

X ~~More information if needed.~~ Ann

The two lakes and river are the most important natural resources to this area, as in the past, the watery highway was a route used for thousands of years, first by the Indians, later explorers, traders, loggers and early Pioneers.

X Evidences of Archaic, Old Copper and Woodland Cultures are found on the shores of Cross Lake, Pokegama Lake and Snake River. Mounds, an Arville Complex, includes 13 linear and 2 circular mounds situated on the bank of Snake River in Royalton Township and 115 Mounds in Pine City Township Sec 9. (where Pine Camp stood) are completely destroyed, surveyed by Prof. T.H. Lewis of St. Paul (1889)

Cross Lake was named for the "lake which flows, meaning the river crossed over" making it appear to be a Cross. Snake River was originally called Gim-a-big-O-zibi, by the Indians meaning crooked and winding like a Snake, Later various names were used by traders. Seperent, Kanabec, Pokegama, Snake River.

X This area was originally occupied by the Dakota (Sioux) Indians, later the Ojibway (Chippewa) Indians obtained weapons from explorers and traders drove the Sioux to south and west.

1600 the French + English traders found the route, building their trading post on the banks of Cross Lake and Snake River. Trading guns + pelts to Indians for rich pelts of furs.

An ancient village and trading post was located on east shore of Cross Lake, where the Snake River leaves the lake flows eastward to the St. Croix. Originally the village was Ching-wa-ds-rang, meaning steep or erupted end of a hill. Later it was called Chang-wah-o-dane meaning Pine Trees near by. In minutes of Pine City Board of Supervisors meeting on July 7, 1884, it was spelled Changwastone.

X In 1838 United States government ratified treaty that turned the entire Snake River Valley over to complete white exploitation. Many greedy loggers had taken advantage of treaty before it was ratified began logging, which caused lot of misunderstanding between the Indians and loggers.

In 1837 John Boyse with 11 men and 6 oxen established his camp at mouth of Snake River, only to find considerable trouble with the Indians, who refused to allow Boyse to remove any of their "Chingwack" Pine. Claimed "White man pay no money, no pines."

X Indians, included this area expected their first payment for their land in July 1838. Chosen place ^{were} Stellwater stands. Chippewas came there in many numbers from hundred of miles in their canoes. But it was not until the first week in November, when ^{old} stern-wheel arrived with all the Indian supplies. 100 barrels of flour, 25 barrel of pork, kegs of bales of blankets, guns & ammunition & cask of Pass, ^{aid}, except whatever they could carry off on ^{the} lakes, rivers & streams were frozen and



deep snows came. Many of old, as well as young died on the trails "home," thus their first payment was a curse, then a blessing to the Indians, who suffered the consequences.

X March 3, 1849, the territory of Minnesota was created by act of Congress. Four other names were named for our State, but the name of Minnesota remained, meaning "Land of sky-tented-water." (Now at present name "Polluted-tented water-ann"). Surveying began under law same time, which the lands subdivided and opened for sale to the public.

Land offices opened & began to offer land for sale, thus bringing land Barrons to Chongwatana. Large tracts of land was purchased by Charles P. Daley from New York, Daniel A. Robertson St. Paul, Munch Bros. Taylor Falls. Walker from Illinois and Herman Trott.

Daley and Robertson were aware of coming of Government Road and Railroad, ¹⁸⁵⁴ Platted town of Chongwatana. Shows the Territorial road would run through Center of town, crossing by a new truss bridge of 200 ft. span. Water power running along the entire town plat has a fall of sixty per mile. A dam with gates thrown across the river, to facilitate the passage of logs from the great Pine region beyond and for mill purposes, opposite to it, a sawmill was erected. Streets were 80 ft wide except for two avenues were 150 ft wide. Provisions were made for spacious park with liberal grants for educational purposes. The lots were surveyed 50 ft x 50 ft. Two lots to each denomination for a Church and a pastor's house. 177 blocks on the north

side of river and 21 blocks on south side were surveyed. Most of streets and avenues were named after prominent men of the time. Walker, Tudd, Payte, Daly, Greeley, Folsom, Robertson etc.

