The Duluth Minnesotian.

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THE MINNESOTIAN is published weekly, every SATURDAY AFTERNOON, by H. C. Foster, proprietor, at $3,00 per year, or $1,50 for six months, in advance.

ADVERTISING.—(We have fixed the square at 100 words, or three-quarters of an inch space, or nine lines of solid Nonpariel, which is one-fourth larger than the square—about 80 words—used by newspapers generally.) Our table of comparative rates, is as follows:

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2 Squares,	2 00	3 00	4 00	5 00	10 00	15 00	25 00
¼ Col'm,	7 50	10 00	12 50	15 00	25 00	40 00	60 00
½ Col'm,	12 00	16 00	20 00	22 50	40 00	60 00	80 00
1 Col'm,	15 00	20 00	24 00	27 50	70 00	100 00	150 00

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The Duluth Weekly Minnesotian.

THOMAS FOSTER, EDITOR.

SATURDAY AFTERNOON, APRIL 24, 1869.

DULUTH NAMED FROM CAPT. DU LUTH THE EARLY FRENCH EXPLORER.

DULUTH, the Chicago of Lake Supsrior, has a name quite as dist inctive as its rival on lake Michigan: being the only place so named in the world, so far as our knowledge extends. The name of the future Metropolis of the North-West was that of the early French Explorer, Captain DU LUTH, who, as early as 1679, visited this region. He was a gallant, indomitable man, of great enterprise—whose name is eminently fit to be borne by the Great Commercial City of Lake Superior, The following is the account given of him by the Rev. E. D. NEIL, the able Historian of Minnesota:—

One of the early French writers on the Northwest, remarks:—"In the last year of M. de Frontenac's first administration, Sieur du Luth, a man of talent and experience, opened a way to the missionaries and the gospel in many different nations, turning toward the North of that lake (Superior) where he even built a fort. He advanced as far as the Lake of the Issati (Mille Lac), called Lake Buade, from the family name of M. de Frontenac." This gentleman had been a resident of the city of Lyons, and was a cousin of the one handed Chevalier Tonty, the true friend and companion of La Salle.

He appears to have been in the neighborhood of Lake Superior, as early as 1679. He was the first to build a fort at Pigeon river—the stream with its chain of lakes that separates Minnesota from the British possessions,—which trading post is still maintained under the name of Fort Charlotte, though in the days of the French regime it was called Kamanistigoya.

While on Lake Superior, he killed two Iroquois, who had assassinated two Frenchmen, and the act so exasperated the Irequois nation in New York, that it led to the Iroquois war with the French.

While trading at the head of Lake Superior, he became acquainted with the Dakotas, and sought out their central residence at Mille Lac. Hennepin, in his map of the Dakota country, calls the St Croix "the river of the Tomb," and gives a mark for the Falls.

In the geographical description of the country, he describes the St. Croix as "a river full of rapids, by which, striking Northward, you can reach Lake Conde (Superior) that is as far as Namissakouat river, which empties into the lake. This first river is called Tomb river, because the Issati left there the body of one of their warriors * * * * * * Lake Baude, or the lake of the Issati (Mille Lac) is about seventy leagues West of Lake Conde. It is impossible to go from one to the other on account of the marshy ground, though on snow-shoes it might be done. By water it is one hundred and fifty leagues, on account of the windings and portages, From Lake Conde, to go conveniently in canoes, you must pass by Tomb (St. Croix) river."

This information the Franciscan must have obtained from Du Luth, who with a party of Frenchmen, very unexpectedly made his appearence among the Dakotas, who held Hennepin as a captive, in the month of July, 1680.

At the thme the Indians were on a buffalo hunt in the valley of the Mississippi. Hennepin account of the meeting with Du Luth is as follows:

"The old man on duty, on the top of the bluffs, announced that he saw two warriors in the distance. All the bowmen hastened there with speed, and trying to outstrip the others, but they brought back only two of their own woman, who came to tell them, that a party of their people where hunting at the extremity of lake Conde (Superior) and had found five spirits (so they call the French), [Wah-she-tchoon] who by the means of a captive had expressed a wish to visit them.

"On the 25th of July as we were ascending the Colbert (Mississippi) after the buffalo hunt, to the Indian villages we met the Sieur du Luth who came to the Nadouesseous with five French soldiers, and merchandise." In all probability they came to the Mississippi by way of the Brule and St. Croix rivers. Du Luth engaged Hennepin as a guide and companion while visiting the Mdewakantonwan Dakotas.

On the 14th of August, 1680, they arrived at the villages toward the sources of the Rum river. Toward the end of September the Indians were informed that it would be necessary to return to Canada to procure more merchandise. A great council having been held, they consented. Ouasicoude, the head chief, prepared for them a chart of the route, by way of the Mississippi and Wisconsin, to Green Bay. Wintering at Mackinaw, Du Luth and Hennepin appear to have arrived at Quebec in the spring of 1681. The latter hastened to France, never to return to America, but to write a book, which has given him the reputation of an unprincipled and boasting adventurer.

Du Luth appears to have been aman of influence in Quebec. At a conference of some of the distinguished public men in the city, in relation to the difficulties with the Iroquois, held October 10th, 1682, Du Luth was present.

In the month of March, 1684, notwithstanding all the attempts of the French to keep the peace, a band of Seneca and Cayuga wariors, having met seven conoes manned by fourteen Frenchmen, with fifteen or sixteen thousand pounds of merchandise, who were going to trade with the "Scious," pillaged and made them prisoners, and after detaining them nine days, sent them away without arms, food or canoes. This attack caused much alarm in Canada and Du Luth, who appeared to have been in command at Green Bay, was ordred by the Governor of Canada to come and state the number of allies he could bring. With great expedition he came to Niagara, the place of rendezvous, with a band of Indians, and would alone [brave and determined man] have attacked the Senecas had it not been for an express order from De La Barre, the Governor, to desist.

When Louis the Fourteenth heard of this outbreak, he felt, to use his words, "that it was a grave misfortune for the colony of New France," and then in his letter to the Governor, he adds:—"It appears to me that one of the principal causes of the war, arises from one Du Luth having caused two Iroquois to be killed, who had assasinated two Frenchmen, in lake Superior, and you sufficiently see how much this man's voyage which connot produce any advantage to the colony, and which was permitted only in the interest of some private persons, has contributed to distract the repose of the colony."

In the year 1686, an old Frenchman who had long lived among the Dutch and English in New York, came to Montreal, to visit a child at the Jesuit boarding school; and he stated that Major McGregory, of Albany, was contemplating an expedition to Mackinac.

Denonville, the new Governor of Canada, ordered Du Luth to proceed to the presnt Detroit river, and watch whether the English passed into lake St. Clair. In accordance with the order, he left Green Bay. Being provided with fifty armed men, he established a post called fort St. Joseph, some thirty miles above Detroit.

In the year 1687, on the 19th of May, the brave and distinguished Tonty, who was a cousin of Du Luth, arrived at Detroit from his fort on the Illinois. Durantaye and Du Luth knowing that he had arrived, came down from fort St. Joseph with thirty captive English. Here Tonty and Du Luth joined forces and proceeded toward the Iroquois country.

As they were coasting lake Erie, they met and captured Major McGregory, of Albany, then on his way with thirty Englishmen, to trade with the Indians at Mackinac.

Du Luth, having reached lake Ontario, we find him in that conflict with the Senecas of the Genessee valley, when Father Angleran, the superintendent of the Mackinac misson, was severely but not mortally wounded. After this battle, he returned, in company with Tonty, to his post on the Detroit river.

In 1689, immediately previous to the burning of Schenectady, we find him again fighting the Iroquois in the neighborhood, and there is reason to suppose that he was engaged in the midnight sack of that town. As late as the year 1696, we find him on duty at Fort Frontenac; but after the peace of Ryswick, (1697) which occasioned a suspension of hostilities, we hear nothing more of this man, who was the first of whom we have any account, who came by way of lake Superior to the upper Mississippi.

The letter of one of the Jesuit fathers shows that in some things he was as superstitious as the Dakotas, with whom he once traded. While in command of Fort Frontenac, in 1696, he gave the following certificate:

"I, the subscriber, certify to all whom it may concern, that having been tormented by the gout for the space of twenty-three years, and with such severe pains that it gave me no rest for the space of three months at a time, I addressed myself to Catherine Tegahkouita, an Iroquois virgin, deceased at the Sault Saint Louis, in the reputation of sanctity, and I promised her to visit her tomb if God should give me health through her intercession. I have been so perfectly cured at the end of one novena which I made in her honor, that after five months I have not perceived the slightest touch of my gout.

"Given at Fort Frontenac, this 18th day of August 1696, J DULUTH Capt. of the Marine Corps, Commander Fort Frontenac.

THE FIRST AGRICULTURE ON THE NORTH SHORE.

In 1820, with great difficulty the American Fur Company sent up to Fond du Lac from down the Lake a number of agricultural implements, with a view of experimenting upon the soil and climate, together with three horses, two oxen, three cows and four bulls. So Schoolcraft writes in his Journal. He also observes that there were at Fond du Lac in 1820, four acres under cultivation, partly in potatoes. These were the first beginnings in agriculture on the North Shore, in Minnesota—at least, we have the record of no other; though it is not improbable the first Indian Trader De Grosillier, at his post on Gooseberry River, near its mouth, about 200 years ago, cultivated some garden vegetables—there being some evidence to this purport at his old location.

New Advertisements.

Advertisement of Sale of Lands and Town Lots in St. Louis County, Minnesota, delinquent for TAXES:

IN pursuance of Section 119, of Chapter 11, of the General Statutes of Minnesota, the following Delinquent Lands and Lots in St. Louis County. Minnesota, on which the taxes are due and unpaid are hereby published and advertised, and with explanation of the abbreviations used in the printing as follows:—Owner's Name ranged in column under "Name of Owner;" description of Lands in column under "Description;" Section under "Sec.;" Township under "Tp.;" Range under "R.;" and amount of tax under "Tax," with designation of '$' for dollars, 'cts.' for cents, and 'mls.' for mills; "qr." for quarter, "ne" for north-east. "nw" for north-west, "se" for south-east, "sw" for south-west, "e" for east, "w" for west, "n" for north, and "s" for south; and each Town's Lots are separately ranged in columns under "Lot No." and the amount of Tax due under "$," "cts." and "mls." for dollars, cents, and mills:—

