. The Pine River mill, owned by Wyman X. Folsom, cut about 15,000,000 feet.

The Rutledge mill, located on Kettle river and owned by Weyerhaeuser, Sauntry & Rutledge, was built in 1886; gross cut in twelve years, 216,000,000 feet.

The two mills at Moose Lake have been owned by McArthur & Co., Fox & Wisdom, and others; cut, about 140,000,000 feet; loss by fire, \$30,000.

Two mills at Barnum have cut about 180,000,000 feet; loss by fire, \$5,000.

Three mills at Mattawa have cut about 80,000,000 feet.

Two mills at Groundhouse and Rice Lake have cut about 3,000,000 feet.

The Atwood Lumber Co., successors to Fox, Wisdom & Co., consisting of George H. Atwood, William Sauntry, and Weyerhaeuser & Dinkman, built a mill in 1894, on section 2, township 44, range 20. The gross cut of this mill, to 1899, has been 150,000,000 feet

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Mr. Atwood is a genial, intelligent man. He is a native of Maine and came to the Valley in 1883. Mr. Sauntry is a native of New Brunswick; he came to the Valley in 312 1854. He has shown himself to be a practical lumberman. Weyerhaeuser and Dinkman are of German descent and are good substantial men.

The following mills are on the Eastern railway: The Sandstone mill has cut about 5,000,000 feet; and the Mora mill about 2,000,000 feet. The Partridge mills, three in number, owned by Kerrick & Co. and others, have cut 25,000,000 feet; and the Nickerson mill, 127,000,000 feet.

### **DULUTH AND THE ST. LOUIS RIVER.**

Passing beyond the boundary of the St. Croix basin, I have gathered some information of the history of lumbering in northeastern Minnesota, at the west end of lake Superior and on the St. Louis river, which is here briefly stated, for the purpose of giving somewhat completely the records of this great industry throughout the east part of our state.

The sawmills of West Duluth, up to the year 1886, inclusive, had manufactured 160,000,000 feet of lumber; and their product to the present time is probably about 1,000,000,000 feet.

At Thomson, a mill was built in 1873 by A.M. Miller, and was operated many years; its gross cut was at least 10,000,000 feet. Another mill, six miles northwest of Thomson, owned by A. K. Lovejoy, cut 5,000,000 feet or more. Both these mills are now dismantled.

Carlton has had four sawmills on the same site, the first being built in 1870. Their total product is estimated as 400,000,000 feet, The present mill is owned by J. M. Paine.

The first mill in Cloquet, at the head of the rapids and falls of the St. Louis river, was built in 1878 by Charles D. Harwood. It was rebuilt in 1883 by the Knife Falls Lumber Company. In 1880 two other steam sawmills were built here by C. N. Nelson & Co.; and a water

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power mill by James Paine, McNair & Co. Other mills have been built later. The aggregate lumber product of Cloquet to the present time is estimated to be at least 1,000,000,000 feet, equalling or exceeding that of Duluth.

Much lumber has been sawn also at various localities on the Mesabi and Vermilion iron ranges, including about 175,000,000 feet at Tower and Ely and in their vicinity.

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### **CLAM RIVER AND BURNETT COUNTY, WISCONSIN.**

In 1872, Daniel F. Smith built a mill at Clam River Falls, Wis., which was burned in 1887 at a loss of \$3,000; cut, 2,000,000 feet. He also built a mill at Butternut Lake; cut, about 2,000,000 feet. Mr. Smith is a plain, frank man. He has filled many positions with ability and faithfulness. He came to the Valley in the early fifties.

In the winter of 1848, an Indian trader came to my logging camp near Clam Falls, with a packer and two kegs of whisky. Twenty Indians soon arrived, gaudily painted and feathered. They demanded the whisky, but were refused, as I would not allow drinking at my camp. They were about to seize the kegs, when I ordered two of my men to carry the whisky out of camp; and as soon as they had done so, I burst both kegs with an axe, letting the whisky mingle with the snow. The Indians licked up the snow, and then surrounded me, hooting and dancing in a circle, calling me "Ogema, Ogema," meaning brave. I gave them something to eat, and they left for their wigwams ten miles away.