Surveyed and drawn by Wm P. Payte and Herman Trott

Proprietaries : Tudd & Walker & Co. Marine M.T.
Daniel A. Robertson St. Paul M.T.
Isaac Bernheimer New York
Charles P. Daley New York
Herman Trott Agent.

In 1856-58 - Daniel Robertson and Charles Daley were anxious to sell their land, attract a settlement at Changuatana, they had letters and pamphlets sent to various agents and friends requesting to interest immigrants to Changuatana. Their biggest downfall came setting 4^{00} a acre for their land to railroad. They would have gain donating the land to railroad. Page 4+

X First land grant for railroad was made in 1854 from St Paul to Lake Superior, this bill gave 20 sections per mile to the railroad company, but during the enrollment Committee some fraudulent changes were made in its provision. After it passed in both houses and in hands of president. The bill was indefinitely postponed.

Not until May 5 1864, Congress gave ^{ALTERNATE.} alternate section on each side to aid building the Lake Superior and Mississippi Railroad and grant was increased to 20 section per mile. Additional seven sections ^{per mile} swamp land was given by the State of Minnesota. City of St Paul gave a bonus of \$250,000.

1856, Judd, Walker & Robertson, an effort was made to change the old Indian Town Changuatana to Alhambra, was surveyed, but name of Alhambra was not accepted, name of Changuatana remained.

Changuatana was County seat.

cost in city bonds for a period of 20 years and St. Louis County gave \$150,000. in city bonds for same period. From the proceeds of lands & bonds, an excellent throughfare was built and maintained. The franchise of this road changed holders many times before the railroad was completed.

Building of railroad began in 1862 and completed to Duluth in 1870, cost of \$7,700,000. Road was named "Nebraska & Lake Superior Co. Later changed to Lake Superior & Mississippi. In 1875 name changed "St. Paul and Duluth. Folsom; 1888: 667,

Chengwatana Dam was built in 1849 by Elam Greely. Most important dam, as served sluicing logs for the upper region of Snake River. All the lakes, rivers streams driven the logs to Snake River, ^{for} Knife ^{River} + ^{River} Ann Lake + ^{River} Groundhouse River, Mission Creek, Polegema, Rice Creek, depended on Chengwatana dam. Records (varies) stated from 3 cents to 20¢ per thousands sluicage logs through this dam. Until (no date) a general law was passed by the Legislature of Minnesota regulating the erection of sluice-dams and special reference, in this act to the Snake River dam at Chengwatana, was to collect 10 cents per thousands one logs & lumber sluiced through this dam.

The first logs were marked by ax expert, would mark each log with ^{an} a trade mark, later iron branding ax, marked logs owners initial or trade mark. As the logs came through ^{dam} footage was tally of each log to mark to the owner. ^{in 1876} Since dam was also a dam bridge, question came up "Who owns the Chengwatana dam". It was only a dam

but also a bridge, the public believe that was a highway, kept in ~~repair~~ ^{repairs} by public expenses. Appeared Adolph Munch was present owner of the dam. He purchased its franchise and land around it in 1858 ^{from private} Changuatera Dam Charter was granted in 1840 for purpose sluicing logs down Snake River to St Croix for 12 years. Mr Munch renew franchise in 1859 and again 1861. Although the dam charter required the Changuatera to raise the level of Cross Lake at least 5.5 ft, it was actually built with a head of 10 ft. flooded ~~the area~~ [?] (another figure was ~~the area~~ ^{??}).

High water allow steamers provided supplies to logging camps upstream Draraton & Brunswick. Snake River and Cross Lake would be filled with logs until August in earlier years.

In ^{spring} 1886, water was low, ^{when} rains came late, all lakes, rivers & streams up the Snake, opened all gates of their dams rolled their logs from landings, into Snake River onward to the St Croix, causing greatest log jam in St Croix history. (At Angle Rock had a bend in river). Loggers at Knife Lake "wrote" "Push (foreman) was — mad, order us to St Croix help with jam". The crew left with teams across ^{country} to St. ~~Croix~~ ^{Croix}. "People came by train to see the sight." Snake River was blamed for the greatest log jam in ^{St Croix} history.