Name of Owner.	Description	Sec.	Tp.	R.	Tax $ cts.
Peter Dean	n e qr	18	52	11	5,40
George W Jackson	n w qr	3	51	12	5,40
Casper Hauser	und ½ of n e qr	7			2,70
Henry Kreutzer	e ½ of n w qr	8			2,70
P J Nelson	n e qr	26	52		5,40
H M Peyton	e ½ of n w qr	26			2,70
A Heinback	n ½ of s e qr	26			2,70
H E M'Intyre	s w qr	27			5,40
Foot & Henderson	s e qr	32			5,40
M H Bayley	e ½ of n w qr	33			2,70
Fred'k Weiderruff	s e qr	34			5,40
H M Peyton	s e qr	35			5,40
Hezekiah Shaw	part of lot	19	49	13	3,50
J W Sherman	n e qr & n ½ of s w qr	13	51		8,10
J W Sherman	e ½ of n w qr & s w qr of n w qr	13			4,05
T F Johnson	s ½ n e qr, s e qr of n w qr, & n e qr of s w qr	24			5,40
W Watrous	und. ½ of lots 2 & 3 & n w qr of n w qr	25			4,00
Kate E Markell	e ½ of s e qr	27			2,70
W P Betts	lots 1 & 2 & w ½ of n e qr	34			8,02
Kate E Markell	n e qr of n e qr	34			1,35
Charles Sigel	n e qr	2	50	14	11,20
John M Gilman	s w qr	3			11,20
John M Gilman	s half	5			14,00
John M Gilman	n half	8			14,00
John M Gilman	n w qr	10			16,18
Timothy Ryan	s e qr	12			11,20
John M Gilman	n e qr	12			11,20
John Anderson	s e qr of s e qr	16			2,80
Sam'l Cochrane	s e qr	17			11,20
E C Clarke	n w qr of s e qr	20			2,80
Wm Chauvenet	w ½ of sw qr of sw qr	20			1,40
John Dunphy	s w qr	21			22,40
O E Dodge	und part of n w qr of s e qr	22			1,75
W W Spaulding	und ¼ of s w qr	22			21,00
John M Gilman	und ¼ of s w qr	22			21,00
W W Spaulding	und ¼ lot 5, w ½ s w qr & w ½ n w qr	27			25,45
John M Gilman	und ¼ do do	27			25,45
John M Gilman	und ¼ of s e qr & e half of n e qr	28			21,00
W W Spaulding	und ¼ do do	28			21,00
Stephen Dunphy	n ½ of n w qr & w half of n e qr	28			28,00
Wm Shuster	s half of s w qr	28			14,00
Jas Stewart	n e qr	29			16,80
A Kinzel	n w qr	29			16,80
E Krietschmar	s ½ of ne qr, nw qr n e qr & w ½ n e ¼ of n e qr	30			12,25
Wm Chauvenet	e ½ of ne qr of ne qr	30			1,75
V B Walsh	s e qr	31			14,00
J C Pierce	n e qr	32			16,80
Wm Shuster	n half of n w qr	33			14,00
J C Pierce	und part of n e qr	33			10,50
J W Clarke	und part of lot 1,	4	49		
	lot 2	34	50		
	& lots 2, 3 & 4	33			10,50
J A Thompson	und part of 1,	4	49		
	lot 2	34	50		
	& lots 2 3 & 4	33			1,75
W W Spaulding	und ¼ of lot 1	34			7.00
John M Gilman	und ¼ of lot 1	34			7,00
J M Gilman	the und four-fifths of n e qr of n e qr	3	52	14	88
"	" s w qr	3			3,52
"	" s e qr	3			3,52
"	" lot 3	5			61
"	" w ½ n e qr & n e qr of n e qr	10			2,64
"	" n w qr	31	53		3,69
"	" lots 1 & 2 & n ½ of sw qr	31			3,08
"	" lots 2,3 & 4 & w ½ sw qr	32			3,69
"	" lots 5 & 6 & n ½ of ne qr	32			3,87
"	" lots 1 & 2 & n ½ n w qr	33			3,25
"	" lots 1 & 2	34			1,94
"	" lot 11	1	52	15	53
"	" lots 4, 5, 6 & 7	1			2,73
"	" lots 1 & 2 & s ½ of n e qr	11			3,43
"	" s e qr	23	53		3,52
"	" e ½ of n e qr & n e qr of s e qr	35			2,64
Wm C Bailly	w ½ of s w qr	5	49	14	9,60
J L Perry	part of n e qr of n e qr	5			75
E H Hall	part of s e qr	6			10,50
L H Merritt	w ½ of n w qr	7			4,80
U S Ayers	n e qr	2		15	9,60
L H Merritt	s w qr	2			9,60
J Johnston	part of s e qr	2			4,44
W Wunderlee	e ½ n e qr	10			
	& w hf n w qr	11			9,60
A Kitchli	n w qr of s e qr	11			2,40
L Kitchli	e hf of s e qr	11			4,80
W Kimball	s hf of n w qr	12			4,80
H Hoffenbecker	w hf of n e qr & s e qr of n e qr	12			10,80
L H Merritt	n e qr of n e qr	12			2,40
L Kitchli	lots 2, 3 & 4	36			
	& lot 2	25			17,31
W Kimball	lot 5	26			8,38
H M Peyton	lot 2 & nw qr of nw qr	35			7,40
Thos Hayes	lot 1	1	48	15	60
Thos Hayes	lots 1, 2 & 3 & n e qr of n w qr	2			23,25
S Carlton	n hf of s w qr	5			5,00
D G Morrison	n e qr	6			10,00
F Roussain	n w qr	6			10,50
R M Pease	lots 1 & 2	6			15,70
R B Carlton	n e qr of s e qr, lot 3, & part of lot 4	6			20,20
R B Carlton	lot 2 & part of lot 1	7			6,00
S Webster	lots 2, 3, 4 & 5 & s w of n e qr	9			32,65
S Webster	lot 3	10			80
S Webster	und hf of lots 5, 6 & 7 & s e qr of n w qr & s w qr of n e qr	10			15,70

LOTS IN DULUTH, FORMERLY PORTLAND:

Lot, No.	TAX. cts.	mls.
East Greenlee Street.		
15	17	5
East Austin Street.		
23	17	5
25	17	5
43	17	5
46	17	5
48	17	5
West Austin Street.		
44	17	5
46	17	5
47	17	5
49	17	5
64	17	5
East McAdams Street.		
6	17	5
27	17	5
33	17	5
65	17	5
67	17	5
West McAdams Street.		
55	17	5
72	17	5
East Johnson Street.		
13	17	5
38	17	5
57	17	5
59	17	5
West Johnson Street.		
11	17	5
13	17	5
69	17	5
East Drew Street.		
6	21	0
West Drew Street.		
59	21	0
66	21	0
East Dick Street.		
39	21	0
41	21	0
51	21	0
61	21	0
West Dick Street.		
71	21	0
73	21	0
West Perry Street.		
36	21	0
38	21	0
52	21	0
54	21	0
62	21	0
64	21	0
East Clifton Street.		
5	21	0
11	21	0
13	21	0
12	21	0

Lot, No.	TAX. cts.	mls.
West Clifton Street.		
35	21	0
37	21	0
East Chestnut Street.		
33	28	0
43	28	0
West Chestnut Street.		
23	28	0
East Cadwell Street.		
9	28	0
16	28	0
27	28	0
28	28	0
31	28	0
West Cadwell Street.		
18	28	0
34	28	0
East Newton Street.		
11	35	0
26	35	0
28	35	0
30	35	0
32	35	0
West Newton Street		
30	35	0
43	35	0
45	35	0
47	35	0
49	35	0
55	35	0
57	35	0
West Albert Street.		
24	35	0
26	35	0
46	35	0
Clark Street,		
22	35	0
29	35	0
34	35	0
40	35	0
Carlton Street.		
31	42	0
33	42	0
Post Street.		
52	42	0
54	42	0
Foster Street.		
71	42	0
73	42	0

Superior Street.

Lot, No.	Block	cts.	mls
10	2	35	0
11	3	35	0
17	3	35	0
19	3	35	0
5	4	56	0
7	4	35	0

UPPER DULUTH,

Lot, No.	TAX. $ cts.	mls.
Lake Avenue.		
4	17	5
6	17	5
7	17	5
8	17	5
9	17	5
11	17	5
17	17	5
19	17	5
82	23	0
84	23	0
105	28	0
107	28	0
209	52	5
211	52	5
238	52	0
242	70	0
244	52	5
246	52	5
248	52	5
250	52	5
251	52	5
252	52	5
253	52	5
254	75	0
261	70	0
263	70	0
276	52	5
278	52	5
279	52	5
280	70	0
281	52	5
286	52	5
288	52	5
291	52	5
291	52	5
295	52	5
296	52	5
297	52	5
298	52	5
299	70	0
300	52	5
Minnesota Avenue.		
2	17	5
57	17	5
59	17	5
84	17	5
88	17	5
92	17	5
96	17	5
101	17	5
103	17	5
105	17	5

Lot, No.	TAX. cts.	mls.
Minnesota Avenue.		
141	23	0
143	28	0
153	23	0
155	28	0
157	23	0
159	28	0
173	28	0
175	23	0
177	28	0
183	23	0
188	17	5
190	17	5
192	17	5
194	17	5
196	17	5
198	17	5
200	17	5
209	28	0
211	28	0
214	17	5
222	3	5
224	3	7
231	3	5
233	3	5
235	3	5
237	3	5
243	3	5
245	3	5
247	3	5
249	3	5
251	3	5
259	3	5
St. Louis Avenue.		
43	3	5
65	3	5
67	3	5
69	3	5
71	3	5
73	3	5
75	3	5
91	3	5
93	3	5
95	3	5
96	3	5
220	3	5
262	3	5
264	3	5
283	3	5
Lake Shore.		
292	17	5
294	17	5
298	17	5

LOWER DULUTH.

Lot, No.	TAX. Cts.	mls.
Lake Avenue.		
55	17	5
117	17	5
119	17	5
121	17	5
123	17	5
125	17	5
141	17	5
143	17	5
145	17	5
150	17	5
338	3	5
341	17	5
343	17	5
345	17	5
Minnesota Avenue.		
22	17	5
24	17	5
26	17	5
28	17	5
30	17	5
36	17	5
38	17	5
42	17	5
44	17	5
45	10	5
46	17	5
47	10	5
49	10	5
51	10	5
87	10	5
89	10	5

Lot, No.	TAX. cts.	mls.
Minnesota Avenue.		
91	10	5
97	10	5
99	10	5
101	10	5
114	17	5
122	17	5
124	17	5
157	10	5
158	17	5
159	10	5
160	17	5
187	10	5
199	10	5
200	17	5
239	10	5
246	17	5
248	17	5
296	17	5
298	17	5
300	17	5
St. Louis Avenue.		
211	3	5
228	3	5
230	3	5
281	3	5
282	3	5
287	3	5
297	3	5
299	3	5
372	3	5

RICE'S POINT.

Lot, No.	TAX. cts.	mls.
Second Street.		
122	[illegible]	[illegible]
144	28	0
146	28	0
148	28	0
150	28	0
152	28	0
154	28	0
156	28	0
158	28	0
160	28	0
161	28	0
162	28	0
164	28	0
178	28	0
180	28	0
182	28	0
184	28	0

Lot, No.	TAX. cts.	mls
Third Street.		
[illegible]	28	0
263	28	0
Fourth Street.		
43	28	0
81	28	0
83	28	0
157	28	0
162	28	0
164	28	0
Fifth Street.		
88	14	0
90	14	0
96	14	0
320	14	0

ONEOTA.

Lot, No.	Block,	$	TAX. cts.	mls.
15	27		30	0
16	27		30	0
1	28		30	0
2	28	6	30	0
9	28	10	30	0
10	28		30	0
13	28	6	30	0
4	29		30	0
5	29		30	0

Lot, No.	Block,	$	TAX. cts.	mls.
12	29	10	29	0
13	29		30	0
13	40		15	0
14	40		15	0
15	40		15	0
16	40	3	15	0
1	52		15	0
2	52		15	0

FOND DU LAC.

Lot, No.	TAX. cts.	mls.
First Street.		
7	15	0
9	15	0
11	15	0
13	15	0
15	15	0
17	15	0
19	15	0
21	15	0
51	15	0
57	15	0
96	15	0
97	15	0
99	15	0
114	15	0
116	15	0
124	15	0
Second Street.		
17	25	0
19	25	0
96	25	0
Third Street.		
28	25	0
37	25	0
57	25	0
59	25	0
81	25	0
84	25	0
86	25	0
88	25	0
90	25	5
92	25	0
94	25	0
96	25	0
98	25	0
100	25	0
Fourth Street.		
45	5	0
81	15	0
83	15	0
85	15	0
87	15	0
89	15	0

Lot, No.	TAX. cts.	mls.
Fourth Street.		
91	15	0
93	15	0
95	15	0
97	15	0
99	15	0
Sixth Street.		
42	5	0
43	5	0
44	5	0
Ninth Street		
2	5	0
90	10	0
101	10	0
157	10	0
Itasca Street.		
120	10	0
122	10	0
Cass Street.		
89	10	0
91	10	0
93	10	0
95	10	0
97	10	0
99	10	0
Huron Street.		
169	10	0
135	5	0
141	5	0
155	5	0
Pembina Street.		
125	5	0
Ontario Street.		
171	5	0
179	5	0
Winnepeg Street.		
167	10	0
169	10	0
171	10	0
Water Street.		
8	10	0
9	10	0

NOTICE, now is HEREBY GIVEN, That the whole of the several Tracts of Land and Town Lots contained in the foregoing List, or so much thereof as may be necessary to pay the Taxes, Penalty, and Expences charged thereon, will be sold at the Office of the County Treasurer, at Duluth, St. Louis County, Minnesota, the sale to commence at 10 o'clock A. M., on MONDAY the 7th. day of June next, being the first Monday thereof, and continue until such lands, and lots are disposed of unless such taxes, penalty and expenses are paid before that time.

LUKE MARVIN.
County Auditor.

Duluth, St. Louis Co., Minn.
April 23, 1869.

TERMS OF PUBLICATION, AND RATES OF ADVERTISING:

THE MINNESOTIAN is published weekly, every SATURDAY AFTERNOON, by H. G. Foster, proprietor, at $3.00 per year, or $1.50 for six months, in advance.

ADVERTISING.—(We have fixed the square at 100 words, or three-quarters of an inch space, on nine lines of solid Nonpareil, which is one-fourth larger than the square—about 80 words—used by newspapers generally.) Our table of comparative rates, is as follows:

	1 week.	2 w.	3 w.	4 w.	3 m.	6 m.	1 year.
1 Square, - - -	1 00	1 75	2 50	3 25	8 00	12 00	15 00
2 Squares, - - -	2 00	3 00	4 00	5 00	10 00	15 00	25 00
¼ Col'm, - - - -	7 50	12 00	15 00	23 00	40 00	60 00	
½ Col'm, - - - -	12 00	15 00	23 00	32 50	60 00	90 00	
1 Col'm, - - - -	15 00	20 00	24 00	27 50	70 00	110 00	150 00

Business cards of five lines or less, ten dollars per year.
Business notices published in editorial or local column, will be charged ten cents per line for first insertion; and no advertisement in local column less than one dollar.
Yearly advertisers pay quarterly.
Transient advertisements to be paid in advance.

The Duluth Weekly Minnesotian.

THOMAS FOSTER, EDITOR.

SATURDAY AFTERNOON, APRIL 24, 1869.

THE first steamboat of the season is expected to arrive at Duluth about the 6th of May.