Burnett county was named in honor of a genial, kindhearted and talented lawyer, Thomas P. Burnett of Prairie du Chien. He was a Kentuckian by birth, and was a prominent man in the northwestern counties of Wisconsin during the 30's, 40's, and 50's. Grantsburg, the county seat of Burnett county, was founded in 1865, by Hon. Canute Anderson, who built a mill in the Wood river valley. Several other mills were also erected. The total cut of these mills is estimated at 25,000,000 feet.

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Mr. Anderson was the first postmaster in Burnett county. In 1878 he represented his district in the Wisconsin legislature, and it was mostly through his efforts that the Grantsburg branch of the St. Paul & Duluth railroad was built. His home was a resort and intelligence office for the settlers, strangers in a new land; he assisted many a poor and needy family. He was accidentally and instantly killed in 1886.

Robideau, a mixed-blood Indian, murdered Jack Drake at Wood Lake, Burnett county. Having been arrested and placed in confinement at St. Croix Falls, he jumped with one bound about fifty feet from a second story window, passed 314 over the watchman's head and made for the woods, making good his escape. Within a few days afterward he murdered Alex Livingstone; but he was never arrested. Drake and Livingstone were whisky venders.

At Wood Lake, Burnett county, Wisconsin, lived in 1874 an aged and blind Indian woman who calculated her pilgrimage on earth by moons. All traces of her traditional beauty as an Indian maiden had long since departed. Shriveled, decrepit, bent, she was the impersonation of all that is unlovely and repulsive in old age. Taciturn and sullen, her mind lethargic and dull, she seemed but little more than half alive, and could not be easily aroused to the comprehension of passing events, or to the recognition of those around her. She must have been very old. When aroused to consciousness, which was but seldom, she would talk of things long past. A light would come into her sightless eyes, as she recounted the traditions or described the manners and customs of her people, speaking with evident pride of their ancient power and prowess when her people planted their tepees on the shores of the "shining big sea water" (lake Superior) and drove their enemies, the Dakotas, before them. Her people wore blankets made from the skins of the moose, elk, and buffalo, with caps from skins of otter and beaver. There was then an abundance of "kego" (fish) and "washkish" (deer). There were no palefaces then in all the land to drive them from their tepees and take their hunting grounds. Of course they had seen occasional whites, hunters, trappers, and missionaries; but the formidable

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movements of the now dominant race had not fairly commenced. Counting the years of her life on her fingers, so many moons representing a year, she must have numbered a score beyond a century; and she had consequently witnessed, before her eyes were dimmed, the complete spoliation of her people's ancestral domain.

### **TAYLOR'S FALLS AND VICINITY.**

The Inter-State Park, which covers the wonderful rock formations on the Minnesota side of the St. Croix river, and which has been tastefully improved, with the limited means in hand, by the superintendent, George H. Hazzard, was established in 1895. Wisconsin and Minnesota share equally in 315 this grand upheaval of trap rocks; which form the Dalles. They are unquestionably the most interesting volcanic eruptions east of the Rocky mountains. The testimony of thousands verifies this statement. Miss Fredrika Bremer, the well known Swedish novelist, an intelligent traveller, visited the Dalles in 1849 and pronounced them, in the hearing of the writer, "One of God's beauteous spots of earth."

Adjacent to the Dalles are the ancient battlefields of the Sioux and Ojibway Indians. The rocks and hills of the St. Croix Valley, from the source of the river to its mouth, have often been stained with Indian blood. Your worthy president, in one of his addresses before this Society, pronounced the tract between the St. Croix and Mississippi rivers a Golgotha, a place of skulls. But now, with the exception of a few Indians about the head of the river, all have departed; some have gone to homes in the west, but most of them to an unknown land.

In 1857 a mill was built in Taylor's Falls by Kingman & Gurley. It was removed in 1880; its cut was about 22,000,000 feet. The Clark Brothers built a mill in the 60's, but it was soon afterward removed; cut, about 5,000,000 feet.

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Ansel Smith erected a mill at Franconia in 1852, which passed through many hands. The original owner died in Duluth. This mill was burned in 1889 at a loss of \$3,000. Its cut was about 20,000,000 feet.