In 1898, ~~part~~ ^{part} of original washed out, after heavy rains, farmers learn how much land they gain with dam out. June 1900, 30 farmers who had land overflowed by the dam, taken 25 pounds of dynamite, blow 10 ft of pier and loosen the sluice gate and bridge was damage. Mr Munch repaired the damage. Those who depend on the dam, questioned "When the farmers purchased land (as is)

Chengwatana flooded their land?? Law suits followed.

Long before dam was blown out again, newspaper headlines: "Chengwatana Dam is doomed" "Either dam must go or owners must regulate it."

On ~~midnight Sunday~~ or Monday 1:30 AM. May 31. 1903, masked men (all farmers) fifteen on east side of Snake River and 15 men on west side of dam, with 200 hundred pounds of explosive stuck into gallon jugs, placed them into position, fuses were fired. Five of the eight charges exploded. Three piers and 2 gates were damaged cost of \$850. in direct damage to dam and indirectly about \$2,500. in log sluicing tolls.

X In 1911 John Myron Allen purchased dam, no longer for logging purposes. Allen organized Eastern Minnesota Electric Power Company. Allen & crew began constructing a new dam on April 1912. All back water which was held by the Chengwatana dam was released. The Courts order forced the dam to be dismantled, also courts had directed the new company dam to be lower, and new dam to be built below the site of the Historic Chengwatana dam.

May 14 1930, this dam was dynamited. It was repaired and used until large cakes of ice, ruined the dam. Things did not run smoothly for this small struggling company. Law suits & they lost,

X September 20. 1938, H. C. Wenzel, Commissioner of Conservation order removing the dam, appealed in Ramsey District Court.

Pine City was plat Oct 14 1869, in office of Register of Deeds for Pine City, Chengwatana Jan 16, 1870.

I hereby certify that the within plat was filed in this office for record on the sixteenth day of January A. D. 1870 at 3 o'clock P. M. and was duly placed in the book of town Plats

Adolph Munch

Register of Deeds.

All avenues and streets are 60 ft wide except 8th avenue which is 45 ft wide 5 avenues west of 6th St 20 ft wide North av. 30 ft wide and railroad Ave east from 8th ave. to 6th ave. 50 ft wide. R. R. ave west from 5th Ave. to 65 ft to south of 7th are 50 wide. Full blocks are 300 ft x 300 ft. Fractional lots or lines are marked on the Plat. Full lots 50 ft x 150 ft unless otherwise marked on Plat. All fractional lots and lines are marked on the Plat. Pine City is laid out on lots no. 1, 2, 3, 4, 5 and 6 in Section 33 of township No. 39 N. Range No 21 - W.

I, the undersigned do hereby certify that the annexed Plat of Pine City was made by me that the same is based on careful survey made by me ~~that~~ and is a correct plat thereof. That good & sufficient stones have been fixed under my direction at center of Section 33 at the south east corner of Block 10 and at the quarter Section corner 30 ft north of N. E. corner of Block 13. The stones are of ? sunk — feet under the surface of the ground marked with a cross cut out in upper side indicating the point of intersection, as a fixed and permanent point from which to make future surveys that land embraced in the 3d survey and plat is that which is described in annexed Certificate

and acknowledge of the prop^r of the S^do Town of Pine City.
Dated this day Oct 14, A.D 1869.

Signed

No signature, as it was copied by A. D. —.

In 1840, an old settler Mr Kirland from (Journey?) Ill. work some time on bank where Pine City now located, try to start a colony, became discouraged by Indian trouble and left in 1841.

Townbridge in his report describes Changuatara and Pine City, in his travel account in 1869.

Railroad made Pine City, with logging and Changuatara soon help the rapid growth of the town. Boarding houses and saloons were in demand.

Pine City, incorporated on February 14, 1881. Population approximately 1000. County seat was moved from Changuatara to Pine City by popular vote. First Court house were Nichols Cafe located. Jail & record house. School. Post office, depot. 2 boarding houses. Brick yard. Brewery 2 Blacksmith + Wagon shops. 2 sawmills. Liquor + wine store, Drug + Liquor Store. Meat Market. Three general stores. Water supply for the train & windmill. Loading dock south bank for train + steamers. 96 homes. No electricity. Streets graded. 3 Churches.