OUR readers will please excuse mistakes and deficiencies in this number. In order to give legal publication to the Tax list, we have been hurried out a week in advance of our first calculations.—Many local advertisements and items go over, therefore, until our next issue.

TWO good first-class printers wanted at this office. Permanent situations and prompt pay guaranteed.

NEW comers should comprehend, that Duluth at present is a small place and that hotel and boarding house accommodations are extremely limited.—Lumber, however, is cheap and shantys not hard to build. Everybody should bring blankets and come prepared to rough it at first.

AN APPOINTMENT NOT FIT TO BE MADE.

The federal patronage of this state is being redistributed. Some good and some very bad appointments have been made. C. C. Andrews, *our* "Lord Verisoft," has been made Minister to Denmark, the best position yet bestowed on a Minnesotian. Aside from the partizan aspect of the case, this appointment is to be deplored, as tending to bring the American nation into contempt and ridicule in Europe. It is certainly a very bad one.

THE DULUTH LAND OFFICE.

LUKE MARVIN, Esq., the hospitable gentleman and faithful and competent Register of the Land Office at this place, has been displaced by Ansel Smith, Esq., of Chisago county. We have nothing to say respecting Mr. Smith, but we do say in regard to the removal of Mr. Marvin, that it was cruel, uncalled-for and unjustifiable. We are glad to announce, however, that the next mail after that which brought the news of his removal, Mr. Marvin received compensation by his unsolicted appointment as Agent and Right-of-Way Commissioner of the Lake Superior and Mississippi Railroad Company, at an annual salary. The company has done a graceful act and secured a valuable offi-

A PART of the corps of Construction Engineers of our Railroad have arrived, and the others will soon be here. Mr. Luebbers has charge of this party.

SALUTATION TO OUR READERS.

When we suspended our weekly Minnesotian at St. Paul, in the fall of 1867, it was with the promise that, after a brief interval, its publication would be resumed again. Twenty months, however, is a good long period of suspended animation—much longer than we expected—and, moreover, like the prince in the Arabian fairy tale, we have waked up in a different place quite distant from that in which our trance overtook us; but, nevertheless, we believe our awakening is a real one, our future life an enduring existence, our future career bright with hope and fortune. In much less time than it took, in the early beginnings of the capital city, to convert its old weekly Minnesotian into our "St. Paul *Daily* Minnesotian," (now known as the St. Paul Press.) do we anticipate transmuting "The Duluth Weekly Minnesotian" into "The Duluth *Daily* Minnesotian."

Three or four years from this time will see our anticipations a fact. During that period we venture to predict that Duluth will be a marvel and a wonder amongst the rapidly growing cities of the Great West. Nothing in modern times will have been found its parallel for giant strides upward and onward to permanent importance. Fast as it will grow, it will be no mushroom growth. It will be solid, enduring—a city founded on a rock—the rock of a necessity that calls it into existence to sustain eventually the burdens and the profits of being the *gateway* for a productive region of 1,200 miles west and northwestward—Duluth being its only avenue of ingress and egress from and to the Atlantic Ocean. The magnitude to which Duluth must attain will be seen at a glance when all the facts of her position are comprehended. The site is on the shore of Lake Superior at its farthest western extremity. The South Shore of the lake from this point trends south-eastward and the North Shore north-eastward. While thus on the shore of the great lake itself it is also on the magnificent Bays or widenings of St. Louis river, it being but half a mile from the lake shore to the shore of the "Bay of Superior" at its northern end. This position gives Duluth peculiar harbor advantages surpassing immeasurably that of any city on the whole chain of great lakes. This will be readily admitted when we state the fact, that what with the Inner Harbor on the capacious Bays of St. Louis and Superior and the Outer Harbor on the great lake made artificially by the stone Breakwater just being put under contract, Duluth will possess a wharfage frontage for the accommodation of vessels of twelve miles or more! Besides commanding undisputably the access by land to the mining regions of Vermillion lake and the entire North Shore, as the Lake Terminus of the Railroad from St. Paul it will supply the whole coast of the lake, including the mines of the South Shore in Michigan, with the cheap agricultural products, and the lumber and slate of Minnesota. Than Chicago, our new city will sweep into its coffers, and warehouses and elevators and myriad shipping the surplus yield of a wider extent of arable land, the fruit of the labors of more millions of people, requireing in exchange a greater amount of commercial goods. A circle drawn from Chicago upon a radius 600 miles includes to the west all the fertile portion of the great plain. A circle drawn from Duluth at the west extremity of lake Superior upon a radius of 1200 miles would not exceed the limits of fertile soil westward and northwestward of the lake. Lake Superior carries deep water navigation more than four degrees of longitude further west than Lake Michigan does. The western end of Lake Superior at Duluth is 300 miles nearer the centre of Minnesota's agricultural productions, and the centre of Minnesota's Railroad system at St. Paul, than is Chicago to which Minnesota has heretofore been tributary. It is about the same distance by water from Duluth to Buffalo as it is from Chicago, and consequently Duluth is as near New York city. Duluth is also nearer San Francisco than Chicago. California and Colorado consignments by the Union Pacific Railroad will reach Duluth and lake Superior, (via the Sioux City, St. Paul and Duluth branch,) by a line that is SHORTER by 100 miles than the Railroad line to Chicago. And besides Duluth is the lake Superior Terminus of the Northern Pacific Railroad, which will span the portage between the great lakes and the western ocean by a railway line that is about 400 miles SHORTER than any Railroad line from San Francisco! The Duluth and St. Paul Railroad will be finished through from lake Superior to the Mississippi by the summer of 1870 at the farthest. All the products of the 84,000 square miles of fertile soil of the state of Minnesota will be then poured eastward through Duluth. This route will save over 300 miles of freightage now charged on goods transported by Milwaukee and Chicago. This is equivalent to a reduction of thirty cents on a bushel of wheat. Nothing can overcome this difference. It will absolutely govern. The very first year our Railroad is completed 12,000,000 bushels of wheat will be shipped over it to Duluth for transportation by the lakes to an eastern market. On this amount the aggregate saving would be over $3,000,000.—The saving on the Commercial Freights from the Eastward will be in like proportion. The new highway of commerce will be burdened to its utmost capacity from the very hour of its completion: and its projectors already anticipate the necessity for a double track.

—Considering, therefore, how large a city must inevitably grow up at a point like Duluth whereat such immense freights must be handled in the [illegible] who will dispute with us the proposition put forth at the commencement of this article: that in two or three years our paper will be known as "The Duluth Daily Minnesotian," with a wide circulation and an extended business. We enter then on our new career with the highest hopes. We are backed by ardent friends, abundant capital, and some personal experience in the conduct of a newspaper; and we issue this our first number confident that from this point we will for many years in the future, as we have for many years elsewhere, continue to address the people of Minnesota in an editorial capacity, earnest and laborious in advancing home interests and developing home resources, and in politics independent, fearless, "willing to praise but not afraid to blame."

THOMAS FOSTER,
Editor.

THE NAMING OF LAKE SUPERIOR.

The early French explorers and map-makers bestowed upon Lake Superior successively, but quite unsuccessfully, the names of CONDE and DE TRACY. The early French fur-traders and voyagers, however, who were the only persons who by constant usage and colloquial repetition, could make "stick" any geographical nomenclature of the wilderness they traversed, do not appear ever to have adopted either name. With them, our lake was always the *Lac Superieur*, that is, simply the Upper Lake of the chain of vast fresh-water Seas, expansions of the River St. Lawrence, which their business compelled them continually to "voyage" or paddle through. And the name, though in the French language it is merely descriptive of its relation to the other lakes, in our English speech is most eminently appropriate: conveying as it does to the mind the more complete idea of its *superior* magnitude, *superior* depth, *superior* breadth, *superior* magnificence every way, over the fresh-water Seas of the *world:* embodying, besides, the lesser French signification as to its superiority of position, geographically, at the *head* of the grand St. Lawrence System of Lakes.

—Had, however, the first formarlly-bestowed name of CONDE been recognized and adopted as *the* name for our Great Lake, it would have possessed a cognomen by no means of diminutive signification or force. When, as soon as the year 1642, French voyageurs and missionaries visited the *Sault St. Marie*, at the outlet of the Lake: and when, in the subsequent years very soon afterwards, the French Fur-Traders traversed the Lake in the pursuit of their avocation;—one of them, De Groseillier, (*groe-zay-lyai*) even that early establishing a great Indian Trading Post on the lake-like mouth of the little stream half way down the North Shore from Duluth—the same which is yet known by his name in the translated form of the Gooseberry-bush River;—it was at a time when the brilliant French Prince of the Bourbon race, known in history as *The Great Conde*, was in the height of his fame as the French General who, though only 22 years of age, had inaugurated the reign of Louis XIV. by his brilliant victory with the French army over the Spanish and their allies at Rocroy in Flanders, on the 15th of May, 1643; the same Conde who in 1645 won the terrific conflict of Nordlingen; who in 1646 took Dunkirk; and who on August 20, 1648, at Lens, in Flanders, completed the destruction of that formidable Spanish infantry which had received from him its first deadly blow on his maiden field of Rocroy; and who, by this great victory, ended the "Thirty Years War," and brought about the Peace of Westphalia signed the 24th of October, 1648. The young Napoleon of his day, his deeds filled Europe with wonder and every Frenchman's heart with pride; and it is not surprising that some at least of the most enlightened of his admiring countrymen, should seek to honor his name by conferring it upon the most remarkable physical featnre of the new world. That their efforts did not succeed is partly to be attributed to the indifference of the fur-traders, who, with a few priests, were the only frequenters of the Great Lake; while we suspect, also, the antagonism of some classes of those priests had greatly to do with the failure of this first French attempt at its nomenclature: that the fact, that The Great Conde was a Huguenot and nominally head of the Protestant party in France, made any honor to him distasteful to them, more especially to the priests of the order of the Jesuits. Though it is true, that the Franciscian order of priests at the very first occupied the north-western and western missionary fields, yet in a few years after the first explorations of the upper lakes, their rivals, the Jesuits, possessed the ground almost exclusively. In assuming many [illegible] and papers of that early period, in reference to this subject, we have been struck with the fact, that the Jesuits invariably call the Lake, the "Lac Superieur or De Tracy;" while the Franciscans term it the "Lac Superieur or Conde." A prominent instance of this is the map of the "Relation" of the Jesuit Marquette (a *fac simile* of which is before us)—in which the Jesuit nomenclature appears: the map purporting to have been drawn by Marquette himself so early as 1673; while in the last edition of the Franciscian Hennepin's Narrative, printed in Paris in 1683;—ten years afterwards—the other style of name is strictly adhered to. The Jesuits and Franciscians, in those days, though alike Roman Catholics, were, nevertheless, like our modern Protestant sects or orders, in constant antagonism, and, saving the great and formal principles of their papal sect, always pulled contrary ways. If these doctors of literature, these the chief writing and recording faculty of their day, thus constantly disagreed among themselves as to what should be the cognomen of our Lake, it is not to be wondered, that the simpler and less educated class of the wilderness, in their bewilderment between Conde, the French General, and De Tracy, the French royal minister, should adopt the alternate name of "Superieur" presented alike by both parties, and which besides was easier to remember because it was descriptive in its geography. So LAKE SUPERIOR our big water became; and neither the great Prince, General Conde, nor the lesser office-holding noble of Louis XIV. whose only legacy to posterity is his bare name of De Tracy, will live in the long ages to come impressed upon the mighty waters, which have the shores of the oldest surface-land in the world.

—Nor, strange as it may seem to some, do the Indian tribes who lived upon its margin, or who visited it in their wanderings, appear ever to have [illegible] upon it any distinctive, arbitrary, universally-recognizable name. That branch of the great cognate Algonkin race of Indians known as the O-tchip-ways, who occupied in sparse numbers its northern and southern shores from its outlet at the Sault St. Marie to the fond-du-lac of its west ern limit, colloqually spoke of it only as A or *The* Big Water. It was, simply, *Gitchee* (Great) *gumme* (water); or, if more precision was required by the idea of another big lake being presented simultaneously to their minds, then they changed their expression for it by repeating the word for "great" twice, when the style of the name would be *Gitchee-gitchee-gumme*, or, The Great-great-water; and sometimes, their general suffix for all LAKES, *Sak-kah-ee-gan*, is added, when it would be "The Great-great-water Lake." Then again, in some modifications of their speech, arising from circumstances, they would give to the word for water (gummee) the plural form *waters* (gummee-ug,) making the complete Indian or O-tchip-way name for Lake Superior to be *Gitchee-gitchee gummeeug Sak-kah-ee-gan*. Occasionally the lake would be referred to as Meesuee Sah-kah-ee-gan; or, the *n* in the prefix being nasal and nearly silent, it would sound as Missis Sak-kah-ee-gan: the first word being a modification of the idea of *mitch* (big), and the same which is the prefix in the appellation for the chief river of our continent—meaning *big everywhere;* or, in the sense of Lake Everywhere, or Vast Lake; just as the Mississippi is properly neither Big nor Great River, but the Everywhere River, or the Universal River—(which is eminently descriptive of its all-pervading ubiquity over the whole country at its sources):—the termin ation *sippi* or *seepee*, it may be mentioned, being merely the generic Algo'kee' or Algonkin term for *all* rivers, big or little.