In 1847 the St. Croix Falls precinct covered both sides of the St. Croix river. Jerry Ross, living on the other side of the river from Taylor's Falls, was elected justice of the peace. One day a gentleman called on Jerry and found him delivering a charge to a jury of twelve men in a basswood grove. Twelve jurors, good steadfast men, were marked lifelike on twelve basswood trees. Jerry Ross said to his visitor, "If you are the defendant in this case, you are too late; the case is decided, and the jury discharged."

In 1851, a Mr. Philbrook, from Hudson, came to St. Croix Falls to get married. Not finding anyone authorized to perform the ceremony, he cast loose a raft of lumber from the Wisconsin shore, and Hon. Ansel Smith of St. Croix precinct, Washington county, united them in marriage. Another party, 316 of Taylor's Falls, desiring matrimony, crossed the St. Croix on the ice and climbed to the highest pinnacle of trap rock, and were there pronounced man and wife by a Wisconsin justice.

### **ARCOLA, WASHINGTON COUNTY.**

In 1846–47, Martin Mower, David B. Loomis, Joseph Brewster, and W. H. C. Folsom, built the Arcola mill on a land claim owned by W. H. C. Folsom. It began operations in May, 1847. Martin Mower afterward became the sole owner and erected another mill in 1852. This property is owned, in 1899, by the heirs of John E. Mower. The probable cut of the two mills has been 15,000,000 feet. W.H.C. Folsom, is the only surviving member of the firm.

Martin and John E. Mower came to the Valley in 1840, where they were prominent business men, Martin Mower being one of the founders of the St. Croix Boom, Company. He built a large block in Stillwater. John E. Mower represented the counties of

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Washington, Chisago, and Pine, in the fifth and sixth territorial councils, and again in the seventeenth state legislature. The Minnesota territorial legislature affixed his name to a county.

David B. Loomis was a well known man, being a member of the territorial council for four years, from 1851 to 1855, and president of the council one session. He entered the army in 1861 as a lieutenant in Company F, Second Minnesota; was promoted as a captain; and served three and a half years. In 1873 he represented Washington county in the legislature.

### **THE NEVERS DAM.**

The Nevers dam was built in 1891, ten miles above St. Croix Falls, at a cost of \$180,000. The length of the dam is 1,000 feet; it has a flowage of ten miles, and a possible head of seventeen feet. The purpose of this dam is to bold the annual cut of logs, and to supply the water, held in the extensive reservoir, for driving the logs to the St. Croix boom. The intention was to aid navigation and not to impede it. Litigation is the result of the building of the dam. Before the dam was built, navigation was impeded by the millions of logs filling 317 the river annually above the boom; but the holding of the water above the dam leaves the river, during much of the year, without its usual natural flow. The incorporators of the dam are Sauntry, Weyerhaeuser, McClure, Tozer, the Maloy brothers, and others.

### **LOG BOOMS AND RAFTS.**

The St. Croix Boom Company was organized in 1857, with a capital stock of \$25,000. The incorporators were Orange Walker and George B. Judd of Marine; John McKusick, Socrates Nelson, and Levi B. Churchill, of Stillwater; Daniel Mears and William Kent, of Osceola; and W. H. C. Folsom, of Taylor's Falls. The boom was built near Osceola. In 1866 the company was reorganized by Martin Mower, W. H. C. Folsom, Isaac Staples)

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C. Carli, and Samuel Burkleo, with a capital stock of \$50,000. The boom was removed to Stillwater.

Much litigation ensued from the blockading of the river and impeding navigation, which caused damages in one season to the estimated amount of \$146,525. Controversies arose as to the jurisdiction of the St. Croix river; it is the state boundary, and hence both states claimed concurrent power.

The officers of the Boom Company receive a fair salary, and are competent to attend to the multitude of log marks. It may not be amiss to explain briefly the system of log marks. It is a language in itself. There are over two thousand marks recorded, in distinct and different characters. Every owner must have his mark recorded or lose his logs. A law has been passed protecting the ownership of recorded marks.

In 1843, a rise of water in the St. Croix river broke the log boom at St. Croix Falls, and about 400,000 feet of logs floated down to St. Croix lake. Thence they were rafted down the river by John B. Page, and were sold to Thomas West of St. Louis, Mo. This was the first raft of logs run from the St. Croix river to the lower markets. Rafts of sawn lumber were run earlier, from the Marine mill in 1839, and from the St. Croix Falls mill in 1842. A part of the first lumber sawn at Stillwater, in 1844, was also rafted south. During recent years, on an average, over three hundred and twenty rafts of logs and lumber are annually floated out of lake St. Croix to southern markets.