18 years later 1899. Population 1200. Electricity. Streets graded, (not paved.) Water supply from cistern low the fire hall 22' x 16' 7' Deep, also supply from + cross lake, surrounding Pine City on. Volunteer fire Department 1 Chief and

36 men. One watrous steam engine. 2 Hose cuts 2000ft
 2½ hose. Fire alarm by bell and steam whistle. New
 Courthouse. Bank. Adelm Lumber Co. H. J. Rath on west
 bank of Cross Lake, planning mill runs 3 months a year, doing
 Custom work: Building + yard on solid ground. Night +
 Sunday watchman. Fuel. Wood + Sawdust. No lights (Most of
 Pine almost all cut). Copy 2000ft per 12 hours.

C + A. Burger located on Cross Lake. Planning saw. Sking
 mill. Building on solid grounds. Mill runs 3 months a
 year. Custom Work. Power steam. Tubular lanterns
 Steam engine with 1" hose. Copy 3000ft per day. Fuel: Waste

E. Buselmeir Brewery located on Cross Lake Copy
 4000 Bbls per year. No watchmen. Men sleep on Premises.
 Power steam. Fuel: Wood. Brewer Lamps 100' 1½ hose.

P. C. Mill and Elevator Co Copy 120 bbls per day Fuel:
 Wood. Electric lights 3 stories. Dynamis engine 60 H. P.

Robinson Park + fair ground (located near water
 tower + library) in center of town. Depot. 2 livery
 stables. 6 Churches. New School. 5 salons. 7 hotels
 2 boarding houses. 1 Potable Ware houses 1 grain ware-
 house. Millinery shop. 2 Ice Houses. Pine City electric
 light Company. Hardware store. Printing shop. Newspaper.
 3 general stores. Barber Store. Furniture + Undertaker
 Tail. Feed store. Meats Market. Photo Shop. Pine City
 Mill + Elevator Co. Cigar factory. 2 Blacksmith + Wagon
 shop. Approximately 140 structures. 1 restaurant. Creamery
 (Other years available) am

January 1853 Knauer's survey Government (Military)
 Road line northwest along the east of shore of Kuck Lake crossed
 the Snake River at outlet shore of Pokegama Lake, then ran north.
 then ran north east side of Pokegama Lake, northward to Kettle
 River. (In 1853 Knauer's survey at outlet
 shore of Pokegama. Pictures & maps shows outlet at ^{least} 1/4 mile
 maybe wider. Pokegama Lake joined together with Snake River) And

In 1854 Simpson surveyed a new route of the Government
 Road or (Military Road) through Chagwatawa, east side of Cross
 Lake saving number of miles.

Robertson's papers noted "Proposition for the completion
 of road from Superior to St Paul" "Making a good and continuous
 road for coaches & carriages from St. Paul to Superior". No
 doubt the road was cleared from trees & brush. No gravel
 or grading was a total disaster.

1862 Sioux uprising defending the Minnesota frontier fell
 to the state, just shortly after Civil War. Washington
 shrugged Minnesota appeal for help, until Governor
 Alexander Ramsey address a telegram to Abraham
 Lincoln, the war department appointed Major General John
 Pope as commander of new created "Department of North-
 west." With headquarters in St. Paul, comprising Minnesota
 Wisconsin, Iowa and territories of Dakota & Nebraska.
 With strict instruction to take prompt measures to bring
 peace, security and protection to the people.

In Minnesota, Indian warfare was closely kind to
 guerrilla fighting. Raiding groups spread in many

Direction. It was necessary to provide for protection of the settlers and isolated farms throughout vast wilderness. The fact that Terror of Indians, real or imagined, reigned everywhere in threatened areas. Many times, would gather together and men armed with guns or other weapons and no Indians around or many miles away, even stockades were built in some areas.

X Sept 9, 1862, Governor Ramsey outlined the widespread defensive measures, to secure the frontier. Total of 2,150 troops, plus several hundred irregular mounted men were scattered at various points along the Indian border from Chongwatana in St Croix Valley, to Crow Wing on Mississippi and Fort Abercrombie in Red River and all along the frontier exposed to Sioux depredations, southward to Iowa line.