LIME AND LIME ROCKS ON LAKE SUPERIOR AND NORTH-SHORE.

The rocks on Lake Superior being of the primitive igneous, or of the primitive sandstone series, or of their combinations, no limestone *in situ* has yet been found, though our red clay is a perfect marl with its nodules of limestone: derived, no doubt, mainly from the numerous veins of calcite, or calcareous spar, which permeate our grantic formations. We have heard of veins of calcite (95 per cent of pure carbonate) on the North Shore ten and twelve feet across at their exposure; but the expense of working them for making hydrate of lime for building purposes, forbids their being put to that practical use.

It has been stated, that limestone was to be found on the North British Shore, not far from the new silver mines: and if so, that will be a resource in building up our city of Duluth; as transportion will be easy and cheap across the lake, and wood to reduce it to lime is plenty and everywhere accessible.

Above the Falls of St. Louis, the U. S. Geologists exploring in 1848, write that "On some of the rocky bars in St. Louis River *many thin slabs of drab colored limestone* were found, some of them being over two feet in diameter, and containing organic remains of the *Silurian* epoch: [the epoch of the fossiliferous strata below the red sandstone.] These slabs are so thin and easily broken, that they could not have been transported any considerable distance unless they had been enclosed in ice."

In the meantime, until we discover the location of the limestone quarry from whence this Silurian Limestone came, or some other limestone deposite not distant nor inaccessible, we will have to depend for our building lime upon that brought by vessels from down the lakes. This is now delivered here by the cargo at $2.50 and $2.75 per barrel, and is retailed at $3 per barrel: about the price of the lime which was early brought up the Mississippi and with which St. Paul was originally built up and plastered,—though its site was in the very midst of limestone strata. When our Railroad is finished and the grain ships get in motion, transporting the myriad bushels of wheat of Minnesota towards the Atlantic, they will bring return freights from the east very cheaply, and our lime from that direction will then scarcely cost us more than $1.50 to $2 per barrel by the quantity. Thomaston lime from Maine used to be sold from the vessels at New York City for $1 to $1.30 per bbl. by the quantity.

A limestone quarry in this region—with an unlimited market at a great city destined to be forthwith built up at Duluth—would be quite a gold mine, in effect: and we hope settlers will keep their eyes open to find it. To assist their search we would mention another *fact* or two. The U. S. Geologists in 1848, after exploring the North Shore, and Pigeon River, along the International Boundary, into Rainy Lake River, entered the "Big Fork" branch of the latter magnificent stream, [illegible] and ascended to its near interlockage or portage with a small branch of the Mississippi,—the On-do-da-wa-no-non—by which they descended into Lake Wee-neepee-go-shish, the first pond-like widening of the Mississippi above Pokeguma Falls. They remark of the On-do-da-wa-no-nan:

"We found in the bed of this stream *numerous fragments of limestone*, some of them quite large and thin, and of the same character of the limestone fragments met with on the St. Louis, and its branch, Embarrass River, and all along our route from Rainy Lake River to this place. The organic remains contained in them show that they belong to the Silurian period."

THE RISE OF STORMS ON LAKE SUPERIOR.

There is something peculiar in the approach of our storms on the Great Lake, which was very early noticed by the first explorers and voyagers, who navigated it in canoes or Mackinaw boats. Charlevoix, the French Jesuit historian, who travelled on the Northern lakes in 1720, 1721, 1722, by command of the French King, observes as follows:

"When a storm is about to rise on Lake Superior, you are advertised of it, two or three days previous. At first, you perceive a gentle murmuring on the surface of the water, which lasts the whole day without increasing in any sensible manner; the day after the lake is covered with pretty large waves, but without breaking all that day, so that you may proceed without fear, and even make good way if the wind is favorable; but, on the third day, when you are least thinking of it, the lake becomes all on fire, [metaphorically] the ocean in its greatest rage is not more tost, in which case you must take care to be near shelter, to save yourself. This you are always sure to find on the North Shore, whereas on the South you are obliged to secure yourself the second day at a considerable distance from the water side."

Schoolcraft, who accompanied Gen. Cass to this region in 1820, makes this record in his Journal, under date of July 1st:—(first quoting the above extract from Charlevoix):

"Although we are not prepared to corroborate this remark, yet something of this kind has been this day witnessed, for notwithstanding the prevalence of a calm during the whole day, with the exception of about two hours in the morning, when the wind was however light, the lake towards evening has been a perfect rage, and we effected a landingwith greater hazard than has yet been encountered. At the same time scarce a breath is stirring and the atmosphere is beautifully clear."

The explanation of these phenomena is easy. The storms of wind come generally from the land at either end of the lake, from the North East or the South West. The length of the lake is 360 miles, and its greatest breadth 140. It takes sometime for a storm at the extremes, or the "swell" that may be excited by it, to travel over its whole surface; and, as Mr. Schoolcraft noticed, it is occasionally the case that the waters are in a rage, and the swell breaks violently upon the shores, when all is calm and serene otherwise. The solution is, that there has been a local storm "down" or "up" the lake.

LOCAL REMINISCENCES OF NEARLY FIFTY YEARS AGO.

Henry R. Schoolcraft, the historiographer of the Cass expedition by way of the St. Louis River to the Sources of the Mississippi, in 1820, makes the following observations after having passed through the Entry into St. Louis River:—

"Three miles above the mouth of the St. Louis River, there is a village of Chippeway Indians, of fourteen lodges, and containing a population of sixty souls.

"Among these we noticed a negro who has been long in the service of the Fur Company, and who married a squaw, by whom he has four children. It is worthy of remark, that the children are as black as the father, and have the curled hair and glossy skin of the native African. It does not appear, that *climate* has had any more influence here, than it has along the borders of the Atlantic, in ameliorating the color of this race. But this evidence is certainly not wanted in the present state of physical and philosophical science, to establish the fact, that the radical colors of the different species of the human family, are independent of the influence of the climate.

"A short distance above this village, on the opposite side of the river, are the ruins of one of the old forts and trading houses of the Northwest Company, which was abandoned about six years ago.—The site is elevated and pleasant, but the American Company have not thougat proper to re-occupy it, and have fixed their establishment for the Fond du Lac department, eighteen miles above, where the first portage commences. By this change of site, they save the labor of loading and unloading their canoes at the mouth of the river."

The Indian Village that Schoolcraft speaks of, is *legal?y* removed to the St. Louis River Reservation above the Falls; but, in point of fact, several lodges still annually make it their summering place. It is on Minnesota Point about two miles south of Duluth.

The negro spoken of was named Bungo. He is long since dead; but his children have again intermarried with their mother race, and are scattered from here towards the headwaters of the Mississippi. One of them, Stephen Bungo, lives with his family over in Superior City. He is now quite old; but it is said that in his day of youthful vigor he was remarkable as a "packer," or burden-carrier for the fur traders. We do not observe that "climate" (!) has made much difference in his children. A brother named George Bungo we have heard of as an Indian trader of skill and influence at Leech Lake on the Upper Mississippi, amongst the Pillager Chippeways.

The old Northwest post, alluded to, was on the Wisconsin side, on Connor's Point, not far from Howard's saw mill. There are some evidences of former English occupation about Vincent Roy's.

ANCIENT HIGHER ELEVATION OF LAKE SUPERIOR.

Dr. Joseph G. Norwood, the Assistant Geologist of David Dale Owen's corps, who made the U. S. Geological exploration in this region in 1847, seems to have entertained no doubt that Lake Superior was formerly at a much higher level than at present. On pages 271 and 272 of Owen's Report, he says:

"Opposite the village [of Fond-du-lac-Superior,] on the south bank, in Wisconsin, and for some distance below, three ancient LAKE TERRACES [or benches] show themselves, rising in succession from the present level of the river banks. The highest one, which [illegible] in best defined on the Minnesota side immediately behind the village, is 125 feet high; the lowest one, on the south side, on which Landry's house stands, is about 15 feet above the present banks; and the next terrace above, which is the middle one, rises to the height of 20 feet.

"There is every indication that the waters of the Lake basin once had their western terminus above this place (Fond-du-lac); the shore markers being then at the junction of the metamorphic and sandstone series, several miles up the river; and, following the line of bluffs about a mile and a half south of Landry's house, in a southeasterly direction, crossed below the Falls of Black River [Wisconsin], and continued along the base of the trap ridges to the *present* Lake shore, at some point far to the east. This would include a great portion of the Left-hand River country, as well as a portion of the Aminekan and the Poplar river lands."

Aminekan is the same as the Spawr river which comes into the Lake from the Wisconsin side, at a point on the south shore nine miles east of the "Entry," or mouth of the St. Louis River. The Poplar River comes in from the same side farther down on the south shore, and within nine miles of the Bois Brule River.

If the hypothesis of Dr. Norwood, as to the Lake's surface having been formerly one or two hundred feet above its present level, be correct, as it undoubtedly is, the Bay of the Lake of its western extremity ages ago was a pretty large one.

Observations on this North Shore of the Lake corroberate Dr. Norwood's facts.

Last summer, in company with Commodore Saxton and Sidney Luce, Esq., we scaled the bluff of Rice's Point to its very summit. While from the surface of Superior Bay, at a distance from the base of the bluff, it looks to be a continuously steep incline, very precipitous, yet, on ascending, we found the surface distributed in *benches*, like ancient lake beaches, first a comparatively level slope—then a sudden rise of precipitous rocks—again another somewhat level in line, backed by steep rocks—and so on until the granitic summit was attained, about four or five hundred feet above water level.

On the town site of Duluth the same bench-like or beach-like structure of the surface is observable; though the nearly level benches are greatly wider and more prolonged than at Rice's Point bluff, and the rises or steps are not at all steep or precipitous until we reach at a mile and a half back from the Lake the highest bluff, which corresponds with that of Rice's Point. No prettier or more showy site to build a city upon could be chosen, if man had the making of the ground to suit himself.—Easily watered (by the mountain streams) easily drained (into the Lake and Bays), it will loom up before the gaze of the mariners on the Lake approaching its port, truly as "a city set on a hill that cannot be hid."

A ROAD TO POKEGUMA FALLS.

Pokeguma Falls of the Mississippi River is about eighty miles northwest from Duluth. The river branches just above the head of the Falls, and comes into the main stream again just below them. The whole width of the Falls is about 60 feet, and the whole descent 15 feet. There are rapids a short distance below the pitch. Above these falls there is quite good steamboat navigation for boats of light draft during a large portion of the year, for about two hundred miles up the Mississippi. A short distance above Pokeguma Falls, Leech Lake River, narrow, but deep, comes in; which a steamboat of considerable burden belonging to the Indian Agency now navigates into Leech Lake. Geo. R. Stuntz who surveyed the U. S. Lands through that region a year ago, testifies that a wagon road is quite practical from Duluth, via the mouth of the Cloquet branch of the St. Louis River, and thence along the St. Louis to the Floodwood branch, following which to its head the route would then strike directly across to the Mississippi at the Falls. Such a road, he thinks, could be made not to exceed 80 miles in length. Once made it would place the Indian Agencies, Indian traders, and the lumbering camps, nearly a thousand miles nearer their base of supplies—the East—than they are now by the circuitous route by Chicago and the Railroads across Wisconsin and through lower Minnesota; with a long wagon and canoe portage from St. Cloud to Leech Lake and beyond. The saving to the general government in the transportation of the treaty supplies for the Chippeways would, in a few years, alone pay the entire expenses of making such a wagon road; and besides, in a military sense, if ever needed in that regard,—and with savages you cannot tell when you are safe—it would be invaluable.

RAILROAD TO THE VERMILION GOLD REGION

Just before the adjournment fo Congress—which took place on the 10th of April—Senator Pomeroy from the Committee on Public Lands reported to the Senate, with amendments, the bill granting land to the State fo Minnesota to aid in the construction of a Railroad from Lake Superior [at Duluth] to Vermillion Lake. At the next Session this bill will be taken up as "unfinished business", and no doubt will be put through into a law.

TERMS OF PUBLICATION.

THE MINNESOTIAN is published every TUESDAY AFTERNOON, at $2.00 a year, or $1.50 for six months, in advance.

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The Duluth Weekly Minnesotian.

THOMAS FOSTER, EDITOR,

SATURDAY AFTERNOON, APRIL 24, 1869.

DURING the past winter, Lake Superior, at Duluth, was closed with ice so as to obstruct navigation, only about four weaks: and this, at the latter part of the winter. The ice finally cleared from the Outer Harbor of Duluth, at its Lake Pier, on the 6th of April -the day after it cleared from the harbor of Cleveland on Lake Erie. We have heard that the harbor of Marquette down the South Shore of Lake Superior opened about the 1st of April.

WORK ON OUR OUTER HARBOR.