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### **LUMBER MANUFACTURING FARTHER SOUTH IN MINNESOTA.**

That this paper may include mention of the beginnings of the lumber industry at other places in this state south of the St. Croix valley, I have obtained the following notes of sawmills in St. Paul, Hastings, Red Wing, and elsewhere southward to Winona. The Red

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Wing mills have depended mainly, and those farther south in a considerable degree, on the St. Croix lumbermen for their supplies of logs.

In St. Paul a sawmill was built in the early 50's by John S. Prince, on the bank of the Mississippi river a short distance east of the site of the Union railway depot. After cutting about a million feet of lumber, it was sold to William G. Le Duc and was removed by him to Hastings.

Other sawmills in and near St. Paul during the fifteen years following 1850 were as follows: In 1851, John R. Irvine built a sawmill on the upper levee, near the foot of Eagle street, which continued in operation until 1858, sawing about 1,000,000 feet of lumber yearly. About the year 1855, J. B. Holmes erected a small sawmill near the spot where the Union depot now stands. William L. Ames built a mill near the foot of Dayton's bluff, which commenced operations about the year 1856 and continued four years, sawing about 1,250,000 feet of lumber each year, until it was torn down in 1860. About 500 feet below the Ames mill, the Sanford mill was erected in 1856, which continued in operation three years, sawing, like the last, about 1,250,000 feet each year. In the same year, 1856, Stuart, Cobb & Company erected a mill on the upper levee, 500 or 600 yards above the Irvine mill, and nearly opposite Sherman street. This mill continued in operation four years, sawing about 2,000,000 feet per annum. It was destroyed by fire in 1860. During the year 1857, Henry P. Upham and Col. Chauncey W. Griggs operated the old Fuller sawmill, which stood near the upper levee, on the ground now occupied by the Minnesota Soap Company, sawing 1,000,000 feet of lumber. In 1858, Mr. Upham bought a small mill that had been built on the west side of the Mississippi river, just below where the Wabasha street bridge now stands; and he and Freeman James operated this mill about six years, sawing, each year, about 1,000,000 feet of lumber. At Pig's 319 Eye, William Davis and Joe Deion operated a sawmill from 1861 to 1865.

Another sawmill was built in St. Paul about the year 1870 by Louis Krieger and John M. Keller, on Phalen creek just above the St. Paul and Duluth railroad depot. It operated three

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years and manufactured about three million feet of lumber, using logs brought by this railroad from townships 36, 37, and 38, in range 21, which include Harris, Rush City, and Rock Creek stations.

The pioneer lumberman of Hastings was William G. Le Due, who in 1856 built a sawmill beside the Mississippi river at the west edge of the city, where now stands the great mill of Libbey & Thompson. He purchased his first mill machinery in Ohio, but it proved a failure and was replaced by the machinery from Prince's mill in St. Paul. This mill manufactured about 5,000,000 feet of lumber.

In the autumn of the same year 1856 another mill was built in Hastings, by Phelps, Graham, and Knapp. It was situated on the slough at the east end of the city. After operating three years, it was sold to A. J. Short, who removed it to Point Douglas.

A sawmill that was built by Bullard & Post in 1853 at Wacouta, a few miles east of Red Wing, appears to have been the first west of the Mississippi in this state, excepting the small mill that supplied lumber for the construction of Fort Snelling. The Wacouta mill operated five years, and sawed about 5,000,000 feet of lumber.

The first mill at Red Wing was built in 1855 by Pettibone & Knapp. This mill, after sawing about 6,000,000 feet, was sold in 1861 to Cogel & Betcher, by whom it was rebuilt. Their product during the years 1861 to 1875 was at least 70,000,000 feet. In 1875 this property passed to the ownership of Charles Betcher, who estimates his production of lumber from that date until now to be 180,000,000 feet or more.

In 1857, Grannis, Daniels & Company built another sawmill at Red Wing, which continued in operation thirty-two years, under successive owners, being finally burned. Its gross cut is estimated as at least 130,000,000 feet.

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A third mill, built here also in 1857, by a Boston capitalist named Drew, sawed only half a million feet, when its work ceased on account of the financial panic of that year. This mill building, removed a short distance, is now in use as the railway freight house.