The first outside aid to reach Minnesota on September 4, 1862, when troops arrived from St Louis, were parolees following their surrender and exchange for Confederate prisoners. Chongwatana must have had a population that needed protection at outbreak of Sioux uprising. In 1862, there was a Command Post for three years and maybe longer. Little is written about Chongwatana's fortification. Evidently the post was maintained by mounted men from 1862-65 or 66. July 1865, an army quartermaster advertised for bids furnishing hay for number of remaining garrisons and Chongwatana was named among the number of other Posts.

Colonel Frances Roach Delano, taken command of five Companies. One Company was stationed in Chongwatana



It is unknown, if there was a fort of some kind? How many men? Horses?
 There must have been some kind of shelter. Gradually in 1866
 Confidence was restored, remaining men were dismissed from their duties
 see Jan 3, 1900 Poker issue. Chazy water: Old structure in Pine County
 known as "Goodwin Barn" burns to the ground. Built in 1855, 6 years
 before outbreak of Civil War. First used for a Carpenter shop, but since
 1864 used for stabling purpose. The lumber and timbers in the old
 building were sawed in a mill located at that time, where the bridge
 crosses the River was moved away many years ago."

Reading this article, this building may have been used for 1865-66
 fortification? Information ^{1882 since} Uprising. ~~Sept 1760: 101-104~~ June 1963 Minnesota
 History

In 1869, a group of railroad excursionists planned to use
 rail as far as Rushsoba (Rush City) and then use the old Military
 (Government) Road, as it was called cut through the wilderness for
 government purpose. Among the travelers, was young man
 John Townsend Trowbridge (TROWBRIDGE) well-known editor
 and writer. "For first fifty miles we travel on rail newly
 laid and thereafter in wagons."

Thursday morning August 12th 1869 - "We are off. — arrived
 at White Bear (St Paul's favorite picnic spot ten miles away.
 The next station is Forest Lake, where there is a still
 more extensive body of water and a beautiful town site
 on its banks. — we pass through a rolling country
 of oaks opening and occasional native meadow, once
 the beds of lakes, converted by time and vegetable decay
 into grass-lands of exceeding fertility. A few scanty settlements
 scattered along or near this part of route."

at Rushcaba (Rush City) fifty miles from St Paul, we come an end of the completed tracks and we might almost say of civilization, northward hence, the wilderness. Here we find an unfinished depot building, in a little clearing of the woods:

"After dinner (served on rough boarded tables under the depot roof, we form a group, with the woods and wagon in background, and an Indian in foreground, give the photographer a few shots us. Then ~~the start~~ ^{we were on our journey.} It is like getting an army in ~~most~~ motion. The climb into seats in the strong canvas covered Concord Coaches, the tinkling of horse-bells resound pleasantly in the woods, one after another the wagons take the road, and we go rolling and plunging into the forest.

"Late in the afternoon we reach our first camping grounds Chingwatana, where there are a few wooden houses + huts of half-breeds, besides a sawmill, on the east shore of Cross Lake. While our tents pitching on the stumpy shore, and our supper preparing at the stage-house, we embark on the lake in a barge manned by laborers from the railroad. The lake is four miles in length from north to south. It is quite narrow, ~~however~~ however, Snake River, flowing through it from east to west, forms a watery cross, that gives the name. The Chingwatana dam has flooded thousands of acres above + drowned timber + fires have destroyed much that the water spared. Western shores peopled by melancholy hosts of dead trees, standing mournfully in the water or charred + dark on the banks, lifting their blasted trunks + skeleton arms against the sky, give to the scene, by this (evening) light, a most unearthly aspect.

Rowing up the river we pass Indian burial-places on the north shore.

(now known as Wood-Pecker Ridge) rude wooden crosses visible among the dead tree trunks, and a deserted village of skeleton wigwams, whose bare poles will be re-clothed with skin of birch-bark, when the red nomads return to catch fish in these waters and hunt deer in these woods. A week ago there were 300 Ojibways on this camping ground? Now we see but a few brown squaws on the bank, and half a dozen Indian children paddling away from us in a canoe.