It is understood that the Duluth Breakwater is to be commenced as soon as Mr. DaCosta, the chief Construction Engineer of our Railroad at this end of the line arrives from the east. He is expected by the first steamboat. We have seen a letter from Chimasking parties here to make propositions to deliver stone by the cord into the Breakwater, commencing at Rocky Point and building out from it by a tramway into the lake, keeping it exactly parallel with Minnesota Point. It is said the Company intend expending about $80,000 this year on this important and practical work. The Canal through the base of Minnesota Point to afford easier access to our Inner Harbor in the Bay of Superior—to be about 600 feet long by 150 feet wide—will be the work of another year.

EARLY STEAMBOAT ON ST. LOUIS RIVER.

At page 270 of Owen's Geological Report, relative to the rock and earth formations of Wisconsin and Minnesota on Lake Superior, we find the following foot note:—

"In 1850, the propeller Manhattan, Captain Cadwell, entered this [St. Louis] river without difficulty, and proceeded as far up as Fond-du-Lac Village, The River at the time was not above its ordinary stage, and at the lowest part sounded there was over six feet in the channel. This brings the steam navigation on Lake Superior within thirty-five miles of the Mississippi at Sandy Lake."

It was in 1848 that Owen's Geological party made their exploration in this region; but the Report was not published until 1852.

MILWAUKEE GIVING IT UP.

Mr. JAMES G, HAGGERMAN, Secretary of the Milwaukee Iron Company, has written a letter, which is published in the paper of that city, showing that Milwaukee cannot always depend upon the profits of the wheat trade, and her true interests lie in manufacturing, He says:

"We cannot better our condition by talking largely about the greatest primary wheat market in the world, and by shutting our eyes to unwelcome truths. Although the wheat trade of Milwaukee is very great, and must continue so for years to come, we must not forget that great efforts are making to divert it from us. The Mississippi river runs to the ocean, and is even now bearing thither millions of bushels of wheat which we have been accustomed to consider a fair prize for Milwaukee.

Minnesota is building a railroad to Lake Superior, and that route will surely divert a large share of trade from us having great advantages as a cheap route between Minnesota and Buffalo.

It is well to remember these things in time if we wish to maintain our present position among the great cities of the land, or to achieve a much higher position."

FROM VERMILLION LAKE.

[Correspondence of the Duluth Minnesotian.]

VERMILLION LAKE, St., Louis Co. April 12th.

DR FOSTER: *Dear Sir:*—We have held our Annual Meeting for this Mining District. We elected District Officers and adopted laws, &c. The new officers of the District are—President, I. I. Lewis; Vice President, Col. W. H. Nobles; Recorder, G. P. Harris, (re-elected.) Under our mining laws we recognized all claims made by the persons who were here in 1866 as valid, and all claims made by Colonel Culver for the Duluth Company as also just and right. I will send you a copy of our Mining Law for your paper by the next mail. Mr. E. Seymour and family all reached here this evening. They had a hard tramp, and deserve great credit for persevering effort. Mr. Stone carried the small girl about 8 miles. Col. Nobles expects to have the steam whistle of his metallurgic works sound in about ten days. H.

ONEOTA, ST. LOUIS COUNTY, MINNESOTA.

[Local Items by our Oneota Correspondent and Reporter]

OUR VILLAGE.—*Mr. Editor:* It seems strange to one who has resided for ten years in this locality, awaiting, that at last things are moving. To some here, these long years have indeed been years of weary waiting—of toil, of anxiety. Others, have in the midst of toil, seen, by the eye of faith, the dawn of a day of progress and improvement: a day when we should have roads and a city. But to me, even the stillness of nature has charms. I confess to feeling somewhat of regret, that the long established order of nature is to be reversed. Wise men long since saw that in the onward march of improvement a city or cities would grow up on these the head waters of that magnificent series of lakes that extend half across our continent. In 1856, the town of Oneota was laid out. The site was selected by E. F. Ely, now of St. Paul. Situated on the north shore of the beautiful bay of St. Louis, on ground gently sloping toward its waters, opening to the south and east: protected on the north by a range of hills; the eye can behold no more fitting spot upon which to build a town. St. Louis Bay, from the end of Grassy Point to the end of Rice's Point, a distance of six miles, affords one of the finest opportunities for docks and anchorage of which the mind can conceive. From Mount Oneota 1½ miles from our dock, we have one of the most magnificent views; embracing lake, river and forest. To your left the broad expanse of Lake Superior stretches as far as the eye can reach. Before you, lie Superior, Allouez and St. Louis Bays—protected from the storms and waves by long Points which nature has adorned with choice evergreens. These points, looking like lines of green in a world of waters, are Breakwaters of Nature's handiwork. The South Shore, and, in the distance, the Copper Range, bounds the sight. To your right the broad river "with its isles of green," the circling hills, and the wilderness of woods, fill up the landscape. Every visitor to this region should visit the "Look-out," and thus, at one glance, understand the location and take in the vastness and beauty of our Minnesota Terminus of the Railroad. And now, Mr. Editor, as I am a North Shore man I cannot feel gratified that we are to be represented by an organ devoted to our interests and development. Not that I would detract from aught our neighbors of the South Shore possess; but that we may be able to show the world that a city or cities can and will be built at the head of Lake Superior in Minnesota. I am glad also that the people of our state are waking up to the vast importance of this portion of the state; and that they are determined that Minnesota shall own and control the city which will, and can be brought into existence only by her resources. Yours, HIAWATHA.

THE NEW SCHOONER SCOW is rapidly approaching completion. She will be ready for buisness in a few days.

NEW HOTEL AT ONEOTA.—The timber is out and the lumber being hauled on the site for the new hotel. Its dimentions on the ground will be 26x60; and in height two stories; constructed in a substantial manner, with all the conveniences that are necessary to make a pleasant stopping place. We understand the work is to be rapidly pushed to completion.

THE ONEOTA MILL.—This large and fine mill will be ready for operation about the 1st of May. It has been undergoing thorough repairs; and is furnished with new saws; and the popular proprietors Messrs Ely, Munger and Gray are determined to please their customers. All in want of lumber, lath, or bill stuff, will do well to look here before purchasing elsewhere.

FIRE AT ONEOTA.—The house of D. Abbott, Esquire, was recently destroyed by fire. All their household stuff was consumed, and the old couple left homeless and penniless. It seems hard, and we are thankful that the friends have been so liberal with them, as they not only need sympathy but pecuniary aid.

ONEOTA SCHOOL.—The winter term of the school (Mr. Jerome Merritt teacher) closed very pleasantly on the 10th inst, with an Examination during the day.

In the evening an appreciative audience was entertained by readings given by the 4th and 5th Reader classes. All seemed to enjoy the exercises, and we think the various classes deserve great credit for the evident care they have taken to improve in this the most useful department of education. Most useful because no poor reader can become a proficient in other studies.

[From the St. Paul Pioneer of April 20.]

PERSONAL.—Edward P. McCullough, Esq., for the past two years with Noyes, Pett & Co., druggists of this city, is about to leave for Duluth, to embark in the drug business in that rising young city. Mr. McCullough will leave St. Paul with the best wishes of a large circle of friends and acquaintances who have learned to esteem him for his many sterling qualities of head and heart. He is thoroughly at home in the business which he undertakes, and no doubt will soon build up a lucrative trade at that point.

[From the St. Paul Pioneer.]

LAKE SUPERIOR RAILROAD—EXTENSIVE OPERATIONS COMMENCED—LINE OF TELEGRAPH TO DULUTH—PROGRESS OF WORK ON THE RAILROAD—THE FUTURE OF DULUTH.

Everything connected with the speedy completion of the Lake Superior & Mississippi Railroad, is of interest to our readers, not only of this city, but throughout the State at large. Recognizing this fact, we yesterday called upon Gates A. Johnson, Esq., the accomplished Superintendent and Chief Engineer of the road, and obtained the following important items connected with the progress of the road.

At this end of the road they have a force of about 100 men at work extending and widening the track along the foot of Dayton's bluff. In order to accomplish this they are drilling and blasting the high and precipitous bluff along the river to obtain a level bed of 100 feet in width affording ample room for a side-track. This work will extend from the river piling to the Pig's Eye flats. This is done to afford accommodation for unloading and re-shipping the iron for the road, as well as to afford a river landing for all time.

Another force of men commenced yesterday to repair the trestle work across the bend in the river which was damaged by the ice when it moved out a few days ago. This work will require the rebuilding of some 200 feet of the trestle work.—The damage occurred in two places of about 100 feet each. They are sending forward to the work between Wyoming, the present terminus of the road, and Snake River, some 25 or 30 men daily, which, together with those already engaged, will swell the force by the 1st of May to 1500 men.—The iron for 65 miles of road is now on the way here, and it is the intention to lay some ten miles of track beyond Wyoming, within the next ten days, if the iron should arrive in time. The track for that distance is already graded. The cars will be running to Snake river [Chengwatawna] early in July. The ties for the road to that point have been delivered along the track, and the contractor for furnishing ties for twenty-five miles beyond Snake river commences getting them out on Monday next.

In addition to the sixty-five miles of iron bought, the Company have purchased three locomotives, and also a large number of passenger, baggage, freight and flat cars, all of which are on their way out, and will shortly arrive.

Preparations are in progress for the erection of extensive machine works at this place. They will be located north of the Territorial road, between the tracks of the Pacific and Superior roads. These works will be complete in all their departments, and are expected to be ready for occupation and work by the 1st of July next.

They are also closing the contract for building a line of telegraph from this city to Duluth, which will be built as fast as men and money can accomplish it, and is expected to be in operation the coming fall or the latter part of the summer.

Wm. Branch, Esq., of this city, who has the contract for grading 35 miles of the road from Duluth this way, removes his office and headquarters to the later place on Wednesday next, and will at once commence operations in preparing that portion of the track for the iron. He will employ 1,000 men and has an agent at Detroit, Mich., to secure these laborers, a preference being given to men of families. This agent is empowered to furnish all he thus engages with passage to Duluth. Mr. Branch is agent of the Western Land Association, the office of which he will also remove to Duluth.

From the above brief detail of the operations of this Company, our reader will see that the speedy completion and equipment of this road is a fixed fact, and if men and money can accomplish the work, neither will be spared to open up this outlet to the Eastern markets for our produce, within the next twelve months at farthest.

DU LUTH.

In this connection it may not be inappropriate to refer briefly to the little hamlet of Du Luth, containing at present only about 100 inhabitants. The positive early completion of the road through to that point has already turned the attention of many to this "coming city of the lake." A regular line of steamers from Cleveland and Detroit will be run to Du Luth the coming season. These steamers are known as the "Ward Line," and consists of four vessels—two propellors, named the City of St. Paul, Northern Light, Meteor and Keweenaw. They are new and elegant steamers, and will make semi-weekly trips between those points. A similar line will be run from Chicago and Milwaukee to the same point. Extensive preparations are in progress for the improvement of the harbor, and elevators will be built this season of sufficient capacity to handle 10,000,000 bushels of grain. Mr. Branch designs to commence at once to erect a magnificent Hotel, and he will also open at once a large store, supplies for which will be through with the first boat. Edgar Nash, Esq., late of the firm of Curtis & Nash, in this city, has commenced the erection of a hardware store, and his stock will be through early in the season. Jay Cooke & Co. will establish a National Bank there in a few months, and Dr. Foster will issue the first copy of his paper about the middle of May. Five saw mills of immense capacity will at once commence work, while the mines adjacent which have been abandoned for the past few years will be re-opened, and give employment to at least 5,000 men. The immense and valuable slate quarry will also be opened and worked.

The above is but a meagre outline of the important improvements and changes which are expected to take place the present season, and which will swell the population of Du Luth from that of an insignificant hamlet to a thriving, bustling city of 5,000 [or more] inhabitants, and transform this hitherto wild and almost inaccessible region intr one teeming with life and enterprise.

[From the St. Paul Daily Pioneer of April 4th.]

A PLEASANT TIME.—We have heretofore announced that Hon. J. J. Egan, of this city, was about removing to Duluth, and last evening a number of his friends invited him to partake with them of a farewell supper at the Oak Hall Restaurant. Last evening Mr. Egan and his friends to the number of twenty-five or thirty, sat down to supper at 11 o'clock, and after discussing the good things provided, Capt. M. J. O'Connor, on behalf of those assembled, arose and addressed Mr. Egan in a few well-timed and fitting remarks, assuring him that he carried with him to his new home the kindly wishes of his friends in St. Paul, and expressed their regret at parting with one whom they had learned to esteem and feel proud of as a representative of Irish nationality. "You go to aid in founding a new city, and the earnest, heartfelt wishes of your St. Paul friends here assembled is, that among the proud names that will be indissolubly connected with the growth and prosperity of that city of the lake, yours will rank among the first, and in letters of gold, if our wishes could be carried out. Accept this cane, the gift of your St. Paul friends, as a slight memento of our esteem and regard, and let the sight of it always remind you that you have warm, sincere friends, whom you leave in this city."