In 1856 and later, sawmills have been operated at Frontenac and Central Point, their product being probably about 10,000,000 feet.

At Read's Landing, in the autumn of 1854, William R. Marshall, Joseph M. Marshall, and N. P. Langford, erected a mill which cut about 1,200,000 feet of lumber. Then the property was sold, in the summer of 1855, to Knapp, Tainter and Wilson, lumbermen of Menomonie, Wisconsin, who enlarged the mill and continued to operate it several years, until it was destroyed by fire.

In Winona the first sawmill was one of small capacity, built by Highlands & Wyekoff in the fall of 1855. It was burned five years afterward. The next sawmill was erected in 1857 by Laird, Norton & Company, who continue still in business. Their mill was rebuilt in 1879; and it was destroyed by fire, and was rebuilt again on a very large scale, in 1885. The third mill was built in 1858 by the Youmans Brothers, and was rebuilt in 1881, being now one of the largest and best equipped sawmills in this state. With these, since 1881, this city has had the large mill of the Winona Lumber Company; and, since 1882, that of the Empire Lumber Company.

The production of lumber in Winona, according to estimates supplied to me by Hon. Thomas Simpson and Mr. W. H. Laird, has been approximately as follows: During the years 1858 to 1868, inclusive, about 160,000,000 feet; in the next ten years, 325,000,000 feet; in the next decade, 1,150,000,000 feet; and in the last ten years, 1889 to 1898, inclusive, about 1,400,000,000 feet. The total for these forty-one years has been thus about 3,035,000,000 feet of sawn lumber; to which should be added a large value of laths and shingles.

## Library of Congress

During the years 1858 to 1870 the logs used in sawing at Winona came largely from the St. Croix river and its tributaries. Since 1870 they have mostly come from the Chippewa 321 river of Wisconsin. In 1871 the Beef Slough, branching from the Chippewa near its mouth and continuing beside the Mississippi almost to Winona, began to be used for running the Chippewa logs and making them into rafts, under the control of the Mississippi River Logging Company, which includes the owners of the Winona mills. But within the last five years a portion of the Winona supply of logs has been again derived from the St. Croix valley.

### **SUMMARY AND STATISTICS.**

During the period of sixty years of lumbering in the St. Croix valley one hundred and thirty-three mills have been erected, for the manufacture almost exclusively of pine timber. Of this number of mills only twenty-seven are running in 1899. So few mills now are doing the work, with an increased product of millions of lumber annually, which is due to the late improvements in machinery. Mills now cutting from Ten to forty-five millions per season are doing what in former years would have required the running of ten or fifteen mills, to manufacture the same amount in the same time.

In the following tabulated statistics the logs noted as cut prior to the boom output in 1851 are reported beyond in the manufacturers' table, excepting 55,000,000 feet rafted to St. Louis.

The earliest statistics are from persons operating, and the later from record books. I give the figures in round numbers. The table includes logs cut and floated down the St. Croix river and its tributaries.

### **Amount of Logs cut from 1837 to 1898 .**

Year. Feet.