"Chengwatana should have had the railroad depot, but it made the ~~common~~ mistake of setting too high a price on what it deemed indispensable to the company, which accordingly stuck to its own land, and put the track the other side of lake. It is the railroad that makes the town, no town that makes the railroad. We row over to the solid stone piers of the unfinished bridge, and high embankment, and the village of board-shanties (now Pine City) about which ruddy Swiss laborers are washing their rough hands and bearded-faces, their day's work done, then return in the twilight to Chengwatana and supper." Trowbridge continues describing note event - mentions Misquitos ^{swarm.} ~~swarm.~~

Friday 13th 1869. "a cold wet morning. — The lake is both basin and mirror to us, making our toilet. Some however, seek the little dark washroom of the stage-house and perform their ablutions there. — Mr Felton lay his tooth-brush on the sink, only afterward finds a rough fellow use toothbrush to disentangle his locks with it. Remarked "Confound the little fool of a thing" "The stage-house table has its limits and we ate

breakfast by relays." After breakfast Trowbridge started to walk, ~~instead~~ outwalk the wagon for snow cautiously through mud-holes, which he avoided. Trowbridge describes the entire trip to Duluth. Road Government & Relay Stations.

Trowbridge stated "there were 300 Ojibways on this Camp ground a week ago." History written by others, state there are many Indian camps, but groups are small. 40 to 80 Indians to a camp." Minnesota History Sept 1960! 103-05

By 1897, logging period coming to end, a new beginning for recreation periods, Steamers that once navigated up the Snake River for logging purpose, were converted to passenger steamers. Kate Rand Stowe carried 8 passengers.

A full page ad placed in St. Paul Press, Pokegama and Cross Lake, Camping & fishing excellent

Smaller passenger ^{boats} were built, as well as resorts, Engle Nook Inn on west shore of Cross Lake. Park Hotel on Pokegama. Dancing and moonlight trips were very popular.

Captain Bergman of the Steamer "Informed that his boat was in fine shape, as soon as the logs get out of the way, he will make his regular trips between Pine City and Pokegama park hotel. Mr Bergman installed a jacket around the boiler, so that heat will not be felt by the passenger. - Pine Co Pioneer May 10. 1901. In another ad. - Cost 20 cents round trip.

Engle Nook Inn ad "Get your Sunday dinner at Engle Nook Inn. Boats will meet at dock at lower Main St. about 12:15 P. M. Dinner and Trip both ways 50 cents."

With railroad trains ^{brought} bringing passengers from Twin Cities, Duluth and other small towns located rail. Fishing was excellent, on Cross & Pokegama Lakes. Not only the inns, hotels, also ^{also} cabins would be filled, but ^{also} camping was popular.

All come to end when the dam was order to lower the water. Article in Pine Piker read "What would be result of the dam taken out? What would become of the summer resorts at Pokegama? What would call the thousand of people that come and go thru Pine City every season? Whom would it benefit? Those who have purchased cheap lands and ~~want~~ want some thing for nothing? These are the only ones that the dam, as asked for, in the Complaint, will benefit. (No etc.)

When dam was lowered or taken out, by 1922, there were complaints about lakes, being polluted and smell was unbearable.

1848 David Dale Owens, geologist for government reported copper in trap rock in Chingwatane, Banks of Snake and Kettle Rivers, but it was not until in 1880, Copper mining began by J. Bennett Smith and his ^{two} associates, but through the years, Smith had different partners. Smith would report "new vein" "50% Copper" "before long Copper ore will be shipped from here by car load" "pay dirt." In 1905 Smith expect to strike it rich by January 1906. Smith, after almost 30 years had failed ~~finding~~ "striking rich."

May 3, 1907. ^{Pine Piker} ~~Pine Piker~~. "Chingwatane Company is the Appellation

given new organization which will prospect for copper. New Company with a nominal capital \$50,000. was incorporated to engage in mining business at Chagwatawa. Incorporation was perfected by H.C. McCollom, R.C. Cone, and W.H. McCollom of Minnesota under the law of Minnesota. Two Sullivan diamond drills will be used at once. These drills are capable of drawing a core from depth of 1,500 ft and if copper in paying quantities is to be found, the drills will do the business.

The new company will prospect on land adjoining the J. Bennett Smith

Sorry, the research on mining companies were never completed.

The Naval Militia Third Division was ^{organized} established in Pine City January 13 1913, with 70 men registered (ages 18-45).

Qualification for an armory required a Naval Militia Division, a site for building and \$1000. in order to receive \$15,000 appropriated by State. With the Naval Militia 3rd Division organized. Three lots were donated by Mr & Mrs Fred Hodge for the armory site. Merchants and citizens raised \$1000. needed.