Mr. Egan, in rising to reply, was visibly affected, and the feeling manner in which he returned his acknowledgments for the kind wishes in his behalf, showed that he appreciated the compliment which was paid him. He said that he came to St. Paul twelve years ago, a poor and almost unfriended boy, and the scene here to-night, on the eve of his departure for a new home, surrounded by friends whose kind wishes were ringing in his ears filled him with mingled feelings of joy and sorrow.

He regretted to leave St. Paul, so full of life, vitality and enterprise, but his destination was to a new city, which are long will rival St. Paul in those elements that have made the capital city of Minnesota famous throughout the world. Mr. Egan then alluded briefly to the future prospects of Duluth, and the considerations which prompted him to seek a home there, and then closed as follows: "I leave behind me, in parting with you, the best friends I ever had. It shall be my endeavor to fulfill your expectations concerning me, so kindly expressed by Capt. O'Connor. Again I thank you for your kind wishes, and the elegant testimonial you have presented."

The cane is of ebony with a superb gold head and bears the inscription "Presented to J. J. Egan, by his friends in St. Paul."

The festivities of the occasion with music and were prolonged to a late hour in the evening.—Altogether it was a time long to be remembered by at least one of the party. Mr. Egan leaves by the Superior road this morning for his new home.

[Items from the Superior Gazette of April17.]

ONE of the mail carriers on the route between this place and Bayfield, met with quite a serious accident on his way up the trip before last. He had split his knee with an axe, and lay in that condition three days without anything to eat, when the carrier on the last trip up found him, and having supplied his wants, hurried up and started back last evening to help him home. It is rather a risky business travlling alone through the woods as men so often do in this country, and they cannot be too careful when then so situated.

QUEBEC PIER is being overhauled and put in thorough repair by our town board preparatory to the opening of navigation, which from present indications will be whithin two or three weeks at the at furthest.

DAIRY—Col. Wilcox is preparing to supply a want long felt in this community by opening up a dairy farm. He has purchased a dozen or more cows and will be prepared for the business by time grass grows.

THE LAKE SUPERIOR ROUTE FROM THE NORTHWEST TO THE EAST.

From the Buffalo Commercial Advertiser of March 25th.

We notice by the New York papers that Messrs. Jay Cook & Co. the agents for the sale of the bonds of the Mississippi & Lake Superior Railroad Company, had on the 22d inst., negotiated $4,500,000 of these bonds. They were taken with remarkable rapidity, the loan having been brought out in New York on the 15th inst., and closed on the day above named. The larger portion of the loan was taken for home investment, although considerable purchases were made for shipment to Germany.

The line of this railway extends from a point on the Mississippi river, at St. Paul, northeasterly to Duluth, situated on the St. Louis river, a few miles from where it empties into Lake Superior. The river is navigable from the Lake to Duluth. The distance between thetwo points is about one hundred and thirty-five miles, and thence to the lake fifteen miles. About thirty miles of the line, nearest to St. Paul, is completed and in operation, and nearly twenty miles more are graded. A formal opening of the completed portion of the road took place last autumn. The company has a large land grant, and the franchise includes a branch to Vermillon Lake, where gold has recently been discovered,

We are assured that the negotiating of the loan referred to will secure the completion of this road during the present year. Yesterday we showed that the freight tariff recently established for the season of 1869, from St Paul to Chicago and Milwaukee, including the river freight, is as follows:

1st	class,	$1	20	lbs.,	$100—equal to $83 ₱ ton.
2d	"	"	"	"	80— " " 16 " "
3d	"	"	"	"	55— " " 11 " "
4th	"	"	"	"	45— " " 9 " "

At three cents per ton per mile the freight from St. Paul to Lake Superior will be about $4.05 per ton on 4th class freight, which will diminish the cost of the transportation of wheat $5 per ton.

We are informed that Minnesota had a surplus crop of 14,000,000 bushels of wheat in 1868, equal to 420,000 tons. The saving in the cost of transportation on this tonnage, as compared with the established rates to Chicago and Milwaukee, would be $2,100,000. It is obvious, therefore, that when the Mississippi and Lake Superior railway shall be opened, the entire surplus wheat crop of Minnesota will find an outlet to market via Lake Superior.

The distance from Duluth to Buffalo is only ninety-five miles greater than the distance from Chicago to Buffalo, and the price of Lake freight will be the same.

Duluth or Superior City will be the Lake Superior terminus of the Northern Pacific Railway, the construction of which it is anticipated will soon be commenced, and pushed forward with energy; and it is said that within two years the railway now being constructed from St. Paul to the Red River of the North will be completed. The latter railway, in connection with the water route, will open communication with the British settlements on the Red River. These improvements will, within five years, give an immense trade by the Lake Superior route, and will, probably, in time, make Duluth the metropolis of the Northwest.

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The Duluth Weekly Minnesotian.

THOMAS FOSTER, EDITOR,

SATURDAY AFTERNOON, APRIL 24, 1869.

THERE were but four or five weeks the past winter during which the mail boat down the North Shore between Duluth and Beaver Bay did not run. The most of the winter, the weather was not too cold to inhibit the sailing and handling of vessels.

THE CITY OF HASTINGS, MINNESOTA.

One of the most thriving young cities of the Mississippi Valley in Minnesota, is Hastings, the county seat of Dakota County, Situated at one of the very best landings of the Upper Mississippi; near the mouth of the St. Croix; with good water power from the bright Vermillion River within its site; the terminal slope of an extensive and fertile prairie country in its rear; with no bluffs or ravines to be overcome by its roads that communicate with the interior; a wheat depot at which a million of dollars is paid annually to wheat growers who bring their product to market in wagons; the river terminus of one Railroad, already completed 30 miles, pointing to a western bourne at the head waters of the Minnesota River; and a point, also, on the Mississippi Valley Road from St. Paul to Winona; by which it will communicate alike with Lake Superior and the East; it is doubtless destined to a bright future of continued and eminent prosperity. As its earliest white settler, we feel a pride and interest in its onward progress, and, we expect to see the time, in a not remote period, when the present 3000 population of Hastings will be trebled in numbers, and she will send more wheat to Duluth for shipment by the Lakes to the eastward, than any other town or city of the Mississippi Valley.

These remarks are elicited from us by the reception of an interesting octavo volume of 160 pages, entitled "Geographical and Statistical Sketch of the Past and Present of DAKOTA COUNTY, by W. H. Mitchell," of Rochester, Minn.—in which, among other towns of the county, a considerable space is devoted to a sketch of Hastings, as it is now and was in the past. Having, at the request of the author, contributed a letter containing some of our reminiscences of Hastings in the early day, —which Mr. Mitchell has deemed proper to publish entire—we think it not improper to transfer our communication to the columns of the Minnesotian. taking occasion to correct some errors which occurred in the haste of the writing, and misconceptions in the printing of it, as well as to add two or three additional items of information.

From Mitchell's History of Dakota County.

HASTINGS.—We are under obligations to Dr. Thomas Foster. the first settler of Hastings, now of Duluth, St. Louis County, for an interesting letter on the early settlement of the town and incidents connected therewith, which being written in the doctor's usual pleasant style, we give in his own language:

W. H. Mitchell, Esq., Rochester, Minn.:

DEAR SIR:—In answer to your inquiries respecting early settlement and early settlers at Hastings and in Dakota county, I would mention, that on the 12th of August, 1851, the day after the signing of the treaty of Mendota, made with the Sioux Indians, by which they sold the right to rove over a vast territory on the west bank of the Mississippi, including the whole of Dakota county, I traveled with Alexis Bailly, senior, to the present town site of Hastings, and there made the claim which my family still hold, embracing the south shore of lake Isabel, the beautiful lakelet inserted into the city plat of Hastings. The first house built in Hastings is my old homestead, upon this lake. It was commenced in the winter of 1851-52. The body of the house—though it was afterwards weatherboarded, plastered and gothicized—was constructed of logs. Alexis Bailly, Sr., Alexis P. Bailly, and Henry G. Bailly, his two sons, and old John "Blackhawk," as we used to call him, their man of all work, a discharged soldier and quite a character in his way, assisted in the work of putting it up. The elder Mr. Truax, of Point Douglas, did part of the carpenter-work, and Daniel W. Truax, his son, now a prominent merchant of Hasting, and Edward F. Parker, afterwards County Attorney, helped on the building, which was finally finished by Elbert H. Halstead and D. W. Kisam Halstead, carpenters, who made claims on the Vermillion Bluff or Prairie opposite the lower stone flouring mill of the Vermillion, built by me, in partnership with Gov. Ramsey as joint owner.

When I arrived in Hastings there was one log house in it, which had been put up several years before under the pretext of an Indian trading license, to hold the town site—the proprietory interests being owned by the Baillys, Gen. Henry *Hastings* Sibley, and Alexander Faribault then of Mendota, but now of the town of Faribault, in Rice county. The latter subsequently sold out his one-third interest to Wm. G. LeDuc. The log trading house stood near the Mississippi, in the centre of Vermillion street, at its junction with Second street, and was long ago pulled down; but not until it had become quite famous to all for the pleasant hospitality displayed there by Mr. and Mrs. William Felton, who now live on a farm a little west of the town. The first house, after this, was my own, as I have stated. Next the store of the Baillys was erected, and soon afterward the hotel of the town, long known as the "New England House," on Second street, was built, both of them by the town proprietors. The first white man to settle on the town site after the treaty was made, was myself. The next was Edward F. Parker: who, on the 12th of July, 1852, brought home his wife, Mrs. Cynthia A. Parker, as a bride; and the latter was therefore the first lady settler of the town. During the ensuing September Mr. Felton and his good lady became the next white settlers. And subsequently, in the same month, my wife, Mrs. Hannah C. Foster, arrived, making the third lady settler of the town. One of the earliest houses built in the vicinity, was by Mr. Jillson and was occupied by him, his wife, and two daughters.

When I came down to the site of Hastings, on the 12th of August, 1851, Mr. Bailly took me to see the Vermillion Falls, then in undisturbed natural beauty. Here I found a pole shanty, occupied by a young man named Van Rensalaer, who had been in the "patriot" war in Canada, and was holding (under a trader's license) the Falls' claim for himself, and others. Finally, after being sustained a good while by his partners, he "sold" them and their claim out, indirectly, to Harrison H. Graham and Wm. G. LeDuc, and emigrated to the Pacific. We also found at this Falls' shanty, Abraham Truax, who was in Van Rensalaer's employ, but who had a shanty and claim of his own on the other side of the Vermillion, just below the Falls.

The way the town came to be named was, I have always understood, in this wise: Each of the original proprietors agreed to put into a hat one slip of paper with the name he preferred written thereon, and the first name drawn out should be that of the town. Mr. Sibley put in his own middle name of Hastings, and this being drawn became the name of the new town. Before this name was bestowed upon the site, "Olive Grove" was its accepted designation. This name originated in the fact that Lieut. Oliver, of the United States army, coming up the river late in the fall, with a "Durham" boat, loaded with supplies for the garrison at Fort Snelling, then being built, was stopped at this point by the ice, and that he camped here in the woods all winter, guarding the stores, which were conveyed as wanted to the Fort. The spot where he wintered became known as the "woods or grove where Oliver camped," and, by easy transitions, was named first Oliver's Grove, and finally Olive Grove. I remember, that there were some who urged the retention of this smooth name for the new city, when it was laid out; but I probably aided in preventing its adoption by scouting the idea of so tropical a name in so cold a climate as ours, where the growth of olives is an impossibility.

I have referred to the beautiful Lake Isabel, in the town site, on the south shore of which our house is situated. It was so named by the Baillys, from a member of their family; but the Indians had another designation for it, signifying "The Lake of the Spirit Bear." *Mato* is "bear" in the Dakota tongue, and *Waukon* supernatural or spirit, and I have sometimes called the lake *Matowauka* or *Matowauga*. Their legend in regard to the Lake was this: That the woods at the lower end, near Vermillion Slough, were haunted by the ghost of a monstrous animal—a sort of grizzly bear—and that whoever ventured into its haunts became its prey. The origin of this legend is probably to be found in the fact that the town site of Hastings, being the extreme verge of the Sioux country, and in easy scouting distance of war parties of the Chippewas of the St. Croix river, it was a dangerous locality for Indians of the Sioux tribe to frequent; and there is no doubt that in the course of long time, many individual Dakotas met their death from their hereditary enemies in these woods; and that the real bear of the Sioux legend was a Chippewa war party. The Lake in question, when the Mississippi is in its spring flood and backs its water up into it, fills with fish, which, when the water falls, are retained as in a trap; and, in the early days, in the winter time, I have assisted in catching them with my hands, literally by the wagon load, as they sought, half torpid with the cold, the west side of the lake, where some springs made the water a little warmer. In that early day also, after the ice had made, this lake was a natural racing track, and many a spirited contest for horse supremacy has enlivened "The Lake of the Spirit Bear."

There are many incidents and points I might give, connected with the growth of the city and the country, but time and space forbid.

Yours respectfully,
THOMAS FOSTER.