## Library of Congress

1837–38 300,000

1838–39 700,000

1840 1,500,000

1841 2,500,000

1842 8,000,000

1843 3,500,000

1844 8,500,000

1845 14,000,000

1846 25,500,000

1847 26,000,000

1848 37,000,000

1849 50,000,000

1850 75,000,000

The following figures give the boom output from 1851 to 1898: 21

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1851 107,000,000

1852 110,000,000

1853 120,000,000

## Library of Congress

1854 125,000,000

1855 130,000,000

1856 135,000,000

1857 140,000,000

1858 142,000,000

1859 145,000,000

1860 150,000,000

1861 140,000,000

1862 175,000,000

1863 150,000,000

1864 140,000,000

1865 130,000,000

1866 145,000,000

1867 128,000,000

1868 145,000,000

1869 150,000,000

1870 165,000,000

## Library of Congress

1871 170,000,000

1872 181,000,000

1873 160,000,000

1874 120,000,000

1875 121,389,720

1876 152,520,000

1877 140,540,890

1878 132,735,870

1879 201,763,500

1880 201,440,000

1881 231,000,500

1882 273,810,400

1883 271,272,800

1884 274,350,600

1885 225,540,800

1886 191,454,500

1887 270,060,100

## Library of Congress

1888 365,486,300

1889 262,385,980

1890 452,360,890

1891 315,180,700

1892 436,899,770

1893 359,468,720

1894 281,470,400

1895 353,062,850

1896 321,764,530

1897 311,615,170

1898 344,728,217

### **Recapitulation of Logs and Sawn Lumber**

Feet

Log output from the boom, 1851 to 1898 9,895,303,207

From Willow river, Wisconsin 100,000,000

Logs rafted before 1851 55,000,000

Total of logs from the St. Croix and tributaries, board measure 10,050,808,207

## Library of Congress

This amount does not include the logs sawn into lumber at mills on the railroads, which are placed in the following statistics of lumber manufactured on the St. Croix and within its drainage area.

Feet

Above the boom 347,000,000

Below the boom 3,352,000,000

On the St. Paul & Duluth railroad 1,397,000,000

On the C, St. P., M. & Omaha railway 1,960,000,000

On the Eastern Minnesota railway 159,000,000

On Apple river and Balsam creek 117,000,000

On Clam and Wood rivers 27,000,000

Total of sawn lumber 7,359,000,000

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A considerable part of this amount was cut on adjacent areas drained by branches of the Chippewa river. From this and the foregoing tables, we obtain the total amount of pine timber cut in the St. Croix basin, approximately, 14,054,000,000 feet. The value of this timber, for the St. Croix basin, before it was cut, called its stumpage value, may be estimated at \$3 per thousand, amounting to \$42,162,000.

### **Cost of Labor in Lumbering, 1837 to 1398 .**

The amount paid for labor in lumbering in the St. Croix valley has been approximately as follows:

## Library of Congress

Manufacturing 7,359,000,000 feet of lumber \$17,661,600

Cutting, driving, boomage and rafting of 6,695,000,000 feet of logs, sawn farther south  
3,347,500

Boom labor on 10,050,303,000 feet 5,018,800

Manufacturing shingles, laths, and pickets 1,000,000

Labor on Nevers dam 100,000

Miscellaneous labor, as building mills 1,100,000

Total cost of labor \$28,227,900

The disbursement of this vast sum has been largely to the surrounding states, much of the wages, as of the lumber, being taken from the Valley to build the farm houses, towns, and cities of our great prairie region. Many a young man, in central and western Minnesota, and the Dakotas, received his first money for labor performed at the boom, in the mills, or in the pineries, which laid the foundations for many happy, prosperous homes.

The wages paid in states farther south for manufacturing the lumber of logs run from the St. Croix valley to southern markets is estimated as about \$10,000,000.

### **Losses by Fires**

The losses by fires destroying mills and lumber in the Valley, not including losses of standing pine timber burned, have been approximately as follows:

On the St. Croix lake and river \$334,000

On the C., St. P., M. & Omaha railway 620,000

## Library of Congress

On the St. Paul & Duluth railroad and its branches 185,000

Total \$1,139,000

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Estimates of the amount of timber standing in the Valley are very conjectural. Some of the large firms place their limit of operations at five to ten years. But the history of pine timber in pine-growing countries, in many instances, proves that this limber may be reproduced, growing anew, after the original growth has been removed, if fires are kept subdued. The growth of protected timber is equivalent to a good interest on the investment. Our forests should be preserved and protected against fires and hunters, even if a penalty be imposed. With proper precautions, billions of valuable pine timber could thus be saved; and the same is true also of our almost equally valuable hardwood timber.

In 1819, Crawford county was organized under the administration of Gov. Lewis Cass of Michigan Territory; and that single county embraced within its bounds what are now the States of Iowa, Minnesota, the Dakotas, and the western part of Wisconsin. Judge James D. Doty, at the age of twenty-three years, held the first district court, in 1824, at Prairie du Chien, the county seat. Under the jurisdiction of Crawford county tribunals, criminals were transferred from the upper Mississippi valley to Prairie du Chien for trial. The writer of this paper settled in Crawford county in 1837, sixty-two years ago. I have since continuously resided in what was old Crawford county, and during the last forty-nine years at Taylor's Falls. The boundary lines have been changed a number of times, leaving me, in 1899, in the State of Minnesota.