Stekli hall was rented \$20.⁰⁰ a month, where the Third Division met every Friday, unlike the U.S Navy, where daily drills and training was required.

On ~~May 3~~ ^{November 15} 1913, building of armory began, completed Nov 6 1914.

Third Division received their first uniforms on April 12. 1913. Each man received two uniforms, one white and one blue with tan. If shoes were issued was not mentioned in

The same year 35 members of Pine City taken their first trip on the great Laker. The two day trip was more to adjust the men to ocean trips. In August the entire Third Division with other Militia Divisions ~~was~~ boarded the Gopher and sail the Great Lake.

New Armory, had large doors, on the east, boats were stored in ~~the~~ on ground floor, could be taken out for ~~the~~ ^{training} training on Cross Lake.

"War scare" became a reality when Lt. Robert Wilson, on April 6 1917. P.M. received a call, to be in Duluth with Pine City Third Division next day. News spread rapidly through the small town, plans for a program. Old Glory was seen everywhere from flagstuffs to baby carriages. Every body gathered at the Armory to see "our boys" off. Of course speaks and prays. The Militiamen Departure moved many hearts to teary farewell, as they watched the train was out of sight, quietly one by one moved to their homes. (*Name are available soon) Three of men did not pass physical examination.

Whenever there was a German Communities, a fear overcome the American people. (Some as in World War II, the Japanese were feared) National Guards were sent to guard, grain elevators, bridges, certain industries. Such fear was in Pine County, when feared bridge may be dynamited, a Company of 16 National Guardmen and two officers equipped arrived in Sandstone to guard railroad bridge over Kettle River, great precaution were taken by our government to keep all modes of transportation in running order, which was very important with Americans entangled in the European Conflict. Every small town form a National Guard, ~~Letter~~ + Some many misunderstanding

as stated in many letters & newspapers.

Pine City Naval Militia Third Division existed only 6 years.

Meeting date of reorganizing was set for February 7, 1920. 7:30 P.M. at armory, but there was no report of outcome of that meeting.

Pine City Naval Militia was never organized again.

X 1920-24. No army or defense activities at the Armory. On May 29 1924, Sixty-two recruits enrolled in organization of E. Battery of the 125 Field Artillery of Minnesota National Guard, mustered in at armory. Drill night was set for every Friday night. Uniforms were to arrive before the unit left for Camp Custer Mich. Horses and guns arrived in Pine City after the battery returned from camp.

Training, once a week and 10 days every summer at various Camps. Horse-drawn cannons and equipment were used in first years later trucks were purchased and a garage built back of the armory.

Whenever going to camp, all equipment was loaded on flat cars & coaches.

The armory was home for National Guards for 52 years. In 1973 the unit was redesignated as Service Battery 151 FA Bn. This change Pine City unit made its first switch away from a fighting unit to a Service Unit. Pine City area never had a population needed for a Headquarters or administration unit.

June 30, 1976, The National Guard moved into its new armory.

Attempts were made to restore the old armory, but lack funds had failed. Armory is on National Registry.

Claming was also in Cross Lake, but not as successful as in Pokojima Lake. Pine City had 2 better factories

Pine City was home for S.A.R in early years, remains a home for U.F.W and American Legion.

Highway 61, first known as Black & White, then Highway No. 1. for a short period of time, it was longest paved highway in world by 6.10 of mile

Cross Lake never gain "historic" ^{popular} ~~population~~, as Pokojima Lake has. Many small towns along railroads had faded into the past. Pine City remains, first Chongwatana, logging, ^{local} steamers, recreation ^{with my P.C.} Today, Cross Lake ^{shore} is dotted with homes, 200 hundred years ago dotted with 2 Indian village, one at (Chongwatana) and other (Pine City). Cross Lake area is rich in history, as it was in past Cross Lake, Pokojima Lake and Snake River still most important natural resources

Arvo Vack

December .14 - 2008

Reference Pioneer, The Pen Pokes, etc.

50 years in Northwest Folsom

Pine City Township Records

Minnesota History Sept 1869

U.S. government Records

Daley & Robinson's Letters M.H.S.

Armory - Vack Research Record