The first birth was in the family of Mr. Edward F. Parker, the 27th of April, 1853, and the little stranger was duly christened Cora. [Now a young lady of Duluth.]

The first marriage was that of Miss Jeneatte Felton to Mr. Steven Graham, in 1854, the ceremony being preformed by Edward F. Parker. Esq. [now of Duluth and County Attorney of St Louis county, which office he formerly held for 6 years in Dakota County.]

MINNESOTA WHEAT IN MILWAUKEE.

The Milwaukee *Sentinel* says: "The Chamber of Commerce has resolved that all wheat received at the St. Paul Elevator "D" from west of Portage City is to be kept separate from receipts east of that point, and be styled Minnesota wheat and to be considered the same as receipts at the other elevators."

EDWARD PIERREPONT has been appointed United States District Attorney for Southern New York. He is a descendent of old Jonathan Edwards, the Massachusetts preacher. Judge Pierrepont distinguished himself during the last Presidential campaign by announcing in the newspapers that he proposed to contribute $20,000 toward the election of General Grant. In 1840 he was in Columbus, Ohio, and became the law partner of P. B. Wilcox, of that city, but five years later he returned to New York.

THE Road Island State election has resulted in the election of Seth Paddleford, the republican nominee for Governor, by nearly 3,000 mojority

OUR Chicago correspondent states, the somewhat significant and suspicious fact, that the business men of that city petitioned the newspapers not to publish the income returns this year, and the papers have complied with the request. There's a "cat in *that* meat tub," sure! —*St. Paul Dispatch.*

CHICAGO IN A JUBILEE OVER THE UNION PACIFIC RAILROAD.

[Special Correspondence to the Saint Paul Dispatch.]

CHICAGO, April 7.

STAND FROM UNDER.

Chicago is going to put forth her gigantic foot, and show the gaping world the length of her stride. The hub of the universe, as the said universe is reconstructed by the Pacific Railway, is about to celebrate her installation into the honors of the hubdom, or hubship, or whatever it may be called. We are to have a celebration! A grand blow out! A jubilee!

You know, of course, that the Pacific Railway (not *your* side-track, the Northern Pacific, but *our* grand trunk line, the Union Pacific) is soon to be opened to the travel of the world. Good.

You know, too, that this great Railway is to bind two oceans together with the golden chain of commerce, and all that sort of thing. Good.

You *don't* know, perhaps, that the new regime is to make Chicago the grand entrepot of the Chinese tea product and the rice "from India's coral strand."

You don't know that Chicago is then to be the great half way station—the port of transfer of the trade between Europe and Asia.

You don't know that, in a few years, it is going to take about thirty streets of Chicago to do the wholesale tea trade alone.

But I know it, for I heard it so stated in speeches at the Tremont House this very evening.

REMARKS BY THE EDITOR OF THE MINNESOTIAN.—It is all very nice for Chicago to make a big fuss about the Union Pacific Railroad being completed; but we guess DULUTH will divide with her those "thirty streets"—"to do the wholesale tea trade alone." By the spring of 1870, the Lake Superior Branch of the Union Pacific *via* Sioux City and St. Paul will be finished to Duluth, the head of navigation on Lake Superior; and then the trade of China and the East Indies will have a choice of water navigation to the Atlantic coast. And in a few years, also, *our* Northern Pacific Railway, a line from the Pacific Ocean to the great Lakes three or four hundred miles SHORTER than the Union Pacific—and shorter, too, across the ocean from China to Puget's Sound—will be built to DULUTH; and then we expect to take two-thirds of those "thirty-streets," *easy*. The Northern Pacific will be actually commenced at this point, and at Puget's Sound, this spring: and, though it may not rush on to completion as fast as the Union Pacific and Central lines have done under the stimulus of swindling speculation upon the general goverment, it will win through not the less surely. It would be indeed a *shame* if one huge monopoly should control, without competition, the trade of the Indies. The people of the United States will not supinely permit such a state of things when a very little aid by the nation can easily alter it.

THE FIRST VESSEL UPON THE LAKES.

In 1679,—one hundred and ninety years ago—the first sail vessel was launched upon the great northern lakes. It was built by La Salle, near Niagara Falls, and called the "Griffin," and in its first voyage up the lakes reached Green Bay in September of the same year, carrying La Salle and party on their expedition to discover and explore the Mississippi; but on returning to Niagara the same was wrecked and lost with a valuable cargo of furs and skins.

In 1818, about forty years ago, the first steamboat was introduced upon the lakes. She was called the Walk-in-the-Water, and made a first trip to the Island of Mackinaw in the summer of 1819.

ST. PAUL AND DULUTH.

AT the organization of the newly elected City Goverment of the City of St. Paul, on the 13th of April, the new Mayor of the City, Mr. MAXFIELD, made an Address, reviewing the affairs of the City, and particularly with reference to its present and future Railroad Connections. The following are a portion of his remarks:

"The liberality with which our citizens have aided our Railroads has been productive of the most substantial results, and has secured for St. Paul an undoubted claim to the railroad centre of the State. On the 13th day of August, 1867, the Common Council modified the original grant of $250,000 to the Lake Superior and Mississippi Railroad Company, agreeing to give said road $200,000 in bonds, conditioned upon a speedy resumption of work and completion of thirty continuous miles of road from St. Paul towards Lake Superior within a limited time.

The agreement thus made has been in all respects preformed by that company, and the cars have been running on the road since December last. The great and beneficial results of this action on the part of the city are now being realized as the following facts and figures furnished me by the officers of that road fully demonstrate:

Since August 13, 1867, the company have paid out in St. Paul alone an average of $35,000 cash for each month, and contracts are now made and arrangements perfected by which the company expect to pay out from this time until the road is completed, upwards of $160.000 per month in St. Paul.

Fifteen miles of the road have been graded north of Wyoming (the present terminus of the road) for which the iron will be delivered in St. Paul during the present month.

Three additional locomotives have been purchased for construction purposes, 100,000 cross ties have been procured and deliver along the line between Wyoming and Snake river, and both branches of Sunrise river have been bridged since the completion of the first 30 miles.

Ninety miles of the St. Paul end of the road are under contract and will be constructed as rapidly as men and money can complete it.

The company agree to complete the road to Central Station, 75 miles from St. Paul, by the 20th of August next, and the whole line by July, 1870, although the Chief Engineer is of the opinion that the work can all be completed within a year from this date;

In view of the facts that the funds are all secured to build and equip, the *contracts are already made for an elevator at Duluth*, and arrangements perfected for a *line of propellers* to be run in connection with the road as soon as lake navigation is open in the coming spring,—we thus secure this season to the business men of St. Paul the furnishing of all supplies to the immense lumber region tributary to the line of this road.

The Superintendent of the Company informs me that wheat can be carried from St. Paul to Duluth for ten to fifteen cents per bushel, which is a difference over the present tariff between St. Paul and Chicago of from eight to ten cents per bushel. The *good faith* manifested by the officers of this road in the past, is an earnest of their determination to build the road through to Lake Superior without delay. I need not dwell upon its importance, not only to the city but to the whole State.

The St. Paul & Pacific, the pioneer railway of the State, under the management of its worthy President, Hon. Geo. L. Becker, is rapidly bringing us in connection with the Northern and North western borders. Already completed and in sucessful operation to Sauk Rapids, the main line West from Minneapolis and leading through the Minnetonka region and the heavy timber beyond is running daily trains to Crow River, forty miles from St. Paul. The iron is down for a section twenty miles beyond that point, and grading completed for ten miles still further. A contract has been made for the completion of one hundred miles additional, making in all one hundred and seventy miles from St. Paul.

The company promise to finish it to the Red River by the end of next year, (1870), and will not pause in their work until the iron horse speeds down the valley of that river to Pembina.

The St. Paul and Sioux City (formerly Minnesota Valley) Railroad Company are also making rapid strides in another direction. Their road is completed from St. Paul to Mankato, and is now in successful operation a distance of eighty-six miles. The company have a large force at work extending the road towards Sioux City. The iron is on the way to complete the road to Crystal Lake, fourteen miles west of Mankato, and will be completed to that point early in the fall, and during the next year twenty miles more to the center of Watonwan county. Work will also be commenced during the summer on the line near Sioux City. *There is no doubt of the early completion of all links forming the great line from the Pacific Ocean to Lake Superior.*

This company in conjunction with the Milwaukee and St. Paul road, are extending the same into the city. The bridge across the Mississippi will be finished in July next, and the two roads will connect at our levee with the St. Paul and Pacific and Lake Superior and Mississippi Railroads. This company will also make large expenditures in our city during the coming summer, in erecting depots, shops and the necessary tracks for business."

THE FUTURE OF DULUTH, AS THE CHICAGO OF LAKE SUPERIOR.

ON the 4th of July, 1868, a large collection of the People of both Minnesota and Wisconsin met in a sort of picnic celebration of the day, on Minnesota Point, (the long narrow peninsula or natural breakwater between the Lake and Bay of Superior,) near the line of Duluth. DR. THOMAS FOSTER (Editor of this paper) delivered the Speech or Oration of the occasion, in which he forshadowed the Future of Duluth, as the Chicago of Lake Superior; though on account of the mixed character of the audience, especially the presence of people from a former rival in Wisconsin, the name of DULUTH was not directly mentioned—especially as the Engineers who would make the formal decision as to the Terminus had not yet arrived to make their examination and their announcement that Duluth was *the* point, as they after wards formally did. We copy only such portions of the Speech as refer directly to the subject of the Railroad, and the city to be built up at its terminus.

THE PRESENT SKETCHED—THE FUTURE FORSHADOWED.

Fellow Citizens: On this 4th of July, 1868—within thirteen years of the Centenary of American Independence—standing here gathered, the people of two States, upon this narrow peninsula—this

"Narrow neck of land
Between two boundless seas"—

Standing here at the most western extremity of the greatest Fresh Water Sea in the world—on the verge of a yet wilderness stretching its walls of virgin forest and rock on every side into vast distances—standing here in the presence of the very Magnitudes of Nature—on such a day as this, the anniversary of the most momentous event in the world's history, as time's results have thus far proved—it were not amiss to dwell mentally for awhile upon the mighty future for this region, which is even now looming up in the near distance—promising to pierce and lighten up these forests with roadways and farm homesteads—to mine these rocks into material wealth—to whiten yon huge sea with clouds of canvas, or fret it with volumes of propelling steam—to cover the shores of these broad, calm bays with Mast-studded Warves and Monster Grain Warehouses, and to erect within the sound of the surge of Superior's waves, a GREAT CITY [illegible] abode of Commerce and [illegible] and Refinement and Civilization—here, nearly midway between the two main Oceans of the world—the Terminus on one hand of 1700 miles of land travel from the Pacific Ocean *eastward* and the Terminus of 1600 miles of water transportation *westward* from the Atlantic Ocean to the headwaters of the mighty St. Lawrence, of which that magnificent expanse of water spread out northeastward before you, is but the widening and tributary.

I know, fellow-citizens, that such vaticinations have been an oft repeated siren song, sung in your ears for many long years—sung in various metre and by performers in various guise and habiliments. But the dawn comes—the Day light is really breaking in the East, in the West, in the South—and soon the Sun of our Progress, keeping pace with the wheels of the Steam Railroad Car, will shed its effulgence upon these pine and birch-clad and rock bound shores. I hesitate not to bid you, with almost the confidence inspired by a transpired fact, to believe, that THE RAILROAD that will bridge over the Short Portage of 150 miles between the Great Lakes and the Great Mississippi will certainly be compleated in the short time of two years from the time I now speak to you.

THE RAILROAD ACTUALLY COMMENCED.

There is no delusion this time. The work has actually begun. Thirty miles on the South-westward end of the line, from St. Paul toward us, is graded, and the iron is being laid upon the ties at the rate of half a mile to a mile a day. [Since compteled, and in operation.] The first locomotive has arrived and been placed on the road. It bears the name of that indomitable, persevering, never tire *man* locomotive WM. L. BANNING, of St. Paul, the President of the road—a well merited compliment to him whose determined, persistant, never-flagging efforts in bringing the enterprise to the attention of the men who had the money to build it, him to whose genius and broadcast mentality in impressing the importance and profit of the road upon men of the like cast of mind do we mainly owe the near realization of those hopes so oftendefered, to the sickness of your hearts, in the dozen years of a long and weary past. In a very few mails more to be brought by the stage coach, so soon to be obsolete, we may expect to read an account of the ceremony of the formal opening of at least twenty miles of the Road, *completed*, and with the rolling stock upon it; while it is also further set down in the programme of our progress, that within the limit of the present month of July, the principals of the capitalists of the East engaged in our enterprise will in person inspect the ground whereon this fall, or in the ensuing spring at the farthest, *work* will be commenced on this end of the line and actively thereafter prosecuted in the building of this Railroad from the "navigable waters of Lake Superior," until the iron chain shall enfold in its electric embrace the whole portage of land between the Great River and the Great Lake. I speak to you in no uncertain or dubious terms. The time for doubt, distrust, for hesitation or suspiscion, has fled never to come back again. We deal now with certainties, not with probabilities only. We are in the face of fact, and we can trust now to the truthfulness of promise based upon it.

THE RAILROAD WHEN COMPLETED.

Yes, fellow citizens, when we meet here again, as I trust we all shall meet, on the 4th of July, 1870, two years from this time, it wil be to celebrate not only the fact that on that day ninty-two years years before, a great nation was redeemed from a foreign vassalage, but that also a great region of God's most magnificent creation is "redeemed, regenerated and disenthralled"—to quote the politicle papers—from the vassalage of an iron physical nature, which, shutting us in for so many months in the year from the rest of mankind, has, in effect, palsied our resources in their native fastnesses, and smothered us in the folds of our own fatness. This Rail road completed, will give us voice to be heard by the rest of the world —it will inpire our lungs with a new volume of aerial strength—and, while we will be as new men, our country will cease to be as new a country; for the hands of the artificers will be impressed upon it, and it will be fashioned into a different shape, less wild, less rude, less forbiding, more genial, better fitted for the enjoyment of civilized inhabitants.

THE DIFFERENT PROSPECT.

Yes—when we meet here again on that 4th of July of 1870, we will witness a very different prospect from what we do now. Beautiful nature will be here in all her prominent features, just the same. These several emerald-clad "Points" or peninsulas meteing and bounding our Harbors; that cold clear expanse of our mighty Lake; these calm Bays; that South Shore, looming in green afar across the lake's waters; that grand old North Shore, with those numerous wooded "Points," jutting out in their forrest beauty to brest the waves of the Northeastern storms—these will still be all here. But they will be varied from what they are now by new forms of beauty and force, which will illustrate them as good books are illustrated and embellished by their engravings. The embellishments in this book of nature will be long strings of Railroad cars, arriving and departing—arriving with fifteen million bushels of grain annually, and in the same picture we will see numerous fleets of propellers conveying that grain as fast as possible to the Eastern markets. It will be embellished by immense Elevators, rivlling those of Chicago, Toledo, and Buffalo, in height and capacity, which will receive that vast mass of grain from those cars for storage and for those propellers. It will be embellished by the streets of the *new City*, already, even that early in its commencement, glittering with stores of merchandize and mechanic shops—already, the point of supply for fertile fields, far beyond, to the westward. The returning grain ships will be seen bringing coal in ballast from Pennsylvania, to feed hundreds of factorys for iron and wood in all their various forms. The whole region of the North Shore in Minnesota, and the South Shore in Wisconsin, will equally feel an impulse of prosperity from the Great New Fact of a completed Railroad communication with the broad valley of the Mississippi. Immigrants will already have begun to pour in this direction, as the natural and cheapest *gate* through which to reach the regions of the trans-Mississippi; while the Valleys and myriad lakelets and cascade-streams of the country back from the North Shore, will be occupied by the industrious, hardy and intelligent Scandinavians of the north of Europe. who will here find a country and climate congenial to their habits and who will keep coming, until like in Carver and other counties of the Big Woods of lower Minnesota, every forty acres will have its seperate family upon it, each annually cutting in the dense forest a continually widening circle of improvment arround their homestead cabin, letting down the sunlight to tint the harvest with its gold, and so contribute to their own wealth and to the population and general prosperity of the whole land.

NEW TOWNS AND CITIES TO SPRING UP.

Towns and cities, other than the Chief One at the terminus of the Railroad, will spring up along the shore of the Great Lake; the fisheries will become still more vigorously prosecuted; the gold mines of the Vermillion, even by that early time, may have arrived at a position and importance sufficient to have caused the commencement and prosecution of a Railroad to give them adequate supplies and their resources an outlet; while on the Upper St. Louis River at the distance of 18 miles, where a volume of water equal to the Mississippi at St. Anthony is poured down hundreds of feet in a distance of a few miles, the foundations of an important Manufacturing Town will by that time have been laid, to utilize the immense water power to lumbering and other purposes.

CHANGE IN THE STYLE OF LUMBERING.

By that time, also, a great change will have commenced in the the country between the St. Louis river and the St. Croix, the result of the construction of our Railroad through the heart of that old lumbering or logging region. Instead of the old style of expensive nomadic logging camps, working only in the winter months, and the precarious driving of the logs down small and uncertain streams, the cheaper process will be substituted of sawing the logs on the spot by portable steam mills running all the year round, and then hauling the lumber to the Railroad for shipment to the Mississippi or to the Lake as the preference of market may be. To supply workmen around these numerous lumber mills, farms will be planted and permanant settlements established, and, in place of the sawed-up wilderness, in the due course of events, a hardy industrious population will fill that at present wild region, presenting another magic result from the completion of our Railroad; and in the meantime, as a corollary from this change from the old style of log-driving lumbering, St. Paul wil have become preeminently the greatest lumber mart of the Mississippi river.

Fellow-Citizens—In thus amplifying upon the probable future that will dawn—nay, that will RUSH upon us at only the *Prospect* of the sure completion of the Railroad in two years, I may be judged premature, or over sanguine; and it may be thought that when the cars are *through* from River to Lake unmistakably and undeniably, will be time enough to expect results of any magnitude or importance to be eliminated from the event.

But I think I am not in the least too fast nor too extravagant in my predictions.

THE GREAT CITY TO BE BUILT AT ONCE.

For I hold, that whenever those principal Railroad functionaries who will shortly be here to arbitrate our destiny, shall have plainly set their stakes for this Lake Terminus of their Railroad, capital and energy and enterprise will not wait to see it finished but will in advance commence to build up The City and improve the Country around and beyond it. Men will not sit still until they behold the cars actually rolling through from River to Lake before preparing the stable for the iron horse; the depots for the cars; and the warehouses to receive their enormous burdens—the food of millions of men. When the Superior & Mississippi Railroad, is a Completed Fact, the huge Grain Elevators must also be finished, ready to take in the twelve or fifteen million of bushels of grain that will pour into them from the cars, unceasingly all winter, accumulating until navigation opens and the fleets appear to take it away. The Wharves and Harbors to accommodate these fleets must likewise be constructed in advance, ready to meet the emergency. Supplies of every kind must be accumulated on the spot long in advance of railroad completion. Houses for the people engaged in preparing for that event, in constructing all the necessary appliances for the successful operation of the Road, must all be reared in advance; and all the appurtenances and material for a Great Work, and for the furnishing of a busy and numerous population, with the supplies which civilized men always surround themselves and their families, to minister to their necessities, their comfort, their enlightenment, and their moral and religious wants, must long before the completion of the Road, be gathered abundantly at its Terminus; and which, be assured, WILL BE gathered there as rapidly as possible after the Railroad Magi touch the earth with their divining rods, and exclaim: "On this spot shall a CITY be built."

Fellow citizens, I have foreshadowed to you the probable events of two years next in the future, predicated upon the reasonable expectation and promise that the Railroad will be fully completed in that time.

THE VIEW NINE YEARS IN THE FUTURE.

Permit me to call up before your minds, forecast the results which will be witnessed in this region by the 4th of July, 1877 nine years from this date, and just one hundred years from the Declaration of American Independence.

THE GREAT CITY BUILT UP.

At the time of that grand Centenary, THE CITY which will have been built up at the Terminus of the Mississippi and Lake Superior Railroad, *somewhere* at this western extremity of the Lake, [at Duluth] will have become already a City of no small magnitude, surpassing, I dare predict, the capital of our State in size and trade, though it will be allied to it by many business ties—the two cities, in my opinion, bearing to each other about the proportinate relation that New York and Philadelphia do to each other. It will be a Manufacturing as well as a Commercial City. Iron Foundries, the Rolling Mill to roll the track iron of the various Railroads of Minnesota, machine shops, saw and planing mills, sash factories, ship yards, and hundreds of workshops, all driven by untiring steam, fed by cheap fuel furnished by our inexhaustible forests, or by the coal of Pennsylvania, brought here in ballast by the returning grain ships, will then have displaced the evergreen groves of these embayed "Points."

Our railroad *from* St. Paul, *its capacity multiplied by a double track*, will be then bringing annually from the Western grain clad prairies into this our busy city, twenty-five or thirty, or forty million bushels of wheat, tasking the myriad shipping of the lakes to take it to its Eastern bourne.

The commercial freights from the Eastern cities, destined to supply a vast region Westward, will then make tall warehouses groan with their burthen while awaiting here their gradual distribution over the railroad to St. Paul, and the great Farther Beyond.

ADVANCE OF THE NORTH SHORE.

Down the North shore numerous thriving towns will have sprung up, seats of mining, lumbering and lake fisheries, and these you will then observe to be reached by a well built wagon road along the immediate shore of the Great Lake, affording the access in winter time that is now impossible, for trade and travel with the Terminus City.

THE VERMILLION MINERAL REGION.

In the Vermillion gold and iron region, a thriving town of thousands will probably then be in existence; and this will be connected with our Metropolis City by a railroad of 80 miles in length, by which food and raiment and household furnishings will be exchanged for the gold and silver bullion of Vermillion, or for the nearly pure pig-iron ore of the Missawba Heights.

THE UPPER MISSISSIPPI COUNTRY.

And yet another road—common wagon highway, perhaps—a railroad, it may be—will proceed from our Head City of the waters, in a nearly direct line by the way of the mouth of the Cloquet branch of the St. Louis River, to the Pokeguma Falls of the Mississippi river—there, at and above those Falls, connecting with a new water plane on the upper section of the Great River—with in fact a Natural Slackwater Navigation sufficient for steamboats to navigate northward and westward for hundreds of miles—through Leech Lake River into Leech Lake, there to furnish the Chippewa Agency with its Indian supplies at a saving to the United States government of the cost of 1000 miles more of tedious transportation by the other and present route—or, navigating directly up the Mississippi, through Lake Winnebigoshish, through Cass Lake and into Lake Pemidji—within a day's journey from its western border of the just established Chippewa Reservation of thirty-six townships of land lying between the head of the Mississippi and the head of the Red River of the North, but principaly on the Wild Rice branch of the last named river, a well selected permanent home for all the Chippewa race of the North-west—or navigating through Lake Pemidji in its longest diameter northward, land freight and passengers within twenty-five miles of the large and important Red Lake in the midst of a fertile region; from which Lake, by its outlet, the Red River of the North, it is well known that steamboat navigation is further practicable or possible clear up to the British settlements of Selkirk, in Prince Rupert's Land; and then still on through the great Lake Winnepeg of the North, and there overcoming the falls at its mouth, enter the mighty Saskatchewan, and command its fertile plains on either hand, almost up to the Rocky Mountain plains, which will yet become colonized and settled—the trade of which distant regions, by making of those two short portage roads—the eighty miles from Lake Superior to Pokeguma Falls, and the twenty-five miles from Lake Pemidji to Red Lake—will have been turned, as being the cheapest and most expeditious route, into the streets and avenues of our Zenith City of the Unsalted Seas.

THE MANUFACTURING TOWN AT THE FALLS.

In those years of progress I have been forrshadowing, between the completion of the railroad in 1870 and the American Centenary of National Birth, in 1877, the manufacturing town started upon the falls of the St Louis River, 18 miles from the lake, will have reached a size and importance, at least equal the to city around the St. Anthony Falls of the Mississippi; surpassing the latter in the giant energies at its command, generated by the weight of as great waters, precipitated hundreds of feet in the short distance of five or six miles, and which in 1877 will be found already harnessed with shafts and wheels innumerable, in scores of mills, sawing, rending, tearing and splitting wood into a multitude of forms for multitudinous uses, while in scores of other mills whirling burrs will be manufacturing into flour the grain brought by the Mississippi and Superior Railroad to the very mill doors from the teeming harvests fields of Southern and Western Minnesota, through the gate of St. Paul; and in still other factories, the same unwearied power, with its Briarean arms, will be found geared to aid in shaping into varied commercial forms the massive slate ledges which, like fences to the land, range at intervals almost due East and West, in nearly parallel lines, throughout the vicinage of the Huge Cataract.

OUR RAILROAD SYSTEM GENERALLY.

And, fellow citizens, by the time of that I hope to-be-well commemerated Centenary of our National Birth, the magnificent project of the Northern Pacific Railroad will have been so far consummated, that into the same grand depot, into which the cars of the Superior and Mississippi rush, and into which the gold laden trains of the Vermillion Lake Railroad rattle, the coaches of the Northern Pacific will also thunder loaded with passengers and freights "from Ormus and the Ind." And it may be, likewise, that the wheels of progress will have moved so fast in those few years, that the surely predestined Railroad down the South Shore of Lake Superior, will at that period have been already partially constructed, one branch to cross by the Straits of Mackinaw making in a direct line to a connection with the Eastern Railroad system at Detroit, and another branch, crossing at the Sault St Marie moving directly for Ottawa, the capital of the New Dominion, there grappling by iron bands those Canadas, in a commercial union, preparatory only to that more formal annexation to this Mighty Union which sooner or later must come, in due course, in the onward marching of God's Inevitable Destiny. atf